

TRANSPORTATION TRIPS, EXCURSIONS, SPECIAL JOURNEYS, CONVOYS, OUTINGS, TOURS, AND MILESTONES IN, TO, FROM OR THROUGH NEW JERSEY

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INTRODUCTION

This is a reference work which we hope will be useful to historians and researchers. For those researchers wanting to do a deeper dive into the history of a particular event or series of events, copious resources are given for most of the fantrips, excursions, special moves, etc. in this compilation. You may find it much easier to search for the RR, event, city, etc. you are interested in than to read the entire document. We also think it will provide interesting, educational, and sometimes entertaining reading. Perhaps it will give ideas to future fantrip or excursion leaders for trips which may still be possible.

In any such work like this there is always the question of what to include or exclude or where to draw the line. Our first thought was to limit this work to railfan excursions, but that soon got broadened to include rail specials for the general public and officials, special moves, trolley trips, bus outings, waterway and canal journeys, etc. The focus has been on such trips which operated within NJ; from NJ; into NJ from other states; or, passed through NJ. We have excluded regularly scheduled tourist type rides, automobile journeys, air trips, amusement park rides, etc. NOTE: Since many of the following items were taken from promotional literature we can not guarantee that each and every trip was actually operated.

Early on the railways explored and promoted special journeys for the public as a way to improve their bottom line. Some railroads promoted the natural and scenic beauty along their lines. Both the Jersey Central and the Lackawanna extended service to Lake Hopatcong and for decades brought thousands there for weekend day trips or for summer vacations. The Jersey Central delivered their travelers direct to the lake at Nolan's Point. The Lackawanna excursionists walked across the Landing station platform and boarded steam yachts on the Morris Canal for the short journey up the Feeder Canal, were locked up into the lake, and were delivered right to the dock of the hotel of their choice.

North Jersey railroads touted the cool mountains along their routes for summer vacations. The Lackawanna ran scores of special trains up to the Poconos to bring visitors to resorts and youth to summer camps. When they ran short of regular coaches for camp trains the DL&W employed strings of their electric MU cars, with pantographs tied down and hauled by their famous Pocono steam locomotives. The Lackawanna well promoted their trains to the Pocono Mountains. So

did the Erie, NY, Ontario & Western, Lehigh Valley, Jersey Central and West Shore / NY Central promote travel to the mountains along their routes.

The Lehigh Valley Railroad built and operated Bellwood Park on the east side of Jugtown Mountain and another, Glen Onoko, in PA. The Pennsy, Jersey Central and Reading took advantage of the service they could offer to destinations along the Jersey Shore, including Asbury Park, Atlantic City, Cape May and others. Scores of special excursions were operated to international, national, state and local fairs and exhibits, events, circuses, resorts, parks, etc. Many other hundreds of specials were operated for church, fraternal and association groups.

The trolley companies saw additional revenue in providing service on Sundays and evenings to parks and resorts when their cars were normally idle. This was back in the day when the work week was six days. Many amusement parks, such as Palisades, Olympic, Bertram Island, etc. were organized, financed and even operated by the trolley companies. The last original "trolley" park in NJ, Clementon, closed in 2019. It had been served originally by trolley and the Reading Railroad, then by Public Service All-Service Vehicles, later by PS buses, and finally by NJ Transit buses. Trolleys served many lakes in South Jersey as well as Lake Hopatcong, Verona Lake, etc. in North Jersey. Trolleys served beach communities all along the North Jersey Coast as well as in Atlantic City, Ocean City, Wildwood, Cape May, and others.

Dyed-in-the-wool railfans had a deep interest in steam locomotives. The primary focus of many excursions was to visit terminals, shops, and roundhouses where steam locomotives were stabled. The railroads obliged by lining up their locomotives for the eager photographers, usually with their driving rods in the "down" position. Kodak did a booming business...

We hope this work will be helpful to historians and researchers. Lastly, this compilation should be considered a work in progress. Surely there are many other excursions, fantrips, specials, etc. which could be eligible for inclusion. Here is a perfect example: the NY Division of Railroad Enthusiasts had a collection of all their past fantrip notices. Someone "borrowed" the archive and never returned it... Please contact the editor if you have any or new or corrected information to offer: erie5012@hotmail.com

1772

The first stage coach was used in New Jersey for public transportation by Joseph Hart's Philadelphia Coach Line. His route was from Powles Hook (Jersey City) via Newark, Elizabeth and Trenton. It provided the most comfortable means of travel as well as the most expensive.

1776

(Dec. 25) During the American Revolution, Patriot General George Washington crossed the Delaware River with 5,400 troops, hoping to surprise a Hessian force celebrating Christmas at their winter quarters in Trenton. The crossing was primarily made with shallow draft, rowed Durham cargo vessels. The unconventional attack came after several months of substantial defeats for Washington's army that had resulted in the loss of NYC and other strategic points in the region. At about 11 pm on Christmas, Washington's army commenced its crossing of the half-frozen river at three locations. The 2,400 soldiers led by Washington successfully braved the icy and freezing river and reached the NJ side of the Delaware just before dawn. The other two divisions, made up of some 3,000 men and crucial artillery, failed to reach the meeting point at the appointed time. At approximately 8 am on the morning of December 26, Washington's remaining force, separated into two columns, reached the outskirts of Trenton and descended on the unsuspecting Hessians. Trenton's 1,400 Hessian defender were groggy from the previous evening's festivities and underestimated the Patriot threat. Washington's men quickly overwhelmed the Germans' defenses and by 9:30 am the town was surrounded. Although several hundred Hessians escaped, nearly 1,000 were captured at a cost of only four American lives. (www.history.com)

1787

() John Fitch operated his first steamboat trials on the Delaware River. This is acknowledged to be the first steamboat to operate in America. It was replaced by a larger vessel, the PERSERVERENCE, in the same year using components from the earlier vessel. It ran between Burlington, NJ and Philadelphia in 3 hours, 20 minutes.

1790

() During the summer John Fitch put his steamboat in regular service on the Delaware River between Trenton, Bordentown, Bristol and Burlington. This was the first regular steamboat service to be established in America, but it was not commercially successful.

1808

() The first successfully-operated commercial steamboat built entirely in America was the PHOENIX, constructed at Hoboken, NJ and completed in this year. She opened the first regular steam transportation route in America, running from Elizabethtown to Manhattan on a route that was to become part of the Central Railroad of NJ. (Jersey Central Lines Historical Highlights – April 1949)

1818

(Dec.) Speedwell Iron Works at Morristown machined the heavy castings for the engine for the S. S. Savannah which had a main cylinder inside diameter of 40" and a stroke of 5'. The large and heavy parts were cast by the Allaire East River Iron Works (NYC) and brought to Elizabeth Point by vessel. The heavy cylinder casting was loaded on a large and heavy wagon pulled by 40 horses the eighteen miles to Morristown for \$8.00. Several trips were made to move all the parts. When the machining was completed the moves were made in reverse. The wood hull S. S. SAVANNAH became the first sail and steam vessel to cross the Atlantic in 1819.

1821

() Steamboat service operated on the Passaic River between Newark and New York with the steamboat UNITED STATES. (Phil Jaeger)

1825

() John Stevens built a "Steam Waggon" to operate on a circular track on his estate at Castle Point Terrace, Hoboken, NJ. It was the first steam locomotive to operate on a track in America, and the first locomotive with a horizontal cylinder. Demonstration rides were given to those who were interested and/or brave enough to give it a try. The estate is now a part of the Stevens Institute of Technology, a private research university which was incorporated in 1870 – the first college in America solely dedicated to mechanical engineering. Stevens' early steam experiments focused on boats – he designed propellers and other maritime devices. His Phoenix was the first major American-built steamboat to engage in regular commercial transport of freight and passengers and the first to travel on the Atlantic Ocean. Stevens wrote America's first railroad book – called "the birth certificate of all railroads in the United States". He has also been called "the father of the patent system", "a genius of steam", "the father of American railroads", and "the father of American engineering". Note: Replicas of Stevens' Steam Waggon are in the Museum of Science and Industry in Chicago and the Railroad Museum of Pennsylvania at Strasburg, but none in NJ... (Milepost, Vol. 12, No. 1)

1828

(Jan 16) On January 16th, engineers, contractors and invited guests rode a large horse-drawn scow through the lock and feeder only a day after the waters of Lake Hopatcong first flowed into the summit level. They rode thence along the canal west to Plane No. 3 in Mount Olive thence back and to Plane 3 East in Ledgewood. [Wright, Kevin W., The Morris Canal and the Age of Ingenuity]

(Dec. 13) A Morris Canal Company inspection committee passed over the Boonton plane in a boat 60 feet in length, and 8 ½ feet in width. In the boat with the committee were “about 100 passengers” and “18 tons of stone.” The passage took 14 minutes. While the entourage ascended the plane, “an empty car descended. Had the descending car contained a loaded boat, the ascent would no doubt have been accomplished in a shorter time.” [Kalata, Barbara N., A Hundred Years A Hundred Miles]

1829

() Reduced traveling rates (of \$2) between NYC and Easton, PA, were advertised by the NY & Easton Line of Mail Coaches in combination with the “New and Elegant” steamboat BELLONA between Elizabethtown and NYC. The coach left Easton at 4 am and the boat deposited the passengers at NYC at 6 pm. (NJ Transport Heritage)

1830

(Sept. 10) A very handsome Canal Boat which had been launched into the Morris Canal not only proceeded to Paterson and brought the Canal Commissioners to the Falls, but also with a large party and Band of Music, went as far as Mead’s Basin. The boat is intended as a regular packet from Newark to Dover. [Kalata, Barbara N., A Hundred Years A Hundred Miles]

1831

(Sept. 15) The JOHN BULL locomotive made its first trial runs on the Camden and Amboy Railroad in the Bordentown area. (Wikipedia)

(Nov. 12) Robert Stevens hosted a group of New Jersey politicians on a series of trial runs pulled by the new JOHN BULL locomotive on the Camden and Amboy Railroad in the Bordentown area. (Wikipedia)

1832

(Early in May) Reference in Morris Canal & Banking Company minutes of May 10th: An eastbound Morris canalboat, the ELECTA, of Rockaway, owned by Colonel Joseph Jackson, and partly loaded with merchant iron, was on its way to Newark, having on board the captain, his wife and two children. Just as the boat passed the summit the chain broke, and the car with the boat ran down with great velocity, striking the water with such force as to throw an immense wave over the towing path, which carried the boat with it down an embankment from 15 to 20 ft

in height and landed it on the rocks below, amid some trees standing there, but fortunately without striking any. People hastened to the boat to ascertain the fate of those on board. On opening the cabin door, the Captain's wife with her two children, was found sitting there rather composedly, and uninjured. When told what had happened, she seemed surprised, and said she "thought the boat went down very swift, but supposed that was the way the thing worked." [Kalata, Barbara N., A Hundred Years A Hundred Miles] [Railroads of All Types Operated in Boonton, NJ, by Frank T. Reilly and Bill McKelvey]

1833

(Nov. 11) Thought to be the first railroad accident in this country, which occurred on the Camden & Amboy Railroad, was a derailment at Heightstown, NJ. Ex-President John Quincy Adams was involved, but was not injured.

(Nov. 30) First Trip on the D&R Canal: A number of gentlemen made a trip on the canal between Trenton and Kingston in a barge drawn by two horses in about four hours. The water had been let into the level to about three feet deep. At Kingston they had an elegant dinner and then returned to Trenton. (Emporium and True American, November 30, 1833)

1834

(June) Delaware & Raritan Canal Grand Opening Celebration: "On Wednesday the directors of our canal and railroad companies, and some thirty or more of the principal stockholders, together with the governor (Peter Vroom), and sundry others of our great people, came up the 'feeder' as far as Lambertville in a (borrowed) Chesapeake and Delaware canal barge. After dining there all hands got aboard the barge - myself among the number - and started for Trenton about nine o'clock at night... By good luck more than good management, we got to Trenton without wrecking the boat, and after a short nap started off yesterday morning for New Brunswick. The canal banks for the whole distance were lined with people, - that is to say, there were large collections of them at the landings, bridges, etc. A more jolly party than ours was in the afternoon you seldom meet. John C. Stevens, James S. Green, and Thomas Biddle acted as fun-makers, and they acquitted themselves admirably... When we arrived at New Brunswick we were greeted with a salute of twenty-four guns, were received by the military with presented arms, stood something less than a half an hour with our hats off while the mayor made a speech and was answered, hurraed in return to their civilities until we were all hoarse, were marched up and down the streets, and a little after dark sat down to a sumptuous dinner, provided at the expense of the canal company. The military, for their arduous services (to wit, waiting under arms four or five hours and being nearly broiled), received their pay partly in champagne, partly in glory." (The Hon. Ashbel Welch, in a letter to Solomon W. Roberts, Esq., dated Trenton, June 27, 1834)

(July 5) Canal Packet Boat. A PACKET BOAT will leave Bordentown, every day, (Sunday excepted) at 9 o'clock, A.M. for Trenton and Princeton per the Delaware and Raritan Canal. Returning, will leave Princeton Basin, at 12 o'clock, (noon) and Trenton at half past 1 o'clock, P.M. in time for the Steam Boat that arrives in Philadelphia at 6 o'clock, same afternoon.

FARE to and from Trenton 12 ½ cents.

“ “ “ “ Princeton 75 cents.

(August) Passenger Packets on the D&R: In 1834 Colonel James Reeside's People's Line tried one last expedient in an attempt to cope with the growing popularity of the Camden and Amboy Railroad, which now had been completed to Camden and was using their locomotive John Bull. It was announced that the "new and splendid barge" NEW JERSEY would be operated on the D & R Canal between Kingston and Bordentown, where travelers connected with the PHILADELPHIA. (NY Commercial Advertiser, 2 September 1834)

(Oct. 27) A delivery of Anthracite coal from Mauch Chunk, PA to Elmira, NY is documented. The routing involved the Lehigh Canal; Morris Canal; NY Bay; Hudson River; Erie Canal; Seneca Lake; and Chemung Canal to Elmira, which in a direct line is about 100 overland miles from the starting point. However, the waterway route was about 700 round-about miles to its destination point. (Newark Daily Advertiser, Oct. 27, 1834) (Canal Society of NJ, On the Level, No. 134, Jan. 2020)

1835

(June 30) PASSAIC FALLS The late rains have made the Falls unusually attractive for the season. Fourth of July Excursion. – advertisement for the following. (Railroads in New Jersey: The Formative Years by John T. Cunningham)

(July 4) The earliest excursion in NJ and one of the first in the US attracted 1,238 passengers to the Paterson and Hudson River Railroad. Each paid 50 cents round trip to visit the beautifully romantic falls at Paterson or to visit NYC. Most of the trips were pulled by a steam locomotive, but some were horse-drawn. (Railroads in New Jersey: The Formative Years by John T. Cunningham)

(July 7) An act of Congress making every railroad a postal route was signed by President Martin Van Buren. (The High Line, Vol. 9, No. 4)

(Nov.) For several years after the opening of the (Delaware & Raritan) canal there were attempts at running packets from Bordentown to New Brunswick, but the running time (5½ hours) compared very badly with railroad and stage, and apparently the only reason that travelers chose the vessels UNITED and NEW JERSEY for the trip across the state was to observe the scenery,

which was described as “diversified” and “picturesque.” (N.J. State Gazette, November 14, 1835)

1839

(May 30) Philip Hone, erstwhile mayor of New York City and celebrated diarist committed the following lines to his journal on May 30, 1839: Among the maritime exploits with which these adventurous times abound, the arrival, on Wednesday last, of a little schooner, called the ROBERT F. STOCKTON, from England, was one of the most remarkable. She sailed from Gravesend (UK) on April 13. She is only ten feet wide and seventy feet long, and her burthen is thirty tons. She is built entirely of wrought sheet-iron, and is intended as a towing vessel on the New Jersey Canal (the D&R). The commander is Captain Crane. She performed her voyage in forty-six days, with no serious disaster except the loss of one seaman, who was washed off this little cockle-shell by one of the seas which were constantly sweeping her decks. Never, I presume was the western ocean crossed in so small a craft. There was not room enough to lie straight nor to stand erect. This little vessel lies near the Battery, and is visited by hundreds of curious persons, anxious to realize the possible truth of the nursery story about the “three men of Gotham” who “went to sea in a bowl.” The ROBERT F. STOCKTON (renamed the NEW JERSEY) was the first iron-hull vessel to cross the Atlantic and the first commercially successful vessel utilizing the screw propeller. (The ROBERT F. STOCKTON and the Introduction of Screw Propulsion, by Alexander Crosby Brown, in Steamboat Bill of Facts, Journal of the Steamship Historical Society of America, No. 40, December, 1951) (The Camden Mail, July 10, 1839)

1840

(1840s to 1940s) Many steamship companies used the Passaic River for excursions taken by residents of Newark and Passaic. Popular destinations usually had picnic grounds such as Bear Mountain, the Palisades, and Coney Island. The latter became the most popular and included bathing, dancing, beer gardens, Tyrolean music, and clam chowder. Steamboat service to Coney Island departed Newark from Center Wharf. (Phil Jaeger)

(Dec. 10) An old boat, laden with iron and stones was attached to a locomotive and drawn through the ice, which was about four inches thick, in the Delaware and Raritan Canal from its mouth to some distance above Trenton where three barges freighted with merchandise had been locked up by the ice – passage being cleared, the barges were taken in tow by the locomotive, and delivered in safety at Bordentown, where they were taken in charge this morning (Dec. 11) by the steamer ROBERT F. STOCKTON, and passed here in fine style on their way to Philadelphia... (Burlington Gazette, Dec. 11, 1840) (On the Level, No. 137, Jan. 2021)

1841

() As many as 40 boats from the Morris Canal used the Delaware & Raritan Canal in the fall of 1841. Because the Morris Canal was closed for enlargement work their boats navigated to the Lehigh Canal via the D&R (main line and feeder, crossing the Delaware River at Lambertville) and Delaware Canals to get coal to alleviate the shortage at NYC. (LHRy website/histories/njchronology)

1842

(July 4) The first experiment in the running of cheap pleasure excursions on the Erie Railroad took place: Fourth of July! New York & Erie Railroad Two trains of Passenger Cars will leave Goshen for New York (via steamboat from Piermont). Passengers by the morning train from Goshen, will have the opportunity of witnessing the opening of the Croton Aqueduct and other civic festivities. The Goshen and Mount Hope Bands will accompany the morning train from Goshen, and return in the evening train from New York. Interestingly, only two cars were needed to carry the excursionists plus the band. The round trip fare was \$1. (The Story of Erie, E. H. Mott)

1843

(May) Ship Timber Raft: We are gratified to see that our friends up the river, are becoming alive to the advantages afforded them by the Feeder for transporting the products of their industry to market. A very valuable raft of ship timber, consisting of knees, breasts, and planking, came down from near Milford, last week, and has been lying since in the canal at the junction. The raft is 500 feet in length, and bears upwards of 500 pieces of timber for ship building, destined for the New York market. (Note: the raft would have had to have been broken up into 100-foot sections in order to pass through D&R locks at the time.) (New Jersey State Gazette, May 15, 1843)

1844

(April 23, to May1) The journal of William Richardson describes his journey from Louisville to New York. The last portion of his trip describes his journey across NJ on the Camden and Amboy Railroad. (River, Road and Rail by William Bell Wait)

1845

() The Camden & Amboy RR advertised Summer arrangements between Bordentown, Burlington, and Philadelphia by train or steamboat. A daily Excursion Arrangement was available on the steamboats New Philadelphia and Trenton. (The Pennsylvania Railroad, E. P. Alexander)

1846

(Jan. 21) The steam propellor COL. JOHN STEVENS arrived at Philadelphia on Sunday from New York by way of the Delaware and Raritan Canal. She is furnished with the Loper propellor and by working the boat stern foremost, the propellor crushed the ice that sheeted the canal to the depth of seven inches, a distance of 36 miles. The cargo being a valuable one, it was of some moment that it should be brought through, and the success of the recent attempt on the Chesapeake and Delaware Canal induced the successful effort. (Evening Sentinel, Jersey City, January 21, 1846)

(March 10) American Bethel Society's missionary to the boatmen and men employed on the D&R canal, Mr. Van Cleef, reported that he visited about 250 to 275 boats and supplied them with tracts and small bibles and testaments were distributed. He focused on the promotion of the observance of the Sabbath and particularly to cause Sabbath navigation to cease. He circulated petitions on this issue and gained 400 names of nearly all the lock and bridge tenders together with captains and hands which he proposed to send to the Board of Directors of the canal. (Sentinel of Freedom, Newark, March 10, 1846)

(May 29) An eight-oared barge, formerly belonging to the Bonaparte estate at Bordentown, is now lying in the Assanpink, fitting up for a pleasure steamboat, and intended to run upon the canal and river. A steam engine of a few horse-power, is building for her, by Lang of Bordentown. She will be ready in a few weeks, and a pleasant trip on the canal, feeder and river, during the summer. She is owned by Mr. J. Mount. (State Gazette, May 29, 1846)

(July 15) A special train of four cars departed Newark for Morristown. Most passengers were firemen; the Orange Band boarded at Orange station. The Newark Fire Department sent up their engine No. 7 and in the afternoon the Newark and Morristown departments met in a "wash" - today we call it a "wetdown" or "hosedown". There was a reception followed by a fireworks show. (John T. Cunningham) (LHRy website/histories/njchronology)

() A series of excursions were operated by the Camden & Amboy Railroad from Philadelphia. Passengers took a steamboat to Bordentown, the railroad to (South) Amboy and another steamboat to cruise around Staten Island. Return was again via the C&A RR and a Delaware River steamboat. (LHRy website/histories/njchronology)

1847

() To encourage boatmen to engage in transporting canal freight, the Morris Canal Company “announced that prizes of \$200 each would be given to the captains making the quickest trip and the greatest number of trips during the season.” The two Cavanaugh brothers, Garret and Mike, of Phillipsburg, took their boats from Port Delaware to Jersey City in four days, and became known as “the fast” boatmen. [Kalata, Barbara N., A Hundred Years A Hundred Miles]

1848

(Oct. 19) The New York and Ramapo Railroad was officially opened to from Paterson to Ramapo on the line of the New York and Erie Railroad. This new artery of traffic was destined to become the connecting link of one of America’s great trunk lines between NY and Chicago. The occasion was celebrated by the officers of the company and hundreds of invited guests who boarded two trains of entirely new, easy, capacious and comfortable cars, each drawn by a locomotive respectively called the *New York* and *Ramapo*, of extraordinary power, and admirable workmanship and finish – from the factory of Rogers, Ketchum & Grosvenor of Paterson. The complete story of the tour of the line; celebrations at Ramapo; lengthy speeches, numerous toasts, and sumptuous dinner were given in great detail and description in the *Morning Courier*. (From the Hills to the Hudson by Walter Arndt Lucas, *Railroadians of America*)

1849

() Containers were first used in the USA on the Camden & Amboy Railroad.

(Spring) In this year the first experimental 125-ton boat was built on the Delaware & Hudson Canal at Honesdale, PA, but that canal enlargement had not progressed enough to move it by their canal to tidewater. The risky decision was therefore made to take advantage of the spring freshet and float it down the Lackawaxen and Delaware Rivers to Bulls Island where it entered the Delaware & Raritan Canal and was delivered via Trenton and New Brunswick to NY Harbor. (Wayne County Herald, Feb. 5, 1880)

(Nov. 15) A sloop load of hogs passed through the (Delaware & Raritan) canal on Nov. 15, 1849 on a one-way excursion to the butchers of New York. They appeared to be quite musically disposed and made a noise that would have done honor to a political meeting. (Daily Trentonian, November 16, 1849)

1850

() The Trenton Iron Co. built a mule-powered traction railway from their mine at Andover to the Morris Canal at Waterloo, following the valley where Dragon's Brook ran. This rail line also had connections to other nearby mines. Construction was supervised by Nathan Smith and was completed in this year. Three or four mules pulled the ore cars (a/k/a "Jimmies") which had a capacity of over six tons of ore from the mine, up the slight grade until they reached the top of Whitehall Summit. Then two mules would take them the rest of the way to the ore-handling docks on the bank of the Morris Canal where the Methodist Church would soon be built. This traction railway was named the Sussex Mine Railroad. [Giles, John R., The Story of Waterloo Village]

(March 29) New Arrangement, New-York & Paterson, via Passaic River & Morris Canal, Without Re-shipment of Merchandise. Thos. V. Johnson & Co. will start, on the opening of the Morris Canal navigation, a Daily Line, (Sundays excepted) of First Class Covered Canal Packets, which have been prepared expressly for the safe and expeditious transportation of all kinds of merchandise between New-York and Paterson, At Low Rates, All merchandise shipped by this Line on board Canal Packets, at Pier No. 19, North River, between Day and Courtland streets, will be towed to Newark by Steamer Edward Payson, and proceed immediately up the Canal to Paterson, arriving there early next day; thereby saving the time and labor of re shipment at Newark... (Paterson, March 29, 1850)

1851

(April 29) The Commercial Transportation Co. of this city (Trenton) now runs two steamers and nine barges (canalboats) between Philadelphia and Albany, NY via the Delaware and Raritan Canal – they will still put on another steamer. These barges and those of (many) other companies carried a considerable amount of coal that was moved over the Bel-Del (RR) to Coalport where it was (trans-) shipped over the D&R Canal. (A Chronology of the Belvidere Delaware Railroad)

(June) During 15 days in this month, "nearly one million baskets of strawberries were brought to New York over the Ramapo and Paterson railroads and Jersey City ferry. Most of these were gathered within a district of about 8 miles square, contiguous to the Ramapo road. Estimating that they were sold at the average rate of four cents a basket, the return must have been about 40,000. (From the Hills to the Hudson by Walter Arndt Lucas, Railroadians of America)

(July 4) 4th OF JULY EXCURSIONS, Belvidere Delaware Rail Road – Cars upon this line will leave Lambertville for Trenton. Note: This was the first-known public notice of an excursion train to operate over the Bel Del. (Down Along the Old Bel Del, by Warren R. Lee) (Daily State Gazette, June 28, 1851)

(July 4) The Newark Daily Advertiser carried the news that numerous trains would be run on the Paterson and Ramapo railroads from New York to Suffern. It concluded: "All trains on the Ramapo road will stop at the Godwinville Station (Ridgewood) to give those wishing it an

opportunity to unite in the celebration at Wycoff.” (From the Hills to the Hudson by Walter Arndt Lucas, Railroadians of America)

(July 14) One of the early excursions available to people along the newly opened Lambertville-Trenton segment of the Bel-Del was operated from Trenton to Ft. Mifflin, located on the Delaware, ten miles south of Philadelphia. The excursion operated by rail from Trenton to Bordentown on the Camden & Amboy where excursionists then boarded the steamboat NEW PHILADELPHIA for a thirty-mile cruise to the Fort. On the return trip, however, the NEW PHILADELPHIA steamed only to Tacony where at about 8pm excursionists were then transferred to a special vessel for a moonlight cruise back to Trenton. The round-trip fare for this adventure was 50 cents per person or 75 cents per couple. (Warren T. Lee)

(Aug. 4) The (steamboat) MAJOR WILLIAM BARNETT made an excursion from Trenton with 100 people aboard to Burlington, Bristol, and Tacony. (A Chronology of the Belvidere Delaware Railroad)

(Nov. 1) Ent’s Express! Daily, Between Lambertville, New Hope, and Philadelphia by Belvidere Delaware Rail Road in the personal charge of the proprietor. All kinds of light freight, small packages, parcels, errands, &c., entrusted to his care or left at the Barley Sheaf Hotel, Philadelphia, for him, will be punctually and carefully delivered at any point on the route at moderate charges. November 1, 1851. (Down Along the Old Bel Del, by Warren R. Lee)

1852

(March 23) The steamboat MAJOR WILLIAM BARNETT has commenced her regular trips between Easton and Lambertville. She left Easton yesterday morning at 9 o’clock, and arrived at Lambertville at 1 o’clock. She brought down a large number of passengers for Philadelphia – so many that the down train on the railroad from Lambertville had not cars enough to seat them all. On her way down, the steamboat touched at many places, and took on board a good deal of freight. The BARNETT will return to Easton at 6 o’clock and hereafter will run up and down every alternate day. (A Chronology of the Belvidere Delaware Railroad)

1853

(June 18) Not long after the Bel-Del reached Milford, two sections of the Herr Diesbach & Co. Menagerie and the Rivers, Derious & Co. Circus groups visited Milford while another section of that aggregation visited Lambertville.

1854

(Feb. 3) The first train over the Bel-Del, a 15-car special, departed from Kensington Depot in Philadelphia at 8 am. It carried more than 1,000 passengers from Philadelphia and Trenton. The train arrived at Union Square, Phillipsburg around 1 pm. Here it was met by a noisy and jubilant throng of several thousand people who fired cannons, waved flags, and yelled themselves hoarse. (A Chronology of the Belvidere Delaware Railroad)

(July 1) The first passenger train, pulled by the locomotive ATSION transported 600 riders, including railroad officials and other VIPs, on the trip from Camden to Absecon Island where they boarded two simple coaches pulled by the locomotive ROANOKE for the remainder of the journey to the United States Hotel on Atlantic Avenue, Atlantic City. (Camden & Atlantic Railroad: A history of the line that made Atlantic City)

(Dec. 4) The Flemington Railroad opened for business. A special train was operated from Lambertville to Flemington during Court Week. (The Pennsylvania Railroad, E. P. Alexander)

1855

(Dec. 18) The Newark and Bloomfield Railroad was opened by an excursion trip to East Bloomfield by the directors of the road, accompanied by the directors of the Morris and Essex Railroad and a number of invited guests. They left the junction at Roseville Avenue and arrived in Bloomfield in 15 minutes. (Newark Daily Advertiser, Dec. 19, 1855) (Edward T. Francis)

1856

(Sept. 4) A detailed description of the newly completed coal-loading wharf at Coalport in Trenton was printed in the Daily State Gazette. The basin, located on the bank of the Delaware & Raritan Canal, was 1,200 ft long. It was wide enough for a light schooner to turn around. The landing that received the loaded coal cars consisted of a heavy and well-braced trestle that paralleled the canal. The deck of the landing, elevated 17ft above the water line, carried three tracks. Barges (or canalboats) for Amboy and New York City were loaded at these wharfs with 300 tons of coal, schooners for Providence and Boston were loaded with 200 tons of coal. (A Chronology of the Belvidere Delaware Railroad)

1857

(May 1st) The Paterson and Deckertown Stage Line began operations. The stagecoach departed Paterson on the arrival of the 8 1/2 o'clock train of cars from New York, every Monday, Wednesday & Friday morning, running thro' Preakness, Pompton, Bloomingdale, Newfoundland, Stockholm and Hamburgh, arriving at Deckertown the same evening. Returning,

will leave Deckertown at 6 ½ o'clock on Tuesday, Thursday, and Saturday mornings, arriving in Paterson in time for the 4 o'clock P.M. train for New York. **Good Coaches, fine horses and careful drivers. JOHN P. BROWN, Agent.** (The New York, Susquehanna & Western Railroad by Mohowwski)

1859

(June 27) Excursions to the Coal Fields of Pennsylvania were advertised as commencing on this day by the Central RR of NJ in connection with several other railroads at one-half the regular fare. Passengers departed from Pier 2, NYC on a CNJ steamboat to Elizabethport then by rail to Hampton Jct. through Warren County and the Delaware Water Gap; over the Poconos to Scranton; Prospect Rock at Wilkes Barre; Mauch Chunk and the top of Mt. Pisgah on inclined plane; the Gravity Roads and the Wonderful Switchback; the Lehigh River through Catasauqua, Allentown, Bethlehem, Easton; and return to NY via the Central RR of NJ. (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson) (NJ Transport Heritage, Vol. 5, No. 1)

(October) Two articles appeared in Harper's New Monthly Magazine for April and July, 1860, entitled: Artist-Life in the Highlands and Among the Nail-Makers. They offer contemporary descriptions of the once-prosperous iron industry which flourished in northern New Jersey and an account of a canalboat ride from Kenvil (McCainsville as it was then known) to Boonton (where they wrote about the NJ Iron Company operations) on the Morris Canal, in October 1859. [Goller, Robert R., Artist-Life in the Highlands and Among the Nail-Makers: An 1859 visit to northern New Jersey's Iron Industry and the Morris Canal]

1860

() F. W. BRUNE was an iron-hull, steam powered, propellor driven, freight canalboat built in 1860 at Wilmington, DE by Harlan & Hollingsworth. She was nearly 400 tons, 154' x 23' beam x 7'6" draft, loaded, and had a crew of eight. BRUNE was originally operated by the NY & Baltimore Transportation Line, operating through both the D&R and C&D Canals. She had a splendid Civil War record, carrying troops and supplies via the inside passage from New York to Washington, DC and was purchased and operated by the Trenton Transportation Co. in 1901. This vessel was the oldest steamboat in the Delaware Valley prior to abandonment in 1927.

(Jan.) The excursion steamboat *SS Alice Price* first connected NYC with the Raritan and Delaware Bay RR at Port Monmouth, NJ. In the very beginning the steamers and the connecting R & DB RR were pressed into service to transport Northern troops from NYC to the railhead at Port Monmouth en route to the scene of Civil War action. The steamers, which became known as the Sandy Hook Line, as well as the railroad became part of the Central RR of NJ. The Sandy Hook steamers used in this service through the 75 years of the operation (up to 1936 per the

article) were the *Alice Price*; *The Empire State*; *Jessie Hoyt*; *St. Johns*; *The Kill von Kull*; *Chancellor*; *Asbury Park*; *Monmouth*; and *Sandy Hook*. (Reading – Jersey Central Magazine Vol. 1, No. 2, July, 1936)

(June 18) The Raritan & Delaware Bay Railroad offered a “grand excursion” to Long Branch on the maiden run of the railroad for \$1. The trip included a beautiful sail down the Lower Bay from NYC; an attractive military parade & review; Dodworth’s Band; a four-hour rumble on the ocean shore; and other day-long festivities. ((Railroads in New Jersey: The Formative Years by John T. Cunningham)

(July 16) Morris Canal Company president Ephraim Marsh and superintendent William H. Talcott embarked upon a four-day excursion from Phillipsburg to Jersey City with 30 invited guests. Besides enjoying the scenery at as leisurely pace and observing the reconstituted inclined planes, these voyagers also observed a flourishing two-way waterborne trade. [Wright, Kevin W., *The Morris Canal and the Age of Ingenuity*] [Kalata, Barbara N., *A Hundred Years A Hundred Miles*]

(Oct. 30) The Lincoln rally train, which was sponsored by the organization of the “Republican Wide Awakes”, departed Phillipsburg for Trenton at 5:15 pm. After an exciting evening in the state capital, which included speeches and a gigantic torch parade, the “Wide Awakes” boarded their train at Warren Street at 11:30 pm for their return journey upriver. (Warren T. Lee - *Down Along the Old Bel-Del*)

1861

(Feb. 21) (Excerpt from the full journey) President-Elect Abraham Lincoln departed NYC on the Cortland Street Ferry for the NJ RR Terminal in Jersey City, where The Inauguration Train was waiting to take him to Philadelphia and on to Washington, DC. At the time the Raritan River and the Delaware & Raritan were crossed on a long bridge to New Brunswick. From there the route of the Camden & Amboy RR was a single track running along the Delaware & Raritan Canal via Kingston and Princeton to Trenton, where the railroad crossed the Delaware on another long bridge. (Smithsonian Magazine – Lincoln’s Whistle-Stop Trip to Washington)

(May) A flotilla of fourteen Delaware & Raritan Canal steam transports were employed to carry 3,000 New Jersey troops and equipment south to the defense of the Capital at Washington, during May, early in the Civil War. The canal propellers which transported the First, Second, Third, and Fourth Regiments of the NJ Militia southward were: W. WOODWARD, FANNIE B, CADWALLADER, DELAWARE, RARITAN, TRENTON, PATROON, F. W. BRUNE, ELIZABETH, FARMER, FRANKLIN, J. B. MOLLISON, EUREKA, FANNY GARNER, and OCTORARA. Most of these vessels were employed in the freighting business through the D & R Canal to and from NY Harbor. (Newark Daily Advertiser, May 4, 1861 via Dave Steinert)

(Nov. 8) Three high government officials visited Bordentown to examine the gunboat NAUGATUC which Mr. E. A. Stevens funded and built for presentation to the Navy. Mr. Stevens accompanied the gentlemen to the Railroad Wharf and they boarded the NAUGATUC for a demonstration of speed and turning ability, both of which proved very satisfactory. The vessel is propelled by two steam powered stern paddle wheels which revolve contra-wise for turning. She wheeled about 7 or 8 times without moving in any direction. (Bordentown Register)

1863

() The Brooklyn Navy Yard purchased a load of ship's knees from Mr. Lugar who took them there in a Durham boat in 1863. He had cut them in the Blue Mountains and along the Delaware River as far North as Columbia. Lugar's boat floated down the river and at Lambertville he entered the Delaware & Raritan Canal Feeder and was towed by mules to Trenton and New Brunswick. From there he was towed down the Raritan River, through Arthur Kill & Kill Van Kull, across NY Harbor and up the East River to the Navy Yard by steam tug. Lambertville Beacon, February 13, 1941; Navigation of the Upper Delaware.

(June) The Eighth Massachusetts Artillery, Captain Cook's Battery was aboard a special Camden & Amboy Railroad train from NY to Camden in June 1862. A railroad crew, set out a signal to do repair work and had removed a rail below Trenton where the railroad runs along the D&R Canal. The train failed to stop and was derailed - the first car was completely demolished and four of the others were precipitated into the canal. Two of the soldiers was killed; four injured, and twelve horses were lost. Water was let out of the canal to facilitate the recovery of commissary stores, ammunition and Colt pistols by workmen. (Daily True American, June 26 & 27, 1862) (Newark Daily Advertiser, June 26 & 27, 1862)

(Aug. 11) The Fish Eaters Club chartered the steam canalboat DELAWARE for a cruise from the Port of Trenton through the D&R Canal to Sandy Hook in August, 1865. There they fished the banks off the light and presumably ate well as they had a cook on board. Additional delegations of the club boarded at Princeton and New Brunswick. They towed a disabled schooner, MERCHANT, through the canal to New York. The return trip was not documented. (Daily True American, August 11, 1865)

() For their first 30 years of production, Paterson locomotive builders hauled the locomotives they built across town from their plants to the closest rail shipment point – the Erie RR – on temporary tracks with teams of horses. From this year to 1901 the three Paterson builders agreed to blend their interests in the Paterson Horse Railway. During these years the city insisted that only horses could pull the locomotives and as many as 40 horses were required for each movement. In 1863, the city relented and permitted small steam locomotives to replace the horses. (Railroads in New Jersey: The Formative Years by John T. Cunningham)

1864

(June 23) The Eagle Fire Co. of Bordentown provided a steam pumper which was hauled by horses north along the railroad two miles to fight a huge fire resulting from an explosion of oil on a canalboat in the adjacent canal on June 23, 1864. Hundreds of barrels of coal oil were consumed and the surface of the canal and the railroad ties were on fire. Both the canal and the railroad were blocked. The fire pumper worked for 11 hours and finally put the fire out. The name of the canalboat was not known. (Daily True American, June 24, 1864)

1865

(April 22) The Lincoln Special Funeral train passed through NJ on the new Camden & Amboy straight route from Trenton to New Brunswick and on through Metuchen, Rahway, Elizabeth, and Newark to Jersey City. There Mr. Lincoln's coffin was removed from the railroad car and taken across the Hudson River by Ferry. Lincoln's final journey was our nation's first national funeral. His casket as well as the remains of his son - little Willie Lincoln were carried in the elegant presidential car UNITED STATES, also known as the Lincoln car, which had four 4-wheel trucks. Interestingly, it was never used by Lincoln, but was used to carry his remains in the funeral train. ("Last Sight of the Presidential Remains," Philadelphia Inquirer, April 22, 1865; reprinted in Civil War Railroads & Models, by Edwin P. Alexander, 1989)

(June 7) U.S.S. SAFFRON: The tug-of-war SAFFRON, on her way from Norfolk to New York, passed through the D&R Canal yesterday and stopped at Trenton until daylight. She is under the command of Ensign Daniel Merrill and has a crew of two engineers - Samuel D. Edwards and James Boyd - and sixteen men. She has lately been engaged in clearing the James River of torpedoes and carries a twelve-pound howitzer. This tug was the first that went up the Dutch Gap Canal and returned. (Daily True American, June 8, 1865) Note: SAFFRON was built on the D&R Canal at New Brunswick in 1863 as the JOHN T. JENKINS, a wood hull, steam powered, screw propelled, vessel of 73 gross tons. After her Civil War service she was re-documented as the CLIFTON and worked around New York Harbor until she was lost in 1885. (US Merchant Vessel Registries)

1866

() Treasurer Drew lends the Erie Railway \$3,500,000. (High Finance In The <Eighteen> Sixties: Chapters From The Early History of the Erie Railway by Adams, Adams, Stickney, Curtis, and Black)

(ca. July 25) An Excursion by Canal: The directors of the Morris Canal, with a few distinguished guests and their ladies have just completed the second day of their tour of inspection from Phillipsburg to Schooley's Mountain and from Hackettstown to Dover. A scow had been converted into a gondola (without oars) which, well covered with duck canvass and freighted with endless supplies of tonics, appetizers, and substantial comforts was towed by three valiant and high fed mules through the placid waters at four miles an hour. (Daily State Gazette, July 28, 1866) On July 24th, in a canalboat under command of Commodore Frederick Engle, superintendent of the Philadelphia Navy Yard, especially fitted for their use came through the Morris Canal. A pair of fast trotting mules provided motive power. The party consisted of Asa Packer, of Pennsylvania; former US Senator John C. Ten Eyck; former Assembly Speaker John M. Hill; Colonel Cornelius Stewart, of Warren County; F. Wolcott Jackson, general superintendent of the New Jersey Railroad; his brother John P. Jackson, of Newark; and a large company of gentlemen from Philadelphia and New Jersey. Starting from Phillipsburg, they anchored for the night at Hackettstown, making a side trip to Schooley's Mountain. The next morning the excursionists made their way up through the rocky fastnesses along the canal, over the planes, and into Lake Hopatcong, whose romantic coves and wooded islands furnished them with an idea of the beautiful in Jersey scenery that few of them anticipated. They stayed in Dover that evening, after touring mines and factories along the route. [Wright, Kevin W., The Morris Canal and the Age of Ingenuity]

1867

(Aug. 15 – date reported in Easton Argus) Local groups were encouraged to take one-day summer outings in the nearby mountains. The newspaper reported that men, women and children of an entire neighborhood “took” to the Poconos “where the whole day was spent gathering berries, killing rattlesnakes, and on occasion a little courting is done.” The Bel-Del company, using the nickname “The Delaware Valley Line,” now advertised their route as “the favorite summer route.” (Warren T. Lee - Down Along the Old Bel-Del)

1868

(Dec. 18) Ice Breaking Accident: In mid-December, 1868 fifteen canal workers were on the ice breaking boat as it was being towed by eight mules at Lock #2. The ice boat was constructed of iron, about 20 feet in length and about 10 feet wide at the stern and was very near the shape of a flat iron. Aboard, the men were rocking it to break the ice as the bow ran up on the sheet. The men stand in the center and hold a rope, secured about waist height, which extends from the bow to the stern. They were rolling it vigorously from side to side when one side of the breaker was drawn up on a large piece of ice and the other side dipped under the water and sank like a stone,

leaving the fifteen men struggling in the chilling water. Five men were drowned and several others were injured. (Bordentown Register, December 18, 1868)

1869

(June 22) A steamboat excursion on the Morris Canal was made yesterday, under the auspices of the President, Mr. Randolph, and Mr. John Rodgers, the Secretary of the Company, the object being to try a small steam-yacht called the GUSSIE. The small, but select party, started from the canal lock at Jersey City, and passed through the canal to this city (Newark), the bridges being passed by letting down the smoke-pipe, which worked on hinges. The water was so low that the progress made was very slow, and as she did not reach here till three hours after the prescribed time, some invited guests missed the excursion. Passing through the locks, and over the inclined plane, the GUSSIE steamed a short distance above the city, and then returned home. [Newark Daily Advertiser June 19] [Veit, Richard F., The Old Canals of NJ]

(June 22) NOTE differences in item above... "Morris Canal directors traveled over the canal from Jersey City to Easton in a steam tug named the GUSSIE. En-route, president Jacob F. Randolph entertained them at his Bloomfield residence. They stayed for successive nights in Dover and Hackettstown, arriving at Easton on June 25th. This experimental voyage was intended to show how, in time, steam tugs might substitute for mules." [Wright, Kevin W., The Morris Canal and the Age of Ingenuity]

(Nov. 6) A special train steamed out of Princeton, carrying students to the first intercollegiate football game – Princeton vs Rutgers at New Brunswick. (NJ Transport Heritage, Vol. 6, No. 1)

1870

Many NJ and American canal and railroad engineers and executives made trips to Britain for observation of canal and railroad practices. In this year United NJ Canal and Railroad Company, President and Chief Engineer, Ashbel Welch, visited the UK to observe operations there. Shortly thereafter, interlocking technology made its way to the US at Trenton in the form of a 16-lever armstrong Saxby & Farmer frame No. 905. It was installed at Top-of-the-Hill in the vicinity of the D&R Feeder Canal junction with the main canal and the BelDel junction with the C&A line to New Brunswick a/k/a Coalport. (NRHS Bulletin, Winter 2013)

1871

(Dec.) A test train was operated between Summit and Bernardsville on the New Jersey West Line Railroad and newspapers reported that a switch would be laid to allow NJWL trains to run

to the Morris & Essex Railroad station in Summit. Passenger service on this segment, now part of the NJ Transit Gladstone Branch, began on Jan. 29, 1872 and freight service began the next month. (Wikipedia) (Ted Brewer)

1872

(April 18) For the first time a circus was loaded on railroad cars and moved between exhibition locations. "P. T. Barnum's Great Traveling World's Fair and the Greatest Show on Record" was loaded on railroad cars of the PRR at New Brunswick for the 25 mile trip to Trenton for their next exhibition. (Bill McKelvey) (Jersey Central News, May 1986)

(June 17) The Pennsylvania RR began through summer-only service with Pullman parlor cars on fast express service between West Philadelphia and Long Branch via Trenton and Farmingdale. This service was not repeated in 1873. (Star Gazette) (CRR of NJ Historical Society, CNJ Journal No. 91 Apr.-June 2022)

() Aboard the HONESTY in 1872 is a delightfully descriptive account of the experiences of George H. Weller (son of Hiram Weller) of Trenton and the week-long trip he took on an Erie Canalboat, the HONESTY. At the time Coalport in Trenton was the largest coal trans-shipment port in the east. It was here that they took on a 250-ton load for Troy, NY, and went in a tow of 43 boats up the Hudson. After they unloaded the coal they took on a load of corn for Brooklyn, and finally returned to Trenton. (Published in the "Trenton in Bygone Days" column of the Sunday Times Advertiser, May, 16, 1943)

() Although the Switchback Gravity Railroad had opened in 1827, it was designed by the Lehigh Coal and Navigation Co. to move coal from its mines at Summit Hill to its canal at Mauch Chunk and only secondarily to transport passengers. In this year a rail tunnel was opened to give direct access to their mines. The Gravity Railroad then continued for the next 61 years exclusively as a tourist attraction. The rides were strictly for sightseeing and the excitement of what amounted to a giant roller coaster ride. The ride lasted an hour and 20 minutes. Speeds ranged from four miles per hour going up the inclined planes to a climatic mile-a-minute rush coming down the Home Stretch straightaway. It helped to establish Mauch Chunk itself as a tourist center with the Jersey Central, Lehigh Valley, Lackawanna, and other railroads bringing the train-loads of visitors from NJ, NY, and other metropolitan areas. (The Handsomest Trains in the World)

(Sept. 11) The members of the Lafayette Fire Company of Easton chartered a train to travel round-trip between Phillipsburg and Long Branch. Advertisements for the trip, which was opened to the public, read: "Long Branch is a town on the Atlantic Ocean where many of the upper ten have fine cottages and summer resorts and affords a fine view of the mighty deep."

Round-trip tickets cost \$2.50. Departure from Phillipsburg was at 6 am. (A Chronology of the Belvidere Delaware Railroad)

1873

(July 14) A party of the Directors of the Newark and Bloomfield Horse Car Co., accompanied by representatives of the press, made a trip over the road from the company's stables in Newark to Bloomfield in their new Baxter steam street car. The car is the size of an ordinary two-horse street car and is handsomely finished inside. (Newark Daily Advertiser, July 15, 1873 – courtesy of the late Edward T. Francis)

(July 21) The Bel-Del arranged a special train for the Lafayette Fire Company's Second Annual Excursion to Long Branch, NJ, the celebrated watering place on the shores of the Atlantic Ocean. An advertisement announcing this \$2.50 day-return trip stated, "if you want to take a dip in the ocean, see the President's (Grant's) summer residence and stock (horses), go by all means. (Warren T. Lee)

() Three boats were required to carry the estimated 250 to 300 Sunday School scholars on the Morris Canal from the First Presbyterian Church in Bloomfield to the Paterson Falls. There the annual excursionists had a day's outing and picnic. (LHRy website/histories/njchronology)

() The 21-mile rail line from Bridgeton to Bivalve was completed and the first shipments of oysters by rail commenced. Thereafter an average of 7,000 carloads of oysters were shipped by rail each year. Each carload contained 100 bags each, for a total of 700,000 bags with 800 oysters to the bag, or a total of 56,000,000 oysters. It was big business for the railroads – 67 carloads per day – to NJ, NY, PA, Baltimore, etc... However, the harvest season was limited to October, November, and December. Some 400 schooners and sailing vessels and 4,000 workers were engaged in the oyster dredging business. At the time it was the largest industry of its kind in the world. (WJC Crew Caller, Jan. 1989)

(Nov. 15) On Tuesday of last week Supt. Ricker rode over the NJ Central (RR) and ordered every man in its employ to vote the administration ticket in this county or be discharged. He directed various bosses to go with the men and see them vote. (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson) (Hunterdon County Democrat, Nov. 13, 1873)

1874

(Late Spring – Summer) The Camden & Atlantic was the only railroad to Atlantic City in this year when it enticed Church, Lodge, Society and Organizational groups to travel on their excursions. Enticements included their shortest route and quickest time to the sea shore; a full military band to accompany each excursion; a profit of 50 cents on each ticket for the group; and

free passage for a committee or pastor and family of each group. (Pennsylvania-Reading Seashore Lines by Kramer)

(Aug. 5) The conductors of the Bel-Del sponsored what may have been the record single train, seacoast-bound excursion when they operated a crowded 26-car special from all Bel-Del stations to Long Branch. It was the largest and most successful special up to that time. (A Chronology of the Belvidere Delaware Railroad by Warren F. and Catherine T. Lee)

(Sept. 16 – newspaper date) “Secure your tickets for the Fireman’s excursions (from Middletown, NY) to Morristown on Wednesday next. The price of the tickets has been placed at a low figure – only \$1.50 – giving all an opportunity to enjoy this excursion which, no doubt, will be the last one of the season. Train leaves at 8:15.” (Midlander Trainsheet, Vol. 11, No. 1)

(Sept. 16) An excursion operated over the NJ Midland Railroad to Jersey City and via steamboat to Rockaway Beach on Tuesday of last week was a great success – the party consisted of 700 persons. (The Midlander Trainsheet, Vol. 11, No. 1)

(Dec. 3) During the past few days long trains of cars have passed over the Del. Lack. & Western railroad for Philadelphia, loaded with evergreens for Christmas trees. (Midlander Trainsheet, Vol. 11, No. 1)

1875

(June 25) The CNJ, which built the NY & Long Branch RR, crossed the Raritan River on the longest drawbridge in the world at the time. It was officially opened with two excursion trains, one from Newark and one from Jersey City. There was great rejoicing up and down the line. (The High Line, Vol. 8, No. 4) (RailPace, Vol. 1, No. 1, May 1982)

1876

() Princeton University rowing teams first held “bumping or overlapping” races on the D&R Canal in 1876. Racing shells were stored in a boat house located immediately north of Bridge #15 (Washington Street) in Princeton. By 1900 rowing teams found the canal to be inadequate for their training and meets, so the University created a lake to fulfill the need. The lake was a gift of Andrew Carnegie for whom it was named.

(May 1) The first ticket was sold between New York and Philadelphia via the Central R.R. of New Jersey; Delaware and Bound Brook and North Penn Railroads. (The Central Railroad of New Jersey’s First 100 Years by Elaine Anderson)

(May 10 to Nov. 10) The Pennsylvania Railroad exhibited the JOHN BULL locomotive at the Centennial Exposition in Philadelphia. (Wikipedia)

(June 3) There arrived in this city (Syracuse, NY) yesterday, and is now open to inspection at the depot of the Syracuse and Chenango RR, the (Pullman) palace sleeping coach "NEW YORK" of the Midland Centennial line. This car is one of six others, manufactured, furnished, and equipped expressly for the traffic to and from Philadelphia during the continuance of the Centennial Exposition, over the NY & Oswego Midland route. The car is arranged in a manner something similar to the hotel cars of the Union Pacific railroad, and thus designed for the accommodation of 25 persons, who make their home in the coach during the trip, including their sojourn on the grounds (of the Centennial). The chairs in the main compartment are adjustable into comfortable beds at night. At one end is the kitchen, from which tea and coffee will be served at each meal, the other victuals being provided by the passengers. These cars are intended to be chartered for trips to Philadelphia lasting six days, thus giving four days at the Centennial. From this city the cost will be about \$25 per passenger. (Syracuse Courier, June 3, 1876) (Walter Kierzkowski collection – Middletown Daily Press, 6 April 1876)

(Sept. 1) The Van Amburgh & Co. group exhibited in Flemington. This aggregation was described as "New Great Gold Menagerie, Circus & Colosseum featuring Frost's ROMAN CIRCUS, THE ROYAL COLOSSEUM and VAN AMBURGH'S MENAGERIE. One 50-cent ticket admits to the three shows under three separate tents." Later this night, the circus was moved over the Flemington Railroad to Lambertville where on the following day, Saturday, two performances were given. (A Chronology of the Belvidere Delaware Railroad)

(Oct.) Washington Roebling, the eldest son of John A. Roebling who took over supervision of Brooklyn Bridge construction after his father's death in 1869, became physically and emotionally ill during the construction. His condition was so precarious that he was unable to make the trip to see the bridge by train, his nervous state being such that he could not endure that much speed or vibration or the crowds of people. So, it was arranged for him to go the whole way by canalboat and tug from Trenton where he resided. As he came up the bay and into the East River, he saw the bridge in October, 1876 for the first time in three years. (The Great Bridge, by David McCullough)

(Oct. 26) A little after daylight a special train of 28 passenger cars came on the Bel-Del at Manunka Chunk from the west to travel to the Centennial Exhibition. (A Chronology of the Belvidere Delaware Railroad)

1877

(June) E.I. DuPont gunpowder had been transported through the D&R Canal regularly from the DuPont's mills near Wilmington to New York in the sloop DUNWOODIE for fifteen years. In June, 1877 while passing the State Prison with 300 barrels of the hazardous cargo, she was struck by lightning. The mast was so shattered that a new one had to be fitted in Trenton, but the cargo fortunately was not affected. (Bordentown Register, 29 June 1877)

1878

(May 3) Wm. Baxter's steam canal boat recently built at Washington, NJ, arrived in Newark via the Morris Canal. (Newark Daily Advertiser June 1) (Edward T. Francis)

(July 8) The Philadelphia & Atlantic City Railway advertised their summer arrangement of trains between their terminal cities. It emphasized that the steamer *Minnie R Child* leaves Pier 8, connecting with all trains. (Atlantic City Railroad: The Royal Route to the Sea by W. G. Cook and W. J. Coxey)

(July 20) The NY & Ontario Midland RR operated a Three Day Band Excursion from all intermediate points and Oneida to the Thousand Islands by the way of Oswego. Round trip fare was only \$5. (Promo flyer, Walter Kierzkowski collection)

(Aug. 24) On Wednesday last the Bel-Del rented a train to the First Baptist Church of Lambertville to carry over 400 people on a round-trip excursion to Atlantic City. The cost of the charter was \$600.00. The sale of the tickets through the church amounted to \$825.00. Hence the congregation earned a profit of \$225.00. (A Chronology of the Belvidere Delaware Railroad)

1879

(Feb. 7) A prison car, which was placed in the charge of Sheriff Howey, operated from Belvidere to Trenton to convey prisoners sentenced at the Warren County Courthouse in Belvidere to the state prison in Trenton. Friends and relatives of the convicted men were allowed to ride along with the prisoners in the same car by purchasing a ticket. (A Chronology of the Belvidere Delaware Railroad)

() **Pennsylvania R.R.** —and—**WEST JERSEY R.R. ATLANTIC CITY**, (Though much younger than its sister resort, Cape May), has grown very rapidly in popular favor of late years, and now occupies a front rank among the great watering places of the Atlantic Coast... ..The West Jersey Railroad to Atlantic City is exceedingly popular, from the fact that it is provided by a liberal management with every known appliance for the safety, speed and comfort of its passengers. It traverses the most beautiful portions of Southern New Jersey, its passenger equipment is first-class, the track is laid with the heaviest steel rails, and the road-bed is entirely **FREE FROM DUST!** The West Jersey Railroad is controlled by the Pennsylvania Railroad, and its trains are run by the same perfect system. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(June 16) The Central Railroad of NJ advertised "Summer Resorts on the Sea-Shore: Highlands, Seabright, Monmouth Beach, Long Branch, Elberon, Deal Beach, Ocean Grove, Ocean Beach, Spring Lake, Sea Girt, Toms River, Island Heights, Seaside Park, Barnegat, Beach Haven, Egg

Harbor, Atlantic City. In the Mountains: Budd's Lake, Lake Hopatcong, Delaware Water Gap, Wing Gap, Mauch Chunk, Switch Back, Wilkes Barre, Scranton, Schooley's Mountain." (Central Railroad Company of NJ: Its History and Employees)

(Summer) The first CNJ employee outing took them from Jersey City to Coney Island on their steamboat KILL von KULL in this year. (Central Railroad Company of NJ: Its History and Employees)

1880

(Jan. 21) A story appeared in the NY Daily Tribune about Orphans being moved on trains from NYC to mid-west towns where they were relocated with adopting families. The NY Children's Aid Society was the facilitator and they relocated more than 200,000 children and the trains provided the transportation for over 7 decades. The particular group of 35 children described in the story departed via the Erie RR from Jersey City Terminal for Springville, Iowa. (NJ Transport Heritage, Vol. 23, No. 1, March 2014)

(May 13) Thomas Edison built the first electric train in America and test operated it at Menlo Park, NJ. The small electric locomotive pulled two car-loads of passengers on the demonstration run. It ran from the Edison Laboratory west across Grove Avenue and ended at Pumptown. The surviving wheels from the locomotive of that train are on display in front of the Edison Museum at West Orange. (www.nps.gov) (metro-Newark! 1979)

(June 4) Excursions to Greenwood Lake! Every Friday and Sunday, Commencing June 4th. To reach depot take Belleville (blue) [horse] cars from Broad and Market streets, at 8:05 and 8:20 A.M. on Fridays and 8:50 A.M. on Sundays. Trains leave depot, North Newark at 9:08 A.M. Fridays and 9:28 A.M. on Sundays. Tickets (same as last year), \$1.20 including horse-car and steamboat fare, on sale at Marsh's Pharmacy, Belleville Avenue; Continental Hotel, M. R. Dennis & Co's, Erie Ticket Office, 184 Market St., and at the depot, North Newark. A.H. Van Riper, Excursion agent, W.P. Harris, Managing Director. (Newark Daily Journal) (Tom McConkey)

(July 3, 4, & 5) The NY, Ontario & Western Railway promoted Half Fare for the Fourth of July. Excursion Tickets were sold at all stations to points on the Main Line and Branches at Half Rates. Regular Excursion Tickets to or from New York sold on July 3d, were good to return on or before the 6th inst. (Walter Kierzkowski)

(July 30) **PHILADELPHIA & BALTIMORE CENTRAL R. R. EXCURSION TO ATLANTIC CITY** via Camden and Atlantic Railroad, --- "*The Old Reliable*." (A Trade Card) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

() Capt. Frank Butcher, in 1880 made three round trips with his canalboat MARY McCONKEY from Steelton, near Harrisburg, PA to Rouse's Point, NY on the northern shore of Lake Champlain with 100 tons of steel rails for the Ogdensburg Railroad. The return trips were made with 100 tons of iron ore dug near the shore of Lake Champlain. The trip took 20 days and the route included the Main Line of the PA Canal; Susquehanna & Tidewater Canal; Chesapeake Bay; Chesapeake & Delaware Canal; Delaware River, D&R Canal; Raritan River; Arthur Kill; Kill Van Kull, Upper NY Bay; Hudson River; Champlain Canal and Lake Champlain. (The York, PA Dispatch, Vol. 55, No. 39, City Edition, July 13, 1903)

() The Ogden Mine Railroad bulk iron ore shipments to the transloading docks at Nolan's Point on Lake Hopatcong amounted to 108,600 tons or 1,543 boat loads in this year. [Anderson, Elaine, The Central RR of NJ's First 100 Years] [Giles, John R., The Story of Waterloo Village]

1881

(June 5) The CNJ extended its Chester Hill Branch through the village, capturing the traffic from the Cooper and nearby mines. On June 5th, George Richards arranged a tour up the Ogden Mine RR for a delegation from the American Institute of Mining Engineers that examined each of the mines. (Lowenthal, Larry, Iron Mine RRs of Northern NJ)

(Summer) An excursion via the Pennsylvania RR up the valley of the Upper Delaware River was made by Joel Cook. He began at the Trenton Station and proceeded up the Bel Del line, along the Delaware & Raritan Feeder Canal to Lambertville, the Forks of the Delaware, and the Water Gap. The journey, titled "Brief Summer Rambles Near Philadelphia" was described in a series of letters written for the Public Ledger during the summer of 1881, by Joel Cook and published by J.B. Lippincott & Co. in 1882.

(July) A rail-boat excursion operated from Milford and all stations south on the Bel-Del to Coney Island. The group traveled by rail to Jersey City where they were transferred to the Hudson River steamboat CEPHUS for a tour of NY Harbor and for transportation to the Brooklyn oceanside amusement center (Coney Island). The round-trip fare was \$2.75. (Warren T. Lee)

(July 6) In the early morning hours of this day, President Garfield, who had been shot four days earlier, was moved by a special PRR train from Washington, DC to a seaside cottage, in the Elberon section of Long Branch, where the President was to stay and hopefully, recover. Part of his journey was over the Freehold & Jamesburg Agricultural Railroad and volunteers labored all night building a one-quarter mile temporary spur to connect the NY & Long Branch RR with the seaside cottage. The President initially rallied, invigorated by the sea air, but on Sept. 19 he died. (The High Line, Spring-Summer 1987) (Marker Lamp No. 327)

(July 20) Annual Excursion of Philadelphia & Baltimore Central R. R. to Atlantic City Wed'sday, July 20.'81. By the Camden & Atlantic R. R. (The Old Reliable) (a trade card) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(July 21) Moses Skating Club members, of Philadelphia, neared the D&R Canal in the schooner KATIE BURTON en-route to New York on 21 July, 1881. The schooner was decorated with flags at every available point. A salute was fired on her approach to the lock, and was returned with a salvo of artillery from the office of Brevet Colonel R. Murphy, Collector of the Port of Bordentown. (Bordentown Register, July 29, 1881)

(Sept. 2) The NY Susquehanna & Western RR operated an excursion from Stockholm, Oak Ridge, Newfoundland and Charlotteburg via Jersey City, then steamboat to Bay Ridge, NY and the NY and Sea Beach RR to Coney Island, all for a \$1.35 round trip fare... (Curtis Carlough)

(Sept. 21) The funeral of the late President James A. Garfield was held at Franklyn Cottage, Elberon, NJ, his final resting place. Afterwards the four-car funeral train, heavily draped in mourning, was backed up to receive his casket. President Arthur and ex-President Grant boarded the train and it proceeded through Sea Girt, Squan, Farmingdale, Freehold, and Princeton Junction. Large numbers of mourners were at stations and along the track as the train passed. The train stopped at Bristol, PA for water on its way to Washington, D.C. (Trains Magazine, Sept. 1952)

1882

() In this year the Central Railroad of NJ opened Lake Hopatcong's first passenger station at Nolan's Point and began running excursion trains the following year, a day's picnic away from the city, surrounded by a beautiful natural setting. Amusements were constructed, more people came, and the tourist boom had begun, helping the CRR to offset the declining mining business. Happy visitors wanted to stay longer than the Central's one-day excursions, yet there were only a few small hotels along Hopatcong's shores. To satisfy demand, dozens of hotels and rooming houses opened for business by the turn of the century. Nolan's Point, where canal and railroad employees once toiled, became a destination for relaxation and recreation. During the 1890's the Jersey Central carried 50,000 persons to the lake each summer! (Skylands Visitor, Summer, 2013, Vol. 23, No. 2)

(August 17) **ANNUAL EXCURSION 11 WEST PRESBYTERIAN CHURCH TO ATLANTIC CITY** Via Delaware R.R. & West Jersey Roads and Steamer Felton. (a trade card) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(August 24) PLUMS' (an excursion promoter) 25th Annual Excursion to Atlantic City over the Camden & Atlantic Railroad. Their card proclaimed: "Praise the Road that has carried you safely for 28 years!" Their destination was the Sea View Hotel, which was built for

excursionists by the C. & A. R.R. Co. at a cost of nearly \$100,000. Horse Cars run every few minutes from the Excursion House to Absecon Inlet, where splendid sailing and fishing may be enjoyed; and Trains will run regularly to South Atlantic City, stopping at the Elephant. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Sept.6) In spite of 3 to 4% grades the Lake Hopatcong RR was completed around August 15th and the first ore was taken out three days later. The first passenger train, a six-car excursion chartered by the Rockaway Presbyterian Sunday School ran on September 6th. This was the peak year of the old New Jersey iron industry. After this the effects of competition from the Mesabi Range became noticeable and were felt along the line of the Ogden Mine RR. Within two years the Ogden mines were all closed. [Lowenthal, Larry, Iron Mine RRs of Northern NJ]

(ca. Sept. 20) The September 23rd issue of Iron Era, a weekly newspaper in Dover, NJ carried an account of a trip made by a party of Morristown citizens to Hibernia and into the mine tunnel. In part it said "On arriving at the Hibernia railroad junction at Rockaway, Superintendent George Miller was found waiting in an engine of that road, which took the coaches and steamed away with them to Hibernia. Here preparations were at once made for the trip in the Glendon tunnel by the underground railway, and a little later the greater part of the company, arrayed in a miscellaneous assortment of garments to protect themselves from dirt and water, were seated in low cars and propelled by a miniature steam engine, were making their way into the bowels of the earth... All seemed greatly interested in the massive timbering of the tunnel, looking weirdly by the dim lights of their miner's lamps, and the stations where the ore was hoisted up through the shafts and dumped automatically into the cars on the sidings... The party continued on to the end of the tunnel, about one mile and three quarters from the entrance, where some of the more adventuresome, under the guidance of Superintendent Kynos of the Bethlehem (Steel) Company, proceeded on to a stop to see the workings of a steam drill. As they went along through the dark passages, over cars and down ladders their movements were rather ludicrous to those accustomed to moving about in the underground ways. After the inspection party boarded the train again and under the direction of Superintendent Gus Munson were soon whirled out into the daylight highly pleased with the novel trip." [Train Sheet, Spring 1975]

1883

(May 24 to June 23) The Pennsylvania Railroad exhibited the JOHN BULL locomotive at the National Railway Appliance Exhibition in Chicago. (Wikipedia)

(July 1) Lebanon Valley Farmers Grand Inaugural Excursion to Atlantic City for the Summer season of 1883. (Departing Lebanon, PA @ 5:15 am) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(July 23) The Cruising Club, after two weeks has returned to Trenton via the D&R Canal. Their yacht, the MARY S. EWING is a handsome craft, 78-feet long, 23 feet at beam and of 100 tons burthen. The yacht is owned and commanded by Captain Ewing of Cape May and the 21-member club is commanded by Captain Irving W. Kelly. During their cruise they visited Cape May (where they caught a shark eight feet long), Delaware Breakwater, Atlantic City, Ocean Grove, Coney Island, and took a trip up the Hudson River. They also visited the Trolling Banks where they caught 300 black fish. (Daily True American, 23 July 1883)

(Aug. 12) The East Stroudsburg Presbyterian Church Sunday School organized a trip on the NYS&W RR – a “Grand Excursion” to Bridgeport, CT for a round trip fare of \$3. (The Midlander, Winter 1996)

(Sept. 8) Greenwood Lake was also the site of rowing races which were a hugely popular spectator sport in the 1880s and 1890s. On this day special trains brought fans from as far away as Newark and Brooklyn (the latter by connecting ferry boat) for races of sculls and gigs. The course was one and a half miles from the head of the lake to the Warwick Woodlands, where a band provided festive music. A blast from a 6-pound howitzer signaled the start of the race. The railroad’s steamboat Montclair followed the rowers to give passengers a close-up view of the races. (NY Times) (Rails to Stirling Forest by Kevin K. Olsen)

(Oct. 18) The largest one-day crowd ever to visit Glen Onoko, along the Lehigh River on the Lehigh Valle RR occurred during the height of the Fall foliage season. Eight-four coaches were needed to bring the excursionists, some 4,500 in all. Fifty-four coaches came from Jersey City and 30 from Philadelphia. Glen Onoko was 2 miles west of Mauch Chunk in an area with several waterfalls. The largest of these was the 90-foot Onoko Falls. The Lehigh Valley RR laid out terraces and lawns at the park entrance. Inside the park, a network of walkways was developed along which flowers, fountains and park benches were strategically placed. Victorian Americans came here by the thousands to get away from it all. (The Handsomest Trains in the World)

1884

Pennsylvania Railroad Summer Excursion Routes : Mountain : Lake : and : Seaside. (PRR 1884 Promotional Publication)

(9 June) An up coal train (on the Bel-Del), headed by engine No. 1072 with James Martin in the cab and Patrick Carmody as conductor, was comprised of 252 empty cars. Later that day another up-coal train headed by engine No. 1071 with Peter Skillman in the cab and Joseph Lythgoe as conductor, was comprised of 250 empty cars. Note: at the time the coal cars were two axle, 5 ton, mostly wooden, cars. (A Chronology of the Belvidere Delaware Railroad)

(June 25) The New York, Susquehanna and Western RR jointly, with the PRR, began operating a through coach from Paterson to Asbury Park. (Central Railroad of New Jersey Historical Journal – 2002)

(Aug. 14) “The Social Nine” and a number of friends visited Lake Hopatcong last week, leaving Boonton at an early hour on Monday. One of the canal scows had been put in order, with canvass covering, and contained the necessary equipment for camping out. The boat arrived at the “chain lock”, Lake Hopatcong, about 12:30. The scow was taken in tow by the tug boat MATILDA, about 3 o’clock, and in a few minutes was at Sharp’s Rock, where the party selected a camping place... [Dempsey, Arline Fowler, Memories of the Morris Canal]

() 1884: The depth of the water of the D&R Canal appears to be sufficient to pass coastal vessels from the Delaware to the Raritan. The New York papers mention the arrival of the schooner SARAH ANN, loaded with dry goods in 48 hours from Philadelphia, via the D&R Canal. The business on the canal appears to be rapidly increasing – and the novel scene of masted vessels gliding through the cornfields and woods is presented to our view. (“OLD INK” 125 Years Ago in Hunterdon Democrat 24 9 2009) Note: The D&R and C&D canals were unique among the towpath canals in that both utilized swing bridges which provided unlimited overhead clearance for masts.

(Sept. 7) “Sunday Excursion to Coney Island via the NY, Ontario & Western Ry to Weehawken and the NY & Sea Beach RR – A Magnificent Ride through the Highlands of the Hudson and a delightful sail down New York Harbor and Bay.” Bring your children along! Giving five hours on the beach. (Walter Kierzkowski collection)

(Dec. 22) The first public exhibition of the JOHN BULL locomotive by the Smithsonian was in their new Arts and Industries building. (Wikipedia)

1885

(June 8) The Philadelphia & Reading and New Jersey Southern Railroads issued a time table for passenger trains “For All New Jersey Sea-Side Resorts, Hunting & Fishing Grounds and Among the Pines.” (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

1886

By this year, more than thirty years after they first laid tracks past Landing, the DL&W RR finally built a passenger station there on the Lake’s southern tip, and despite its late start, by the 1930’s the Lackawanna enjoyed being the predominant tourist railway to the Lake. (Skylands Visitor, Summer, 2013, Vol. 23, No. 2)

() In this year, service on a branch railroad from Tuckerton to the Clamtown pier was eliminated, leaving the fish and clam men with no reliable way to get their catch to market. Their unique solution was the Clamtown Sail Car, a small 4-wheel car on which they mounted a sail to speed their catch over the abandoned rails to the main line. (West Jersey Rails Quarterly, March 1998) (Also see June 7, 1892)

(Winter) The CNJ arrived at Nolan's Point on Lake Hopatcong and connected with the Ogden Mine RR. This permitted ice harvested on the Lake to be shipped much faster via the railroad to cities to the east such as Newark, Jersey City and New York City. Early on, the ice harvested on Lake Hopatcong was loaded on canalboats which were towed to the feeder and down to the Morris Canal for delivery to the many cities, primarily to the east. [Jefferson Twp. Bicentennial Website]

(May 30) Onoko Tavern / Hotel was erected on private land across the Lehigh River from the Lehigh Valley RR's Glen Onoko station. A bridge across the river made it accessible to the Lehigh Valley RR trains. It became famous for its 50 cent dinners and 84-foot-long bar. The four-story hotel had 47 rooms available for those who wished to stay more than a day. (The Handsomest Trains in the World)

(Sept. 9) The management of the Stroudsburg Woolen Mill arranged for a pleasure trip for their employees and friends to Coney Island. Their train took them to the Hudson River RR terminal and a steamboat took them to Coney Island. (The Midlander, Winter 1996)

(Oct. 14) Street railway service opened to the public with horse cars in New Brunswick. The first five cars were lined up: the first carrying the Union Coronet Band; the second members of the city council and press; and the others were filled with the clergy and citizens. Free rides were given to the public. In honor of the occasion the city buildings, business blocks, and residences were decorated with flags and bunting. The opening of the road was saluted with the firing of a handsome pair of brass six-pound cannons by local resident Arthur Bishop. The invited guests were entertained with a collation given at the hotel. (New Brunswick Sunday Times) (John Brinckmann / Bob Yuell)

1887

(Trip likely taken In Spring) "Snubbin Thro Jersey" was the title of an article published in the August issue of The Century Magazine – Midsummer Holiday Issue, following the trip through the D&R Canal by a group of artists; the story was written and the illustrations assembled. It was reprinted in 1974 with some more recent photos included by Canal Press, sponsored by William J. McKelvey, Jr. and Prof. Lawrence W. Pitt, in cooperation with the Canal Society of NJ. Note: some of the 1887 photos taken by the Century artists were included in Bill McKelvey's "Champlain to Chesapeake: A Canal Era Pictorial Cruise" because the cruise of the

Century artists went up the Hudson River, through the Champlain Canal and into Lake Champlain. (Harry L. Rinker)

(June) A news item stated that facilities for reaching Lake Hopatcong and the principal points had been greatly improved over the previous season. Four boats belonging to the Lake Steamboat Company would carry passengers from Lake Hopatcong Station on the DL&W RR (via a short walk) to any part of the lake for 25 cents. This was a more direct route and involved passage through the new canal (it actually was a channel dredged through a shallow portion of the lake closest to the station) completed by the Lake Hopatcong Canal Company rather than going up the Morris Canal (Feeder) and through the lock, thus saving 20 minutes running time to the Hotel Breslin. This allowed the steamboats to be significantly larger than the smaller competing boats which had to navigate the restrictive dimensions of the Morris Canal lock. The hotel has been called the "Crown Jewel" of Lake Hopatcong's tourist business and was located on the south shore of what is now called Little Cove. (The L&H "Semaphore" Dec. 1927)

(July 14) **BRUNA'S FIRST GRAND EXCURSION** of the season from Salem, Bridgeton and Woodstown to **ATLANTIC CITY** was promoted on a trade card. The round trip fare was \$1.25. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

() The Erie Railroad was the first to transport California fresh fruit to the New York market – refrigerator cars were used to keep the fruit from spoiling.

(Nov. 10) The presidential special of Grover Cleveland passed up the Bel-Del en-route from Washington, D.C. to Buffalo, N.Y. (his home town), stopping briefly at Lambertville to address crowds which had gathered. He spoke from a luxurious parlor car that had been built for President Poche of the Lehigh Valley Railroad. (Hunterdon County Democrat, November 10, 1887)

(Late Fall) Fifty carloads of Christmas trees were shipped from Stroudsburg (PA) area via the DL&W RR and the Bel-Del to Philadelphia. (Down Along the Old Bel-Del)

(Dec. 31) The NY Ontario & Western Ry Annual Report for this year told of their Passenger Excursions: "During the year 111 excursions were run, carrying passengers from which the revenue was \$22,653. The total mileage made by excursion trains was 8,554 miles, and the earnings per train mile were \$2.65. The excursions were necessarily restricted during the best months of the summer, as the large local and through passenger business handled in July and August taxed our equipment to such an extent that excursions were abandoned or postponed until later in the season. A considerable portion of the business was received from foreign roads in their own cars, and was sent to Sylvan Beach, on which this Company had short mileage and a low-rates, owing to the competition." (Walter Kierzkowski collection)

(Mar. 11-12) One of the worst blizzards on record struck NJ. Heavy snow, driven by high winds caused deep drifts downed telegraph and telephone lines; blocked roads; and for the first time on record, no trains that departed from the NY area within a 24-hour period reached Philadelphia. Railroad officials, anxious to clear their lines dispatched three or four heavy locomotives to act as snow plows to break through the deep snows and drifts. If locomotives struck exceptionally large drifts at high speeds, the snow could be rapidly compressed, resist penetration and cause the locomotives to become hopelessly stalled or derailed in a sea of snow. Within three hours three separate sets of locomotives, used as snow plows and drift breakers for three different railroads (LV RR, Morris & Essex RR, and CRR of NJ), were wrecked in high drifts causing 5 fatalities and several injuries. (Flags Diamonds and Statues, Vol. 4, No. 4)

(June 17-July 18) "A Canaller's Diary" documents a canalboat journey from Independence (2 miles south of Port Trevorton) on the Susquehanna Division of the Pennsylvania Canal System via Havre de Grace, Chesapeake Bay, Chesapeake & Delaware Canal, the Delaware River, the Delaware & Raritan Canal, Raritan River, Arthur Kill and Kill Van Kull, to New York Harbor with a load of Anthracite coal and return. (American Canals No. 75)

(June 30) The Orange Crosstown and Orange Valley Street Railway built an extension from Bloomfield (Avenue) Center to Bay Lane (now Avenue). On this day it was formally opened and car No. 6, with a six-horse team, and two smaller gayly decorated cars carried ladies and children from Bloomfield to Orange Valley. On the return trip to Bloomfield the Crosstown officials joined the ladies and the party proceeded to Bay Lane to picnic under the trees. (The Marker, No. 28)

Aug. 17) The Stroudsburg, PA Presbyterian Church Sunday School sponsored an excursion using cars attached to the regular train on the NYS&W RR to Echo Lake, NJ. (The Midlander, Winter 1996)

(Aug. 29) The Stroudsburg M.E. Sunday School chartered a special train to travel to Echo Lake on the NYS&W RR for a picnic, to which, incidentally the RR had a short branch so as to harvest and store ice during the winter months. The train consisted of 11 passenger cars to carry their group of 600 plus an extra car to carry the food. They engaged the Serenade Band of Stroudsburg to accompany them and provide music throughout the day. (The Midlander, Winter 1996)

1889

(ca. 1889) The Mule Club began an excursion in two Lehigh Coal & Navigation Co. canalboats on a most novel trip which began at Trenton; went north to New Brunswick via the Delaware & Raritan Canal; the Raritan River and the Kills to the Hudson River to Rondout, NY; through the Delaware & Hudson Canal to Honesdale, PA & return; south to Jersey City and through the

Morris Canal to Phillipsburg and across the Delaware River to the Delaware Canal; south to Bristol, PA and the Delaware River to Philadelphia, all in about three weeks. (From an undated news clipping - original in Trenton, NJ, Public Library)

(June 26) The Phoenix Fire Company of Stroudsburg sponsored a fund-raising trip to Echo Lake via the NYS&W RR. The Stroudsburg Band went along to entertain the picnickers. Due to rain, only 200 passengers boarded, barely covering expenses of the group. (The Midlander, Winter 1996)

(June 30) The Stephens & Condit Transportation Co. advertised excursions to Coney Island on their steamers MAGENTA and FRED'K DeBARRY – the Iron Pier All Water Route for West Brighton Beach, Rockaway Beach (round trip fare 50 cents) and Evening Trip to Bay Ridge (round trip fare 25 cents) from their dock on the Passaic River in Newark. (Newark Daily Advertiser, August 14, 1889)

(Summer) The Newark Camera Club chose the Morris Canal for its annual summer outing and had use of the FLORENCE, the company boat, for the tour. [Goller, Robert R., The Morris Canal Across NJ by Water and Rail]

(Aug. 15) The Stephens & Condit Transportation Co. advertised excursions to Rockaway Beach on their steamer MAGENTA from Commercial Dock on the Passaic River in Newark – round trip fare – 50 cents. (Newark Daily Advertiser, August 14, 1889)

(Aug. 17) A party of Newarkers, which upon the invitation of the Essex Passenger Railway Company, visited Atlantic City on Thursday to examine the Sprague electric (street car) system returned last night. The party was made up of the Mayor and heads of the city departments, President Battis with a half a dozen practical railroad men and seventeen Aldermen. Two parlor cars were attached to the train between Trenton and Atlantic City for the group. The group was invited to ride on the electric cars after 10 pm when the streets were not clogged with traffic, so they could go fast. The next morning many of the group rode the cars during normal service. They judged the Sprague system satisfactory. (Newark Daily Advertiser, Aug. 17)

(Aug. 17) Trial trips of the electric service on the Essex Passenger Railway have been made during the past week on that portion of track between the stables and the Orange Branch of the Erie Railway. They have proven eminently satisfactory. The unevenness of the road bed is a difficulty that will have to be remedied. (Bloomfield Citizen, Aug. 17, 1889) (Edward T. Francis)

(Sept. 5) The Reformed Sunday School (of Boonton) made a picnic excursion to Rockaway, by canal boat on Monday. [Dempsey, Arline Fowler, Memories of the Morris Canal]

(Sept. 10) Another Stroudsburg Woolen Mill excursion to Coney Island was taken by 600 employees and friends. (The Midlander, Winter 1996)

(Sept. 14) The traffic over the Bloomfield Division of the Essex Passenger Railway last Sunday was very large. Hundreds of Newark people desirous of experiencing a ride under the new system of propulsion made excursions over the road. The electric motor system is an apparent success. (Bloomfield Citizen, 14 Sept. 1889) (Edward T. Francis)

1890

The CNJ purchased land at Nolan's Point on Lake Hopatcong and laid out excursion grounds, complete with a dancing pavilion, swings, walking paths, and boats for rent. The Jersey Central then provided the finest short Sunday excursions to the lake. As many as 60,000 people took the trips every summer in the early 1900's. Accommodations were available at Nolan's Point Villa and the more expensive Hotel Breslin. The round trip fare from Jersey City and intermediate points was \$1, and a hot noon meal was 50 cents. (NJ Transport Heritage, Vol. 5, No. 2)

(Summer) Gustav Kobbe wrote a guide to the CNJ. His charming and perceptive little book captured the excursion business in its prime. He estimated that the CNJ carried 50,000 people to Nolan's Point every summer. To accommodate them, the railroad laid out excursion grounds with dancing pavilions, flying horses and swings, steam launch tours of the lake for 25¢ and boat rentals at 25¢ per hour. In those blissful days before the advent of the internal combustion engine, Kobbe was able to write that "2400 acres of water are not easily overcrowded." [Lowenthal, Larry, Iron Mine RRs of Northern NJ] (pg. 87)

(Summer) The carnival that was, perhaps, the best ever held on Lake Hopatcong was in the Summer of 1890. The steamboats turned out in full force, and towed long lines of gaily decorated and lighted boats all the way round the main part of the lake. All the boats kept up a continual whistling, while passengers and row boat crews sung college songs and exchanged camp and college yells. Over a hundred boats participated that year, making a sight worth seeing, and all congregated in front of Sharp's Rock to witness the ceremony of the evening, the sinking of the hulk of the first steamboat that ever floated on Lake Hopatcong. It was a water-logged hull, about twenty-five feet long, and was filled with rocks, ashes, and scrap iron, but when the final words were said, and the scuttling completed with a crowbar, the wreck refused to sink, having more buoyancy in its rotten planks than it had been given credit for. However, everybody shouted and the fun went on just as if it had gone down with a rush. (The Angler, July 25, 1896)

(Summer???) THE MULE CLUB'S CRUISE: They are Embarked on the "Raging Canawl" - Are Having a Glorious Time - The Cruise will Occupy Three Weeks.

"That is rather a novel trip which a party of young people of this city (Trenton) and Philadelphia are taking on the canal. There are thirty-four in the party, including a number of ladies, and they mean to have a trip that will last several weeks. They have two boats, commonly known as

“Chunkers,” freshly painted in red and blue, fitted up with awnings and easy chairs, decorated with flags and neatly finished in every way, the holds and cabins and bunks being supplied with pretty furniture, handsomely carpeted, and as comfortable and commodious as one could wish. The boats started from Trenton Monday and arrived at New Brunswick yesterday morning, when reinforcements came in the shape of another party from Philadelphia on the 8:22 train. A liberal supply of horns was purchased and while the boats were lying at Janeway’s dock and later at the lower lock the tin trumpets made the air resound, men and women alike joining in the jolification. The tug NEWPORT met the boats at New Brunswick and started off with them at one o’clock on their way down the river. The party includes a number of society people who have a considerable artistic ability, and it is expected that they will get some pretty sketches of scenes along the way. A similar trip was made several summers ago by a couple of *Century* (Magazine) artists, and they had a glorious time. The party have jocularly named themselves the “Mule Club,” their stationery being decorated with the cut of a mule drawing a canal boat. J. J. Justin, auditor of the passenger receipts of the Pennsylvania Railroad, a thorough gentleman and competent manager, is in charge of the party. The following is the route of the trip: From down the Delaware and Raritan Canal to New Brunswick, thence by tug power through the Raritan (River) and Raritan Bay to New York; up the Hudson to Roundout, NY; through the Delaware and Hudson Canal to Honesdale, PA. They will return by the same route as far as Hoboken; and will then go through the Morris and Essex Canal to Phillipsburg and then down the Delaware (Canal) to Philadelphia. The whole trip is expected to occupy about three weeks.”

(Above from an undated news clipping – original in Trenton Public Library) (History or Gossip – Molly Polly Chunker – by Bill Yoder in PA Canal Society Canal Currents, No. 36, Autumn 1976)

Note: A similar canal journey was made on the Delaware & Lehigh Canals called “The Molly Polly Chunker” in June of 1886. The publicity generated by the above trip probably led to the *Century* Magazine artists arranging their “Snubbin Thro Jersey” trip in Spring of 1887. “The Mule Club’s Cruise” reported that their trip was made several summers after that of the *Century* (Magazine) artists – probably ca. 1890.

(Summer) The regular round-trip excursion fare from New York to Lake Hopatcong was \$3. (Twenty-two years later, in 1912, the rate was still the same – a striking contrast to present conditions.) Even at reduced rates for the special excursions, the expense was considerable at a time when the average workingman earned \$1 or \$1.50 a day. Thus, the Sunday outing to the lake was often the only holiday the family had all year. And they enjoyed themselves so thoroughly that Kobbe observed “almost a touch of pathos in their unbounded delight.” [Lowenthal, Larry, Iron Mine RRs of Northern NJ – pg 87]

(July 17) A party of officers of the Morris Canal took a trip through that waterway on Tuesday and Wednesday of last week. The trip covered 205 miles, going and returning, and occupied two days, a light boat, with frequent relays of fast and more or less steady mules being used. The

party was bent on business and pleasure, and they got plenty of the latter. It is understood that the canal will continue to be used for navigation for three or four years to come at least. (July 17) [Dempsey, Arline Fowler, Memories of the Morris Canal]

(Sept.) During Fair days in Trenton, fourteen trains departed Warren St. station direct to the Fair gate. The fairgrounds were also served by the Public Service Fast Line trolley cars. (Warren T. Lee - Down Along the Old Bel-Del)

(Oct. 2) A unique combination day-excursion was offered by the Bel-Del / Lehigh Valley and by the Bel-Del / DL&W to either the Switchback Railroad, or to the Delaware Water Gap. This personally escorted tour ran from all stations in Philadelphia. Those whose destination was the Switchback Railroad changed to the LV at Phillipsburg; those whose destination was the Delaware Water Gap stayed on the original train which was then turned over to the DL&W at Manunka Chunk. The round-trip fare to either destination was \$2.50. (Warren T. Lee)

() The Hopatcong Steamboat Co., commonly known as the White Line, was established this year by Theodore F. King to compete with the Black Line. The White Line operated the side-wheel steamers HOPATCONG, MUSCONETCONG, ALAMETCONG, and the Launch NARITICONG and specialized in excursion service. Since the White Line was unable to obtain the right to operate on the Morris Canal feeder, they created Landing Channel by dredging to within a block of the Lackawanna Landing Station at the south end of the Lake. They served all points on Lake Hopatcong with much larger boats than those of the Black Line which were limited by the dimensions of the canal locks. In addition to the Black and White line there were the Blue Line Boats which provided local travel on the lake. [Kane, Martin, Hopatcong, Then & Now] [Lake Hopatcong Historical Museum]

1891

(Jan. 16) Three thousand carloads of ice have been harvested by the Knickerbocker Ice Co. at Lake Grinnell (along the L&HR RR) and are now being shipped over the Bel-Del road to Philadelphia at the rate of 50 cars daily. (A Chronology of the Belvidere Delaware Railroad)

(June 29) St. John's Church of Elizabeth chartered a special coach on the Central RR of NJ for a trip to the famous Black River Falls Park at Pottersville on the Rockaway Valley RR. (The Rockaway Valley Railroad by Howard E. Johnston)

(July 10) The Third Presbyterian Church of Elizabeth chartered a special 9-car excursion train from Elizabeth direct to the famous Black River Falls Park in Pottersville on the Rockaway Valley RR. The NJ Central locomotive and coaches ran all the way to Pottersville without change. The park, also known as the "Glen", was situated between two falls, the lower falls being at the flour mill in town, and the upper falls being in a gorge at the beginning of the raceway to Wortmans Mill. The park boasted two pavilions and a horse-drawn merry-go-round

with wooden swing seats. The location was visited by hundreds of people and had the distinction of occupying two counties, Hunterdon and Somerset, joined by a small foot bridge over the Black River, which was used by picnickers. (The Rockaway Valley Railroad by Howard E. Johnston)

(July 12) On Monday a train of 82 cars passed down the Bel-Del road, the largest train that ever ran between here (Belvidere) and Phillipsburg. The train was composed entirely of ice cars, and 60 of them came from the D.L. and W. road and 22 of them from the L. & H. R. road. It was pulled by two large engines. This was a great train. The hot weather of the last week was enough to make the ice come out of its hiding places in large quantities. (A Chronology of the Belvidere Delaware Railroad)

(August) The Newark Camera Club's Third Canal Trip began at the Newark, Broad Street Terminal of the Central Railroad of NJ. At Elizabeth they were joined by the 14th member of the group and their car was attached to the Easton Express. The following morning they were joined by three more members and boarded the FLORENCE (from the Morris Canal), with their wagon load of camera equipment, and began their journey south on the Delaware Canal by mule power. At Washington Crossing they got wagon rides across the Delaware to the Bel Del railroad station and rode the train to Trenton where they spent the night. The club members were joined by Superintendent W. I. Powers of the Morris Canal. The next morning, they were transported by hacks to the bank of the Delaware River where they were ferried out to Colonel A. R. Kuser's steam yacht CHELSEA. They cruised down the river to the mouth of Crosswick's Creek and entered the Delaware and Raritan Canal for a cruise north to Bound Brook. There members took a train back to Newark. There were a total of 539 glass plate negatives exposed by the group – a new trip record. (Newark Public Library, NJ Room) (Canal Currents, Issues 30, Fall & 31, Winter, 1975 "The Newark Camera Club's Best")

() CNJ locomotive #385 set a world speed record of 105 miles per hour between Plainfield and Westfield.

(Dec. 7) A most unusual special train operated over the CNJ to Phillipsburg. This train, "known as the oyster train, passes over the Central road at an early hour every morning. It carries oysters only, and the train consists of from six to eight cars." Note: The train originated from the oyster port of Bivalve on Delaware Bay. (A Chronology of the Belvidere Delaware Railroad)

1892

() New England Fish Co., of Portland, ME, operated the 91'-long, wood hull, steam trawler KINGFISHER up and down the east coast. In 1892 she was photographed traveling north in the D&R Canal between Locks 1 and 2, above Bordentown, towing three large dories or rowboats. KINGFISHER was built in 1872 at Bristol, RI and had a crew of from 12 to 26. Her home ports

were Mystic, CT; NYC, NY; Greenport, LI, NY; Reedville, VA; and Jacksonville, FL. New England Fish Co. was founded in 1868 by 11 wholesale fish dealers in Gloucester, MA. (US Merchant Vessel Registries)

(April 17) The Erie RR operated a \$1 excursion to New York City from the Middletown, NY area. (Walter Kierzkowski)

(May 28, 29, 30) The NY, Ontario & Westerly RR sold special Excursion Tickets from NYC to all points on its line, good going on the 28, 29, & 30th and return up to and including May 31 at one fare for the round trip, to enable patrons of its line residing in New York and vicinity to select boarding houses at the company's offices at 323 Broadway, foot of Jay Street and West 42nd St., NY. (Walter Kierzkowski)

(June 7) The Tuckerton RR Bay Track rail gathered rust for several years until a new and unique use developed. On this date the Tuckerton leased it to E. A. Horner and F. R. Austin, trading as Horner & Co., for transportation of clams. The agreement stipulated that all clams dug from Little Egg Harbor Bay be forwarded via the Tuckerton and none by boat. The Horners were to keep the line in sufficient repair for traffic at their expense, while the railroad retained rights for itself or others to run over it. Motive power and ultimate disposition of this operation is substantiated only by verbal opinions. Two versions of propulsion are heard and both are believed probable. One was, to say unique. A mast and sail were rigged aboard an abandoned flat car by the clam diggers and their nautical skill enabled them to roll in either direction regardless of the wind, the ascent being particularly critical when loaded with perishable seafood. The "Sailcar" is reported to have met ultimate fate in a Halloween ramble by local pranksters who caused it to jump the rails and nose into swampy brine where the broken hulk supposedly rots unperceptibly in undergrowth. Perhaps the other means of conveyance actually superseded the sailcar. Tiny clam laden flat cars, pulled by horses, wended their way from the old dock to town. (The Tuckerton Railroad by John Brinckmann)

(July 28) HO! FOR THE CITY BY THE SEA. Grand Family Excursion to Atlantic City from Salem, Bridgeton and Woodstown. \$1.00 FOR THE ROUND TRIP. A strong police force will be on the cars to preserve order, and every one will be expected to conform to the rules. GEO. M. FOSTER, Manager. (A West Jersey & Seashore Salem Branch trade card) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

1893

(April 17) Following a partial restoration to operating condition at the Pennsylvania Railroad Jersey City workshops, the JOHN BULL and passenger cars departed from the PRR Jersey City station. The first locomotive of the Camden & Amboy RR had been in storage form 27 years. It was operated at from 25 to 30 miles per hour all the way to Chicago on the PRR Main Line for

the World's Columbian Exposition, a/k/a The Chicago World's Fair. There the locomotive was operated, giving rides to the exposition's attendees. The train left Chicago on Dec. 6th and arrived in Washington, DC on Dec. 13th and was returned to the Smithsonian. (Wikipedia) (NJ Transport Heritage, Vol. 5, No. 2) (The Iron Horse, H. B. Comstock)

(April 21) Jersey City was connected with Newark and the Oranges by trolley today and the people of these cities rejoice thereby. At 8 o'clock this morning Superintendent T. B. Sayre and his assistants got the new cars ready at the Bergen stables. Each car was draped with bunting and mounted American flags. Car No. 381 had a large flag draped directly in front of it. On the front of it, above the platform hood, was a signboard bearing the words, "Newark and the Oranges", and on the side another sign, "Newark Line". This was the first car to leave Jersey City, and it had several railroad officials aboard, including President E. F. C. Young, General Manager, David Young, Supt. T. B. Sayre, General Electrician Emerson, of the Consolidated Traction Co.; President Charles B. Thurston, of the Jersey City & Bergen Railroad Co., General Supt. F. Wolcott Jackson and Supt. Crawford of the P. R. R.; Mr. Bernard Shanley and others. After the first car had started on its way others followed every ten minutes. Eleven cars were put into service and ran to and from Jersey City ferry and Newark courthouse all day. (Jersey City Evening Journal, April 21, 1893)

() The NY, Ontario & Western Ry promoted trips via their route from NY and Weehawken to Chicago for the World's Fair via connections over the Grand Trunk and Wabash RRs. Round trip fare in Pullman Sleeping Cars was \$28.00.

(June 12 – date of newspaper story) Liberty Excursion; "We are on the broad and breezy verandas of the Hotel Wawonda, four hours and 115 miles, as the track winds from our Brooklyn homes, and two thousand feet above them," wrote a special Brooklyn Standard-Union correspondent. A distinguished and well contented company of some 50 gentlemen were the guests of the NY Ontario & Western Ry on the first O&W All-Vestibule Limited daily express brought to Liberty, NY in the center of Sullivan County's Catskill resorts. The reporter was only one of more than 26 newsmen representing papers and trade journals on the maiden run of a new O&W name train, the Sullivan County Limited. As a publicity stunt the special also carried 24 prominent doctors from the NY – NJ metropolitan area. The O&W had long trumpeted the invigorating mountain air in its annual publication "Summer Homes" and now they were making doubly sure that all the medical world knew its virtues. Another issue of the O & W's "Winter Homes" was devoted to "The Climatic Treatment of the Throat and Lungs". (Walter Kierzkowski collection)

() Miss Elizabeth Alice Austin, a woman pioneer in American photography, took a journey through the D&R and Chesapeake & Delaware canals in 1892 with friends in her sailboat WABUN. (The photographs of this adventure are in the collections of the Staten Island (NY) Historical Society and some appear in Champlain to Chesapeake by Bill McKelvey)

(Aug.) The NY, Ontario & Western operated special excursions to Eldorado and Coney Island on Saturdays at a special \$1.50 fare. (Walter Kierzkowski)

(Aug. 2) The Erie RR Conductor's Clambake and picnic was held at Shohola Glen. (Walter Kierzkowski)

(Aug. 10) The NY, Ontario & Western RR Conductor's Clambake was held at Liberty, NY. Trains brought participants from all points. The O&W furnished passes to all employees who desired to attend. (Walter Kierzkowski)

(Aug. 17) The NY Ontario & Western RR arranged an excursion to New York and return via Cornwall and the steamer MARY POWELL. Arrangements were made for free admission to Proctor's Theater for all ladies. (Walter Kierzkowski)

(Sept. 2) The largest Chicago World's Fair excursion yet passing through Middletown, NY went west on the Erie RR. There were two trains, consisting of 20 cars. (Walter Kierzkowski)

(Nov. 19) Hundreds of school children and their parents and teachers from Bel-Del communities joined thousands of other students from the region on a round trip for a single-trip fare pilgrimage to Gettysburg to participate in the dedication of the "High Water Monument". (Warren T. Lee)

1894

(Aug. 27) Consolidated Traction Co.'s Glen Island Excursions could be taken from any part of their Newark, East Orange, Orange, West Orange and Irvington trolley system and return for 50 cents (30 cents for children) plus 10 cents trolley fare. The new Starin's Steamboats departed from the Consolidated Traction Co.'s Glen Island dock on the Passaic River in Newark. Note: In 1879, former U.S. Congressman [John H. Starin](#) bought Glen Island and four nearby islands on Long Island Sound. He gave Glen Island its name and converted the islands into [Starin's Glen Island](#), a summer resort for city dwellers that has been called "the first [theme park](#)". The islands were connected by [causeways](#) and [piers](#), and each island featured a different international theme. Steamships transported visitors from New York City and Harbor area to the park. The park, which opened in 1881, attracted thousands of people daily, included among its attractions was a bathing beach, a [natural history museum](#), a zoo, a German [beer garden](#) and castle, musical entertainment, and a Chinese [pagoda](#). Glen Island is currently a park owned by Westchester County. (Wikipedia) (Newark Daily Advertiser, Aug. 27, 1894)

1895

(Jan.) In a better (colder) year, the CNJ was running five ice trains a day of 30 to 40 cars each. Coal and agricultural traffic remained on the Chester RR, as did passenger business and a thriving summer resort trade which had begun as early as 1877. A large sand and gravel traffic had developed to exploit the glacial deposits of the Succasunna Plains. [Lowenthal, Larry, Iron Mine RRs of Northern NJ]

(Feb. 6-7) RECORD RUN... A blizzard with temperatures below 0 blew heavy accumulations of snow into deep drifts and filled cuts or low points. One of the towns in the center of the storm was isolated for two days. In the midst of the storm Jersey Central management unwisely decided to send their regularly scheduled train from Somerville to Flemington. It was gripped by drifts at Flagtown and stalled for two days. On the afternoon of the 9th, a wreck train arrived from Somerville with 30 workmen who succeeded in freeing the train. However, they encountered and shoveled through three more gargantuan drifts before they successfully reached Flemington. They arrived in Flemington after a record run of 48 hours and 15 minutes, only 47 hours and 40 minutes late... (by Warren F. Lee in Flags Diamonds and Statues, Vol. 6, No. 4)

() By this year, Nolan's Point Amusement Park, located where the CNJ excursion trains terminated at Lake Hopatcong, had a merry-go-round, a rifle gallery and assorted games. Following the fire loss of the large Nolan's Point Ice House in the 1920's, amusements spread to that area, where the Jefferson House and Windlass restaurants are now located. The park was in full competition with Bertrand Island. [Kane, Martin and Laura, Greetings From Bertrand Island Amusement Park]

(Summer) A popular ride made by many summer visitors, was a trip on the "Yellow Kid" (open trolley cars hauled by a steam dummy). The West Jersey Railroad ran the steam dummies from 2nd Street pier in Ocean City, down the length of the three barrier islands, through Sea Isle City and Avalon to Stone Harbor, 22 miles, for a fare of 58 cents. Coal fired wooden steamboats, 70' long carried passengers during summer months between 16th Street in Longport and 2nd Street in Ocean City, where passengers transferred to the "Yellow Kid". (The High Line, Vol. 13, Nos. 3 & 4)

(Nov. 2) The Pennsylvania Railroad ran numerous special football trains directly into Princeton for the Princeton – Harvard game. (NY Times, Christopher Baer)

1896

(Apr. 11) "The loud clanging of a trolley gong was heard for the first time through the woods on top of the Palisades on Saturday morning." Thus a newspaper reported the opening of Bergen County Traction service on 11 April 1896 between the ferry terminal and the top of the Leonia hill, about 3.75 miles. The first test trip left the Pleasant Valley power house at 11:45 am and reached the Leonia terminus in fifteen minutes, with VIPs aboard. On the following day,

Sunday, the railway was opened to the public free of fares and the cars were loaded to capacity. Local and neighboring residents all availed themselves of the opportunity. For picturesqueness and magnificent scenery, the trolley line had no equal among suburban lines in the vicinity of NYC. (Public Service Railway: Bergen Division)

(May 30 Decoration Day) Newark newspaper ad announcing opening of Boynton Beach (Seawaren) on Arthur Kill (west side of Staten Island) with Fine Orchestra Day and Evening. Trains leave Broad Street, Central Railroad of New Jersey at 8:30, 11:35 A.M. and 1:35 and 3:35 P.M. STEAMER PAULINE Leaves foot of Livingston St., Elizabethport at 9 and 11 A.M. and 1:30 P.M. Returns, 6 and 10:30 P.M. Round trip tickets, 25cents. Trolley cars from Newark and Orange run near the boat. (Edward T. Francis)

(June 18) Woodhull and Martin's free excursion over the Rockaway Valley Ry brought in about 500 persons, many of whom had never visited Morristown before. Two trains were run in each direction. Nearly all the stages in town, beside a number of carriages and other vehicles were brought into service to carry passengers from the depot to the Park, where they visited nearly every place of interest. The benefits were not all received by Woodhull and Martins, but nearly every merchant in town came in for a share. The excursions were a success, exceeding the expectations of its promoters. A second day of excursions took place in November and were even better patronized, but, surprisingly, no later excursions are known to have been run. [Taber, Thomas T., III, The Rock-a-bye Baby]

(June 27) CHEAP AND DELIGHTFUL EXCURSION, Coney Island, Bergen Beach, Ferris Wheel, Prospect Park, Bath Beach, Bensonhurst, Manhattan Beach, Orchestra, Fireworks, etc., matinees and evenings. By Brooklyn Annex boat from Jersey City every 15 minutes. Brooklyn and Nassau trolley cars. Fare from Jersey City 15c. Excursion rate 25c. Special trolley cars for picnics on application at Annex Office, Brooklyn. Last boat from Brooklyn Saturday and Sunday nights 11:15. (Edward T. Francis)

(June 27) Waterstone Cottage, Greenwood Lake, Orange County, New York. Home Comforts, First-Class Guides, Boats and Bait. Take 8:38 train from West Orange, or trolley cars to Bloomfield to connect with 8:42 train. NO BAR: J.E. Waterstone. (Edward T. Francis)

(June 28 - commencing) The Stevens & Condit Transportation Co. The old and reliable route to CONEY ISLAND via Sea Beach Railroad from Bay Ridge. Steamers J.S. Warden and Harlem will leave Commercial Wharf, foot of Market Street, at 9:15 A.M. and 1:30 and 7:30 P.M. Returning, leave Sea Beach Oalace at 5:20 and 9:20 P.M. Fare, round trip, 50 cents, Evening trip, 25 cents. Take trolley from Orange to Market Street depot. (Edward T. Francis)

(July 4th) SATURDAY HALF HOLIDAY EXCURSION JULY 4th. Asbury Park and Ocean Grove, Franklin St. Epworth League. Twenty fifth celebration of founding of Asbury Park: Grand Parade, 3 P.M.; Reception to Founder Bradley at 4:30; Carnival on Lake at 8 P.M.;

Fireworks on Beach at 8:30 P.M. Leave Broad St., Central R.R. at 1:30 P.M. Returning, leave Ocean Grove at 10 P.M. Tickets, \$1.00. (Edward T. Francis)

(July 4th) Epworth League, Central M. E. Church 4th of July Excursion Market St. 10 A.M. via Pennsylvania Railroad. Asbury park, Ocean Grove. Tickets \$1.00. (Edward T. Francis)

(July 23) A Moonlight Excursion on the delightful waters of Lake Hopatcong was conducted by the Port Morris Berean League. Excursionists were carried by first-class train from Stanhope and Port Morris to Hopatcong, thence by steamer Hopatcong all about the lake. Tickets at 50 cents were sold by the Drake-Bostedo Co. (NJ Transport Heritage, Vol. 6, No. 2)

(June 28) The West Jersey & Seashore RR timetable advertised "Pleasure Trips between Atlantic City, Longport, Somers Point, Ocean City, Sea Isle City, Avalon, Peermont, Stone Harbor, Cape May, and near-by Seashore Points via Rail and Boat". (The High Line, Vol. 13, Nos. 3 & 4)

(Aug. 12) The Consolidated Traction Company will sell Excursion tickets to Coney Island and Manhattan Beach via trolley from West Orange, Orange, East Orange, Irvington, Bloomfield, Belleville, Kearny, Arlington and All Points in Newark beginning Wednesday, Aug. 12 at 50 cents for the Round Trip. Good in connection with the Brooklyn Annex (ferry) Boats and the Brooklyn Trolley Roads through to Coney Island, Manhattan Beach, Prospect Park, Canarsie, Bergen Beach, Ferris Wheel, and points reached by the Brooklyn City and Brooklyn Heights and Nassau Electric Lines and return. (Newark Sunday Call, Aug., 1896)

1897

(March 3) U.S. Vice President-elect, Garret A. Hobart (1844-1899) departed Paterson, NJ in a special train on the New York Susquehanna & Western RR that arrived at Pennsylvania RR's Jersey City Terminal, where he boarded the CNJ ferryboat Fanwood for a trip down the Hudson River to the CNJ Terminal where he boarded a special train composed of high speed locomotive No. 457, a 4-4-2 camelback, a baggage car, and the private cars Baltimore of the Baltimore & Ohio RR, Philadelphia of the Reading RR, and Atlas of the CNJ for a fast run to Washington, DC. (NY Times) (CNJ Journal No. 93, Oct.-Dec, 2022)

(April 27) The NY, Ontario & Western Ry advertised a Grand Memorial Day Excursion to New York (City) on this date. President Ulysses S. Grant was born on April 27, 1822. (Walter Kierzkowski collection)

(May) The Baltimore & Ohio RR published a timetable showing their Washington-Philadelphia-NY service and the Reading RR / South Jersey RR seashore service "The shortest, Quickest and only Double Track Road to the Sea-Shore." However, a timetable note advises passengers to

allow 35 minutes for the streetcar ride between the B&O's 24th & Chestnut Street station and the Reading's Delaware River ferry. (The Reading Seashore Lines)

() A Public Service predecessor trolley operator attracted 5,000 people to Knight's Park, Collingswood by staging a head-on trolley crack-up followed by a fireworks display. (A History of PSE&G: The Energy People)

(May 17) The inaugural Ocean City branch train reached the then end of the line (a block short of the final terminal) at the site of the future 10th St. station. (The Reading Seashore Lines by Coxe and Kranefeld)

(Aug. 8) Grand Outing to Sylvan Beach (Oneida Lake) The Far-Famed Resort of Central New York, on Sunday, August 8, 1897, via special train over the New York, Ontario and Western Railway (from Weehawken & NYC). (Promo piece, Walter Kierzkowski collection)

(Oct. 8) Ambulance Call / Ambulance at the Accident was a series of five short films shot in downtown Orange showing a horse-drawn ambulance racing from its stable, a man hit by a trolley car, picked up, and carted off by the ambulance. The filming was done by William Heise for Thomas Edison at the request of the Ambulance Fund. (NJ Transport Calendar, Vol. 3, No. 4)

1898

(Aug. 31 & Sept. 3) The Erie RR sponsored special trips from NYC to Buffalo and return for \$1.00.

(Sept. 9, Friday) (Card 1): The Annual Salt Water Day Excursion to Coney Island via the NY, Ontario & Western Railway and the Iron Steamboat Company was operated direct to the Famous Iron Pier, Passing in Review of the U. S. Battleships and Cruisers stationed at U. S. Navy Anchorage off Tompkinsville, allowing six hours on the World's Greatest Playground (Coney Island, NY). (Card 2): Advertising card with photo of two "babes" in swim "dresses" of the day, (Bill McKelvey collection, donated to the NY Ontario & Western Historical Society Archives)

() The second big California gold rush induced the B&O RR to begin the first transcontinental passenger trains from Jersey City to San Francisco without change of cars.

(Nov. 12) The Pennsylvania Railroad operated 31 special football trains carrying 16,662 passengers into Princeton for the Yale – Princeton game. (Trains Magazine, June 1987 by John R. Wilmot)

1899

(Winter) The Pennsylvania RR shipped 15 cars of 12" ice from Lake Hopatcong to Philadelphia daily via the Lackawanna RR and the Bel-Del. The company built a large ice house at the lake and had a big force of men at work day and night. [Lee, Warren & Catherine, A Chronology of the Belvidere Delaware Railroad]

(April 6) The Spanish gunboats ALVORADO and SANDOVAL were captured at Santiago, Cuba, during the Spanish-American War. They were brought north through the Delaware & Raritan Canal to Portsmouth, NH. (The Towpath Post, Vol. 6, No. 1) (The Delaware & Raritan Canal: A Pictorial History by Bill McKelvey)

(May 10) Several officials of the D&R Canal Co. arrived in New Brunswick this morning for the purpose of inspecting the proposed outlet of the new Sixth ward sewer which is to run under the canal and empty into the Raritan, in order that some agreement might be made with the city. The party was taken on board the Pennsylvania Railroad tugboat, RELIEF, to the point of the new outlet above the upper lock. They were accompanied by Aldermen Oliver and Kenney of the Sewerage Committee. Freeholder Dougherty was also on board. On completing the inspection the party returned to this city. The officials in the party included A.P. Guest (Gest), superintendent of the Belvidere Division of the Pennsylvania Railroad, and Captain T.B. Stodham, the canal supervisor. (New Brunswick Times, May 10, 1899)

(April 2, Easter weekend) Excursions brought 39,000 visitors to Atlantic City in 663 railcars. (John T. Cunningham)

(June 28) A Free Excursion to Newark via the Central RR of NJ was offered by the Dry Goods Merchants of Newark for this Wednesday. (Dunellen Weekly Call, June 22, 1899)

(Aug. 9) Company L. in charge of Capt. Geo. Matlock, left Newton on the 6:45 train last evening for Sea Girt, NJ where they will engage in rifle practice today. (Midlander Trainsheet Vol. 11, No. 2)

(Aug. 23-25) The Lehigh and New England Railroad Company will run special trains from Swartswood Station to Goshen, NY during the races on August 23, 24, and 25th. (Midlander Trainsheet Vol. 11, No. 2)

(Sept. 10) The NY Susquehanna & Western RR conductors held their annual picnic at Echo Lake, near Blairstown, NJ. The spur to the lake was built for ice harvesting, but it became a passive park. (S. David Phraner) Excursion trains were run over the road. (Midlander Trainsheet Vol. 11, No. 2)

(November) The US Submarine HOLLAND VI, the first submarine to be accepted/purchased by the US Navy traveled through the Delaware & Raritan and Chesapeake & Delaware Canals en-route to Washington, DC. It had been built at the Crescent Shipyard at Elizabethport, NJ for

Prof. John Holland and was towed through the D&R Canal by the steam yacht Josephine. (The Delaware & Raritan Canal: A Pictorial History by Bill McKelvey)

1900

() By this year over 40 hotels and rooming houses were operating along the booming shores of Lake Hopatcong, which became a major resort destination, especially after the arrival of the CNJ RR and the steamboat connection for the Lackawanna. New Jersey's largest lake was easy to reach, had beautiful scenery, and its location – over 900 feet above sea level – meant lower daytime temperatures and cool evenings. It was advertised as the “Jewel of the Mountains”. [Kane, Martin, Hopatcong, Then & Now]

(Turn of the Century) Atlantic City travelers' handbooks recommended that visitors take the delightful trip to Longport on the trolley car and then by steamboat to Ocean City. There a West Jersey and Seashore Railroad steam “dummy train was operated through Ocean City through Pecks Beach, Corsons Inlet, Sea Isle City, Townsends Inlet, to Stone Harbor. Another trip was by steamer from Longport to Somers Point and then on the “dummy” train through Pleasantville to Atlantic City. At the Inlet pier the steamer “BRIGANTINE” carried passengers to Brigantine and there the Brigantine Transportation Company double deck trolley cars carried passengers eight miles along Brigantine Beach. (The Marker, Vol. 10, No. 1)

(Turn of the century) At Mauch Chunk an electric trolley line was built by Carbon Transit Company to their own amusement park on the brow of Flagstaff Mountain, 900 feet above the Lehigh River and downtown. Flagstaff Park was a typical trolley park with an amusement arcade, carousel, and dance pavilion. They also had a spectacular attraction: an observation deck at Inspiration Point which overlooked the “Switzerland of America”. Both the Jersey Central and the Lehigh Valley trains served Mauch Chunk with \$1.50 round trip excursion fares from NJ and NYC. Arrangements were made to permit the excursions of other NJ railroads to access the area including Glen Onoko. The golden days were at hand. (The Handsomest Trains in the World)

(March 4) “1,000 Miles by Trolley from NY (actually began in NJ) Through Six States” Mrs. Jane Lindsay's record-breaking trip was 1,008 miles, took 112 hours, 25 minutes and cost \$12.05 in fares. Her route began in Paterson, NJ, through six states to Boston, MA; Nashua, NH; Providence, RI; Newport, RI; Fall River, and across MA and CT back to NY. (NY World, Mar. 4, 1900)

(March 21) Attendees at the Bridgeton Musical Union Concert “Legend of St. Cecelia” at the Opera House were promised that the trolley cars would wait until the concert was over for their return to Millville, Fairton and Cedarville. (Shirley R. Bailey / Don Wentzel)

(June 27) The Ladies' Improvement Society of the First Baptist Church gave a Trolley Party to Cedarville for 80 cents. (Shirley R. Bailey / Don Wentzel)

(Aug. 2) The B. & O. S-W. advertised an excursion to Atlantic City. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Aug. 25) Round Trip Excursions to Atlantic City (via Brigantine) were offered for 40 cents. The route was: Brigantine Junction; Pomona; Absecon Road; Port Republic; and Oceanville by open trolley cars and then by steamboat from Oceanville to Atlantic City. (Atlantic City Railroad: The Royal Route to the Sea by W. G. Cook and W. J. Coxey)

() President William McKinley's campaign train stopped at Glen Gardner on the Central RR of NJ main line. (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson)

(Sept. 21) In the only known such photograph, a new locomotive completed by the Rogers Locomotive Co., Paterson is being moved on a flat car from their works at Spruce Street to the nearby Erie RR by a large team of horses on Paterson Horse Railroad tracks on Market Street. (The Hudson River Line, pg. 11 bottom)

(Oct. 22) The Annual Fall Excursion on the New York, Ontario & Western Railway TO NYC was advertised by the railway. (O&W Ry Historical Society 2013 Calendar)

1901

(May 11) Judge Gottfried Kreuger, president of the Middlesex and Somerset Traction Co., gave the directors of the German Savings Bank of Newark a trolley ride in a private car from Newark to New Brunswick today. They departed Newark in the handsome buffet private car of Secretary Edward H. Radel, the "ANNIE R." The route was through Elizabeth, Cranford, Plainfield, and Bound Brook to New Brunswick where they were taken over several suburban lines of the company. (New Brunswick Times)

(August 8, 22 & Sept. 5) Special fifteen day excursions were offered by the PRR – Northern Central Railway in connection with the NY Central and Hudson River RR from Rochester, NY via Philadelphia (The Delaware River Bridge Route) to Atlantic City, Ocean City, Sea Isle City and Cape May. (Black River RR Historic Trust Museum @ Ringoes)

(Sept. 11) The Lackawanna RR took Dr. Janeway from Hoboken to Buffalo to attend President McKinley – 395 miles in 405 minutes according to John Draney, the engineer. (Railroadians of America 1990 Calendar). When President McKinley was shot at Buffalo, a special Lackawanna Railroad train carried surgeons, nurses and hospital supplies to aid the dying President. The 395-mile run from Hoboken was made in 405 minutes - a rail record which still stands. [King, Sheldon S., The Route of Phoebe Snow]

1902

() In 1900 the Lackawanna Railroad identified a location that could be used for a point-of-destination amusement park that was located along their existing Sussex Railroad branch. They leased a 30-acre peninsula on Cranberry Lake in Byram Township and began to develop it into a parkland resort where city folk could come on Sundays for a one-day excursion into the countryside. The railroad built a long bridge on a series of piers that connected their station with the closest point of land, which was known as Frenche's Grove. When the park opened the attractions included an amusement park, a power boat to tour the lake, rental canoes and rowboats, sailing, regattas, swimming facilities (including bathing suit rentals), a restaurant and dance pavilion, walking trails, and a refreshment stand. But the major draw was a miniature live-steam railroad. The train ran for about 1,000 feet, passing over trestle-spanned ravines, around the large rock formations and close to rustic shelters that provided points for visitors to look out over the lake. This 14-inch gauge train was pulled by a miniature live-steam locomotive which was built in the Lackawanna's Kingsland (NJ) engine-erecting shop. The loco replicated the classic Lackawanna 4-4-0 type. It weighed more than 600 pounds and was 64 inches long, 18 inches wide and 28 inches to the top of its smokestack. The cylinders were 2 inches in diameter, and had a 4-inch stroke. At its peak, the railroad delivered a thousand visitors to the park per weekend. By 1910, the Lackawanna Railroad had become disenchanted with the amusement park, as it had encountered numerous problems with the venture, including rowdy travelers on the trains. With the loss of the railroad-built hotel to fire in 1910, the railroad company decided it was time to close down the amusement park and not renew the previous 10-year land lease. The Spring 1911 promotional booklet issued by the railroad noted that there would no longer be any excursion trains to Cranberry Lake. In that year, the railroad hooked a cable between the bridge piers and one of its larger and heavier steam locomotives and pulled the bridge over into the lake – thus bringing a definite end to the relationship of the Lackawanna Railroad and the amusement park at Frenche's Grove. (NJ Herald, 10 Jan., 2016)

(April 23) William Clyde & Co. owned the 206-foot steam canalboat ELKO which on one of its weekly trips between Philadelphia, New York, Albany and Troy caught fire and burned to the water line at Lock 3 on the D&R in 1902. (Daily State Gazette, April 23, 1902). ELKO was the largest steamer that ran on the D&R Canal. She was built in 1889 and was of 548 gross tons. (Nautical Gazette, April 24, 1902)

() The Lehigh Valley RR established their own amusement park near the east portal of their Musconetcong Tunnel. The cool and picturesque mountain location was named Bellewood Park. Because it was located less than two hours from NYC, the 50-acre grounds were expected to stimulate the sale of train tickets. Indeed they did, for on Wednesdays, Saturdays, and Sundays during the summer months, it was not unusual for as many as ten excursion trains to arrive at the park from points both east and west. The park featured a carousel, a 60-foot high slide, a dance

pavilion, a penny arcade, and a restaurant. Bellewood Park became a great favorite of German immigrants, many of whom brought their children in the colorful costumes of their homeland. (The Handsomest Trains in the World)

(Sept.) Col. Sheffield Phelps, of Englewood, NJ, stopped on the D&R in Trenton with his palatial houseboat NIRODAH. He entertained several groups of guests: a luncheon for Attorney General McCarter, State Treasurer Frank O. Briggs, Secretary of State Dickinson, and Col. John T. Toffey, former sheriff of Hudson County; a dinner for Judge John I. Blair, Major General Wanser, Major Lane, and Elbert Ripley, proprietor of the Jersey City Evening Journal, and a dozen friends from Hudson County; another luncheon for General Donnelly and the officers of the Interstate Fair Association; concluding with a dinner for Col. A.R. Kuser and a party from Bergen County, in Trenton to attend the fair. (Trenton True American, October 1, 1902)

(Sept. 11) We are informed by the Lackawanna officials that the resort at Cranberry Lake will close after the excursion on the 14th. After the above date the special train service and low rates of fare will be discontinued. During the season over 70,000 people have visited the lake. During the winter and early spring several thousands of dollars will be expended to beautify the place and add new features of amusement. (Midlander Trainsheet Vol. 11, No. 2)

(Sept. 16) With the operation of the new road between New Brunswick and Trenton, the connection between Jersey City and the State capital has been completed. The trip is not a continuous one, but it can be made by making a few changes. The first change from Jersey City is made at Newark, then from the North Jersey Street Railway Company cars in Elizabeth to the Elizabeth, Plainfield and Central Jersey cars which run to Plainfield. A transfer is given to Dunellen, where the passengers take the cars of the Middlesex and Somerset Traction Company through Bound Brook to New Brunswick, where the last change is made to the cars of the Trenton and New Brunswick Company, running directly into the capital. By making anything like good connections at the changing places the trip between Trenton and Jersey City can be made in less than four hours. (Jersey City Evening Journal, Dec. 16, 1902)

(Sept. 22) The North Jersey Street Railway Company has been testing a new appliance for heating and ventilating their trolley cars the past two weeks that has given satisfaction. The apparatus consists of a furnace exactly in the center and under the floor of the car, the pure hot air coming through the gratings. The more ventilators that are left open giving draft to the furnaces the greater is the supply of hot air. The cost of six hours on the trial trip this week was about four cents for coal. As it takes as much electric power to heat a car as to run it, the saving can be seen to be great. (New Brunswick Daily Press, 22 Sept. 1902)

(Sept. 26) New Jersey State Board of Education members, as well as Supt. Cleaver of the C & D Canal, Supt. Alexander P. Gest of the Belvidere-Delaware Div., and Asst. Supt. H.W. Dunn of the D&R Canal were taken from Trenton to New Brunswick on the steam yacht (MAY) of J. Holmes Longstreet in Sept., 1902. (Bordentown Register, September 26, 1902)

1903

() The 12 minute Thomas Edison film, directed by Edwin S. Poter, The Great Train Robbery, which set the standard for Western movie plots, was partially filmed in Dover. It was the first narrative film to have achieved continuity of action, and was the first movie to find universal popularity and revolutionized movies making chase sequences. Interestingly, model Marion Murray, who later, between 1904 and 1907, became the Lackawanna Railroad's "maid in white" - assuming the Phoebe Snow role, appeared in the Great Train Robbery film. (The Heritage Review, Vol. 38, No. 3) (Morris County Heritage Commission) [Dorflinger, Don, Phoebe Snow: The Lady and the Train]

(March 9) The NY, Ontario and Western Ry promoted an annual Washington (DC) excursion via Pennsylvania Railroad connections. (Promo piece, Walter Kierzkowski collection)

(June 15) The Liberty Bell traveled on a flat car on a special train on the PRR main line from Philadelphia to Boston for the celebration of the 128th anniversary of the Battle of Bunker Hill. The train traveled under the D&R Canal at Trenton and over it at New Brunswick. This was the last trip of the Liberty Bell away from Philadelphia. (NJ Transport Heritage, Vol. 5, No. 2)

(June 22) A Grand Combination Excursion was offered via the Reading Railroad for the Church of the Ascension of Gloucester City and St. Luke's Church of Westville, NJ to Grenloch Park for Boating. Fishing, Base Ball and other Amusements. Round trip fare was 40 cents for adults and 20 cents for children. (Atlantic City Railroad: The Royal Route to the Sea by W. G. Cook and W. J. Coxe)

(July) Raftsman George R. Watson, one of the oldest and most skilled in the trade conducted one of the biggest rafts of logs ever towed through the D&R Canal in 1903. A team of J.B. Woodward's mules did the towing of the raft, consisting of 96 sticks ranging from 90 to 105 feet long each. They are to be used by the Lehigh Valley Railroad Co. as dock "spiles" at Jersey City (surely for facilities on the Morris Canal Big Basin -Ed.) (New Brunswick Daily Times, July 14, 1903)

(July 1) "Rockaway Beach Excursions via Hudson River Line". The Hudson River Line (a Public Service trolley line) has inaugurated special daily summer excursions to Rockaway Beach, the well-known seaside resort, from Paterson, Hackensack, Englewood, and other points on its line, via the palace steamers GRAND REPUBLIC and GENERAL SLOCUM, leaving West 125th Street, Pier. The advantages offered by this trip are summed up in the beautiful scenic trolley ride via "The Park on the Palisades", the assurance of securing a selection of seats on the steamboats which start from 129th Street, and the interesting river ride from that point through the upper harbor. (Newspaper advertisement – Bill McKelvey collection)

(July 2) Early on this morning, President Moore, Superintendent Hurley and other officials of the Trenton Street Railway Co. made the first trip to the Pennington Borough line in car No. 202, one of the new cars. Many residents along Pennington Road cheered as the car passed their homes, and Mrs. John Becker, who lived near Ewingville, invited the party to breakfast on her lawn. That afternoon, a second trip was made along with car No. 210 loaded with celebrating passengers. Many houses along the route had been decorated for the occasion. Regular service to Trenton began on July 4th. Within a few years the line was completed between Trenton and Princeton. (Street Railways of Trenton)

(July 29) The Millville Traction Co. helped advertise and promote the Baby Show at Union Lake Park Casino in Millville on this Wednesday. Tickets for admission to the show were given free of charge on the (trolley) cars. \$25 in Gold was offered as Prizes divided into the following categories: Most Popular Baby; Handsomest Baby Boy; Prettiest Baby Girl; and Fattest Baby. Many other attractions were listed. (Shirley R. Bailey / Don Wentzel)

() The Thomas Edison film, The Great Train Robbery, which set the standard for Western movie plots, was partially filmed in Dover. Interestingly, model Marion Murray, who later, between 1904 and 1907, became the Lackawanna Railroad's "maid in white" - assuming the Phoebe Snow role, appeared in the Great Train Robbery film. (The Heritage Review, Vol. 38, No. 3) (Morris County Heritage Commission)] [Dorflinger, Don, Phoebe Snow: The Lady and the Train]

(Nov. 2) Officials of the several traction companies (North Jersey Traction Co.; Elizabeth, Plainfield, and Central Railway; Middlesex & Somerset Traction Co.; and Trenton & New Brunswick Railroad) boarded Mr. Ed Radel's private car, ANNIE R. at Trenton Fair Grounds. Promptly at 10 am she began rolling rolling toward Jersey City, well stocked with good things, wet and dry. Mr. Radel acted as host. After inspecting tracks at several points, the men finally arrived at the Pennsylvania RR ferry, Jersey City, at 1:22 pm. Purpose of the trip was to decide upon a schedule for through cars soon to begin operating. (Public Service FAST LINE, Trans-State Route Through the Heart of NJ by John H. Brinckmann, Jr. and Edward F. Gardner, RR Journal, Sept 1942, Vol. 5, No. 6)

1904

() The Central RR of NJ built a long complex of 30 sheds at Bivalve, NJ on the Maurice River to process oysters that were harvested from Delaware Bay. Originally, oysters were shipped in their shells via the CRR of NJ to NY, Northern NJ and Lehigh Valley markets. The railroad knew they would increase profits by removing their shells after unloading them from the boats, then packing and icing them for shipment in refrigerated cars – more efficient way of getting the oysters from the boats to consumers tables.(Bivalve Center – Bayshore Discovery Center)

() The upgrading and re-gauging to standard of the Stony Clove and Kaaterskill Branch of the Ulster & Delaware Railroad was announced. “This means through parlor cars from Philadelphia and New York (via Weehawken) to Hunter, Tannersville, Haines’ Corners, the Laurel House, the Kaaterskill Hotel and the Catskill Mountain House.” (Catskill Archive, The Stony Clove and Kaaterskill Branch – 1904)

() “Railroad Smashup” was a staged head-on collision of two 4-4-0 steam locomotives filmed by Edison, probably in NJ. (www.PeriscopeFilm.com)

(Feb. 7-8) The great Baltimore fire totally destroyed 1,500 buildings and severely damaged 1,000 more. Mutual aid was sent from many other cities, including NYC and Atlantic City. NYC was the last city to send assistance and some of its apparatus was the last to reach the fire. It sent more apparatus and men than any other place and with the exception of Altoona, PA, it traveled the longest distance, 186 miles. NYFD Chief Kruger received a telephone message from Mayor McClellan and he immediately ordered Engines 5, 7, 12, 13, 16, 26, 27, 31, and 33 and Truck 5 to the Pennsylvania Railroad depot in Jersey City. All of these, with the exception of Engine 7, were double companies. It was first intended to send only six engines, but it was soon changed to nine. A train dispatcher for the Central RR of NJ telephoned Chief Kruger that he had a train ready, and the Chief directed the companies to take that road instead of the Pennsylvania RR, but three companies, Engines 26 and 33, and Truck 5 did not receive the message in time, so they went by the PRR, and it would have been much better if they had all gone via that route, as those that did arrived two and a half hours sooner than the others. Within 40 minutes of the time the first message was received, the apparatus was en route to the Jersey City ferry. The first engine reported at the foot of Liberty Street with fire burning and had steam up. The firemen on the tender following had hose unreeled and connected to the hydrant at the curb. Other companies had been told that the City of Baltimore was on fire, but the men misinterpreted the message. The “City of Baltimore” was one of the ferryboats that tied up at the Liberty Street Slip. The PRR train got away at 2:45 o’clock and the Jersey Central train at about 6:25 o’clock; the first arriving in Baltimore at 11:10 o’clock and the second at 1:30 o’clock, after hot boxes, etc. There was no train waiting at the Jersey Central depot and the men had to wait in the chill of the morning and practically make up their own train. It took three hours to load the engines and tenders on the 9 flatcars. The 34 horses were quartered in two stock cars and the men in two passenger cars. Within a half an hour of arrival in Baltimore the engines were in service attacking the flames. Atlantic City sent 94 replacement volunteer firefighters to Baltimore by train to relieve firemen who had been on the lines for over 24 hours and were near complete exhaustion. By noon Tuesday, the NY firemen had finally confined the fire to an area near the docks and was extinguished. Late Tuesday afternoon their homeward bound PRR train departed Baltimore with 3 passenger cars, 4 box cars for the horses, 6 flat cars for the apparatus and a caboose. They reached Jersey City/New York at 12:30 am. The Atlantic City firemen started their return home by train around 11:00 am on February 9th. (Wikipedia) (The Great Baltimore Fire by Gary E. Frederick)

(June 8) At 10:30 o'clock yesterday morning Captain J. Holmes Longstreth (Longstreet), with his yacht MAY steamed away from Trenton's State Street lock, carrying a majority of the members of the state board of education and invited guests. The affair was the annual outing given by the Hon. J. Bingham Woodward of Bordentown to his colleagues and friends. It was 5 o'clock when the party reached New Brunswick, after spending the day in sightseeing, storytelling, singing, speech-making and the enjoyment of an elaborate luncheon which was served after the yacht left Kingston. At New Brunswick the party separated, the North Jersey men reaching their homes by the Pennsylvania Railroad and the South Jersey men by the (Public Service Railroad) Fast Line and Camden and Trenton trolleys. Those who were present were, as members of the state board of education, Hon. James Hayes, Newark; St. John McCutcheon, North Plainfield; Judge Francis Scott, Paterson; Colonel Sweeting Miles, Alpine; Professor Lewis Brevier, New Brunswick; George A. Frey, Camden; S. R. Morse, Atlantic City; Percival Christie, High Bridge; Charles E. Suydam, Morristown; C. J. Baxter, superintendent of public instruction. Other guests were: Dr. J. M. Green, principal of the state schools; John P. Walker, superintendent, school for deaf mutes; Herbert W. Morse, of the department of education; H. W. Dunn, superintendent of the Delaware and Raritan Canal; Francis B. Lee, health commissioner, of Trenton; A. P. Gest, superintendent Belvidere Division, Lambertville; John P. Hutchinson, Georgetown; Richard Woodward; Professor William McFarland; R. Howard Aaronson; Lane Thompson, superintendent, Riverview Iron Works, Bordentown; Hood Gilpin, counselor at law, Philadelphia; William R. Barricklow, counselor at law, New York; William Anderson, Philadelphia; and Professor James P. Dilks, Beverly. (Trenton True American, 8 June 1904)

(Summer) The Choral Union Society's excursions to Greenwood Lake via the New York and Greenwood Lake Railway had to be run in three sections of 10, 7, and 10 cars each. This railroad, and later the Erie RR, operated four steamboats on Greenwood Lake: MONTCLAIR, MILFORD, ANITA and ARLINGTON. (Rails to Sterling Forest by Kevin K. Olsen)

(July 4) The Lehigh Valley RR opened an amusement park at Pattenburg, NJ, east of Musconetcong Tunnel, named Bellewood. It stimulated excursion passenger travel with as many as 10 special trains running every Wed., Sat., and Sun. during the Summer months. Attractions included a dance pavilion, restaurant, ball park, roller coaster, boat ride, tunnel of love, ferris wheel, bowling alley, penny arcade, carousel, photo studio, ring the bell strength test, shooting gallery, German beer garden, etc. (The Lehigh Valley RR East of Mauch Chunk, by Greenberg and Fischer)

(Aug. 27) The first formal gathering of the new CNJ Veteran Employees Association (America's First Railroad Employees Association) was a combination annual meeting, outing, and dinner at the Green Gables Inn near Pleasure Bay Park in East Long Branch. Members boarded a Sandy Hook Lines steamboat for the cruise to Atlantic Highlands. There they boarded a reserved coach on the CNJ's Sea Shore Branch for the trip to East Long Branch where stages

were waiting to take them to the Inn. (Central Railroad Company of NJ: Its History and Employees)

(Sept. 26 to 30) “U=Know=Us” The Interstate Fair, Trenton, N.J. Horse Show, Race Meet, Agricultural Exhibition, Poultry Show, Industrial Exhibition – The Greatest out-door Carnival in all the East. Special Feature this year, the Horse Show. A new Vaudeville Entertainment Program Every Day. Special rates and excursions on all railroads. Trolley roads direct to the grounds. (Promotional ad in Bill McKelvey archive/collection)

(Nov. 12) The Pennsylvania Railroad operated 42 special football trains carrying 30,582 passengers into Princeton for the Yale – Princeton game. (Trains Magazine, June 1987 by John R. Wilmot)

1905

(April & May) The PRR offered \$1 Sunday Seashore Excursions to Sea Isle City, Angelsea, Wildwood, Holly Beach, Avalon, Piermont, Stone Harbor, Corson’s Inlet, Townsend’s Inlet and Grassy Sound. (Richard M. Gladulich)

(June 18) “The Most Beautiful, Healthful, and Picturesque Mountain Region in this Section of the Country, and the most Accessible to the People of Greater New York, is the Catskill Mountains. There is only one standard gauge railroad that reaches all the high altitudes of the popular summer resort, and there is only one through car line with luxurious drawing room cars and modern-day coaches without change to all points in the haunts of Rip Van Winkle.” THE ULSTER & DELAWARE R. R. offers this service to the public with its summer schedule, in effect June 18, 1906. 3 ½ Hours (from Weehawken / NYC) to the Heart of the Catskills Without Change of Cars. (Walter Kierzkowski)

(July 15) Two special southbound trains, filled with members of the Masonic Order from Michigan and upper New York State, passed over the Bel-Del on Tuesday afternoon en route to Atlantic City where the Shriners were scheduled to hold a convention. (A Chronology of the Belvidere Delaware Railroad)

(July 15) From 80 to 100 cars of zinc ore were shipped daily from Franklin, NJ, via the L&HR, the Bel-Del and the CNJ (to Palmerton, PA for processing at the NJ Zinc Co. facility). (A Chronology of the Belvidere Delaware Railroad)

(Aug. 10 - 13) Throughout his political career as well as in private life, Theodore Roosevelt traveled extensively across the country by rail. On August 10th the president departed Oyster Bay, NY by a special train of four Pullman cars for Long Island City. The story says “thence by tug around NYC to Jersey City”. Your editor believes that the special train was put on a carfloat and that the tug moved them to the PRR floatbridges at their Jersey City Terminal. There they

continued, as per the story, by the PRR to the connection with the Lehigh Valley RR at Newark Jct. They traveled on the LV with the president making speeches at Phillipsburg, Easton, Bethlehem, and Wilkes-Barre. That evening the train was turned over to the Erie RR at Waverly for the segment to Lakewood, NY. The next morning, the distinguished party boarded a special trolley car of the Chautauqua Traction Co. that sped them to the Chautauqua grounds, where the president made a speech. The train returned to Jersey City via the Erie RR: Salamanca, Hornell, Elmira, Owego, Binghamton, Port Jervis, and Paterson. (The Diamond, Vol. 27, No. 3, 2013)

(Aug. 30) An inspection of the D&R Canal was performed by Robert Cassatt, son of Pennsylvania Railroad President Cassatt in August, 1905. He was accompanied on the canal "yacht" RELIEF by Henry Dunn, Asst. Supt. of the canal; Charles H. Gallagher; Police Commissioner George LaBarre and Sidney Oliphant. The party had an enjoyable trip and Mr. Cassatt expressed himself as much pleased with the condition of the canal and the way it was managed. (Daily True American, August 30, 1905)

(Aug. 31) Are You Going to the Keyport Water Carnival To-Night? Take a Jersey Central Traction Company Car – Direct to the Raritan Bay Front, where the Carnival can be seen to the best advantage. Points Reached by Our Lines: Keyport, So. Amboy, Matawan, Keansburg, Port Monmouth, Belford, New Monmouth, Middletown and Red Bank. Keyport, Matawan and So. Amboy were electric-lighted by Middlesex and Monmouth Electric Light, Heat and Power Company. General Office: 926 Drexel B'ld'g, Philadelphia, PA. Local Offices, Keyport, NJ. (Newark Evening News, Aug., 31, 1905)

(Nov. 7) The "Train Wreckers", an 11 minute, black & white, silent film, directed by Edwin S. Porter was released. The production company was the Vitagraph Co. of America, whose founders were J.S. Blackton and A.E. Smith, both born in the UK but grew up and became friends in NYC. The film was marketed by the Edison Manufacturing Co. of West Orange. It is about a romance between a railroad engineer and the switchman's daughter is nearly ruined by train wreckers who knock out the girl and leave her on the tracks to be run over. The engineer perches on the engines' cow catcher and rescues the girl.

(Nov. 30) The Erie RR offered \$1 round trip Thanksgiving Day Excursions from Port Jervis to NYC. On arrival, tours of NYC were offered on a motorized wagon with open bench seating and no roof. (Tri-States Railway Preservation Society, Port Jervis Transportation History Center)

1906

(July) Hillside Pleasure Park, Belleville. Hippodrome and Wild West Show. Every Afternoon and Evening. Balloon Ascensions Sundays. Concerts, Dancing, Roller Coaster and many other Attractions. Park (is) Free to Charitable Bodies and Inmates of Charitable Institutions. To

others, Admission 10 Cents, Including Show. Note: this park was readily accessible by trolley. (Orange Journal, Edward T. Francis)

(July) Olympic Park Aborn Opera Co. Next Week, Maritana. Every Eve'g, Mats. Wed.; Sat., Sun. Dancing every Afternoon and Evening. Note: this park was readily accessible by trolley. (Orange Journal, Edward T. Francis)

(Summer) The NJ Central advertised Popular Priced Excursions to Lakewood "In the Jersey Pines" and Atlantic City "Playground of the People". (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson)

(Sept. 18) In preparation for the New York electrification project of the Pennsylvania Railroad, several experimental electric locomotives were tested on the West Jersey & Seashore Railroad between South Glassboro and Franklinville, NJ. The WJ & S RR, the nation's first mainline electrification, was completed between Camden and Atlantic City on Sept. 18th. This 59-mile section was also the longest line which had been changed from steam to electric operation up to that time. (LHRy.com/Histories/NJ Transportation Chronology)

(Sept. 18) Ontario & Western Annual Salt Water Day Outing. Printed on edge of O&W color post card view of Sam's Point, NY; and second view of Lake Ophelia, Liberty, NY; and third view of Loomis Sanitorium, Liberty, NY; and fourth view of Main Street, Stevensville, NY; and fifth view of Livingston Manor, NY. Note: There are a total of 29 postcards with the O & W logo in the series. Note the O&W also promoted Salt Water Excursions. (All PC views – Walter Kierzkowski collection)

(Oct. 29) Ontario & Western Annual Fall Excursion, printed on edge of O&W color PC views of Lake Minnewaska, NY; and Old Mill, Ferndale, NY. The post cards were given free to passengers and the public. (Both PCs – Walter Kierzkowski collection)

1907

(April 26 to Dec. 1) Scores of private yachts traveled south via the Delaware & Raritan Canal to attend the Jamestown, VA Exposition (commemorating the 300th anniversary of the founding of Jamestown) and later returned north. (The Delaware & Raritan Canal: A Photographic History by Bill McKelvey)

(May) William Kissam Vanderbilt, Jr. with his wife and their guest William Barton, all of New York, visited Trenton in 1907 while passing through on the D&R Canal in his famous steam yacht TARANTULA. The (one hundred foot-long all-steel) 28-knot craft had a captain and a crew of eighteen. They were on their way to Jamestown and the Exposition. (Trenton Times, May 17, 1907)

(May 30 to Sept. 9) The New Jersey Central promoted excursions to Lake Hopatcong every Sunday. Fare was \$1.50 and 75 cents for children. (Lake Hopatcong Historical Museum / Martin Kane)

(June 23d) The New Jersey Central railroad promoted a Popular \$1.00 (50 cents for children) Excursion to Lake Hopatcong on this Sunday. (Lake Hopatcong Historical Museum / Martin Kane)

(July) New Jersey State Treasurer Daniel S. Voorhees and a party passed through the Morris Canal on their way from Trenton to Lake Hopatcong on an outing in July, 1907. They traveled on the 65-foot steam launch UNCLE DAN, owned by a syndicate headed by Voorhees. Members of the party included: Peter Thropp, builder of the launch; his brother, Thomas Thropp, former Sheriff of Mercer County (could these be the 'sons' of John E. Thropp's Sons Co. Machine and Boiler Works of Trenton?); former Sheriff George Litters of New Brunswick; A.J. Wentzel; Geo. Potter of Newark; Robert Hutchinson of Bordentown; John Riker of Trenton; Assemblyman Randolph Perkins; J.G. McMurray of Union County; and Assemblyman H.W. Buxton of Morris County. The trip originated in Trenton on the D&R Canal and traveled through to New Brunswick, the Raritan River, the Kills, and Newark Bay. The launch presumably entered the Morris Canal from the Passaic River. (New Brunswick Daily Times, July 12, 1907)

(Aug. 15) Ontario & Western Ry employees and their families enjoyed the annual clambake held at Columbia Park, Middletown, NY. Participants traveled from all points on the O & W to the yearly event. (The Ontario & Western Historical Society 25th Anniversary Calendar 1988)

(Aug. 24) New York Yacht Club fleet numbering 200 vessels was reported to have traveled through the D&R on Aug., 24, 1907, en-route to the Jamestown Exposition. (Trenton in Bygone Days, Trenton Times Advertiser, Sept. 11, 1956) The NYYC is a private yacht club based in New York City and Newport, RI. Founded in 1844, it is one of the world's most distinguished and influential yachting institutions. Membership is by invitation only and they have about 3,000 members. Their first clubhouse was established in a Gothic-revival building in Hoboken, NJ, on land donated by Commodore Stevens. The current primary NYYC clubhouse is a six-storied BeauxArts landmark with a nautical-themed limestone facade in midtown Manhattan. Opened in 1901, it was designed by Warren and Wetmore, architects of the exterior of Grand Central Terminal. The author/editor was permitted access to the NYYC library for research and much valuable information was found. (www.en.wikipedia.org)

(Sept.) The New Jersey Central advertised "A Train On The Hour – Every Hour from 7am to 6pm for Philadelphia from New York*." (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson) (The Suburbanite, Sept. 1907)

(Oct. 9) Pennsylvania Railroad, Personally-Conducted Excursion to Niagara Falls, October 9, 1907, Round Trip Rate From Lambertville; Tickets good going on Special Train of Pullman Parlor Cars passing through the Picturesque Delaware Valley and over the Pocono Mountains –

Last of the Season. (Down Along the Old Bel Del, by Warren R. Lee) (Lambertville Beacon, 26 September, 1907)

1908

() The first group to travel through the first McAdoo (Hudson & Manhattan Railroad Co. / Hudson Tubes) tunnel did so on the 2' gauge construction railway with its narrow cars accommodating only two people, side by side in each seat – 8 to a car. (Jersey City Transportation Past & Present Calendar for 2006 – post card view)

(Feb. 25) The Hudson and Manhattan RR tunnel connecting NJ & NY was completed and service commenced. President Theodore Roosevelt was on hand. (Railroadians of America 1990 Calendar)

(July 9) Nearly a month before construction was scheduled to begin on the Lackawanna Cut-Off, an inspection party of railroad officials traveled by train from Hoboken to Lake Hopatcong station where they boarded five automobiles to tour the route. Shortly after beginning, one of the autos broke down, so the party shared the four remaining vehicles. A bit further on, the last vehicle in the tour broke an axle, unbeknownst to the others... Only three of the automobiles completed the grueling 65-mile dirt road route following the 28.5-mile proposed Cut-Off line. All of the tour group finally met up at the Kittatinny House for a meal and rode back to Hoboken via the old Washington route on a special train which was waiting for them on a siding at the Delaware Water Gap. (The Diamond, Vol. 29, No. 1, 2015)

(May) Pennsylvania Railroad President McCrea, and party traveled up the Bel Del in a special train in 1908. This gave them an excellent opportunity to inspect the parallel D&R Canal Feeder. (Lambertville Beacon, May 28, 1908)

(Oct. 23) William Jennings Bryan, the Democratic nominee for the office of the president of the US, delivered speeches from the observation car of his special train at stations along the Bel-Del. Stops were made at Warren Street, Trenton, Lambertville and other towns adjacent to the D&R Feeder Canal. (Easton Daily Express, October 23, 1908)

() Lake Hopatcong's Bertrand Island Transportation Company, which started out as the White Line, was leased by William and John Willis of Nolan's Point from 1908 to 1916. Their original port was Bertrand Island, the end of the Morris County Traction Co's trolley line. Their second-generation fleet consisted of the NEW BRESLIN, the RICHARD J., the BENEDICT CK, the UNCLE DAN, the ESTHER R, and the LAFALOT. The fastest steamboat of the Willis Brothers was the UNCLE DAN, which was used primarily for express commuter service on Lake Hopatcong. It was built in Trenton and was delivered to the lake via the Delaware & Raritan and Morris Canals. [Lees, Lorraine C., and Willis, R. Richard, Jefferson Township on Lake Hopatcong]

1909

(Feb. 9 & 23, and March 9) FLORIDA Winter Tours via Pennsylvania R. R., Round Trip \$49.15 From Lambertville, NJ. Special Pullman Trains. (Down Along the Old Bel Del, by Warren R. Lee) (Lambertville Beacon, Jan. 28, 1909)

(May 4) A party of government officials inspected the Delaware & Raritan Canal aboard a yacht. (The Delaware & Raritan Canal: A Photographic History by Bill McKelvey)

(May 22) Gettysburg Battlefield Three-Day Tour via Pennsylvania Railroad. Round trip rate: \$11.55 from Lambertville. (Down Along the Old Bel Del, by Warren R. Lee) (Lambertville Beacon, May 13, 1909)

(May 24) The New Jersey Central advertised excursions to Lake Hopatcong, Mauch Chunk, Glen Onoko and Switchback (RR) & Atlantic City during the season. (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson)

(July) The CNJ began their summer-only *The Mermaid* express train from Scranton, Wilkes-Barre, Mauch Chunk, Allentown, PA, Phillipsburg, Plainfield, Elizabethport and then south to the many attractive seashore resorts along the NY & Long Branch RR, ending its journey at Bay Head, NJ. *The Mermaid* was billed as a palatial train with parlor cars and coaches which only ran July through mid-September each year. Power for the train was usually one of CNJs 4-4-2 camelback locomotives, No. 588 to 592. (CRR of NJ Historical Society Newsletter No. 54, Aug., 2012)

(July) The New Jersey Senatorial Committee on Railroads and Canals Investigation Commission, headed by Senators Bradley, Leavitt, and Silzer, made an inspection trip through the D&R on the canal company's steam vessel RELIEF. (Trenton Evening Times, July 12, 1909)

(Aug.) A special train carried PRR President McCrea and General Manager Myers over the Bel-Del from Trenton to Belvidere to participate in a tour of inspection over the Lehigh & Hudson River Railway with their officials and with President Melen of the NY, NH & Hartford RR. (Lambertville Beacon, August 5, 1909)

(Aug. 11) A Picnic of the Public Service Railway Employees Benevolent Association was held at (Armbruster's) Greenville Schuetzen Park (AGSP) on this Wednesday Evening. Tickets were 25 cents each which included Souvenirs for Ladies, Prize Bowling, and Gate Prize. Transportation to the picnic was gratis for PS employees. This park was established in 1881 and operated for nearly 50 years. Visitors enjoyed the gazebos for dancing and dining, a children's playground and a tree covered picnic grove. AGSP was noted for its social and athletic events and it's German cuisine. It was located along Kennedy Blvd. between Gates and Seaview Avenues and was a popular venue for company outings. Armbruster used naphtha for

illumination, allowing visitors to stay at the park into the evening hours and he expanded capacity to 5,000 visitors. AGSP should not be confused with Schuetzen Park in North Bergen along the same Kennedy Blvd. That park which has existed since 1872 and continues in operation.

(Sept. 29) Wilbur Wright flew his Flyer airplane around the Statue of Liberty.(Harper's Weekly, October 8, 1909) (Air & Space Dec. 2013 / Jan. 2014)

1910

() By this year the Morris County Traction Company had completed their trolley line to Lake Hopatcong. Although it took much longer to reach the lake than by the train, the trolley fare was far more affordable for the common family. In an effort to attract more tourists, the trolley company offered "moonlight excursions" that included a boat ride. But its greatest impact was the attraction it created on a Lake beach at the end of its line: the amusements that would become Bertrand Island Park. (Skylands Visitor, Summer, 2013, Vol. 23, No. 2)

(Jan. 20) In 1909 Ralph H. Beach, an advocate of storage battery cars, designed a single truck light weight car to be powered with Edison nickel alkaline batteries. The car body was built by J. P. Sjoberg & Co. of New York City to Beach's design. The axles and wheels were fabricated by Taylor Iron and Steel Works of High Bridge, NJ. The car was completed at the Edison West Orange plant. Two Northern Electric motors, each rated 5 horsepower at 110 volts were installed. A Cutler controller was utilized. Power was supplied by 200 Edison type A-4 wet cell batteries. Trial runs were made in January, 1910 on Public Service Railway track. The car was based at the Public Service Railway, Orange & Passaic Valley car house on Washington Street, Orange. The batteries were charged from Public Service trolley power utilizing a resistance bank. The car was operated north on Valley Road to Tory Corner, and then switched to the Orange & Passaic Valley Line (a/k/a Orange Crosstown). A number of Public Service representatives were passengers on the initial trial of the car. The initial test was made while Edison worked in his laboratory, however, he later took a ride in the car himself. The tests were apparently successful as the car was sold to the Twenty Eight & Twenty Nine Street Railway (part of the Third Avenue Railway System) in NYC. (Destinations No. 13, Vol. 7, No. 1, May, 1992, item by Edward T. Francis) (Orange Advocate, Jan. 21, 1910) (NY Times, Jan. 21, Sec. 1, Pg. 2)

(March 7) The New Jersey Central advertised excursions to Lake Hopatcong, Mauch Chunk, Glen Onoko and Switchback (RR) & Atlantic City during the season. They also offered Popular \$1.00 Excursions to Lake Hopatcong Every Sunday and Holiday between May 29 and Sept. 11. (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson)

(March 22) The Agriculture Lecture train, sponsored by the NJ Board of Agriculture, the State Agriculture College, the Granges, and the Pennsylvania Railroad, traveled over the Bel-Del at the following times: Milford, 9:30 am; Frenchtown, 10:45 am; Stockton, 12:15 pm; Lambertville, 1:15 pm; and Ringoes, 3:15 pm. Four lectures at one time were given in two classroom cars at each of the above-named stations. The topics of discussion included the results of the new experiments conducted on the cultivation of various cereals and fruits. (A Chronology of the Belvidere Delaware Railroad)

(May 5) One of the favorite shooting locations of the Edison Film Corporation was on or about the Bel-Del at Raven Rock, about seven miles above Lambertville. During May 1910 the classic, early motion picture, A Western Romance, was filmed at this location. Conductor Hoffman was quite visible in one of the action scenes. The Raven Rock Station was the place where the hero was supposed to have begun his adventure in the wild west. Hence it was here where he was met by a number of cowboys and Indians. (A Chronology of the Belvidere Delaware Railroad)

(May 29 to Sept. 11) Popular \$1 excursions were offered every Sunday and holiday to Lake Hopatcong by the New Jersey Central. (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson)

(May 30) The private car COLONIAL carrying President William Howard Taft was attached to Train No. 514 leaving Washington at 12:15 am and arriving at Jersey City (CNJ Terminal) around dawn. Returning the evening of the same day, a special train consisting of the COLONIAL and a combine ran as a second section of train No. 509, the ROYAL LIMITED, NY to Washington. (The Bee Line, Vol. 34, No. 4 of 2012)

(July 1 to Sept. 5) The CNJ operated a through train between Scranton and Point Pleasant with Pullman buffet parlor cars this year and for a few years to follow. It was called The Mermaid. (Central Railroad of New Jersey Historical Journal – 2002)

(July 24) The Lackawanna Railroad promoted a one day outing to Lake Hopatcong for \$1.75 round trip on this Sunday. (Lake Hopatcong Historical Museum / Martin Kane)

(Aug. 28) On this morning 17 crowded coaches comprised a Bel-Del excursion train to Atlantic City. (A Chronology of the Belvidere Delaware Railroad)

(Sept. 6-9) The New Jersey Central advertised reduced rates to the Pennsylvania State Fair at Bethlehem. (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson)

(Sept. 10) Bethlehem Steel Corporation president, Charles M. Schwab and Prince Tsai Hsun, an uncle of the last Chinese emperor, traveled down the Bel-Del from Phillipsburg in a special train. The Chinese dignitary was said to have been seeking an agreement from the steel company for the construction of warships. (Lambertville Beacon, September 25, 1910)

(Sept. 10) NOTICE: The N.J. & Penna. R.R. (The Rock-a-Bye Baby or Rockaway Valley Railroad) will run a Special Train from Pitney to White House on September 22, '10 to connect with the Special Train on C.R.R. for Allentown Fair. (THE RIOCK-A-BYE BABY by Thomas T. Taber, III)

(Oct. 31) A Special Train for High Bridge on the NJ Central RR from Somerville was offered for Hallowe'en Night. It allowed visitors to enjoy the celebration in Somerville, including the Grand Parade, Fireworks, Music, Etc., Etc., and be assured that there would be a train waiting to take them at 11:15 pm. (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson) (Jersey Central Chapter, NRHS Oct. 2022 Newsletter) (Mark Schmitt)

(Nov.) A double truck battery car was completed by Ralph H. Beach at Edison's West Orange plant. Test runs were conducted on the nearby Orange Branch of the Erie Railroad. Thomas N. McCarter, President of Public Service Corporation and F. D. Underwood, President of the Erie were aboard one of the trial runs according to a newspaper report. It is likely that Thomas Edison was also on board. The car ran for a while in regular service on the Orange Branch. Subsequently, an Erie timetable shows this car as operating from Harriman to Goshen, NY. It was later sold to the Lewisburg, Milton and Watsonstown Passenger Railway. (Destinations No. 13, Vol. 7, No. 1, May, 1992, item by Edward T. Francis)

(Nov. 15) The first electric car ever to traverse the rails of the Orange Branch of the Erie Railroad left West Orange to make the round trip to Forest Hill today. It was under Edison auspices, and was one of the recently perfected storage battery cars and was operated by Edison representatives. (NY Times Nov. 16, 1910) (Thomas Alva Edison Foundation, Inc., letter to Edward T. Francis, Sept. 29, 1954)

(Nov. 27) Maiden Voyage – the first PRR train departed NY Penn Station powered by DC electric locomotive No. 29. (The Late, Great Pennsylvania Station by L.B. Diehl)

1911

(April 9) Double truck storage battery car #100 was photographed at Atlantic City. It had traveled from the Federal Storage Battery Car Co. at West Orange (actually Silver Lake) to Atlantic City via the Erie and Pennsylvania Railroads. The 135-mile run was reportedly made on one charge. It carried 190 cells and was powered by four 15-amp, 200 volt motors. The car body was manufactured by the J. G Brill Co. (Liberty Historic Railway website/histories/Erie RR Orange Branch chronology)

(May 11 – July 21) The North Jersey Rapid Transit began operating two car, multiple unit trains to handle special trips and excursions. One four-car train was photographed in this year. (Interurban Interlude by Cdr. E. Jay Quinby)

(June 6) The Pillar of Fire at Zarephath on the Delaware & Raritan Canal purchased IDLER, a sailboat in Atlantic City. She was sailed north to Raritan Bay and traveled by canal to its new home. The sails and mast were removed, an engine installed, and church pew type seats were installed. For two decades Idler transported missionaries to and from South Bound Brook where worship services were held at the Pillar of Fire Temple in Bound Brook and worshipers were also brought to Zarephath for services. (The Delaware & Raritan Canal: A Photographic History by Bill McKelvey)

(June) The Rivers and Harbors Committee of the US Congress inspected the Delaware & Raritan Canal aboard a motor yacht. (The Delaware & Raritan Canal: A Photographic History by Bill McKelvey)

(June 23) NEW BRUNSWICK TO PLAINFIELD – The Brunswick Motor Company has begun regular service between New Brunswick and Plainfield. The Imported Renault Limousine car leaves its station in front of Schussler's Restaurant, George Street, New Brunswick, for the first trip at 8:50 o'clock A. M. and continues according to the following schedule: (not reproduced by editor). Single trip, 50 cents. (New Brunswick Times, 23 June, 1911)

(Summer) The Morris County Traction Co. began sponsoring moonlight excursions to Bertrand's Island at Lake Hopatcong. [Bill McKelvey]

(July) A two-car Inspection Extra toured the new Lackawanna Cut-Off behind DL&W Camelback locomotive No. 980. (The Diamond, Vol. 29, NO. 1, 2015)

(Sept. 11) The first official Hudson & Manhattan Railroad train departed their Church Street, Manhattan Terminal for Manhattan Transfer in the Jersey Meadows east of Newark. (Photo with the group of officials, Gary Kazin collection)

(Dec. 15) Nine days before the inauguration of regular passenger service over the new Lackawanna Cutoff, a special train was run for newspapermen and Lackawanna executives, to whom President Truesdale showed off his splendid achievement. [Lowenthal, Larry and Greenberg, William T., Jr., The Lackawanna RR in Northwest NJ]

(Dec. 25) DL&W 4-4-0 Camelback locomotive No. 952 hauled the first westbound train out of Hoboken to traverse the Lackawanna's famed NJ cut-off. (Flags, Statues, and Diamonds, Vol. 20, No. 3)

1912

() Thomas N. McCarter and about a dozen Public Service executives inspected the new Public Service Railroad "Fast Line" while sitting on benches on a flat car pushed by an 0-4-0 steam locomotive. (A History of PSE&G: The Energy People)

() Central Railroad of New Jersey passenger train timetable advertisement: LAKEWOOD: Reached only by the New Jersey Central in 90 minutes from New York. This delightful Fall and Winter Resort in the heart of the Jersey Pines is briefly described in an attractive booklet, which, with a list of hotels and boarding places, will be mailed free. Ask Ticket Agents for copies of each or write to General Passenger Department, New York. (CRR of NJ 1912 Timetable)

(April 17) Second Annual Ball J(ersey) C.(entral T.(raction) Trainmen's Club, held in the Broadway Theater, Keyport, NJ on Wednesday Eve, April 17, 1912. (Jersey Central Traction Co. by Joseph Eid)

(May) Former President Theodore Roosevelt, running for reelection on his unsuccessful "Bullmoose Party" ticket campaigned extensively in southern NJ, including Egg Harbor and Millville, using a special West Jersey & Seashore train. (By Rail to the Boardwalk, by Richard M. Gladulich)

(May 24) Today, Friday, during the morning hours, the campaign special of President William Howard Taft ran over the Bel-Del from Trenton to Phillipsburg. He made enthusiastic speeches from the rear of his train at Flemington, Lambertville, and Frenchtown. In Lambertville Taft spoke at Bridge Street and at Smith's wire mill. He arrived in Phillipsburg at 11:45 am and was immediately taken by motorcade to a large rally at the Ortygia Hall on Hanover Street, where 3,000 zealous supporters crowded in to hear him. He left Phillipsburg at 12:30 pm via the CNJ for Somerville. (A Chronology of the Belvidere Delaware Railroad)

(May 27) Today, Monday, the special campaign train of "Teddy" Roosevelt arrived from Washington, NJ, at the Morris & Essex (DL&W RR) station at Phillipsburg at 2:45 pm. He was then rushed by automobile to Union Square where he spoke to a multitude from a specially constructed speaker's platform placed in front of Lee House. After a stirring 30-minute speech, entitled, "The Standpatter vs. the Progressive Republican," the colonel proceeded to his home at Oyster Bay, Long Island, via the Bel-Del to Trenton. Brief stops were made along the road at Frenchtown, Lambertville and Trenton, where he spoke to large crowds. (A Chronology of the Belvidere Delaware Railroad)

(May 30) The Ringling Bros World's Greatest Shows and newly added magnificent production, JOAN of ARK; Greatest Spectacle ever staged, 1200 Characters, 300 Dancing Girls, Chorus of 400 Voices, Orchestra of 100 and 600 Horses, Thrillingly and Superbly enacted on the biggest stage in the WORLD; Produced at a cost of \$500,000; 85 railroad cars, Loaded with 1000 all new Wonders, The Greatest Circus Event in the History of America, with 375 Circus Artists, 125 Acts, 108 cage Zoo and 40 Elephant Actors. Note: The Circus trains were unloaded at Phillipsburg and a "Big New Street Parade" (a major part of the promotion and advertising of the circus) brought the circus the 12 blocks from Phillipsburg, across the Delaware River bridge, to the circus grounds in west Easton. (Easton Express, 30 May, 1912) (Down Along the Old Bel Del, by Warren R. Lee)

(May 30 – Memorial Day) PRR, (West Jersey & Seashore RR) offered a Special Excursion Train for \$1.00 to Wildwood, Anglesea, Holly Beach, and Wildwood Crest. (Black River RR Historic Trust Museum @ Ringoes)

(June 30) A silver spike ceremony officially opened the Stone Harbor Railroad Company on arrival of a special train from Camden. The train was powered by Reading locomotive No. 24 and ran over un-ballasted track up to the unfinished drawbridge over Great Channel. The 4.5 mile line was built by the South Jersey Realty Co. (The Reading Seashore Lines by Coxey and Kranefeld) (By Rail to the Boardwalk, by Richard M. Gladulich)

(July 1 to 4) The Morris Canal Godfrey Committee was appointed by the NJ Legislature to understand “the physical characteristics and condition of the Morris Canal” and therefore “personally inspect the canal property and traverse the canal from the Hudson River to the Delaware”. Their 12 members, photographer William F. Cone and guests began their “junket” at Jersey City on a scow to Newark, where they transferred to the MYSTIC SHRINE, a Black Line steamboat brought down from Lake Hopatcong. The tour was so thoroughly enjoyed by the participants that a second tour was made the following year. (Canal Society of NJ - On The Level – Reflections on the Morris Canal No. 36 by Robert R. Goller, Spring 2010)

(July 4, 7, 18, & 21; Aug. 1, 4, 15, & 18) The Reading promoted five day tickets by Atlantic City Railroad services from eastern Pennsylvania to Atlantic City, Cape May, Sea Isle City or Ocean City. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(July 11) The Delaware River Transportation Company announced “Ideal Outings between Philadelphia and Trenton” with Excursions on the Upper Delaware. They offered fast passenger and freight service from Chestnut Street Pier, Philadelphia to Bridesburg, Tacony, Riverton, Torresdale, Beverly, Burlington, Bristol, Florence, Penns Manor, Bordentown and Trenton. Excursion fare for the 75 mile round trip was 25 cents – one half the regular fare. Amusements at Burlington Island – The Garden Spot of the Delaware were promoted. Attractions included: A Large Picnic Grove; A Miniature Railway; Merry-Go-Round; A Switch-Back; Bathing, Boating, Fishing; A Restaurant and Ice Cream Pavilion, etc. (McKelvey collection)

(Aug. 14) On this Wednesday, Bel-Del excursion trains from Trenton and intermediate points brought hundreds of people to the highly popular, one-day, Warren County Farmer’s Picnic at Belvidere. The attendance at this event was estimated to have been from 12,000 to 15,000. (A Chronology of the Belvidere Delaware Railroad)

(Aug. 30) The Bel-Del excursion to Atlantic City was comprised of 15 crowded coaches. John Samsel of Stroudsburg was the conductor of the train. (A Chronology of the Belvidere Delaware Railroad)

() Reading 4-6-0 L 10a No. 675, built by Reading Shops in 1911, was on display at Atlantic City. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Sept. 7 to March 8, 1913) Ad in Central RR of NJ passenger train schedules: Week End and Holiday Tours to Atlantic City Rates \$9 to \$12 according to hotel selected. Tickets cover round trip railroad transportation and two days' accommodations at any of 12 leading hotels. (CRR of NJ 1912 Timetable) (The Trail of the Blue Comet by Baer, Coxey & Schopp)

(Sept. 21) A 12 minute film, The Grit of the Girl Telegrapher was filmed at Wharton and Oreland on the Wharton & Northern RR. Betty is the telegraph operator at the railway station in the small town of Oreland. She realizes that the new guest at the local boarding house is "Smoke Up Smith, a notorious thief". Betty and the other guests devise a plan to capture Smith, but while Betty is telegraphing news of Smith's whereabouts to the proper authorities, Smith manages to slip out of his handcuffs and flee the town. Betty re-captures Smith following a locomotive chase, and turns him over to a detective who is also Betty's boyfriend. (Google.com)

() The world's first battery train was assembled at Ralph H. Beach's Federal Storage Battery Car Co. at Silver Lake, NJ (where it was manufactured) and powered with Thomas A. Edison storage batteries. Initial test runs of the three-car train were made on the Erie Railroad between West Orange, Silver Lake and Jersey City. Later, one of his battery trains was operated to Atlantic City for display at a railroad convention. (Liberty Historic Railway website/histories/Erie RR Orange Branch chronology)

1913

(April 3) Cranbury and Trenton Automobile Express – Starts operating April 3, 1913 making stops for passengers and express packages at Mercerville, Edinburg, Windsor, Hightstown and Cranbury. No extra charge for packages and hand luggage carried by passengers. A trial trip on the auto express will convince you of the superiority of the auto express over trolleys and trains. No jolting, no waiting, no stuffy, airless cars. The Cranbury and Trenton Auto Express is built on a powerful, spring hung White motor chassis, with pneumatic tires and demountable rims. Its carrying capacity is twenty persons, and it will travel on a schedule as regular as the clock ticks. The Trenton base was Stout's Restaurant. J. Leroy Stout, Prop., Bell Phone 1168-A, Trenton, NJ. (Newspaper ad in Bill McKelvey collection)

(May 8) The excursion to Washington, D.C., on Sunday over the Belvidere Division was one of the largest ever run. There were three sections, aggregating thirty-four cars carrying two thousand passengers. (A Chronology of the Belvidere Delaware Railroad)

(May 14) A record excursion to Washington, DC had three sections, aggregating 34 cars, that carried 2,000 passengers from the Bel-Del. (Warren T. Lee)

(June 30) A first "test train" over the Short Route of the Fast Line began from the Arch in Elizabeth with a two-car train, cars 3524 and 3528. These cars had a top speed of 60 mph. They ran at moderate speed until reaching Bayway at 2:45. Then, on the private right-of-way, they

proceeded to “hit it up”, crossing the Rahway River and then roared into Bonhamtown at 3:16. They threaded their way through George and Albany streets in New Brunswick at 3:30 and then back out onto private right-of-way to Trenton Junction by 5:40. (The Public Service Trolley Lines in NJ, by Edward Hamm, Jr.) (Public Service FAST LINE, Trans-State Route Through the Heart of NJ by John H. Brinckmann, Jr. and Edward F. Gardner, RR Journal, Sept 1942, Vol. 5, No. 6)

(July 1) Trolley Trip to Trenton; New High Speed Electric Line; Hourly Service in Effect Today; From Broad and Market, Newark, to Public Service Junction, Trenton, in 2 ½ Hours; Safe - - Comfortable - - Fast, Public Service Railroad Company. (Newspaper Ad) With the opening of this, New Jersey’s first trans-state trolley line, a milestone was achieved in operations from Hoboken to Camden. (Making Things Work, PSEG’s First Century)

() PUBLIC SERVICE LINES DAILY EXCURSIONS TO PHILADELPHIA via Trenton and Camden. Trains leave Newark (Broad and Market Streets) 6:15 AM and hourly. Time to Camden 4 Hrs. and 45 Mins. Fare NEWARK to Camden, one way \$1.45, round trip \$2.60. Popular Trains for the trip leave Newark at 9:15 AM, 10:15 AM 1:15 PM and 2:15 PM. Due at Camden 2:00 PM, 3:00 PM, 6:00 PM and 7:00 PM Market Street, Philadelphia 10 minutes later.

(Early Summer) The adventurous traveler could travel from North Jersey to Sea Girt entirely by trolley car. The route was from Newark (Public Service Ry), to Elizabeth, Westfield, Rahway, Perth Amboy (Jersey Central Traction Co.), Red Bank (Monmouth County Electric Co.), Long Branch (Atlantic Coast Electric Railway), and Asbury Park, to Sea Girt. The trip covered 78 ½ miles in 7 hours at a cost of \$1.00. (To the North Jersey Shore by Trolley, by Edward T. Francis, Published by Pine Creek RR, Aug. 1971)

(July 1-4) The Morris Canal Godfrey Committee so thoroughly enjoyed their 1912 “junket” (or tour) that they made a repeat of their 1912 junket. The Godfrey Committee Report on the Morris Canal was finally produced in 1914. (Canal Society of NJ - On The Level – Reflections on the Morris Canal No. 36 by Robert R. Goller, Spring 2010)

(Aug. 7) The Veteran Employees Association of the PRR will hold their annual excursion (from the Bel-Del) to Atlantic City on Wednesday, Sept. 17. (The railroad company provided a train for this big excursion which was hugely enjoyed by the employees and their families.) (A Chronology of the Belvidere Delaware Railroad)

(Aug. 28) A special train containing a company of the NJ National Guard, en-route from Camden to Tobyhanna passed over the Bel-Del last night. (A Chronology of the Belvidere Delaware Railroad)

(Nov. 22) In what was hailed as the “first wireless equipped train in the world”, the NY Times reported that the DL&W RR successfully established two-way radio communications between

moving trains and with transmitters in NYC, Scranton and Binghamton, first with telegraph and subsequently with voice. The DL&W engaged the Marconi Co. for this work, who assigned young David Sarnoff, of later RCA fame, as the project engineer. (Milepost, Vol. 13, No. 2)

1914

(March 8-9) A Lackawanna train experimenting with train-station wireless communications from East Stroudsburg, PA to Washington, DC, ran over the Bel-Del from Manunka Chunk to Trenton and on the 9th from Trenton to Manunka Chunk. (A Chronology of the Belvidere Delaware Railroad)

(Summer) It was possible to travel from Suffern, NY to Longport, NJ by trolley and electric railway. The route was: Suffern (North Jersey Rapid Transit), Paterson (Public Service Ry), Newark (Public Service Railroad Fast Line), Trenton (Public Service Ry), Camden (West Jersey & Seashore), Atlantic City (Atlantic City & Shore RR), Longport. In total the trip of 195 miles took 12 ¼ hours and required traveling on six different cars. (Trolley to the Shore, by Edward T. Francis and T. F. Gleichmann, Jr., Published by Pine Creek Railroad, August 1970)

(July 22) \$2.00 Round Trip – Atlantic City Excursion, Wednesday, July 22. A Cool Refreshing, Enjoyable Outing, 7 Hours by the Sea, Bathing ! Boating ! Fishing ! Sailing ! Special Through Train Leaves Bel Del stations and stops at principal intermediate stations. (Down Along the Old Bel Del, by Warren R. Lee) (Warren Journal-Belvidere, July 17, 1914)

(Aug. 6 & 20) The Pennsylvania Railroad advertised five-day excursions to Atlantic City and Cape May (as well as Wildwood, Wildwood Crest, Ocean City, Sea Isle City, Stone Harbor, Anglesea, Avalon or Holly Beach, NJ) on two Thursdays via their Delaware River Bridge Route. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Sept.) Miss Pearl White starred in the Pathe Movie Company production, The Perils of Pauline, which was on and about the Bel-Del at Lambertville. (A Chronology of the Belvidere Delaware Railroad)

(Sept. 13) The New Jersey Central Railroad promoted a Special Excursion from Greenwich Pier (on Delaware Bay) to New York for \$2.50 on this Sunday. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(Sept. 27) Sequences from the film “Juggernaut” were filmed on the Raritan River RR (RRRR) in Sayreville (Parlin), NJ at Duck’s Nest Pond. The location was at the northern edge of the Hercules chemical (powder) plant in Sayreville. The Vitagraph Co. of Fort Lee staged a crash with a steam locomotive and three cars filled with mannequins. A short spur was constructed from the RRRR line to a “movie” trestle constructed at the pond. The specially-built trestle was rigged with dynamite, but the train was moving too fast and went off the end of the trestle as the

structure was collapsing. The wreck site and the locomotive were abandoned by Vitagraph, but was recovered for scrap in 1938. The retired steam locomotive was No. 56 from the Long Island RR and the passenger coaches were from the LIRR as well. (Rails Up The Raritan River, by Frederick W. Diebert)

(Oct. 10) On this Saturday evening, a special train carried the Philadelphia A's, the American League Baseball champions, over the Bel-Del from Trenton to Belvidere Junction en route to Boston where they were scheduled to play the Boston Nationals in the World's Series. A sizeable crows gathered at the L&HR Mansfield Street station in Belvidere to cheer for the champs. When the special returned to the Bel-Del on Wednesday evening, en route back to Philadelphia after the A's had lost four straight games, no one was on hand anywhere along the line to greet them. (A Chronology of the Belvidere Delaware Railroad)

() The famous poet and essayist Joyce Kilmer was a commuter on the Erie RR between Mahwah and Jersey City during the period prior to WW I. Kilmer's poems and essays about the Erie's suburban mainline through Bergen and Passaic counties are noteworthy and deserve recognition from railroad historians. He had his poem, The Twelve-Forty-Five, published by Doubleday & Co. in 1914. In a spirit of patriotism Kilmer enlisted in the National Guard which was called to duty in July 1917. A year later he was killed in France. The State of NJ recognized Joyce Kilmer as one of its outstanding citizens and, in tribute to his memory, named a rest area on the NJ Turnpike "Joyce Kilmer Service Area". (The Diamond, Vol. 14, No. 1)

1915

() Self-Propelled passenger car No. 200, built by Railway Storage Battery Car Co. at Silver Lake, NJ, on the Erie Orange Branch, was powered by Edison non-acid storage batteries. It was leased ca. this year by the Pennsylvania Railroad and operated on their Flemington Branch. It made three round trips of 24 miles each, per day, replacing a locomotive, two coaches and a full crew. (Self-Propelled Passenger Cars – a 16 page brochure published in 1916 by the Railway Storage Battery Car Co.)

() A trip by trolley from NY to Washington, D. C. was possible from this year, when the last link was completed, and 1920, when abandonments began. However, numerous transfers/changes from one trolley company to another would be required. The journey from NYC to Jersey City could be made on the electric Hudson and Manhattan Railroad. At Trenton, the Delaware River was crossed by the cars of the Trenton, Bristol, and Philadelphia Street Railway on the Calhoun Street bridge. (Electric Lines, May-June 1991)

(May 12) The Barnum and Bailey Greatest Show on Earth exhibited in Easton, PA on this Wednesday. The circus required 85 double length railroad cars to transport the big show, which included 1280 people – 480 of which were performers – 700 horses, 40 elephants, and a

menagerie of 110 cages. Note: In this era the circus trains were parked in the CNJ Phillipsburg freight yard (between the Black Bridge and the present Phillipsburg Railroad Historians site) and the circus equipment, animals and cages were marched/towed north on Main Street, across the Free Bridge, through Center Square in Easton, to the circus site in west Easton. (A Chronology of the Belvidere Delaware Railroad)

(Oct. 10) A typical Sunday reduced fare excursion from the Bel-Del line to Philadelphia was advertised as: "A rare opportunity to visit the city of Brotherly Love, see the battleships at League Island Navy Yard; visit Independence Hall, Academy of Fine Arts, or Memorial Hall; see the beauties of Fairmont Park (with a special trolley excursion tour); enjoy 9 hours in Philadelphia". (Warren T. Lee - Down Along the Old Bel-Del) (Down Along the Old Bel Del, by Warren R. Lee) (Warren Journal, Sept. 24, 1915)

(Oct. 14) On the prior Monday, a special test train with wireless radio equipment aboard passed over the Bel-Del en route from the DL&W at Manunka Chunk to Washington, DC. On the next day, Tuesday, the train ran back over the Bel-Del en route from Washington, DC to the DL&W. (A Chronology of the Belvidere Delaware Railroad)

(Nov. 14) \$3.00 Round Trip WASHINGTON, The Heart of the Nation, Sunday, November 14, Special Train Leaves Phillipsburg. See flyers, Consult Ticket Agents, Pennsylvania Railroad. (Down Along the Old Bel Del, by Warren R. Lee) (Easton Express, Nov. 1, 1915)

(Nov. 25) As it entered WW I, the US was politically torn and financially challenged – until an icon from the American Revolution rode to the rescue. The Liberty Bell was put on a PRR flat car which departed Philadelphia on July 5th, westbound to tour across the US to the Pan American Exposition at San Francisco and back. The tour stopped at over 275 locations and slowed for many, many more. The final leg of the National Shrine tour, on Nov. 25, included stops at Manunka Chuck, Phillipsburg (where a noisy throng of 10,000 gathered), Lambertville, and Trenton, NJ before ending at Philadelphia. (Smithsonian, April 2017) (A Chronology of the Belvidere Delaware Railroad)

(Dec. 18) A photo of Public Service Ry cars Nos. 966, 3523, 3533 and one other at Carteret, NJ on Chrome Ave. Line shows many people posing. (W. D. Volkmer PowerPoint show Vol. 1 & 2)

1916

(Jan. 1) Special Excursion to Philadelphia Mummers' Parade, A Carnival of Fun and Frolic, New Years Day - \$1.75 round trip (from Phillipsburg and intermediate points on the Bel Del) Pennsylvania R.R. (Down Along the Old Bel Del, by Warren R. Lee)

() Public Service Railroad Fast Line introduced a new series of cars, the 3600s, built by the J. G. Brill Co. in Philadelphia with faster C50P trucks which permitted speeds of up to 75 mph vs

the 60 mph of the current series 3522 to 3531 cars. (The Public Service Trolley Lines in NJ, by Edward Hamm, Jr.)

(April 30 - Sunday) The New Jersey Central RR offered \$1.50 excursion fares to Reading Terminal, Philadelphia from Point Pleasant, Asbury Park, Red Bank, Perth Amboy and intermediate stations and return. (Railroad Magazine)

(May 30 to Sept. 10) The New Jersey Central railroad promoted \$1.00 (50 cents for children) Excursions to Lake Hopatcong Every Sunday. (Lake Hopatcong Historical Museum / Martin Kane)

(June 16) The Railroad Master Mechanics were prominent among the trade organizations which chose Atlantic City for their conventions. New Delaware & Hudson E6a Consolidation No. 1200 was on display on Mississippi Avenue near the boardwalk. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(June 18, July 2, 16, 19, Aug. 2, 13, 16, 27, 30) The Pennsylvania Railroad produced a flyer advertising special one-day excursions to Atlantic City from New York at \$2.50 for the round trip. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(June) Prototype Reading RR G-1 class Pacific steam locomotive No. 105 was moved slowly down Mississippi Avenue toward the Atlantic City boardwalk with its creator, Motive Power Superintendent, Isaac Seiders at the throttle for display at the Master Mechanics convention. (By Rail to the Boardwalk, by Richard M. Gladulich)

(Effective July 2) The New Jersey Central advertised their Half Sail – Half Rail to the Famous North Jersey Coast Resorts. “Via the Sandy Hook Route” steamboats from Pier 81, at the foot of West 42nd Street to Atlantic Highlands Pier where fast express trains are waiting. Or, passengers could go from West 23rd Street or Liberty Street, NYC by ferry to Jersey City and “rail” from there south to the shore. Dining rooms were popular features of the steamers. (The Central Railroad of New Jersey’s First 100 Years by Elaine Anderson)

() “A trip in a fifteen foot motor-boat from Philadelphia (was made via the Delaware River and Delaware Canal) to Easton, PA, through the Morris Canal to Newark, thence by the inside passage to Raritan Bay (Passaic River, Newark Bay, Kill Von Kull, Arthur Kill, & Raritan River) and the Delaware & Raritan Canal, thence back to Philadelphia via the Delaware River. The launch, owned by Dr. William Kershaw, principal of the Germantown Academy, Philadelphia, with his daughter, Miss Eleanor Kershaw, and son, W. Ernest Kershaw, passed through Boonton, Monday. (Bill McKelvey)

(June 25) The New Jersey Central promoted Popular Priced Excursions to Atlantic City, The World Famous Seaside Resort for \$2.50 or \$1.25 for children on this date, with similar excursionsn on July 9, 23, Aug. 6, 20, Sept. 3, 17. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Sept. 25, 26, 27, 28, 29, 1916 Directly Reached by THE FAST LINE. (Transportation Department, Public Service Railroad Co., Newark, NJ)

(Sept. 27) A special train for Old-Time Telegraphers & Historical Assn. and the US Military Corps. traveled from NYC to the Edison West Orange plant. E. P. Griffith, Supt. of Telegraph for the Erie made up a mock train order which was dated Sept. 27, 1861, and was signed by Andrew Carnegie. It read, ordering the train, "To run wildcat from Jersey City to West Orange and stop there. To shake hands and take lunch with the Electrical Wizard, Thomas Edison. After using five hours time of train business they returned to Jersey City." At his laboratory, Tom Edison had presented each visiting member with a miniature telegraph key. (Liberty Historic Railway website/histories/Erie RR Orange Branch chronology)

(October) Railroads which had significant refrigerator car traffic, found that the dripping of salt brine on the track caused corrosion of track bolts, joint bars, spikes, tie plates and electric signal circuits. A solution was to spray oil on the track hardware. The DL&W RR, in conjunction with the Texas Company developed an oil spraying car. It was an economical way of cutting the salt damage. (The Diamond, Vol. 28, No. 1, 2014)

1917

(April) Goodyear Rubber Company's Wingfoot Express departed their Akron, OH plant with a three vehicle convoy to test their new pneumatic tires. The primary vehicle was a 5-ton Packard truck with a body designed by Goodyear including a sleeping compartment for the second driver. Two automobiles escorted the truck which averaged 15 miles per hour. They got bogged down in mud, fell through many bridges, suffered an average of one tire blowout per day, and several engine failures. They mostly followed the Lincoln Highway and traveled through Trenton and across the farmlands of NJ. After 28 days and 740 miles they finally made it to the Goodyear tire fabric plant in Killingly, CT. Goodyear pioneered the long-distance trucking industry. (Wheels of Time, Vol. 43, No. 1, Jan/Feb 2022) (Internet search)

(June 18) Just weeks after joining the WW I effort, work on a rail terminal layout at Camp Dix began; by July 18th a total force of 350 men and 18 horse teams were engaged; and work was completed by November. They installed 7.5 miles of track (including a loop to turn entire trains), and 38 track switches. Freight traffic during the final weeks of RR construction amounted to 100 carloads of materials for the construction of barracks. Four passenger trains were scheduled daily as well as many special trans carrying troops. Ft. Dix generated considerable railroad traffic during the two World Wars, but the last rail traffic ended on Oct. 30, 1981. (West Jersey Chapter Crew Caller, Feb. 1992)

(Summer) Railway Storage Battery Car Co. No. 100, built by Brill, but assembled at Silver Lake, on the Erie RR Orange Branch, was operated to Atlantic City for a railroad equipment

convention. While there it made demonstration runs to Ocean City. (Note: also see entry for 1921.) (Liberty Historic Railway website/histories/Erie RR Orange Branch chronology)

(Aug. 30) The first troops arrived at Camp Merritt, which was hastily built on 770 acres in the Cresskill-Dumont area during WW I to briefly assemble soldiers for last-minute processing before sailing to France. Its population shifted between 25,00 and 35,000 troops. The area was chosen for its availability to the NYC West Shore RR and the Erie RR. In addition to hundreds of two-story wooden barracks, the camp had headquarters structures, hospitals, mess halls, recreation buildings, 3 fire stations, 14 post exchanges, 7 tailor shops, a 24-man barber shop, a currency exchange, warehouses, garages, 14 miles of concrete roadway, 4 miles of railroad tracks, 260 miles of electric wiring carried on 1,029 poles, and 235 street lamps, 19 miles of water pipe, athletic fields, and a 60-acre truck garden which supplied fresh vegetables to the mess halls. Outgoing troops customarily moved between midnight and 5 am. These movements were carried out under cover of darkness so they would be less noticeable. Trucks carried duffel bags and heavy equipment down to the dock at Closter. The men, however, usually marched along the dark roads to Alpine Landing. There they boarded steamers for the port of embarkation at Hoboken. The largest number of troops to leave in a single day was 15,596. Following the armistice in 1918, the camp processed returning veterans. A total of 1,088,081 troops from every state in the Union passed through the camp in both directions. More troops passed through Camp Merritt in WW I than any other camp in the US. (The Record Magazine, August 19, 1967)

(Sept. 5) The entire 42nd Division, the Rainbow Division, including the 168th Iowa Regiment that gave a concert on Bridge Street in Lambertville while waiting for their train to move on, was transported over the full length of the Bel-Del. The 10,000 men that comprised the division were carried in seven sections of 20 cars each. They were en route to a staging area on Long Island where they trained briefly before embarking for the battlefields of France. (A Chronology of the Belvidere Delaware Railroad)

(Sept. 21) The first inductee special operated over the Bel-Del from Belvidere to Ft. Dix, NJ. Eighty-two boarded the train at Belvidere; 84 boarded at Phillipsburg; 104 from a DL&W connecting train boarded at Lehigh Junction; 105 boarded the train at Lambertville; and 300 boarded the train at Trenton. (A Chronology of the Belvidere Delaware Railroad)

(Nov. 17) Reliable Bus Service between Camp Merritt and Tenafly – NJ Transportation Co.. Comfortable Motor Buses will make Regular Connections with Street Cars at (Erie) Railroad Depot, Tenafly, on and after Saturday, November 17, 1917. When the US entered WW I, Camp Merritt was developed in the 770 acre Cresskill and Dumont area as a staging area for troops destined for and returning from Europe. (Public Service Railway: Bergen Division)

() Visit the Boys in Camp at Wrightstown via THE FAST LINE TO TRENTON where connections may be made with trains or motor buses direct to Camp Dix. (Transportation Department, Public Service Railroad Co., Newark, NJ)

1918

(Jan) NY Harbor and rivers were frozen solid. The usual shipments of coal by barge and canalboat were not possible. Coal trains were diverted through the Pennsylvania Railroad North and East River tunnels to supply Brooklyn and NYC.

(June) The Surgeon General requested money for 18 additional cars to transport sick and wounded soldiers to hospitals and other inland locations as they returned from the Great War in Europe. They made up four trains of seven cars each which were able to serve 141 patients and 31 staff. Three of the trains were stationed at Hoboken, NJ and one at Newport News, VA (Trains Magazine, July, 2021)

(July 15) Development of traffic to the full capacity of the Delaware & Raritan Canal will be the policy of G. A. Tomlinson, who will assume control of the waterway for the US Railroad Administration. The latter is under the direction of William G. McAdoo, President Wilson's son-in-law. The aim will be to relieve railroad congestion. Mr. Tomlinson has been serving for some time as general manager of the NY canals for the RR Administration and the taking over of the Delaware & Raritan Canal will be an extension of his duties. He has no plans for the Morris Canal. (Newark Evening News, July 11, 1918)

(Sept. 29 – Oct. 1) War Trophy (Relics) Train No. 2, consisting of two coaches and three flatcars, visited Belvidere, Flemington, Lambertville, and Phillipsburg. The train was dispatched to exhibit captured enemy weapons and paraphernalia in support of a subscription drive to the 4th Liberty Loan. At Belvidere, on October 1, the trophy train was met and viewed by the largest crowd ever to have assembled at the station. The citizens of Belvidere purchased \$50,000 worth of stamps, the largest amount sold during a war trophy train rally for any town of this size in the nation. The pledges at Lambertville totaled \$69,150 from 5000 people who were on hand on Sunday evening to inspect the train. (A Chronology of the Belvidere Delaware Railroad)

1919

() A U. S. Navy 14" long range rail-mounted artillery gun was moved to Virginia Avenue and the Boardwalk in Atlantic City for post-WW I display. Baldwin Locomotive Works built the 40-wheel undercarriage which carried the gun.

() Although special excursion trains existed for fishermen for decades, after WW I the business expanded greatly. Fishing Excursion trains to Cape May became quite popular for recreational fishermen. These special trains brought city people primarily from Philadelphia, to Schellengers Landing in Cape May. It was accessed by the Reading Railroad's Harbor Spur. It was used to transport fresh fish from Schellengers Landing to Philadelphia and NY markets.

Fish was unloaded from commercial boat holds into barrels, iced, and loaded into refrigerated rail cars. The service was continued by the Pennsylvania Reading Seashore Lines after the 1933 merger. The spur was well used up to 1942 when WWII restrictions limited train ridership and deep sea recreational fishing. By the early 1950's both freight and occasional fishing trains were permanently discontinued and the tracks were removed. (All Aboard! A Trip Back in Time on the Fishing Train, by Philippa Campbell in Cape May Magazine, Spring 2023) (Paul Mulligan)

(June 22) A new one-of-a-kind PRR HC-1 class articulated steam locomotive, No. 3700, was displayed at the annual summer convention of the Railway Mechanical Officers at Atlantic City. It joined PRR 11s Decapod and pioneer PRR AC electric FF-1 class No. 3931 the Tennessee Avenue Station of the West Jersey & Seashore RR. (By Rail to the Boardwalk, by Richard M. Gladulich) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(July 4) The popularity of horse racing at the Ho-Ho-Kus Race Track had faded and a new kind of racing had become popular – automobiles were piloted by dare-devil drivers. The Camptown Racing Association of Harlem, NY discovered the Ho-Ho-Kus track and staged auto races. The entries were mostly fixed-up used cars which were painted in gaudy colors and given names such as: RED DRAGON, WHITE GHOST, YELLOW PERIL, or GREEN GAZELLE. They ran without mufflers and created much noise, clouds of vile smelling gasses and a haze of dust from the unbanked dirt track. Special trains were arranged with the North Jersey Rapid Transit to meet the specials of the Hudson River Line bring the crowds from NYC via ferryboat to the Hudson River line which carried them to East Paterson for transfer to the NJRT. The same ferryboats also carried the racing cars over from Harlem. The NJRT two-car trains were jammed – altho they had seats for 88, some carried 300 passengers... It was the greatest day in the history of the NJRT... (Interurban Interlude by Cdr. E. Jay Quinby)

(July 27) The Philadelphia & Reading Railroad publicized Sunday Excursions to the Seashore – Atlantic City, Ocean City, Sea Isle City, Wildwood or Cape May on a special train which departed Harrisburg at 4:40 am. (The BeeLine, Vol. 41, No. 3, 2019)

(Sept. 26 to Oct. 2) The American Electric Railway Association 50th annual convention was held at Atlantic City. Railway Storage Battery Car Co. car No. 100 made exhibition (demonstration) runs between Atlantic City and Ocean City, leaving Virginia Ave. and the Boardwalk at 10 am and 3 pm. The running time was 50 minutes for the trip. The car was manufactured at Silver Lake on the Erie Orange Branch and was powered by four 250-volt DC motors powered by Edison storage batteries. (Railway Age, April 19 and June 24 1919)

(Oct. 7-9) The American Electric Railway Engineering Association convention was held in Atlantic City, NJ. Brooklyn Birney Car No. 7000 was on display at the Boardwalk.

1920s

() The PRR operated up to 44 special trains in on the Princeton Branch for football games at the University. (Liberty Historic Railway website/histories/NJ chronology) In 1955 the yard and double track on the branch was removed. (Wikipedia / Bill McKelvey)

() A member of the Amateur Cinema League filmed “A Visit to Philadelphia”, which began at and returned to Reading, PA. The small group of friends visited downtown Philadelphia; the Ben Franklin Bridge (walking and by car); the Ferry to Camden and Camden itself. The rare film “Train trip Reading to Philadelphia in the 1920’s” can be viewed on YouTube. (Terence Mulligan)

1920

(April 1) An outlaw railroad strike which allegedly began in Chicago, spread to NJ. Other wildcat strikes were begun at the Camden engine shops and among marine employees of the Erie Railroad at NY Harbor. By April 10th trains running between NY and Philadelphia were cancelled due to crew shortages, some Erie RR firemen at Jersey City walked out, causing confusion and delays to the morning commuter rush. Ferries ran spasmodically because harbor workers failed to report to work. Freight transportation was at a standstill, threatening the city’s food supply; passenger trains on many lines moved haltingly... and Manhattan was nearly isolated from NJ by the strike of the Hudson Tubes service; the few ferries that still operated were jammed to stated capacity and beyond. A rush hour ban on the carrying of vehicles was imposed and passengers stood in the spaces ordinarily filled with cars and trucks. The city of Trenton was left almost completely without rail service. It was suggested that Trenton area commuters might make use of trolley lines to travel to NY or Philadelphia. The Public Service Company had a well-integrated system of trolley lines that might have functioned as an alternative means but only with a substantial increase in travel time. At Penn Station in NY, 3,000 people fought to board a five-car Pennsylvania RR train, one of the few that would leave for NJ and Philadelphia. Specialized electric locomotive engineers who drove trains from Manhattan Transfer (east of Newark) through the Hudson River tunnel left their posts, and the PRR made plans to terminate trains at Newark and Jersey City. The Central RR of NJ suspended all service in the state, an action that affected 55,000 commuters and also eliminated Philadelphia & Reading RR service east of Bound Brook, but the P&R employees soon joined the strike. There soon emerged volunteers, military personnel, students and ordinary citizens who offered to man the trains. Boy Scouts were dispatched to distribute recruiting flyers to local homes and similar word was broadcast at movie theaters and restaurants. Thus, were born the “Indignation Specials,” those trains which were run by volunteers during the strike. Several prominent businessmen virtually took possession of a train in Morristown, but with a regular engineer at the throttle. A group of Princeton University students offered themselves as railway strikebreakers. Several other groups of students, including some members of the football team, left Princeton and went to aid the Erie and Lackawanna railroads. At first the PRR declined student help, but

later reconsidered and recruited more than a score to help with the movement of freight trains. When a call for strikebreakers was issued at the university, the registrar's office was swamped with volunteers. It was necessary to summon "Chuck" Carpenter, captain of the wrestling team and the biggest man on the campus, to act as sergeant at arms. Nearly 200 students signed up and were deployed to various sites. Eighty-seven Princeton undergraduates arrived at the yards in Jersey City to work; 45 were assigned to the Lackawanna and they were quartered at Hoboken. Two acted as firemen on the Princeton Branch, another two worked on the Rocky Hill Branch, and a few were brought to Point Pleasant. The greatest number left NJ to take up jobs at Pittsburgh. Other Princetonians were brought to the West Morrisville, PA and Coalport (Trenton) NJ yards for training as brakemen and firemen. The Hudson Tubes spent a day running "instruction" trains over their lines to teach their operation to new recruits, in accordance with a requirement of the ICC that new trainmen must make several supervised runs before operating independently. Within days the volunteer movement was in full swing. Offers to help came from many sources, including local high schools. Railroad officials announced that services of several hundred men probably would be utilized to operate suburban trains. The first trains on the Erie RR manned by volunteers were greeted at stations along the line by exuberant crowds who cheered and waved flags. The "Millionaire Special" from Upper Montclair sped into the Erie terminal at Jersey City in good time. Students from Rutgers and Stevens Institute of Technology also stepped forward and helped operate trains over the Erie and Lackawanna Railroads. About 100 Stevens men appeared unbidden at the Erie's Jersey City Yards "dressed in overalls, caps, and old shoes and many of them carried dinner pails." Others "wore sneakers and suffered severely from standing on the coal-shrewn platforms of the locomotive cabs. Many wore sport suits and sophomore neckties, but the strangeness of their attire did not minimize the respect which the old-time railroaders gave them for their enthusiastic work." The Stevens undergraduates were quartered in eight Pullman cars at Jersey City. Soon, the two roads were each operating about 25 trains each way daily accommodating about half of their normal traffic. Many NJ towns held "indignation" meetings and established "Transportation Committees," the intent of which was to organize local citizens for potential volunteer duty on train crews. Subsequently, over 5,000 individuals signed up. It took several more days before the outlaw strike could be considered ended in NJ. By Monday, 19 April, newspaper headlines blared "Union Decides to Call Off Strike" and "Men Return." Hudson Tube service, critical for commuters, returned to daylight operation, under heavy guard. The catalyst for ending the wildcat strike was President Woodrow Wilson's action on 13 April in staffing a railroad labor board that was designed to mediate labor disputes. Sporadic walkouts continued to affect railroad operations until July 1920, when wage improvements were granted. (Iron Rails in the Garden State: Tales of New Jersey Railroading)

(May 30 & 31) The New Jersey Central advertised "Excursions to Scenic Lake Hopatcong" at \$1.62 round trip (war tax included). "Lake Hopatcong is one of the most beautiful Lakes in the East affording the finest fishing grounds in this section, besides opportunities for Rowing, Canoeing, Motor-Boating and Bathing. A MODEL PICNIC PARK is maintained as a High

Grade Family Resort.“ Similar excursions were to be run every Sunday from June 13 to Sept. 12. (Iron Mine Railroads of Northern New Jersey by Larry Lowenthal) (Lake Hopatcong Historical Society)

(May 31) The New Jersey Central advertised EXTRA SERVICE, ATLANTIC CITY to NEW YORK for MEMORIAL DAY. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Oct. 4) Some 550 members and guests of the CNJ Veteran Employees Association attended their annual reunion at Bear Mountain Park. They were served dinner upon arrival of their steamboat, SANDY HOOK from Jersey City. CNJ management had even operated a special train for those who worked on the Lehigh & Susquehanna Division. (Central Railroad Company of NJ: Its History and Employees)

(Oct. 16) New York Canal and Great Lakes Corp. owned reinforced concrete and steel canal vessels built by the US Government during WW I vessel shortages. They were typically 150' x 20' beam x 12' depth of hold, and could carry 350 tons. Steel cargo barges U.S. 236, U.S. 237, and U.S. 243, which were transferred from the New York Canal System to the Intra-coastal Division, left New York on October 16, 1920 in tow of the self-propelled steel barge ORANGE, temporarily withdrawn from the NY Canal Section. The ORANGE and tow, taking the inland D&R and C&D Canals route, arrived in Baltimore on October 21st for planned/announced service between Baltimore, Norfolk, and New Bern, NC. The ORANGE was started back to New York, but as the WAYNE (already in service in the south), which left New Bern on October 15th with a cargo of lumber, developed serious engine trouble en-route and had to undergo extensive repairs at the Norfolk Navy Yard, it was necessary to return the ORANGE to Baltimore to continue the service which had been announced. The ORANGE was accordingly intercepted at Kingston, NJ on the D&R Canal on October 25th and ordered back south. She reached Baltimore on October 28, 1920, and left the next day for New Bern on the first southbound voyage on the Intra-coastal Division. On December 11, 1920 steel reinforced concrete canalboats U.S. 108, U.S. 115, and U.S. 118 were transferred from New York to the Intra-coastal Division. The self-propelled steel canalboat ROCKLAND towed them south through the D&R to Bordentown and then returned to New York for concrete barge U.S. 101 and steel cargo barges U.S. 224 and U.S. 228. The concrete barges previously taken through to Bordentown were picked up at Bordentown and the four concrete and two steel barges were towed to Philadelphia. At that point steel cargo barge U.S. 223, which had previously been sent from NY was added to the fleet of seven with ROCKLAND towing. They passed through the C&D Canal and arrived at Baltimore without incident on December 30th.

(Fall) The Philadelphia & Reading Ry operated one-day Leaf Excursions to Mauch Chunk (now Jim Thorpe) in the Fall. The trips departed Trenton & made additional pickups at Trenton Jct., & Yardley, Langhorne, Trevoise, etc. in PA. They then traveled up the Bethlehem Branch and the

CNJ to Mauch Chunk. The round-trip fare was \$3 with the war tax an additional 24 cents and the Switchback Gravity RR tickets cost 76 cents extra. (NJ Transport Heritage, Vol. 9, No. 2)

1921

(April 9) Railway Storage Battery Car Co. Car #100 was displayed at Atlantic City. It was operated there on it's own battery power from Silver Lake on the Erie RR Orange Branch. (Note: also see entry for 1917.) (Liberty Historic Railway website / Histories / Erie RR Orange Branch chronology)

(April 17) E. Lawber Stokes, a wealthy stockbroker, arrived at the PRR's Broad Street Station in Philadelphia with the intention of boarding a train to NYC and then transferring to a train to Montreal for an important business meeting. He was informed that a derailment blocked all tracks at Princeton and all PRR trains were delayed. He then walked briskly to the Reading RR's Philadelphia Terminal and inquired about their next train to Jersey City. When the ticket agent told him the next train would not depart until 8 pm, Stokes asked what a special train would cost. He was notified that a special train would cost \$427. Stokes paid his fare setting in motion a trip that would break all previous speed records between Philadelphia and Jersey City. Reading Pacific locomotive No. 119 pulled the short train into the CNJ Jersey City Terminal at 7:06 pm, making the 90-mile journey in exactly 80 minutes, with a top speed of 117 mph. A waiting ferryboat whisked him across the Hudson in 7 minutes, where a waiting taxicab rushed him to Grand Central Terminal with 10 minutes to spare to catch the 7:45 train to Montreal. (The Reading Railroad's Mighty Pacifics by Ben Bernhart)

(April 18) A Reading – CNJ special passenger train set a new speed record between Philadelphia and Jersey City on this date by running the 90 miles in 80 minutes. Philadelphia banker and broker J. Lowber Stokes had to reach New York in time to get a train to Montreal at 7:45 pm. It cost him \$427 to charter the train (That's \$6,274 in 2021 funds). He had intended to take the Pennsylvania RR's 5 pm *Pennsylvania Limited*, but a wreck at Princeton Jct. tied up the railroad. Reading RR locomotive No. 119 departed at 5:45 pm with Lowbar's train and arrived in Jersey City at 7:06. Between Dunellen and Westfield the train reached 120 mph. (CNJ Journal No. 86, Jan. - Mar. 2021)

() West Jersey & Seashore Railroad E6 4-4-2 #787 hauled the train carrying the first Miss America Pageant Beauties to Atlantic City. (LHRy website / Histories / NJ Transportation Chronology)

(July 18) The New Jersey Central RR advertised The Mermaid, Through Train between Point Pleasant, Sea Girt, Spring Lake, Belmar, Asbury Park, Ocean Grove, Long Branch and other North Jersey Coast Resorts and Elizabeth, Plainfield, Somerville, Easton, Bethlehem, Allentown,

Mauch Chunk, Wilkes-Barre, Scranton, Etc. - Runs Every Week-Day, July 18 to Sept. 10, 1921. (CRR of NJ Historical Society Newsletter No. 54, Aug., 2012)

(Oct. 11) The NJ Central RR offered a four-day personally conducted tour of Washington, D.C.

1922

() The DL&W RR published a promotional brochure - "Mountain and Lake Resorts along the Lackawanna Railroad". (Frank T. Reilly)

() The CNJ inaugurated "The Mermaid" passenger excursion train to carry summer vacationers from Scranton, Wilkes-Barre, Mauch Chunk, Allentown, Bethlehem and Easton to the Jersey Shore via Elizabethport. (NJ Transport Heritage, Vol. 5, No. 2) (CRRofNJ Historical Society, CNJ Journal No. 92, July-Sept. 2022)

() The Philadelphia & Reading Railroad System advertised THE BOARDWALK FLYER on their Atlantic City Railroad running every weekday the 55 ½ miles between Philadelphia and Atlantic City. It departed from Philadelphia via the Chestnut St. Ferry at 3 PM, arriving at Atlantic City at 4:05 PM. Their other fast trains on the route were: "Quaker City Express," "William Penn Express," "Baltic," and "Rocket."

(May 28 to Sept. 17) The New Jersey Central offered Delightful Outings to MAUCH CHUNK and the Picturesque Switchback for \$2.40 on Decoration Day and Sundays. (Flyer 5-18-22)

(June 11) The special Fishing Train leaving the Market Street ferries (Philadelphia) on Sundays will make the run (to Cape May) in 90 minutes without a stop. Dozens of fishing party boats were available to the one-day fishermen, some of which took home as many as 50 fish. (Also see 1919) (All Aboard! A Trip Back in Time on the Fishing Train, by Philippa Campbell in Cape May Magazine, Spring 2023)

(July 22) The following are the total number of people who used ONLY the PRR to get to the Jersey Shore on this overcast Independence Day; Atlantic City: 8 trains; 5,542 riders – Wildwood: 5 trains; 3,702 riders – Ocean City: 1 train; 578 riders - Stone Harbor: 2 trains; 577 riders – Cape May 1 train; 300 riders. In addition, 1 train with 210 fishermen went to Maurice River. (WJC Crew Caller, June, 1985)

(Aug. 15) All Aboard Special Patriotic Order Sons of America Special Trains to Wildwood from Philadelphia. Fourteen long hours at the seashore; Monster Parade @ Nite. (Black River RR Historic Trust Museum @ Ringoes)

(Sept. 4) After trolley service to Bivalve ceased, Kirchoff & Russell Bros. Service took up the slack with their buses. Their ad proclaimed: "Bus Service for Oystermen - Beginning Monday morning and continuing for every Monday morning until further notice, 2 buses will leave

Bridgeton at 3:30 am, arriving in Bivalve at 5 am. One blue bus, driven by Robert Cole, will leave Fairton at the same time to carry the Fairton oystermen to Bivalve..." They also advertised return service for the oystermen leaving Bivalve at 2 pm on Fridays. "On account of the lack of room in the buses as compared with the trolleys it makes it necessary for us to request that no oysters in sacks be carried as a sack of oysters in some cases takes up as much room as a person. No objection is made to oysters in kettles, provided the kettle doesn't leak." (Shirley R. Bailey / Don Wentzel)

(Sept. 7) The Reading Company Shop Band paraded on the Boardwalk at Atlantic City with an approximate 1" to 1' scale model of one of their fast steam locomotives and two coaches of the era. (The Reading Seashore Lines / R. L. Long collection)

1923

(Dec.) The first GE/Ingersoll-Rand diesel-electric box-cab was tested at I-R's plant in Phillipsburg, NJ. Numbered 8835, the locomotive embarked on a 13-month tour in 1924. It hauled a passenger train Jersey City-Harrisburg, making it the first diesel-electric locomotive to be used in U. S. road service. (Classic Trains Special Edition No. 4, Diesel Victory, Jan. 2006)

(Mar.) Oyster-men: Oyster-fleet men convoy barges loaded with "seedless" (seedling?) oysters, or oysters too young to eat, to be planted in beds in Princess Bay, below South Amboy, where they are allowed to grow until they are large enough for the markets. About seventy barges-full pass through (the canal) to be planted every season. (New Brunswick Sunday Times, March 11, 1923)

(Mar.) Shad Fishermen: An annual migratory group of thirty-odd fishermen from Highlands, NJ passed down the D&R Canal in April in their sputtering gasoline yawls to capture shad in the Delaware River. They returned through the canal when the fishing season was over. (New Brunswick Sunday Times, March 11, 1923)

() The Pennsylvania Railroad produced their 192 page illustrated New Jersey Seashore booklet. It promoted the attractions, hotels and vacations to Atlantic City and the entire Jersey Shore from Cape May to Long Branch and was sent free upon request. A separate newspaper advertising campaign later focused on the promotion of fishing at the New Jersey coast resorts. (LHRy website / Histories / NJ Transportation Chronology)

(May 28 to Sept. 10) The NJ Central RR promoted excursions to scenic Lake Hopatcong at \$1.75 round trip from Jersey City (NYC) and intermediate stations, with half fare for children. [Lake Hopatcong Historical Museum]

() The PRR had an exact scale replica of West Jersey & Seashore E-6 Atlantic locomotive No. 6064 built for its display at Atlantic City. It was good enough to net two prize trophies from the Miss America Parade judges. (By Rail to the Boardwalk, by Richard M. Gladulich)

(May 27; June 10 & 24) The Pennsylvania Railroad advertised a full day at the seashore (Atlantic City) for \$4.00 round trip from Baltimore. The special through train departed at 1:05 A.M. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(July 3) The Golden Bros. Circus, operating from three railroad trains, exhibited in Lambertville. They featured a team of 51 clowns and a "skit of Cinderella in Jungleland." (A Chronology of the Belvidere Delaware Railroad)

(July 29) A Belvidere-Atlantic City excursion train, with engineer Thomas Madden in the cab and crowded with passengers, struck an open switch at Wilburtha and ran out onto a coal trestle. The engine demolished an empty hopper car standing on the structure and plopped off the end of the elevated side track. The coaches, however, were not derailed or damaged and no one was injured. Therefore, after a delay of about one hour, the train, headed by a replacement locomotive, proceeded on to the seaside resort. (A Chronology of the Belvidere Delaware Railroad)

() US Navy SC (Submarine Chaser) No. 440 transported the US Naval Academy racing shells and participants from Annapolis to Princeton on the Delaware & Raritan Canal for crew competition with Princeton University. (The Delaware & Raritan Canal: A Photographic History by Bill McKelvey)

(Nov. 10) The Pennsylvania Railroad operated 42 special football trains with a total of 298 cars carrying 22,907 passengers into Princeton for the Harvard – Princeton game. Of these trains, 28 arrived from NYC; 6 each from Jersey City and Philadelphia; and one each from Washington and Trenton. (Trains Magazine, June 1987 by John R. Wilmot)

1924

() The Reading Lines used a hand held fan to promote their Popular Excursions to the Seashore and Atlantic City as well as to Harrisburg, Luray, VA and Gettysburg from Allentown and Bethlehem. They were useful for manual air-conditioning on hot summer days. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(May 24) Trolley cars brought the public direct to the front gate for the Grand Opening of the New Luna Park @ Millville. The attractions listed were: Basile and his Band; Dephil and Dephil; The Airplane Ride; Daily Circus; Marvelous Melville; The Scooter (a ride); The Dance Hall; The Midway; Attractions for Kiddies; all for an Admission of one dime... (Shirley R. Bailey / Don Wentzel)

(June) Lehigh Valley Railroad's Alco-built prototype three-cylinder 4-8-2 #5000 was exhibited at the June convention of the American Railway Association at Atlantic City. It had already been extensively tested to compare its performance with that of the LV two-cylinder Pacifics. (LHRy website / Histories / NJ Transportation Chronology) (A History of the Lehigh Valley RR, by Robert F. Archer)

(June) The Reading assigned new G-1sa class Pacifics to Atlantic City service through 1924. One of the last such locomotives delivered to the Atlantic City RR was the No. 130, which was displayed at the Master Mechanics convention in Atlantic City. It was photographed with the ACRR employee band standing in front of it. Also displayed was a gas-electric car and a new Reading steel coach built by Bethlehem. (By Rail to the Boardwalk, by Richard M. Gladulich) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(July) Two neighborhoods in Bayonne dispatched 700 bicyclists to Atlantic City and 2,000 in two trains to Lake Hopatcong. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(Dec. ?) A 15" gauge 4-4-0 Cagney live steam locomotive built in Jersey City, NJ in this year was, we believe, originally sold to an amusement ride at Luna Park, Coney Island, NY. That locomotive was rebuilt in 1996 and now operates, giving public rides at Strasburg RR in PA. The train consists of the locomotive, tender, and three riding cars. So, there we have a bonafide item of NJ heritage, operating in PA. (NJ Transport Heritage, Vol. 15, No. 5)

1925

(March 4) A special PRR train was arranged for the International News Reel Corp. to get motion pictures of President Calvin Coolidge's inauguration from Washington, DC to NYC as fast as possible for immediate showing in on arrival in theaters close to Penn Station. Facilities for processing the film during the run gave sponsors of the train the edge over competitors using airplanes to fly their films to NY. For upon arriving at NY sooner, they still had to process their films and by so doing lost out to the train and E6 Atlantic locomotive No. 231 and DD1 electric locomotive No. 18 which hauled it the 225 miles in 220 minutes between Washington and Manhattan. (Apex of the Atlantics, by Fred Westing)

(May 3 to Sept 20, Every Sunday) The Pennsylvania Railroad advertised \$1.50 FISHERMAN'S EXCURSIONS direct to COLD SPRING HARBOR from Philadelphia (6 A.M.) or Camden. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(June 6) Cumberland Traction Co. promoted free trolley rides from Bridgeton to Luna Park at Millville for the Saturday Night Stanger's Dance. The "Catch" was that the riders had to buy an admission ticket and four 10 rides on Carousel, Skooter, Aeroplanes or Ferris Wheel for 50 cents. (Shirley R. Bailey / Don Wentzel)

(July 2, 16, 30, Aug. 13, 27, Sept. 10) The Baltimore & Ohio advertised Seashore Excursions / Inexpensive Vacation Trips to Atlantic City and other popular Jersey Coast Resorts from Pittsburg, Washington, Baltimore and intermediate points. The B&O trains arrived at their 24th and Chestnut Sts. Station, from which comfortable transfer is made free by taxicab across the city to the Atlantic City Railroad ferry pier at the foot of Chestnut Street. This not only makes a pleasant break in the journey, but affords an opportunity to see a number of places of interest in Philadelphia. It is a delightful ride across the Delaware River on the ferry to the Camden Terminal where train connections are made to the Jersey Coast Resorts. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(July 17, 31, Aug. 14, 28, Sept. 4) The Lehigh Valley Railroad advertised 16-day excursions to Atlantic City, Cape May, Ocean City, Sea Isle City, and Wildwood from Buffalo, Rochester, Niagara Falls and intermediate points on their system via connections with the Reading System. Special Round Trip Fares were \$17.80 or less. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Fall) The New Jersey Central offered Sunday Pleasure Outings to Atlantic City for \$3.75; Philadelphia for \$3.00; Washington or Baltimore for \$5.00; Wilkes-Barre or Scranton for \$3.60; Luray, VA for \$6.00; Pittsburgh for \$7.00 or Coal Regions for \$4.00 round trip. (Flyer dated 9-15-25)

(September) The Reading and the PRR competed on the Boardwalk as well as on the “high iron.” Both companies participated in the annual Atlantic City pageant parades with prize-winning floats. The Reading out did the PRR as well as itself in 1925 with a float consisting of a full-sized replica of their newest Pacific type locomotive, No. 134, which Baldwin had built in June 1924. Thirty Reading employees built the “great locomotive” in the Camden shops in six weeks. Made mostly of wood, it contained 10,000 parts and weighed 5,000 pounds. It was mounted on three Ford chassis, two under the locomotive and one under the tender. It was shipped from Reading to Atlantic City in parts and re-assembled in secret. Eight men furnished the motive power. (The Reading Seashore Lines by Coxey & Kranefeld / H.G. MacDonald & D.B. Wentzel collections) (The Reading Railroad’s Mighty Pacifics by Ben Bernhart)

(Sept. 11) The Pennsylvania Railroad advertised a full day at the seashore for PAGEANT DAY (Atlantic City) for \$4.00 round trip from Baltimore. The special through train departed at 1:05 A.M. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(October) The American Electric Railway Association held their annual convention in Atlantic City in October. The 172 exhibitors requested over 8,000 sq. ft. of space beyond the 90,000 sq. ft. available. Special display space for buses, including double decker models and other equipment was provided across the boardwalk from the pier. One of the five new inter-urban trolleys built by the Brill Co. of Philadelphia for the Coral Gable Rapid Transit Co. (FL) were displayed on the boardwalk in Atlantic City during the 1925 American Electric Railway

Association convention. They could reach an excess of 55 miles an hour and could seat up to 60 passengers. The cars were extravagant and ornate. The Miami News described the interior of the trolleys as “Roomy, with high-backed Pullman seats of Spanish leather, flooring is of rubber tile and woodwork is of cedar and cypress. The creation of this high-speed inter-urban line would cut the transportation time from downtown Miami to the Gables via trolley from 40 minutes to a mere 15-20 minutes. The cars were in operation by May 27, 1926. (Liberty Historic Railway website / Histories / NJ Transportation Chronology) (Photo from Theodore J. LaBrecque via Steve Maguire and Frank T. Reilly)

(Oct. 22) The first commercially successful diesel-electric locomotive in America, with an American Locomotive Co. carbody, powered by an Ingersoll-Rand diesel was completed by General Electric, in Erie, PA and operated under its own power to the Ingersoll-Rand Phillipsburg plant. It was sold to the CNJ as their No. 1000, shipped to Jersey City, and carfloated to the CNJ Bronx terminal where it operated successfully until 1952. In 1957, it was finally retired to the B&O RR Museum in Baltimore. (Classic Trains Special Edition No. 4, Diesel Victory, Jan. 2006)

1926

(June 5) Reading 4-6-2 Pacific No. 175 made her public debut at the annual Master Mechanics meeting of the Association of American Railroads in Atlantic City spotted on the Reading's Mississippi Avenue Branch which ran in the street down to the Boardwalk. The G2sa had been completed at Baldwin's Eddystone plant just a few days prior. Behind the No. 175 was No. 50, the Reading's first diesel-electric locomotive, and also claimed to be the second diesel electric to enter regular service on any railroad in the US. No. 50 was also brand new, built by the consortium of Alco, General Electric, and Ingersoll-Rand. The service life of No. 50 would be four years shorter than No. 175, but the 300-horsepower boxcab's successors would vanquish steam forever. (The Bee Line, Vol. 24, No. 1 & 2 of 2002) (The Reading Railroad's Mighty Pacifics by Ben Bernhart)

(June 9-16) The annual American Railway Association Convention was held at Young's Pier in Atlantic City. It included exhibits by the Railway Supply Manufacturers Association and this year a NYO&W Ry gasoline-electric motor car was displayed on what appears to be the Reading's Georgia Avenue Branch which ran in the street down to the Boardwalk. (Walter Kierzkowski collection) (Jeff Marinoff)

(June 17) The PRR advertised Sunday Outings from Market St. Wharf, Philadelphia at \$1.50 round trip to Atlantic City, Wildwood, Anglesea, Ocean City, Cape May, Sea Isle City, Corsons Inlet, Stone Harbor, Peermont, and Avalon. They also offered the same fare for Fishermen's Excursions every Saturday and Sunday. Meanwhile, the Reading System “The Route of the

Boardwalk Flyer" advertised "Five Trains to Atlantic City Between 4 and 5 Every Afternoon."
(Bill McKelvey collection)

(June 18) ALCO-Ingersoll Rand-GE 300 hp box cab locomotive No. 50 was the first diesel of the Reading RR, and the second diesel switcher placed in service in the US on this date. Prior to entering regular service it was placed on display at Atlantic City, probably for one of the railroad industry conventions. (Flags Diamonds and Statues, Vol. 5, Nos. 1 & 2)

(June 19) The New Jersey Central railroad promoted a \$1.00 (50 cents for children) Excursion to Lake Hopatcong on this Sunday. (Lake Hopatcong Historical Museum / Martin Kane)

(July 26) The Central RR of NJ advertised and ran special trains to view the recent Picatinny Arsenal explosion area. [Bill McKelvey]

(August) The rapid and proficient handling of the two sections of the Gentry Brothers circus trains in August 1926 provides an excellent insight into this activity. The first section arrived in Lambertville just before dawn. It carried "the stake and chain wagons, the canvas wagons, the side pole wagons, the water tank wagons, wagons containing the commissary and the dining departments, light plant wagons, all dressing room paraphernalia except the trunks, 200 draft horses, the elephants and camels and cars in which the workmen slept." About the time the lead section was unloaded, the second section arrived, carrying "ring and baggage horses, cages of wild animals, the seats and all appliances for the performers and their baggage, tabloid wagons and floats for the parade, and the sleeping cars conveying the performers." The first tent was erected to provide breakfast for the 600 circus folk. The railroad transported their 600 people, 500 animals, including two herds of elephants, 5 acres of tents, 5,000 seats, 5 bands, including two calliopes, and 300 performers. (Down Along the Old Bel-Del by Warren F. Lee)

(August) The CNJ entered into an agreement with the German-American Zeppelin Company to provide special train service between the zeppelin base in Lakehurst, NJ, on the grounds of the US Naval Air Station and NYC. The agreement called for the CNJ to handle passengers, mail and freight on fast trains. Service began in August of 1926. The last CNJ Zeppelin run was for the arrival of the airship HINDENBURG (LZ 129) on May 6, 1937, which exploded as it was landing. (NJ Transport Heritage, Vol. 24, No. 3)

(Aug. 18) Early on this morning, two sections of the Walter L. Main Three Big Ring Circus train arrived at Lambertville from Stroudsburg, PA via the Bel Del. It was touted as: "A Show of Supremely Stupendous Surprises; Every Act A Feature and Every Feature A Thrill!; A Peerless Program of Pre-Eminent Performers." This aggregation included 600 people and required at least five acres on which to set up their show. (Lambertville Beacon August 5) (A Chronology of the Belvidere Delaware Railroad) (Down Along the Old Bel Del, by Warren R. Lee)

(Aug. 26) In 1926 the passenger department of the B&O RR faced a difficult operating problem after the PRR canceled an agreement forced by the USRA in 1918, permitting operation of B&O

passenger trains into PRR's NY Penn Station. After the move out of NY Penn, the B&O trains followed the Reading / CNJ route to CNJ's Terminal in Jersey City. The B&O immediately decided to operate its own fleet of connecting buses, rather than require its passengers to depend on the CNJ ferry connections and use NY subways to reach midtown Manhattan locations. Service using the train-side motor coaches began on Aug. 26, with twelve Yellow Coach type "Y" parlor buses. Two buses connected downtown Newark with the CNJ station in Elizabeth. The two bus routes into midtown Manhattan utilized the two CNJ ferry routes from Jersey City Terminal to Liberty Street and 23rd Street. Tracks 2 and 3 were removed from CNJ Terminal, paved for the buses and a turntable was installed to turn the buses. The buses were free to B&O passengers, were painted in classy B&O colors and were given preferential treatment on the ferries affording B&O passengers an unobstructed view of the Hudson River and the Manhattan skyline. (RailPace, Mar. 1984)

(Sept. 13) The third annual meeting and clambake of the NYO&W Ry Veterans Association held at Lake Lodore, Wayne County, PA was attended by over 600 persons. Several special trains brought the veterans from all parts of the O&W, including g Weehawken, NJ. John Draney, President of the Lackawanna RR Veterans Association addressed the group. (Midland Daily Herald) (Walter Kierzkowski)

(Sept. 26) Following the Jack Dempsey – Gene Tunney heavyweight title fight in Philadelphia, a train led by Jersey Central Camelback 4-4-2 No. 592 was chartered to rush film of the event to NYC in time for stories in the morning newspapers. (Jersey Central Lines Official Photography by Joel Rosenbaum and Tom Gallo)

Sept. 27 to Oct. 2) The New Jersey Central promoted trains: "Always Interesting – the Interstate Fair at Trenton, NJ." (We assume that the trains operated via the Reading RR to West Trenton, but the fairgrounds were on the east side of Trenton...) (Flyer, McKelvey collection)

1927

(ca. Feb.) The Seven O'Clockers Klub was formed – it was composed of more than 200 business and professional men who lived in Philadelphia or its suburbs who regularly commuted to and from Manhattan on the Reading Railway - "the only organization of its kind in the world" or "The Only Club in the World on Wheels". Its two private cars, comfortably and picturesquely appointed – their rolling clubhouse - were attached each weekday morning to the train leaving the Reading Terminal in Philadelphia at 7 o'clock and arriving at the Jersey City Terminal at 8:48. The two cars were a part of the 5 o'clock train departing Jersey City and returning to Philadelphia. The officers of the Klub were as follows – president: "The Seven"; vice president: "O'Seven; treasurer: "Tick Tock"; secretary: "Striker"; and the Board of Directors as "Hands" or "Seconds". The two cars were decorated with Klub colors – the red and green of railway signals – photographs of eminent men, photographs of striking bits of scenery, framed copies of the club

charter, a bulletin board for announcements and the like. The club had its radio, its library of books and magazines, its writing desk, tables for card playing, and virtually every other convenience except a telephone. (The Bee Line, Vol. 28, No. 1 of 2006) (Sunday Philadelphia Public Ledger, Jan. 11, 1931)

(May 22) The Jersey Central Transportation Company was the Central RR of NJ's bus and truck subsidiary. Their first bus route ran between Lakewood and Tom's River and was called the Jolly Tar Route. The drivers were outfitted in extravagant, respect commanding state police type uniforms with leather over-the-shoulder and waist belts. The bus service was an economic replacement for trains on uneconomic routes. (Central RR of NJ Historical Journal – 2002) (The Seashore's Finest Train, The Blue Comet by Rosenbaum and Gallo, pg. 10)

(June) Newly delivered Reading G-2 Pacific locomotive No. 175 and pioneer Reading Ingersol-Rand diesel switcher No. 50 were displayed at the annual AAR Master Mechanics convention at Atlantic City. (By Rail to the Boardwalk, by Richard M. Gladulich)

(June 11) After returning from Europe and his solo transatlantic flight on June 11, [Charles Lindbergh](#) was promoted to colonel and awarded the [Distinguished Flying Cross](#) by President [Calvin Coolidge](#). Two rival [newsreel](#) companies, who were each vying to be the first to have their films of the ceremony shown in New York theaters, chartered a train and an aircraft, respectively, from Washington to New York City. PRR E6 No. 460 headed up the charter train, which departed Washington at 1:14 PM and arrived at the [Manhattan Transfer](#), outside of New York City, 2 hours and 56 minutes later. The final leg, through the tunnels underneath the [Hudson River](#), was completed by an electric [DD1](#). No. 460 averaged 82.7 miles per hour and attained a maximum speed of 115 miles per hour (185 km/h). Even though the aircraft arrived in New York first, the film brought by No. 460 was in theaters hours before the other, thanks to a [film processing](#) lab on board the baggage car. (Milepost, April 2017) (Apex of the Atlantics, by Fred Westing)

(June 26 to Sept. 24) The New Jersey Central offered one day Pleasure Outings to Atlantic Highlands or Highland Beach via their Sandy Hook Route from Piers 81 or 10, NYC. Round trip fare was \$1.25. (The Swift Way Across the Bay: Jersey Central's Sandy Hook Route by Joel Rosenbaum, Howard B. Morris, and Tom Gallo – Bill McKelvey Collection)

(June) Submarine chasers: "During the World War (I) a continual procession of submarine chasers bound for the Brooklyn Navy Yard from the Annapolis Navy Yard, or vice versa, went through the D&R canal. In fact, herein lies one of its chief strategic advantages. For, in times of uncertain weather, it is possible for a boat of none to excellent navigating qualities to leave Baltimore in the morning and by going through the canal(s) arrive in New York not later than the evening of the next day. This obviates the necessity of making the dangerous trip up the coast and around Sandy Hook. Note: During WW I the inside route avoided the perils of enemy submarines off the Jersey coast. (The Sunday Times, New Brunswick, July 3, 1927)

(July 3) Lackawanna Railroad promoted a One Day Outing to Lake Hopatcong, NJ for \$1.75 Round Trip on this Sunday. Visit Bertrand Island, Boating, Bathing, Dancing and Other Amusements. (Lake Hopatcong Historical Museum)

(July 24) Lackawanna Railroad One Day Outing to Lake Hopatcong, NJ \$1.75 Round Trip, Sunday July 24. Visit Bertrand Island, Boating, Bathing, Dancing and Other Amusements. (Lake Hopatcong Historical Museum) (Gary Kazin)

(August 23, 24, 25, 26, & 27) The New Jersey Central advertised: "Visit the FLEMINGTON FAIR and Carnival with special reduced fares to Flemington." The attractions for each day of the fair were listed. (Flyer, McKelvey collection)

(Sept. 13) The O&W Veterans Association annual outing was held at Walton, NY. More than 1,100 veterans attended from all points on the O&W. (Middletown Daily Herald) (Walter Kierzkowski)

(Sept. 24 to Oct. 8) The JOHN BULL locomotive was refurbished at the PRR Altoona, PA shops and then was borrowed by the Baltimore & Ohio RR for its Fair of the Iron Horse in Baltimore, MD commemorating the B&O's 100 years of service to the public. This fair was the last steam-up for the locomotive until 1980. (Wikipedia)

(Nov. 11) The Board of Directors of the Lehigh & Hudson River RR made an inspection trip over their road, starting from Easton in the morning and going through (NJ) to Warwick, where they inspected the shops. From that point, the Philadelphia members of the Board returned to Easton and thence to their homes while the New York members proceeded to Maybrook and returned to New York over the Erie. The train was made up of a large Pullman observation car, a private car of the Lehigh Valley and one from the Reading, with the L&HR private car and a combination car. It was pulled by engine 28 in charge of Engineer Harry Giveans and Fireman Augustus Royce. The engine looked very attractive with its paint and varnish. Everybody noticed it. All who saw this train thought it did a great credit to the road. (The L&H "Semaphore" Dec. 1927)

1928

(Mar. 25, Apr. 8, and Apr. 22) New Jersey Central Special \$3.00 Excursion fares to Atlantic City. The special round trip fares were also good on connecting trains from Newark, and Raritan and intermediate stations. (Original flyer in Bill McKelvey Collection)

(April 7) The NY, Ontario & Western and Pennsylvania RR promoted an Easter Excursion to Washington, DC with a possible side trip to Atlantic City. The NYO&W cars were passed off to the PRR in NJ. The special steel vestibule train ran direct through without change of cars, with

dining car service between Jersey City and Washington. (Flyer & timetable, collection of Walter Kierzkowski)

(April 22) Was the Final Return Limit date of a 16 day Special Excursion Ticket issued by the NYO&W Ry to Washington, D. C. (Walter Kierzkowski collection)

(Season) "Niagara Falls via the Lackawanna Railroad – Special reduced fares for week-end outings". (Frank T. Reilly)

(May) Shortly after taking over the Shore Service bus line the Reading Transportation Company issued a new timetable "A Motor Cruise along the Shore, A Delightful Outing for Sightseeing and Recreation by Reading DeLuxe Motorcoaches." The route stretched from Atlantic City to Cape May, including Ocean City, Sea Isle City, Avalon, Stone Harbor, Anglesea, and Wildwood. (By Rail to the Boardwalk, by Richard M. Gladulich)

(June 16-17) CNJ Jersey City to Niagara Falls excursion trip fare \$8. Train departs Sat. nite and returns leaving Niagara Falls on Sunday at 4:30 pm. (Frank T. Reilly)

(June 24, July 8, 22, August 5, 19, Sept. 2) "Youth's Paradise" Special Train(s) to Lake Hopatcong; \$1.75 Round Trip(s) Every Other Sunday were promoted by the New Jersey Central railroad. (Lake Hopatcong Historical Museum / Martin Kane)

(July 4) The New Jersey Central provided extra service to New York via Sandy Hook Steamers, MONMOUTH or SANDY HOOK, "The swift way across the bay" on this Independence Day. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(Aug. 21 to 25) The New Jersey Central offered reduced fares to the Flemington Fair and Carnival (Something doing all the time!) from stations east of Flemington. (RailPace, Feb. 1985) (Black River RR Historic Trust Ringoes Museum)

(Sept. 16) The Annual Outing and Clambake of the Ontario & Western Ry Veteran Employees Association was held at Sidney, NY. Over 800 attendees from all over the O&W system also enjoyed chicken & fish plus an exhibition of stunt riding by the NY State Police and a ball game. (Middletown Times Herald) (Walter Kierzkowski)

(Oct. 14) The Central RR of NJ offered special one-day \$1.50 round trip excursions to see the airship Count Zeppelin, which was expected to arrive at Lakehurst, NJ. The CNJ provided first class train connections to NYC for trans-Atlantic zeppelin passengers. These trains often used Blue Comet cars and fast 4-4-2 camelbacks or occasionally a Blue Comet 4-6-2 locomotive. (The Blue Comet: Its Exciting History and First-Person Accounts)

(Dec.) Seatrain Lines, officially the Over-Seas Shipping Company, was a shipping and transportation company conducting operations in the Americas and trans-Pacific regions. Seatrain Lines began intermodal freight transport by transporting entire loaded railroad freight cars between the U.S (they developed a major terminal at Hoboken, and later moved to

Edgewater) and Cuba. The specially designed ship SEATRAN, built in England, was followed in 1932 by two larger ships built in the US and in 1939 by two additional ships. By the outbreak of WW II the company was operating five ships that became important in the war effort and the basis for the design of fifty new ships for military use. A series of business setbacks amid the rise of containerized shipping left the company in perilous financial condition in the 1970s. Seatrain Lines shut down in 1981 after filing for bankruptcy. (Wikipedia)

() Richard Cadwalader, Jr., was the owner of 104-foot yacht SEQUOIA, built by Mathis Yacht Building Co. in Camden in 1925. She passed through the D&R Canal ca. 1928 with Herbert Hoover aboard. Fame came in 1933 when the Navy commissioned her the U.S.S. SEQUOIA and she became the presidential yacht - eight Chief Commanders slept aboard. Franklin Roosevelt conferred with Winston Churchill in her main salon, where later Harry Truman installed a piano and played poker. John F. Kennedy celebrated his 46th birthday aboard; Lyndon Johnson received African Ambassadors on deck; and Richard Nixon met with Leonid Brezhnev aboard. It was former Navy man President Jimmy Carter who decommissioned her in 1977. In 1980 the Presidential Yacht Trust acquired SEQUOIA and began restoration to her former elegance. Much original furniture was put back on board and the Burmese teak wheelhouse was restored. However, the restoration effort went bankrupt.

1929

(Feb. 21) The Blue Comet – the Seashore’s Finest Train, a De Luxe Coach Train, began operation between New York (Jersey City Terminal) and Atlantic City. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Feb. 21) The Blue Comet Bus was operated under contract to CNJ by Public Service Interstate Transportation Company. It was painted in the same colors as the Blue Comet train and provided a connection at Hammonton, NJ with the Blue Comet for Vineland and Bridgeton, replacing a train connection south from Winslow Junction. The bus had a sign on the front roof announcing: New Jersey Central Train Connection; had the round Blue Comet drum head logo on its sides and was based at the Newton Avenue carhouse in Camden. The bus was built by the Yellow Truck & Coach Co. in 1927 for NJPS, model 316-Y-U serial #120244. After the Blue Comet bus service ended on Apr. 25, 1936 (the change of timetables on the CNJ date). It was then repainted into NJPS colors and given #8252. The BC bus was discontinued due to heavy operating losses. In 1935 it generated \$1,624 versus operating costs of \$11,042. (Frank T. Reilly) (The Seashore’s Finest Train: The Blue Comet by Rosenbaum and Gallo) (A photo of the above bus from The Motor Bus Society shows PS trolley cars in the background @ Camden in 1929) (Anthony Puzillo)

(Feb. 29) The New Jersey Central’s NY to Atlantic City direct express train, the Blue Comet had begun revenue service on February 21st, but 8 days later they made a publicity run which

stopped at Red Bank on its northbound trip. It was the most revolutionary deluxe coach train of its time, offering extra services at regular coach fare. (Jersey Central Lines, January 1982)
Note: The Seashore's Finest Train, The Blue Comet by Rosenbaum and Gallo says the Red Bank stop was made on Feb. 17 on a publicity run four days before the inauguration of service. That sounds more likely.

(Apr. 25) Fastest Trip Through the Delaware & Raritan Canal! On April 2, 1929, H.S. Harris and J.D. Ramsey began a 1,600-mile trip from Miami to NYC in their little, 15-foot Ramsey-boat. It was a test and endurance run for a pair of new, two-cylinder, 14 horsepower, Model 92BR, Lockwood Racing Chief outboard motors with Splitdorf spark plugs. They traveled mostly via the Inter-coastal Waterway, but because of rough weather and other problems they did not start their journey through the Delaware & Raritan Canal at Bordentown until the morning of April 25. By noon of that day they had arrived at New Brunswick - less than a half a day to pass through the D&R! Their low-profile boat was surely able to get under many of the bridges without waiting for them to open, but they had to pay the total \$28-dollar toll to pass through the fourteen locks. The next day they made the final lap to the Battery at NYC. (Outboard MoToR BoatinG, June 1929)

(Certain Sundays, Wednesdays and Memorial Day beginning May 5) The Jersey Central offered round trip excursions to Atlantic City, "The Playground of the World," for \$3 from NYC or Raritan. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(Certain Sundays beginning May 12) The Jersey Central offered \$3.60 round trip fares to Wilkes-Barre or Scranton. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(June 2) The Erie Limited, A New Star Among Passenger Trains, Unsurpassed 25 Hour Service New York-Chicago Starting June 2, 1929. Erie Railroad System. (6 page foldout, Erie advertisement piece, LHRy collection)

() Souvenir of the Wonderlust Cruise, Season of 1929 – Lackawanna Railroad. Itinerary by day: 1. Enroute to Buffalo in Pullman cars of Lackawanna Railroad. 2. Breakfast at Hotel Buffalo; motor coach from Buffalo to Niagara Falls, then overnight on D&CN steamer from Buffalo to Detroit. 3. Motor Coach tour to Detroit. 4. Huron Beach. 5. St. Mary's River. 6. Thunder Bay. 7. Duluth. 8. Port Arthur. 9. Soo Canal. 10. Detroit, overnight steamer to Buffalo. 11. Buffalo to Elmira on the Lackawanna Limited. 12. Elmira to Ithica & return to NY (Hoboken) on the Lackawanna limited. (Friends of the NJ Transportation Heritage Center museum in Phillipsburg Union Station)

(June 9; July 28; and Sept. 8) The Jersey Central offered \$3 round trip excursions to Vineland and Bridgeton on certain Sundays. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(July 7) The Pennsylvania Railroad along with the Atchison Topeka & Santa Fe Railroad entered into a cooperative agreement with Transcontinental Air Transport to provide forty-eight

hour service between New York City and Los Angeles, CA called The Airway Limited or Rail-And-Air-Service. Rail passengers were transported in sleeping cars NY to Columbus, OH and Dodge City, Kansas to Las Vegas, NV. TAT transported the passengers from Columbus to Dodge City, KS and from Las Vegas to Los Angeles. (Rails Northeast, Aug. 1979) (NJ Transport Heritage, Vol. 20, No. 4, Aug. 2011 and Vol. 5, Dec. 2011) (Classic Trains, Winter 2003)

(July 18) A record-breaking chartered bus trip was operated when 111 Public Service buses carried 3,343 members of the Prudential Life Insurance Athletic Association and their friends on an annual outing to Asbury Park. Five additional empty buses were sent to pick up passengers in any bus which might possibly be delayed by tire trouble.

(Aug. 2) 130 buses brought 6,000 employees of the Wright Aeronautical Corporation from Paterson to Bertrand Island Amusement Park. After every tenth bus there was a spare bus to take care of possible breakdowns or emergencies, and, three wreckers also accompanied the caravan. The line of buses was four miles long! [Kane, Martin and Laura, Greetings From Bertrand Island Amusement Park]

1930

() For the 1930 Season the Lehigh Valley offered the following Personally-Conducted All-Expense Tours; 1. Lehigh Luxury Tour - 8 days - visiting Ithaca, Watkins Glen, Lake Erie, Cleveland, Cedar Point, Buffalo, Queenston, Toronto and Niagara Falls. 2. Lehigh Great Lakes Cruise – 10 days - to Buffalo, Niagara Falls, Detroit, Mackinac Island, Chicago, Parry Sound, Georgian Bay and Cleveland. 3. Lehigh Thousand Island Saguenay River Tour - 12 days – to Niagara Falls, Thousand Islands, Canada, Saguenay River, Lakes George and Champlain, and down the Hudson. (A History of the Lehigh Valley RR, by Robert F. Archer)

(May 9) The NY Ontario & Western Ry promoted a “Low Rate Excursion” to New York City with a round trip fare of \$2.85. (Walter Kierzkowski collection)

(June) Newly delivered Baldwin-built PRR K-4 Pacific No. 5498 was on display at the WJ&S Tennessee Avenue electric line terminal during the AAR Master Mechanics convention in Atlantic City. Another exhibit at the same location was newly-built PRR M-1a Mountain type No. 6754 – or was it No. 6955?. Also on display was Delaware & Hudson 4-6-2 #651; Gasoline-electric locomotive #463, built by General Motors; A six wheel gasoline-electric locomotive built by Mack Trucks Rail Car Dept.; and Westinghouse oil-electric locomotive #23. The star of the show was Timken “Four Aces”, No. 1111, built by Alco in 1930 as a demonstrator for Timken roller bearings. Three men displayed the efficiency of roller bearings by pulling the 350-ton locomotive for 50 feet for the benefit of the crowd and press. (By Rail to the Boardwalk, by Richard M. Gladulich) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan) (LHRy website / Histories / NJ Transportation Chronology)

(Sept. 3) The first electric MU train was operated by Thomas Edison for the first half-mile from Hoboken Terminal on its journey to Montclair. DL&W President, J.M Davis, DL&W Chairman of the Board, William H. Truesdale and other dignitaries were on the train with Edison. Bill (McKelvey)

(Oct.) Edward B. Cummerford, a Marine Surveyor and Vessel Broker obtained enrollment papers, bill of sale, title, inspection, etc. and handled the transfer of ownership and arranged for the towing of the tank barge PIONEER from Philadelphia area to NYC. She had been built in 1885 at Marcus Hook, PA with an iron hull. This vessel was towed through the D&R Canal in mid-October, 1930 by the gasoline tugboat START; its Captain, Royal Tilford was paid \$75 for his service. The vessel later worked in New England and was more recently extensively rebuilt as a two-masted schooner and makes seasonal day-sail trips at South Street Seaport, where she remains to this day. PIONEER is 43 tons and 102' long. (Cummerford's logs/diaries are in the South Street Seaport Library, NYC) (The pertinent sections of Comerford's logs were donated to the Canal Society of NY archives by Capt. Bill McKelvey)

(Oct. 25) The Pennsylvania Railroad operated 15 special football trains directly into Princeton for the Princeton – Navy game. (NY Times, Christopher Baer)

(Nov. 15) The Pennsylvania Railroad operated 35 special football trains into Princeton for the Yale – Princeton game. (Trains Magazine, June 1987 by John R. Wilmot)

1931

(April 12 & 19) The PRR offered Low-Fare Excursions to the Seashore from Philadelphia for \$1.25 Via Delaware River Bridge. However, the fare was only \$1.00 Via Market Street Wharf... (Bill McKelvey Collection)

(May 24) The B&O RR introduced the world's first completely air-conditioned passenger train, the "Columbian," between Jersey City and Washington. (Classic Trains, Summer 2003)

() The B&O RR inaugurated "Rail - Air Passenger Service" between Jersey City and Los Angeles/San Francisco.

(Sept. 7, 12, & 19) PRR Special Trains were promoted Through to Belmont Races, Belmont Park, L.I., NY from Philadelphia, Trenton and Newark. (Black River RR Historic Trust Museum @ Ringoes)

(Sept. 7) The New Jersey Central offered extra service to New York and Newark on this Labor Day from Atlantic Highlands. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(Sept. 26 to Oct. 2) The 50th annual American Electric Railway Association Convention featured a display of trolley and electric railway cars on the Boardwalk in Atlantic City and in exhibits

Convention Hall. All were painted in traction orange and lettered A. E. R. A. In addition to the elaborate displays in the 80,000 square foot Convention Hall, ten vehicles were displayed outdoors, including a high-speed interurban car (a Philadelphia & Western "Bullet" car), a large city car, medium sized city car, two trolley buses, four gasoline buses and a taxi cab. (Electric Railway Journal, Vol. 75, No. 9, Sept., 1931)

(Oct. 26) PSCT work car No. 5676 towed Southern Division car No. 3202 north over the abandoned Riverside Line along Park Street just outside Bordentown, NJ, more than six months after trolley service had been discontinued. After a change of trucks from wide gauge to standard gauge at Public Service Junction, at Trenton, car 3202 was hauled over the "Fast Line" to Newark. (The Riverside Line: The Story of the Camden and Trenton Railway, by Barker Gummere)

(Sundays Nov. 8 and 22) The New Jersey Central RR offered Reduced Excursion Fares to New York from Mauch Chunk – Phillipsburg and intermediate stations.

(Sunday Nov. 22) The New Jersey Central RR offered Reduced Excursion Fares to New York from Tamaqua – Nesquehoning and intermediate stations.

(Jan. 31) The Reunion Banquet of the Lackawanna Tours was held in the Commodore Hotel in NYC for passengers who had traveled on the Lackawanna's Wonderlust Cruises. Greetings were by Mr. J. M. Davis, Prez. of the Lackawanna; Songs by the Lackawanna Dining Car Quartet; Toastmaster was Mr. D. H. Dominick, General Passenger Agent of the Lackawanna. (Friends of the NJ Transportation Heritage Center museum in Phillipsburg Union Station)

1932

(Sunday Jan. 17th) The Lehigh Valley RR offered \$1.00 a round trip excursion to New York from Catasauqua, Allentown, Bethlehem, and Easton to New York. (flyer).

(April 24) The New Haven RR announced their Strawberry Special scheduled shipment service from Delaware Peninsula (second morning market delivery) and North Carolina (third morning market delivery) to points in Connecticut, Massachusetts and Maine. The routing was north on the PRR main line to Greenville, NJ and by carfloat to Bay Ridge, NYC; via Hell Gate Bridge and east on the New Haven and its connections. (NH Shoreliner, Vol. 33, Issue 3)

(Spring) In the Spring of 1932, my wife and I bought, for \$300, a 60 year-old, log-built, 42' oyster dredge, BUG EYE, at Solomon's Island, MD, and undertook to sail her back to our home here on Cape Cod. Our passage up the Chesapeake and through the Chesapeake & Delaware Canal was uneventful. Because of the age and condition of the vessel, we decided not to chance the Delaware Bay and the Jersey Coast and turned up the Delaware River for the Delaware &

Raritan Canal. We entered the canal at Bordentown and had no problems until we came to Trenton. The canal seemed to go through the center of the city, with several locks and a bridge at almost every city block. Our auxiliary engine was a massive, single cylinder, 2-cycle Mianus engine ((Mianus Motor Works, Mianus, CT – with make'n'break ignition) direct connected to the propeller, without clutch or reverse gear, not an easy rig for close quarter maneuvering. The exhaust being simply a 2" pipe which stuck up through the engine room and ended about 3" above the deck, with no muffler. When we started this contraption at the bottom of a deep lock, the commotion was unbelievable, with the exhaust noise reverberating off the wooden-planked walls and people rushed to look down into the lock to see what was going on. The canal was under-staffed and the lock-keeper, after letting us out, would jump on his bicycle and try to get to the next bridge before we did. He generally didn't make it, which meant more stopping and starting of the motor for us. Where there were no locks, it seemed that one bridge-tender was responsible for several bridges. It took us a day to get through Trenton. The next day, a Saturday, we arrived at the first lock a little after noon, only to be told by the lock-tender that the canal was closed for the weekend, and he would let us through Monday morning. So, that is where we spent the weekend, and it was a strange feeling to be aboard a vessel, perched on the side of a long, rolling hill, looking down at a river way below us with cows grazing all around. Conditions in the area were quite primitive. We went to the lock-keeper's house to get some milk (the cows had been eating wild onions and it tasted like cold onion soup). We found that they used the canal water for washing and carried all their drinking water from a neighboring farm. If they could have seen all the filth and corruption, including dead animals we had encountered in the canal, they wouldn't have even used the water for washing. My general impression of the canal was that it was in very poor condition and could not long survive without extensive overhaul. (F. Spalding Dunbar, Yacht Designer and Builder, Chatham MA, in a letter dated May 3, 1974 to Capt. Bill McKelvey)

(May 30) The NY Ontario & Western Ry promoted a Decoration Day Week-End Outing to the Mountains and Lakes of Sullivan and Ulster Counties – To Travel by Train is the Safest Thing One Can Do. (Walter Kierzkowski collection)

(July 31) The Pennsylvania Railroad advertised New Low Rates to the Seashore – Atlantic City, Asbury park, Wildwood, Cape May, Ocean City, and other New Jersey Resorts from Chicago, and St. Louis for between \$50.44 and \$60.84. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Sept. 2 & 3) The Pennsylvania RR advertised 5-Day over Labor Day Excursions to the South: Florida, Georgia, S. Carolina, N. Carolina, Virginia and many other points via Washington, DC. On all regular trains. (Original PRR flyer, Bill McKelvey collection)

(Sept. 19) The NY O&W Ry Veteran Employees Association held their annual reunion and clambake at Hancock, NY. Over 300 were present from all over the O&W system for their 9th reunion. (Middletown Times Herald) (Walter Kierzkowski)

(Oct. 7) Although Seatrain Lines began service in the US on Jan. 5, 1929, they did not expand service to New Jersey until 1932. On Oct. 7th SEATRAN NEW YORK departed their new pier at the foot of 15th Street in Hoboken, across the Hudson from 27th Street, NYC. Freight cars were lifted on and off the ships and were moved on and off the pier by the Hoboken Manufacturers RR which provided access to the national rail network and which Seatrain had acquired. The initial service was to and from New Orleans with a second ship, SEATRAN HAVANA. Seatrain's vessels played a significant role in WW II. Their five ships came under direct Army, Navy, or General Agency control and received commendations for their actions as useful transports for guns, tanks, and aircraft. After the war they were reconverted to commercial service. By the time they resumed their railroad business Seatrain had moved to a new pier at Edgewater which was served by the NYS&W RR. It allowed for easier docking and the simultaneous working of two ships. During the 1960s the move to intermodal containers and Seatrain tried to shift to the new mode... They went bankrupt in 1981. (Classic Trains, Spring 2011)

1933

The Jersey Shore Commuters Club was founded on the PRR in this year for travel from Bay Head and other stations to NY Penn Station. They had their own reserved-seat club car. (Robert G. Lewis)

(Apr. 21) Franklin D. Roosevelt's first rail journey after beginning his presidency was a four and a half-hour trip from Jersey City to Washington, DC on this date. He was an experienced train traveler by the time he became President and set records by logging 243,827 miles during his 12 years in the Oval Office. Roosevelt's trips by rail during WW II had to employ the highest levels of security and secrecy. (Classic Trains Special Edition No. 6, Railroads and World War II, 2006)

(May 27 to Oct. 31, 1934) The Pennsylvania RR again borrowed the JOHN BULL locomotive from the Smithsonian for the Century of Progress exhibition in Chicago. For this trip the locomotive was hauled and displayed as a static exhibit. (Wikipedia)

() The London Midland & Scottish Railway sent "The Royal Scot" one of their heaviest standard steam passenger locomotives and an eight car train of coaches and sleepers to the US for a tour and display at the Century of Progress Exposition in Chicago. The train was unloaded at Boston, was shown at New York for two days and then spent a full day at Newark, then Trenton and Atlantic City before continuing on tour to Chicago. (LHRy website / Histories / NJ Transportation Chronology)

(July 6 to Sept. 2) The Jersey Central advertised "Dine and Dance on the new Steamer SANDY HOOK". The three-hour evening dinner sail, which cruised down the Harbor and Bay to

Atlantic Highlands and return, including dinner was \$2.25. They also offered "The Moonlight Sail" for \$1.25 round trip, which included at no extra charge dancing in the new Sandy Hook ballroom. (The Trail of The Blue Comet, by Baer, Coxe & Schopp)

(Oct. 1 to Mar. 31, 1934) The Shore Fast Line advertised 75 cent Daily Excursions between Atlantic City and Ocean City on their "High Speed Electric Trains." (We Had a Shore Fast Line by Mervin E. Borgnis)

(Oct. 7) The American Canoe Association and canoe clubs, some from as far away as New York, Delaware, and Washington, D.C. got involved in a one-day dawn to-dusk marathon race. The entering canoes had to be made of canvas and wood and could be no more than eighteen feet in length, with a crew of two. The race began above Phillipsburg/Easton at a place called Eddyside, with 94 canoes. At Lambertville/New Hope, there was a mandatory portage where all canoes went to the PA side and locked up into the Delaware Canal, passing the wing dams at Wells Falls and then carry out to the Delaware River. The winning team, Frick and Kimowski of Philadelphia made it to the Philadelphia City limits, some 86 miles. (Delaware Diary by Frank Dale)

(Oct. 8) The Lehigh Valley Railroad promoted an Excursion to NYC for \$2.50 round trip. The train departed Mt. Carmel, PA at 3:20 am and arrived at the PRR Exchange Place Terminal in Jersey City at 9:15am ... Primary attractions were a World's Series Baseball game and a professional football game, accessible by the Hudson & Manhattan RR and the NYC subway system. (Paul Mulligan)

(Oct. 14) The organized railfan movement in the eastern US was inaugurated when a group of similarly interested men met at Trenton on this date. They formed the Interstate Trolley Club with members from NYC, Philadelphia, Trenton, Scotch Plains, Lancaster, PA, and North Plainfield. This organization grew to become the North Jersey Chapter of the NRHS, founded on July 27, 1937. (NRHS Bulletin, Third Quarter, 1959)

(Dec. 14) A Warner Brothers, rowdy, raunchy, pre-Code sex comedy film "Convention City" was released. It opened Christmas Day 1933 in NYC and the NY Times described it as "not a dull foot". One of the few comedies that can be truthfully be called positive entertainment. This lost film was supposed to have been one of the Warner pre-Code movies that led to the imposition of the strict Production Code in July, 1934. In "Convention City" the Warners strike at the institution of the annual sales convention. It examines the activities of the salesmen of the Honeywell Rubber Company at their yearly round-up in Atlantic City. The film was especially racy, with a plot which centers around a business convention filled with immoral participants mainly concerned with drinking and sex. An accurate appraisal of "Convention City" should include the information that the Strand's audiences laughed long and loud. Prints of the film were subsequently ordered to be destroyed by studio head Jack L. Warner.

This surviving portion of the film, which was remastered with color added, begins at the old PRR Atlantic City Terminal at South Carolina Avenue which later became Bacharach Boulevard. The track and wire seen are of the Central Passenger Railway Company line to the Venice Park section of Atlantic City, on South Carolina Avenue. Next, we see the Reading Railroad terminal at Arkansas and Atlantic Avenues in 1933. Open “summer” trolley of the Atlantic City & Shore RR Co. can be seen running on Atlantic Ave. It is heading Downbeach to Douglas Avenue in Margate. The car stop at Arkansas Ave. in front of the P-RSL (ex-Reading) Terminal was a major boarding location. The AC&S stationed a street supervisor at that location. Also seen are a Public Service taxicab, station hacks and old-style jitneys. The later scenes with the large “H” on front of locomotive and locomotive number 3524 painted on the tender; cars with the Honeywell Rubber Company banners; hordes of conventioners piling off and later re-boarding the train were filmed in Los Angeles, NOT Atlantic City. The location shown is definitely Santa Fe’s La Grand Station just south of the First Street Bridge in downtown LA. (Peter Hasler) (Elrond Lawrence, CRP&A) (Jeff Marinoff) (Terence Mulligan) (Wikipedia) (YouTube - “New Jersey 1930’s in color The Pennsylvania-Reading)

1934

(Jan. 11) Public Service Coordinated Transport and other officials, Martin Schreiber, Col. G. A. Green, H. E. Lestenau, Guy Wilson, . J. Carter, W. W. Sheppard and other officials were aboard the first test run of PSCT’s gas-electric bus No. 2015 which had been modified with dual trolley poles to operate as an All-Service Vehicle. The test, which operated from the NYC RR West Shore Terminal in Weehawken up Pershing Hill Road, was successful. Thus began a program to convert 226 gas-electric buses built in 1926 and 1928 to All-Service Vehicles and to acquire 358 new A-SV’s. (Public Service of New Jersey’s All-Service Vehicle: A Dual-Powered Vehicle Before Its Time by Wilkins & Phraner)

() Three of Public Service’s 1925 Dodge-Graham buses were converted to rail-buses and operated for a number of years on portions of the ”Fast Line” and elsewhere. The “fleet” replaced street cars then in service between Bayway and Bonhamtown, between Milltown and Trenton, and between Haddon Heights and Clementon. The front and rear tires of the PS rail-bus rode on the rails and the bus was guided by flanged steel wheels riding ahead of and behind, each bus wheel. When operating on paved streets the flanged steel wheels were hydraulically raised. (Public Service Transport News, Vol. 10, No. 23, Sept. 1967)

() The Railroad Enthusiasts, Inc. was the first club in this country to run excursions for railfans – it ran its first in this year... (Brochure for the RRE “The Royal Blue” Memorial Day weekend trip from Elizabeth to Washington, DC, May 27-29, 1972 – Charles Leemans collection)

(May 26 to Sept. 23) S. S. Mayflower Co., Inc., based at D.L.&W. Terminal, Hoboken, NJ promoted “A Perfect Day’s Outing on Long Island Sound to Bridgeport, Conn. (on the) fast

palatial steel steamer MAYFLOWER – Capacity 1100, will leave from D. L. & W. Terminal Wharf, Hoboken, NJ @ 9:45 A.M.; Battery N. Y. City @ 10:30 A.M.” “125 Mile Sail on Long Island Sound; Excellent food served on board; Cafeteria – Bar – Music – Dancing.” The main attraction at Bridgeport was Pleasure Beach Park (Swimming and Amusements), with sightseeing bus connections to many nearby towns and cities. Round Trip Fares were \$1.25 Week Days and \$1.50 Sundays & Holidays, with .75 cent half fares for children. (McKelvey collection)

(Oct. 4) Public Service gasoline-electric car No. 6502 was used to make test runs on the nearly completed Newark City Subway. This car was one of three street cars (6500 to 6502) which were converted for exclusive use on the Newark-Trenton “Fast Line” to allow overhead trolley wire to be removed. (Traction Extra #1) (Electric Railroaders Association photo)

(Oct. 23) Pennsylvania-Reading Seashore Lines advertised \$1.00 Round Trip fares from Philadelphia/Camden to Wildwood, Ocean City, Sea Isle City, Avalon, Stone Harbor & Cape May every day until further notice. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Nov. 25) The newly organized New York Chapter of the Railway & Locomotive Historical Society sponsored their first railfan excursion. Thirty of their members boarded a special Baltimore & Ohio coach at the Central Railroad of New Jersey’s Jersey City Terminal. They rode to Halethorpe, MD on B&O’s *Royal Blue* train to view the B&O’s historic railroad collection.

(Dec. 15 to April 27, 1935) The Pennsylvania-Reading Seashore Lines advertised one day round trip excursions to Atlantic City and Ocean City for \$1.25. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Dec. 26) “Heaviest Snowfall in Seven Years Battled by Bus and Street Car Men” – Transportation lines of Public Service waged a winning battle against the heaviest snow-fall in seven years. The snow-fall totaled over ten inches and provided a real problem for buses and street cars to overcome. Public Service was able to keep every one of its bus and street car lines open not only during the storm but operating with a minimum of delay. Some sixty-seven trolley sweepers and fifteen trolley plows kept constantly traversing the various street car routes. Snow-plows mounted on the front of huge trucks and a fleet of additional trucks equipped with sand spreaders kept all the bus lines open. There were nearly eighty snow-fighting apparatus in operation on the bus routes. Note: The charters of street car routes frequently required the operator to pave streets between the rails and to remove snow as well. The editor remembers old front engined Yellow Coach model 733 buses which had their rear open, filled with cinders, and a workman back there shoveling out the grit at bus stops and on hills. (Public Service News, Vol. XII, No. 13, Jan. 1, 1934) (Edward F. Erickson)

Deleted: The New Y

(Dec. 31) An increase of 13,780 in the number of charter buses operated during the eleven months of 1934, as compared with the same period of the previous year was reported by the Charter Bus Department of Public Service Coordinated Transport. Special excursion bus business showed a 28% increase over last year, according to E. H. Kull, passenger agent. All-expense tours to Washington, D. C. were particularly popular last year, showing an increase of 44%. (Electric Traction and Bus Journal, Jan. 1935) (NJ Transport Heritage, Vol. 15, No. 6)

1935

Rail trips of a fan nature started being operated by both the Railroad & Locomotive Historical Society and the Railroad Enthusiasts about the same time in this year. Both ran separate trips to Baltimore and the Baltimore & Ohio Museum on the then-new B&O Royal Blue. (Central Headlight -NYCSHS- Vol. XXXIX, No. 3, 2Q 2009) (Conflict - see entries above for 1934...)

(Feb. 4 to 10) An exhibition of new streamlined electric locomotives for passenger service was advertised by the PRR on completion of the electrification of their NY to Washington main line. (Flyer reproduced by Hill Press, Bernardsville, N.J.) (David C. Pearce)

(Apr. 20) A DL&W exhibition train made up of a diesel switcher, passenger cars, including an MU, and freight cars was displayed at Madison. (Thomas T. Taber, Jr. photo)

() The New Jersey Central advertised the following one day, low fare, round trip excursions: Philadelphia - \$2.25; Asbury Park Long Branch - \$1.00; Atlantic Highlands Sea Bright - \$1.00; Lakewood - \$1.35; Toms River Barnegat \$1.25; Freehold - \$1.00.

(May 26) Although test operations were conducted on the Newark City Subway in October, 1934 with Newark-Trenton "Fast Line" gas-electric car No. 6502, the line did not open to the public until this date. The line was built in the bed of the former Morris Canal. (RailPace, April 1999) (Traction Yearbook 1983)

() The Public Service Mack and one of their new Yellow Coach ASV's were taken to the American Transit Association Convention at Atlantic City for exhibition and demonstration rides. (LHRy website / Histories / NJ Transportation Chronology)

(Aug. 15) In preparation for the U.S. Army's first maneuvers since WW I, 5,023 officers and men were transported over the Bel-Del in 19 special trains to camps in Pennsylvania and upstate NY. (A Chronology of the Belvidere Delaware Railroad)

(Aug. 24) One new Public Service All-Service Vehicle was photographed eastbound from the Detroit area on a flat car in a Jersey Central freight train along South Avenue, Cranford. Several hundred additional A-SVs were delivered in the same way. (John Brinckmann – The Union Trolley Line)

(Nov. 17 - a wet, snowy day) The NY Central RR sponsored their first "Railroad Wonder Trip" from Weehawken to their West Albany, NY shops and return. This trip was operated by the railroad with the cooperation of Railway & Locomotive Historical Society, the Railroad Enthusiasts, and Railroad Stories magazine. About 500 passengers were carried, including those which were not part of the three organizations. This was probably the first organized excursion for rail enthusiasts in the NY-NJ area. (Railway Age, Vol. 101, No. 8, and Vol.101, No. 13 - courtesy of Richard J. King) (Central Headlight -NYCSHS- Vol. XXXIX, No. 3, 2Q 2009)

1935-39

The Chesapeake & Ohio RR created a spectacular and elaborate "O" gauge model railroad layout for the Century of Progress Fair. When it closed in October 1934 it was moved to Gimbel's department store in Philadelphia for a one-month pre-Christmas show. The show ran each summer as a principal attraction of the Steel Pier in Atlantic City from 1935 to 1939. The layout was 1,548 square feet and took 400 man-hours to set up. Three heavy Pacific (4-6-2) locomotives were built by Fred Icken of Palisades Park, NJ, to haul the passenger trains, along with two Texas (2-10-4) types to haul the freight trains. It was at the time the World's Largest Miniature Railway. (West Jersey Rails Quarterly, June 1997)

1936

(Year round) The CNJ 9 or 10 car Barnegat "Fisherman's Train" now ran year round. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

() The CNJ operated a special train from Raritan to California and Washington states for the Civilian Conservation Corps volunteer workers. It consisted of 8 Pullman cars and 4 baggage cars – two of the latter were converted to kitchen cars. (NJ Transport Heritage, Vol. 5, No. 2)

() See all and do all by the SHORE FAST LINE every 30 minutes between Atlantic City and Ocean City. (centerfold of the 1936 issue of Play-Ride, a Shore Fast Line advertising folder – in We Had a Shore Fast Line by Mervin E. Borgnis)

() The NEW Fleet's IN! B&O's Latest Streamlined Train connection MOYOR COACHES Taking Passengers to and from the Trainside when leaving or entering New York Baltimore & Ohio Railroad. (Royal Blue Line by Herbert H. Harwood, Jr.)

(May 15) About 50 well-dressed members of the New York Railway & Locomotive Historical Society visited the Reading RR shops at Reading, PA. (Reading – Jersey Central Magazine Vol. 1, No. 1, June, 1936)

(May 30) The NY, Ontario and Western Railway operated Decoration Day weekend train service to Sullivan and Ulster County Resorts (from NYC and Weehawken) with Parlor Cars on Main Line Trains. (Promo piece, Walter Kierzkowski collection)

(June 1) Effective this day the Lehigh Valley Railroad reduced rail fares to 2 cents per mile in coaches and 3 cents a mile in Pullman cars for Scenic Trails and Scenic America Tours. This move was aimed at the competition from the private automobile and buses. (Greenberg / Kramer / Gleichmann)

(June 19) Restored PRR D16sb No. 1223 and PRR K4s "Torpedo" No. 3768 were on display at the P-RSL Union Station in Atlantic City. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(July 4th and 5th) The Wilson Line ...55 Years of Outing Experience... offered Holiday Cruises on the largest boat (the S.S. Delaware) leaving the Battery and Pier C, Jersey City. They advertised a holiday of fun and frolic... a cool 120-mile cruise up Long Island Sound... Terrace decks, view-bridge, 3500 capacity, games, entertainment, restful armchairs and dancing to the tunes of George Kistner's popular band. Fares were \$1.25 for Adults and 50 cents for Children. Their \$1 Moonlight Cruises on the Beautiful Hudson River offered: Andy Sannella and his 14 piece band with the gorgeous Anne Howe; So Much Dance Space – Largest ballroom of any New York showboat; Open Air Talkies (Movies) Under the stars on the top deck. (Last of the Steamboats: The Saga of The Wilson Line)

(July 19) The Lackawanna RR fully cooperated with the NY Chapter of the Railway and Locomotive Historical Society in operating a special excursion trip to celebrate the first service of the Morris & Essex RR one hundred years earlier. The train departed Hoboken, powered by the last active 4-6-0 camelback locomotive, No. 1035, covering the main line of the Morris & Essex and continued on to Scranton to visit the locomotive shops and roundhouse. The train, which was limited to 165 passengers to allow extra seats, had four coaches and a dining car. The first railfan chartered train trip on a Class 1 railroad was a roaring success. The DL&W RR became far and away number one in hosting fan trips, and the road's management actually welcomed such opportunities to exhibit their equipment to the public. The trip, organized by Thomas T. Taber, went west via the old main line and returned via the Cut-off. [Taber, Thomas T. and T. T. T., III, The DL&W RR in the 20th Century Part Two] (Railroad History Bulletin #171) (Railroad History, No. 224, Spring – Summer 2021) (The Delaware, Lackawanna & Western Railroad in Washington, NJ by Alvin Smith)

(Aug. 31 – Sept. 2) The Rexall Drug store chain had 11,000 stores in its far-flung network. The 12-car Rexall Train was a way of educating 10,000 Rexall druggists and 20,000 sales people across the US and Canada. In addition, 2.3 million people toured the well-designed public exhibits on the train and 92,766 meals were served in the dining and lounge cars. The train was pulled by NY Central L-2c 4-8-4 Mohawk No. 2873, which was streamlined to match the consist

it pulled, painted blue and white, converted to burn oil, and carried the Rexall and NYC names, but no number. The all-important NY City stop of the Rexall Train was at the PRR South Broad Street, Newark Yard for three days. (Classic Trains, Vol. 18, No. 2, Summer, 20017)

(Fall ?) The PRR operated its first Mountains & Mines fantrip as part of its "Off the Beaten Track" series, Philadelphia to Scranton via the BelDel & DL&W, return via Wilkes Barre, Hazelton & Reading. (NRHS – Chris Baer)

(Sept.) The PRR hired Raymond Loewy to design a package of streamlining (streamstyling) and painting of their K4s No. 3768. When it was completed it was displayed during this month at the following locations in the New York (NJ) Zone: Burlington, Trenton (South Trenton Branch), Elizabeth, Newark (South Broad Street Yard), Jersey City Terminal (Track 1), South Amboy (MU Yard), Long Branch, Asbury Park and Red Bank. (The Keystone, Vol. 55, No. 4, Winter 2022)

(Sept. 20) The first of a series of "Off the Beaten Track" excursions was operated through NJ by the Pennsylvania Railroad. It was routed from Philadelphia via Trenton, the Bel Del (through Phillipsburg), the Delaware Water Gap, Scranton, Nanticoke, Glen Lyon, Tamenend, Norristown and return to Philadelphia. The "350 miles of spectacular scenery through mountains and mines and along three river valleys" cost only \$3.50. The itinerary included a 15-minute stop at Susquehanna Colliery No. 7. (Original flyer in Bill McKelvey collection)

(Sept. 20 - Sunday) The NYC RR operated their second "Railroad Wonder Trip" from Weehawken, over the West Shore to Kingston, NY, the Catskill Mountain branch (the old Ulster & Delaware) to Oneonta, thence via the Delaware & Hudson into Albany, and NY Central Hudson division to Grand Central Terminal, NYC for 700 "Fans". Most of the participants arrived from NYC via either the ferryboats from 42nd Street and Courtland Street, but some Jerseyans came down the hill on the trolley line that terminated at the ferry terminal. The two sections were on adjacent tracks in the terminal with their observation ends extending into the yard and on each of those ends was coupled an 0-6-0 switch engine. A display of all available types of locomotives of the NY Central (including K-3 and K-11 Pacifics, H-5 Mikados) and the NY Ontario & Western (one of their camelbacks and one of their big Mountain locomotives) were arranged in Weehawken station (terminal) for 1 ½ hours prior to the departure of the train. The "Fans" were allowed to blow whistles and ring bells of the locomotives. The 0-6-0 switchers dragged the two sections to the north end of the NYC freight yards along the Hudson where the NYO&W freight power laid over and then headed into the Weehawken tunnel with the road power on the head ends. This gave one and all a close-up view of the NYS's extensive waterside freight operations in Weehawken. The trains departed for Kingston about 9:30 am, where, upon arrival, they were backed over the wye and onto the Catskill Mountain Branch tracks. NYC 4-6-0 locomotives 815 and 809 finally whistled off and started the run into the Catskills while the second section was waiting to wye its train. The first stop was made at Phoenicia to refill locomotive tenders with water. At the next stop, Big Indian, engine 808 was

coupled on to the rear to act as a pusher for the climb up the 3.2% grade through Pine Hill and the horseshoe curve just beyond. The 808 was dropped off at Grand Hotel Station and eased back down the hill to Big Indian to push/assist the second section with NYC 4-6-0 engines 811 and 817 on the head end. The next stop was made at Arkville, where the Delaware & Northern displayed their 4-4-0 locomotive No. 3. Due to weight restrictions at one bridge, one of the double headed locomotives was uncoupled and run over the bridge by itself to reduce weight. It was later discovered that the two diners weighed more than the two coupled locomotives. At Oneonta the train was delivered to the Delaware & Hudson and moved to the D&H Oneonta car shops and round houses where inspection of locomotives as well as shops and yards was given under guidance of a large force of supervisors for almost two hours. D&H locomotives numbers 288, 1111, and 1402 as well as the other three of their 1400-series 500 psi-high pressure experimental locomotives were on display. From Oneonta, the train continued through mountain country to Albany where it was returned to the NYC RR for the journey back to New York on the east side of the Hudson River. The consists of each of the two trains included 6 coaches, one combine, two dining cars - one serving table d'hote meals at low prices & the second serving sandwiches and light refreshments plus an ex-*Twentieth Century Limited*, open end Pullman observation car. Seventy-five cent luncheons and \$1.00 dinners were available. The Railway & Locomotive Historical Society, the Railroad Enthusiasts, Inc., and the International Engine Picture Club cooperated with the NYC and D&H in the planning of the trip. The fare was \$4.00 – a little less than one cent per mile for the 416-mile trip. The first section arrived back at Grand Central Terminal at 11:45 pm. Due to poor planning, additional 4-6-0 locomotives had to be fired up at Kingston which caused the second section great delay. It did not arrive at Oneonta until dusk and did not return to NYC until 1 am Monday. Reservations were made and tickets were sold at NYC RR ticket offices. (Railway Age, Vol. 101, No. 8, and Vol.101, No. 13 - courtesy of Richard J. King) (Classic Steam of the 20's Through the 40's by Green Frog Productions Video 1995 – Digital conversion currently available) (Railroad History, No. 224, Spring – Summer 2021) (Central Headlight -NYCSHS- Vol. XXXIX, No. 3, 2Q 2009)

(Oct. 1) The Public Service Transit Guide for Northern New Jersey was issued. It listed the Public Service Street Car (20) and bus (2 were listed as All-Service Vehicles) lines and included maps as well as a listing of all cities and towns served. Public Service Chartered Buses for all Occasions were promoted. “We have had more experience in the operation of chartered and special bus trips than any other company in the United States. Our fleet of buses is the largest in this country.” Only buses and A-SV's were illustrated in the promo piece – no street cars. (Original donated to Bill McKelvey by Phil Jaeger)

(Oct. 11 Sunday) A PRR "Off the Beaten Track" excursion was operated from NY via South Amboy Jct., Jamesburg, Bordentown, Trenton, the Bel Del to Stroudsburg and return to NY via Trenton. On the same day another PRR "OBT" excursion departed Philadelphia via Pottsville and Wilkes Barre to Scranton and returning via the DL&W to Stroudsburg, the Bel-Del to Trenton and back to Philadelphia. The locomotive on the first train turned at Stroudsburg to

bring the second train back to Trenton. The trip touted "Thru Brilliantly Hued Autumn Leaves 350 thrilling miles of Eastern Pennsylvania's Most Spectacular Scenery for only \$3.50. The PRR operated its first Autumn Leaf excursion from NY via So. Amboy, Bordentown, Trenton and a round trip up the BelDel to Stroudsburg, PA, and returning directly from Trenton to NY. (Christopher T. Baer) (Flyer copy in Bill McKelvey collection)

(Oct. 25) An inspection tour to the Lehigh Valley Railroad Sayre, PA shops of the Lehigh Valley Railroad was organized under the auspices of the NY Chapter, Railway and Locomotive Historical Society, Inc. and Railroad Stories Magazine on Sunday, October 25th. It operated across NJ on the route of the Lehigh Valley RR Black Diamond.

(Oct. 27) A locomotive and eighteen freight cars were derailed and piled up on the PRR main line south of Menlo Park station, blocking all four tracks. The engineer was killed and three of the crew were injured; scores of chickens and hogs spilled from the cars and roamed the area. Westbound trains of the PRR were sent over the LV RR by way of West Newark (to Bound Brook, then via the Reading RR) to Trenton where they got back on the PRR main line again. Photos exist of PRR passenger trains with their GG1 locomotives being hauled through Bound Brook with steam locomotives. Eastbound trains were routed (Monmouth Jct., Jamesburg & on the Camden & Amboy) through South Amboy, returning to the main line at Rahway. (NY Times)

(Nov. 8) The CNJ RR operated their first sightseeing excursion. The all-day 325-mile low cost tour was only \$3.25 per person. It began at Jersey City (NYC by ferry) and covered their main line through Phillipsburg to Mauch Chunk, then Tamaqua, Pottsville, Reading, Valley Forge, Philadelphia and back to NY. The trip was narrated via a public address system through the entire train, a first in railroad history. (Reading-Jersey Central Magazine, Vol. 1, No. 7, 1936) (CRR of NJ Historical Society Newsletter No. 48, March, 2011)

() A party of 63 Reading Company Boosters of Reading, PA traveled to Jersey City in a special car attached to the *Queen of the Valley* train. At Allentown a diner was attached for the group. Their destination was a tour of the CRR of NJ Marine Dept. at Jersey City, to which they were transported by tug boat NO. 29. After the tour they were returned by the tug and back to Reading on the *Queen of the Valley*.

(Dec. 5) CNJ facilities excursion, Jersey City to Elizabeth Port with 2-6-2T No. 223 and 2 coaches. (Frank T. Reilly)

1937

() Billions of dollars of gold reserves were moved from NYC vaults to a new gold vault at Fort Knox. The shipments continued for two years and were alternated between the CNJ and the PRR so as not to establish a pattern. The CNJ movements were on armored vehicles from NYC

via their ferryboats to Jersey City Terminal where they were transferred to trains via the CNJ main line for the first part of its journey.

(Feb. 14) The West Jersey Railroad Club visited the New York terminals and round houses of the DL&W at Hoboken, the Erie RR at Jersey City, the Central RR of NJ at Communipaw (Jersey City), as well as several trolley barns. (Report of Secretary E. Pardee)

(End of Feb.) The Walk to Washington tradition began in 1937 when several of the state's top business executives took a train to Washington to have dinner with New Jersey's congressional delegation. Today, it is regarded as one of New Jersey's most influential business and political events with a long and rich history of bringing together the state's premier political and business leaders to discuss how they can work together to generate economic growth and create jobs for New Jersey. The Walk to Washington obtained its name when folks realized that few sit on the train; they literally walk up and down the train the whole way to Washington. Today guests board a chartered Amtrak train, with up to 15 coaches, that leaves from Penn Station in Newark and then stops at various stations across New Jersey, as well as stops in Philadelphia and Wilmington. After the train arrives in the nation's capital, guests have been joined by governors, state legislators, New Jersey's Congressional delegation and other prominent business and political leaders from the Garden State for the annual Congressional Dinner. (NJ Chamber of Commerce website)

(May 6) The rigid airship HINDENBERG, pride of Nazi Germany, exploded, burned and crashed in a ball of fire as it prepared to be secured to the mooring mast at Lakehurst Naval Station, NJ. The flammable hydrogen gas in the ship, which provided buoyancy, had ignited. Although it carried a crew of 41, 36 passengers and 21 young aviators in training, only 36 lives were lost in the crash. The event marked the ignominious end of lighter-than-air travel around the world. It also marked the end of special CNJ sight-seeing trains to Lakehurst each time a zeppelin arrived. (NJ Transport Heritage, Vol. 2No. 3, Sept. 2015)

(May 9) CNJ Camelback No. 759, a class L6as 4-6-0, pulled a train of PRR P70 coaches into Lakehurst to view the remains of the German Graf Zeppelin HINDENBURG which had burst into flames as it was landing on May 6, 1937. The train was a special excursion from Philadelphia to Lakehurst. (Off the Beaten Track, Robert G. Lewis)

(May 13) The first "Mystery Trip" was This excursion was jointly sponsored by the North Jersey Model Engineers Railroad Club, Model Craftsman Magazine, the Railroad Enthusiasts, Inc., and the Erie RR. This trip went to Port Jervis via the NYS&W to Franklin Jct., The L&HR to Greycourt, Erie to Port Jervis, with a return via the Graham Line. (Midlander Trainsheet, Vol. 2, No. 4, Autumn 1996)

(May 16) PRR operated one of the longest railfan trips ever staged, from NYC and Newark to Altoona with Open House tours of their Juniata shops and test plant, sponsored by the NY Chapter R&LHS, NRHS, and Railroad Stories Magazine. The trip was touted as "the Finest,

Fastest, and Farthest Railroad Inspection Tour ever operated – to be operated on the schedule of THE BROADWAY LIMITED! At Paoli a K4 steam locomotive was added to the head end. The New York and Chicago chapters took the lead in running two chartered trains from New York/Philadelphia and one from Chicago. (The Keystone) (Railroad History, No. 224, Spring – Summer 2021) (Christopher T. Baer) (Classic Trains, Fall 2021)

(May 22, July 17 and 31, August 14 and 28) Special Excursions UP – THE – HUDSON to United States Military Academy WEST POINT New York, A delightful ride up the majestic Hudson “The Rhine of America” Saturdays, Reading Railway System. Brochure included a map and directory of West Point along with a list of Selected Places and Items of Interest, and showed an illustration of a sidewheel steamboat, but there was no mention of the vessel. (McKelvey collection)

(June 16 - 23) This was the first biennial convention held in Atlantic City since since 1930 because of the Depression and the drying up of purchases. It was combined conventions of the Mechanical Division and Purchases and Stores Division of the AAR (16th annual) and the Railway Supply Manufacturers Association, traditionally held in Atlantic City in June. It was also the first to be held Wednesday to Wednesday so that the general public could gain admission on Saturday and Sunday if they produced a round trip railroad ticket. The locomotives displayed just west of the station included: Southern Pacific cab forward 4-8-8-2 #4171, newly built by Baldwin Locomotive Works at Philadelphia; Union Pacific 4-6-6-4 #3915; as well as two Baltimore & Ohio locomotives: Streamlined EMC passenger diesel EA/EB diesel #51 and pioneering duplex drive semi-streamlined steamer, the GEORGE H. EMERSON; a PRR GG-1; PRR K4s “Torpedo” No. 3768; and CNJ G3s No. 833; (LHRy website / Histories / NJ Transportation Chronology) (National Railway Bulletin, Vol. 62, No. 4, 1997) (YouTube video of the RSMA Convention) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(June 6) “A Little Off the Beaten Track” Excursion was operated by the PRR from Broad St. station, Philadelphia covering their White Marsh Branch, Trenton Cut-off, Rocky Hill Branch, Jamesburg (on the C&A), Heightstown, and the Union Transportation Co. where their two old 4-4-0s brought them to Wrightstown at Fort Dix. There a PRR 5700 G-5a took the train back through Heightstown, Mount Holly, the Delair Bridge and back into Philadelphia. Round trip fare was \$1.50... (Bill McKelvey trip flyer from: Robert E. Farrell Collection) (WJC Crew Caller) (Off the Beaten Track, Robert G. Lewis)

(June 6) Prior to the official North Jersey Chapter, NRHS commencement, Howard E. Johnston was instrumental in chartering the great PSCT Circle Tour between Newark-Paterson-Edgewater-Jersey City-Newark aboard the venerable ex-Fast Line car No. 3532 in the name of NRHS. The tour covered 10 trolley routes in Essex, Passaic, Bergen, and Hudson Divisions. The special departed the Public Service Newark Terminal, Lower Level and returned to the Upper Level of the same terminal. Thirty-five men and one lady from MA, CT, PA, NY & NJ

enjoyed the loop which was broken with the abandonment of the Paterson Line on July 18. Fare for the day was \$1.75 per passenger. (John Brinckmann's summary history of the N. Jersey Chapter, Dec. 3, 1997) (N. Jersey Chapter, 50th Anniversary Celebration brochure) Also photos of Car No. 3532 @ PS Newark Terminal; Cedar St. Subway exit; Big Tree Car House; Fort Lee Jct.; and Coytesville Wye, Ft. Lee. (The Marker Lamp, No. 231, Sept. 1975) (NRHS Bulletin, Third Quarter, 1959) (NRHS Bulletin, Third Quarter, 1959) (Public Service News, Vol. XV, No. 24, June 15, 1937 – with photos of the group and their charter car)

(June 13) CRR of NJ and the Reading Company operated an excursion for the NY Chapt. of R&LHS and Railroad Stories Magazine. It operated under Time Table No. 1001 from Jersey City to the Baldwin Locomotive Works @ Eddystone, PA with Blue Comet equipment. An 8 page brochure was given to all passengers, signed by E. W. Scheer, President of both the Reading Company and the Central RR of NJ. (Christopher T. Baer) (RailPace, Sept. 1983) (Brochure – Charles Leemans collections)

(June 19) The PRR operated a low-cost excursion from Pittsburgh to Atlantic City and return for railfans to attend and photograph the annual AAR Expo at Atlantic City. (Christopher T. Baer)

(June 20, Sunday) One of the greatest exhibits in all railroading is that of the Railway Supply Manufacturers Association, held at Atlantic City, NJ, every few years. Held only for railroad officials in the past, the show this year will be open to railroad fans and the public for the first time in history. On display will be new materials, new methods, new equipment, from cars and engines to the smallest gadgets—a veritable World's Fair of railroading. Actually, it is the chance of a decade, for it will be impossible to see anything like it for years to come. All eastern roads are offering special excursion fares to Atlantic City: information from any passenger traffic man. (Railroad Stories Magazine) (YouTube movie/video of the CNJ Blue Comet departing the Atlantic City rail terminal during the convention: "AAR RSMA Convention 1937 Atlantic City")

(June 26 to Sept. 24) The New Jersey Central advertised one day Pleasure Outings to Atlantic Highlands, Highlands, or Highland Beach via the Sandy Hook Route (of CNJ steamboats from NYC) for a round trip fare of \$1.25. (RailPace, Aug. 1982)

(June 27, Sunday) The first of the three famed PRR "Off the Beaten Track" Poughkeepsie Bridge trips was run. It departed Philadelphia at 7:22 AM via Trenton and was scheduled to arrive in Phillipsburg at 9:28. It was routed via Maybrook, Danbury, Poughkeepsie Bridge, South Norwalk, Hell Gate Bridge, NYC and back to Philadelphia for a scheduled 7:30 PM return. It was promoted as "through 4 states; 400 miles; \$4 round trip – It's a Great Trip. The trip was sold out and the lengthy train required double headed K-4 locomotives. A special \$1 dinner was available in the diner en-route. (Bill McKelvey / Christopher T. Baer / Richard T. Loane / Trip flyer / Schedule) (Railfanning the Northeast 1934-1954, Richard T. Loane)

(June 27) The celebration of the inauguration of All-Service Vehicle operation on Route 25, Springfield Avenue was held in Maplewood with three new A-SVs in a parade. (Public Service

of New Jersey's All-Service Vehicle: A Dual-Powered Vehicle Before Its Time by Wilkins & Phraner)

(July) The Shore Fast Line instituted hostesses on their Atlantic City to Ocean City route to attract more passengers. (LHRy website / Histories / NJ Transport Chronology)

(July 8) A load of local officials were given a pre-inaugural ride on the new PSCT All-Service Vehicles on Route 4, Haddonfield, Camden County, NJ. The first day of revenue operation was July 10. (Public Service of New Jersey's All-Service Vehicle: A Dual-Powered Vehicle Before Its Time by Wilkins & Phraner)

(July 21) Did They Have A Good Time—What Do You Think? Four hundred sales girls from W. T. Grant Company's stores enjoyed an outing to Lake Hopatcong, in a fleet of eleven All-Service Vehicles. Group from the Company's Broad St. (Newark) store is shown in front of several of the "charter fleet". Note: The Public Service All-Service Vehicles (A-SVs) could operate either from twin overhead power wires or from on-board internal combustion engine-generated electricity. PS used the A-SV's extensively in charter service such as to the NY World's Fair, NYC Baseball Fields, Atlantic City, etc. (Public Service News, Vol. XVI, No. 3, Aug. 1, 1937, with photo)

(July 25) An Educational Inspection Tour jointly sponsored by the Lackawanna RR, the Railway & Locomotive Historical Society and Railroad Magazine (Railroad Stories) operated from Hoboken to Scranton, PA shops and Binghamton, NY roundhouse on July 25th, with a stop on the famous Tunkhannock Viaduct. The 15-car train which had three diners and a Pullman open observation car was powered by immaculate steam locomotives No. 1649 and 1650. From Scranton west the special was hauled by double-headed, newly stream-styled Pacific locomotives #1136 and 1123. The excursion is regarded by many as the Greatest Rail Fan Trip of all time. The almost 400-mile round trip was a bargain \$4.00! The 16 page brochure for passengers was published in the format of Time Table No. 1 "For the Information and Guidance of the Lackawanna Tour Members Only" – signed by DL&W RR Prezident J. M. Davis. [Taber, Thomas T. and T. T. T., III, The DL&W RR in the 20th Century Part Two] (Railfanning the Northeast 1934-1954, Richard T. Loane – who has different numbers for the locos) ("Midsummer Fan Excursions" in June/July issues of Railroad Stories Magazine) (Brochure and letters to passengers – collections of Charles Leemans)

(July 27) The organizational meeting of the North Jersey Chapter, NRHS was held in PSCT car No. 2616 at the Roseville Avenue., Newark car yard. Those present included: Grover Mettler, Rudy Wendeling, Howard Johnston, Edward Gardner, Wilbur Wyckoff, and Edward T. Francis. (NRHS Bulletin, Third Quarter, 1959)

(July 29) Upwards of 450 on (PSE&G) Generation Outing – More than 450 enjoyed the boat ride and outing of the Electric Generation Department, July 29. The party went to Playland, Rye, NY, on the steamer FAVORITE, which left the Essex Generating Station dock, Newark at 8:30

A.M. and left Rye on the return trip at 5 P.M. (Public Service News, Vol. XVI, No. 3, Aug. 1, 1937)

(Aug 1) (and 6/27?) The PRR operated an Off the Beaten Track excursion from Philadelphia via the BelDel, Maybrook, Poughkeepsie Bridge, Danbury, Norwalk, NYC and return to Philadelphia. (Christopher T. Baer)

(Aug. 15) A special trolley tour, organized by Howard Johnston, was made over Public Service lines using car No. 2100. It began in the Newark Terminal; ran out and back on the Newark City Subway; to Jersey City via Harrison; to Palisade Station; the Hoboken Elevated; south to the Bergen Point ferry in Bayonne; and back to Newark, where it ended at the Roseville carhouse. (The Marker Lamp, No. 229, May 1975) Same date: NJC NRHS Special Hudson County Tour - photos with No. 23 "Central" signs on car No. 3212 at: End of City Subway north of Heller Parkway; Howard E. Johnston on car step @ Harrison Car House; No. 43 Line @ PRR Shop Stop, Kearny; Montgomery Car House; Jackson Line @ Turnout @ Greenville; Oakland Line, Oakland @ Hoboken Aves.; Ramp to Upper Level PS Newark Terminal; and Orange @ Broad Streets., Newark. (The Marker Lamp, No. 230, June 1975) (The Marker Lamp, No. 229, May 1975) (NJ Transport Heritage, Vol. 20, No. 2, Pg. 4)

(Sept. 18) Special Trolley Trip included Palisades Ave. Station; Upper level of Hudson Place Terminal in Hoboken; the elevated in Jersey City; Exchange Place Terminal; Observer Highway at Hoboken Carhouse. (The Marker Lamp, No. 229, May 1975)

(Sept. 26) The Second "Mystery Trip" on the Erie and WB&E went from Jersey City to Avoca, PA and return with a combine, five coaches and two diners for the 275 passengers. It was sponsored by North Jersey Model Engineers Railroad Club, Model Craftsman Magazine, the Railroad Enthusiasts, Inc. and the Erie RR. The train departed Erie's Jersey City Terminal behind K4B Pacific No. 2752 at 8:30 am and proceeded west over the NYS&W through Hackensack and then the Erie Bergen County Line, stopping at Ridgewood and then a photo stop at Moodna Viaduct before Port Jervis. It continued west to Lackawaxen, Hawley, Saco, and finally Avoca, where the 2752 was replaced by J2's No. 2498 and 2467. They were required for the heavy grades up to Suscon Jct, and the WB&E main line where a photo stop was made at the 1735' long, 187' high Panther Creek Viaduct. At Ash Gap the helper was released and returned to Avoca. The train now descended to Stroudsburg and the 100-mile trip back to Jersey City. Since the train was two hours late, at Butler the decapod was exchanged for a faster K1 Pacific and finally arrived back at Jersey City at 10:55pm. But, the riders got about 260 miles of travel over some of the most remote rail mileage in the East – all for \$3 round trip! Plus, Dinner in the Diner – tomato juice, fried chicken – country style, French fried potatoes, green peas, head lettuce w/ French dressing, figs in juice, bread & butter, tea and coffee was only 90 cents... (Midlander Trainsheet, Vol. 2, No. 4, Autumn 1996)

(Oct. 3) The PRR operated a second Mountains & Mines fantrip as part of its "Off the Beaten Track" series, Philadelphia to Scranton via the BelDel & DL&W, return via Wilkes Barre, Hazelton & Reading. (NRHS – Christopher T. Baer)

(Oct. 7) A Jersey Central train of four baggage cars and ten Pullman tourist sleepers departed Barnegat for Reno, NV, picking up 386 Civilian Conservation Corps inductees at Southern and Central Division points. A second train originated at Raritan for Washington State. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(Oct. 23) North Jersey Chapter, NRHS Essex County Trolley Tour with car No. 3209, photographed at: Central Ave., @ Jefferson St.; Erie Loop, West Orange; Lake St. Loop, Forest Hill, Newark; Mississippi Ave. Loop, W Orange; and Caldwell Loop, Bloomfield Ave. (The Marker Lamp, No. 230, June 1975)

(Dec. 13) The Reading RR placed in service the new "Stainless-Steel Streamlined Train" between the CNJ Jersey City Terminal and Philadelphia after going on an exhibition tour of the Reading system and being viewed by 146,085 people. The RR held a public contest for a proper name. They received 6,086 entries containing over 3,000 different names. A Plainfield, NJ businessman, Parker W. Silzer, won the contest and was awarded a check for \$250 for the name "Crusader". Metropolitan Opera, motion picture and radio star Lily Pons broke a bottle of champagne over the front driving wheel and stated "I christen thee "Crusader". (The Reading Railroad's Mighty Pacifics by Ben Bernhart) (Photo, Richard Wilson collection in Railroadians of America 1996 Calendar)

1938

() Members of the Model Engineers Club of New Jersey inspected Erie power at Secaucus (Croxtan) roundhouse. They also visited the Jersey City yards and were guests of P. F. Arroyo, general agent of the passenger department, at a buffet supper aboard a club car. (Photograph by C.A. Roth of the Bergen Evening Record.)

(Jan. 9-23, Feb. 6-20 - Sundays) The Reading Railway System promoted "Snow Trains direct to Bear Mountain (New York) No Change of Cars – Round Trip \$3.50 – Enjoy the Winter Sports: Ski-Jumping, Ice Skating, Tobogganing, Skiing". (Promo Flyer)

(Feb. 12) The NY, Ontario and Western Railway operated Lincoln's Birthday Week-End Special Train Service from NYC and Weehawken to Roscoe, NY. (Promo piece – Walter Kierzkowski collection)

(March 6) The New York Division of the Railroad Enthusiasts and the NY Chapter of the Railway & Locomotive Historical Society jointly sponsored a fan trip to Hazelton, PA over the Lehigh Valley RR from NY Penn Station – round trip fare - \$3. (Railroad Magazine Apr. 1938)

(Mar. 27) The North Jersey Chapter, NRHS, in cooperation with Public Service, sponsored a grand seven-car excursion covering the remaining trolley divisions between Newark and Paterson via Jersey City & Palisade Jct. each way (with a side trip to Edgewater). The tour included an inspection of the then new Newark Penn Station, the Newark City Subway, the Cedar Street Subway, the Union City Car House, Edgewater Ferry Terminal, the Hudson River line to Paterson, and return to Newark. The seven cars used were: 2666, 2614, 2600, 2714, 2716, 2609, and 2706. This was a fitting finale to the abandonment of several connecting lines in the following months. (John Brinckmann's summary history of the N. Jersey Chapter, Dec. 3, 1997) Also, photos of car No. 3511 @ Market St. Car House, Paterson; Edgewater Ferry Terminal; and W. NY Carhouse. (The Marker Lamp, No. 231, Sept. 1975) (NJERHS Destinations, Vol. 13, No. 1 and No. 2, Pg. 7, Oct. 1998 and Destinations No. 24, Vol. 12, No. 2, Dec. 1997) (Headlights, Feb. 1968) (Track Maps of all Lines of the Public Service Railway of NJ by H.E. Johnston and A.J. Lewan 1986)

(Apr. 27 to Sept. 21 – Wednesdays) Bargain Fare Days – Only \$1.25 – to Philadelphia from Atlantic City, Wildwood, Ocean City, Cape May, Sea Isle City, etc. Pennsylvania-Reading Seashore Lines. (Black River RR Historic Trust Museum @ Ringoes)

() The Railroad Enthusiasts, Railway & Locomotive Historical Society, and Railroad Magazine sponsored an advertised trip over the B&O from Jersey City, Elizabeth, and Plainfield to Harper's Ferry, VA. A stop was scheduled at Brunswick, MD for inspection of the yard and engines there. The locomotive GEORGE H. EMERSON was expected to pull the train on the same day round trip. Fare was to be \$4.50...

(May 15) A Railroad Inspection Tour of the Month, a triangular trip was sponsored by the Railroad Enthusiasts, Inc., Railway and Locomotive Historical Society and Railroad Magazine was operated from Weehawken, NJ to Middletown and Norwich, NY and return. This was the First Inspection Trip Ever Run Over the NY, Ontario & Western Railway in cooperation with the Delaware, Lackawanna and Western RR. A variety of steam and Camelback locomotives were on display at both Middletown and Norwich for the well-dressed fans. Trip used streamlined 4-6-2 No. 1123 and No. 1154; 4-8-2 No. 409; plus 4-6-0 No. 251 and a 2-6-0. The round-trip fare for the 460 mile trip was \$5.00. (Railfanning the Northeast 1934-1954, Richard T. Loane) (Steam on the Anthracite Roads) (Middletown, NY Times Herald, May 16, 1938) (The Ontario & Western Observer, Vol. XXII, Nos. 4-6, April-June 1987) (Trip flyer, souvenir ticket, and story "The Old Woman Trip" by Jack W. Farrell, all in Walter Kierzkowski collection)

(May 15) NYO&W 4-8-2 No. 405 in its new Otto Kuhler designed "Speedliner" dress powered an excursion run from Weehawken to Summitville+ for the benefit of the "Railroad Historical Society of New York". (NYO&W Ry Thoroughbreds and Quarter Horses by M.H. Houck)

(May 28) The No. Jersey Chapter, NRHS chartered a special one car train for a special tour of the Raritan River Railroad. (Ticket in Bill McKelvey collection)

() The NY, Ontario & Western Ry published their 1938 Vacation Guide. (The Ontario & Western Historical Society 25th Anniversary Calendar 1988)

(Every Wednesday & Saturday) A Special \$1.25 Round Trip Fare was offered by the New Jersey Central from stations between Barnegat and Eatontown to New York or Newark between Memorial day and Sept. 24th. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(June 12) The first "Railroad Inspection Tour of the Month" "Farewell to the Wilkes Barre & Eastern" excursion departed the Erie Jersey City Terminal behind Erie J-2 decapod No. 2472 (the trip flyer showed Erie 2-8-4 No. 3360) hauling a baggage car, two diners and 9 coaches for the more than 400 passengers. The Sunday trip was sponsored by the NY Division of the Railroad Enthusiasts, the Railway and locomotive Historical Society, the North Jersey Model Engineers Railroad Club and Railroad Magazine. An Edward S. Miller photo at Avoca Yard shows Erie 2-10-4 No. 2428 at the head of the excursion train ready to depart on the eastbound leg via the Erie's Wyoming Division. The train had reached Avoca via the Wilkes Barre and Eastern and the Susquehanna Connecting Railroad. Photo stops were made at Stroudsburg; Avoca; Hawley; and for 5 minutes at Port Jervis. The 350-mile round trip cost was \$3.00. A special luncheon was offered for 75cents and the Special Dinner was \$1.00. The WB&E was abandoned in 1939. (2020 Railway Calendar, Lackawanna & Wyoming Valley Ry Historical Society) (Midlander Trainsheet, Vol. 2, No. 4, Autumn 1996) (Trip Flyer – Bill McKelvey collection)

(June 12) A Fantrip on NYS&W using their new diesel railcar to Stroudsburg & Hanford & return via WB&E to Avoca and Wyoming Division of the Erie. (Railfanning the Northeast 1934-1954, Richard T. Loane) (The Midlander Trainsheet, Winter 1997, Vol. 3, No. 1)

(June 19) The National Railway Historical Society, North Jersey Chapter and the Central RR of NJ operated an "Out-of-the-way Places in NJ" excursion from its Jersey City terminal to Easton, PA, then on the L&HR Ry bridge to the PRR Belvidere Delaware Division in Phillipsburg. The Bel-Del north to the L&HR Ry and the L&HR to Andover Jct, then the DL&W to Lake Jct. (near Wharton, NJ) then over the Wharton & Northern RR to Green Pond Jct. and return to Lake Jct., then the CNJ High Bridge Branch to the Main Line at High Bridge, then the main line to Jersey City. This trip utilized CNJ 4-6-2 No. 812, Blue Comet coaches, a diner, a gondola and an observation lounge car. The fare was only \$2.50 round trip! [Ry Age magazine June 11th, 1938 p. 981] [CNJ Journal No. 58, December 2013] (Frank T. Reilly / Bill McKelvey / Richard T. Loane) (Railfanning the Northeast 1934-1954, Richard T. Loane) (John Brinckmann's summary history of the N. Jersey Chapter, Dec. 3, 1997)

(Did Not Run) North Jersey Chapter, National Railway Historical Society (NRHS) announced an "Extraordinary Excursion" over the Central RR of NJ from Jersey City Terminal to Bridgeton, Bivalve, Lakehurst, Tuckerton (former Tuckerton RR) and the Raritan River RR to New Brunswick and return. *Blue Comet* equipment, including diner was to be used and a sightseeing

gondola was to be attached to the train. Fare was to be about \$2.50... The C RR of NJ was to handle all the reservations! The trip, was apparently too good to be true, as it was rescheduled to the spring of the following year with several changes.

(June 24) The NY, Ontario and Western RR introduced its new Weehawken to Roscoe "Mountaineer" train. The train featured passenger cars "reconditioned in every way within our (the O&W's) means" both inside and out - red floors and cream ceilings, seat arm-rests trimmed with black and monogramed linen covers on the green plush seats - the parlor cars had cushioned chairs of maple, early American reproduction, and metal fixtures were plated with chromium. The first train departed Weehawken at 11:47 am, pulled by the O&W's Y class 4-8-2 Mountain locomotive No. 405, in new stream-styled motif by noted industrial designer, Otto Kuhler. (Middletown, NY Times Herald, May 25 & 28, 1938) (The Ontario & Western Observer, Vol. XXII, Nos. 4-6, April-June 1987) (The Ontario & Western Historical Society 25th Anniversary Calendar 1988)

(July) A Railroad Enthusiasts-sponsored excursion was operated from Weehawken up the NY Central Stony Clove and Catskill Mountain Branch to Kaaterskill. (Central Headlight -NYCSHS- Vol. XXXIX, No. 3, 2Q 2009)

(July 10) DL&W excursion to the Delaware Watergap and Stroudsburg with 4-6-2 No. 1140. (Railfanning the Northeast 1934-1954, Richard T. Loane)

(July 16) The second annual fishing trip of the Public Service Newark Bus Shop Social Club was held aboard the CHAPPIE out of Brielle. Fifty attended. (Public Service News)

(July 28) The Public Service Electric Generation Department arranged a Stag Boat Ride and Outing on the steamer CITY OF KEANSBURG from the Essex Generating Station dock to Playland, Rye Beach, NY and return. The vessel was the 231' long flagship of the Keansburg Steamboat Co. (Public Service News, July 15, 1938)

(July 31) The annual Asbury Park outing of the Donohoe League from Bayonne broke all records on their tenth excursion. Over 20,000 people were carried in 21 sections of 12 cars each. Six of the trainsets headed back to Bayonne for a second load. The extras had to be scheduled around 86 regular trains. (The Trail of The Blue Comet, by Baer, Coxey & Schopp)

(August 5) The passing of the old Hudson River Trolley Line because of the substitution of buses was attended by an unusual celebration - like a funeral as well as the happiness associated with a birth. The last car to be run on the rails of the line left Broadway Terminal, Paterson at 10:15 a.m. It was filled with officials from counties and municipalities through which the line ran, newspaper and camera men and Public Service officials. It was preceded by a bus in which was a band of eighteen pieces. Following the trolley were other buses to be assigned to the line which carried those of the guests who joined the party at points in Bergen County. All vehicles were decorated appropriately with banners and slogans and along the route in Paterson

particularly, thousands of persons saluted the parade and many cameras clicked from street and doorstep. At Edgewater the celebrants were transferred to three of the new buses, which transported the party to the Swiss Chalet, where luncheon was served. (Public Service News, August 15, 1938)

(Aug. 4) The last car was operated on the Hudson River Line from Edgewater Terminal to Paterson. It carried a car-length banner proclaiming "Farewell Hudson River Trolleys" and announced the replacement buses on August 5th. (Headlights, Feb. 1968)

(Aug. 14) The PRR sponsored two "Off the Beaten Track" train trips on the same day from their Broad St., Philadelphia station, over the Pocono Mountains to Avoca/Scranton and return. The first train traveled to Trenton; up the Bel Del through Phillipsburg and Manunka Chunk; the DL&W through the Delaware Water Gap and their route to Scranton/Avoca; return was via the Wilkes-Barre & Eastern and Susquehanna to Jersey City and then via the PRR for the return to Philadelphia. The second train took the reverse journey from Trenton, going to Jersey City first. The two trains met and passed at Ash Gap, west of Pocono Summit and exchanged locomotives. The fare for the 400-mile figure 8 trips, which departed Philadelphia at about 6:30 AM, was \$4. (Midlander Train Sheet, Vol. 2, No. 4, Autumn 1996 w/trip flyer and map)

(Sept. 10) North Jersey NRHS Special trolley No. 2435 "SUMMIT" was photographed @ West Shore Ferry and PRW between Paterson Plank Road & NY Ave., Jersey City. (The Marker Lamp, No. 230, June. 1975)

(Sept. 11) The PRR operated an Off the Beaten Track excursion from Philadelphia to Pier D, Exchange Place, Jersey City with a cruise aboard the Hudson River Dayliner PETER STUYVESANT around Staten Island, up the East River, and up the Hudson River beyond Spuyten Duyvil. (Ry Age-Christopher T. Baer)

(Sept. 18) The RR Enthusiasts, the Railway & Locomotive Historical Society, and Railroad Magazine sponsored a trip to Harper's Ferry, West Virginia over the Baltimore & Ohio RR. The train departed the CRR of NJ Jersey City Terminal and ran via Baltimore, Relay and Point of Rocks to Harper's Ferry and on to Brunswick, MD for inspection of the yard and engines there. Lunch was 85 cents and dinner \$1. The train was air-conditioned and the locomotive was expected to be the *George H. Emerson*. Round trip fare for the 500 miles was only \$4.50.

(Oct. 1, Saturday) The NY Chapter of the Railway & Locomotive Historical Society arranged a novel trip around Staten Island on a tugboat of the Jersey Central RR. The trip departed NYC Pier 10, Cedar Street at 2pm and passed the marine terminal facilities of the LV, JC, B&O, and Port Reading as well as going under the Bayonne, Goethals, Outerbridge and B&O bridges, arriving back at NYC at 7pm. The fair of \$1.75 included a continuous buffet lunch-all you can eat. Rogers E.M. Whitaker handled the reservations.

(Oct. 2, Sunday) The North Jersey Chapter, NRHS, sponsored an excursion over the Jersey Central from NYC to Bridgeton, NJ, then over the old Maurice River RR to Bivalve, back to Lakehurst, where a side trip will be taken over the Barnegat line, including the NJ Southern (formerly the Tuckerton RR) to Tuckerton. There will also be a side trip over the Raritan River RR from South Amboy to New Brunswick and return. Blue Comet equipment, including diner, will be used, and a sightseeing gondola will be attached to train. Fare will be about \$2.50. Did this most ambitious trip actually operate?

(Oct. 2, Sunday) The first chartered trip of any Streamlined Train was operated from Reading to Jersey City (CNJ Terminal) by the Reading's new Crusader train. The trip was sponsored by the Reading Chapter of the NRHS. Round trip fare was \$5.50. (Copy of advertising flyer – Bill McKelvey collection)

(Oct. 16) A Lackawanna Rail-Camera Safari was operated from Hoboken via Summit & Dover to Phillipsburg, the CNJ to Mauch Chunk, Ashley Planes (photo stop) & Taylor and back to the DL&W to Scranton Shops (photo stop), Pocono Summit, Delaware Water Gap, Summit & Hoboken. A near identical flyer was produced by the RR Enthusiasts/Ry & Locomotive Historical Society with Rogers E. M. Whittaker (pen name E.M. Frimbo) handling the reservations. Fare for the 350-mile round trip was \$3.50. [Bill McKelvey - trip promotion flyer] (Railfanning the Northeast 1934-1954, Richard T. Loane)

() Railroad Enthusiasts advertised a three day railfan journey via the B&O from Jersey City, Elizabeth, and Plainfield to N&W's great shops at Roanoke, VA with stops at Silver Spring and Luray Caverns. Round trip fare from NY was \$13.60, with air-conditioned hotel \$2 per night and breakfast 50 cents.

() A Railroad Enthusiasts excursion from Jersey City, powered by Lehigh Valley 2-8-2, visited the Lehigh & New England Pen Argyl shops and roundhouse. (exact date unknown)

(Nov. 20) The Lehigh Valley Railroad promoted their Cornell Thanksgiving Recess Special Low Round Trip Fares of \$7.50 in coaches; \$10.80 in upper berth; and \$12.00 in lower berth. They touted their "New Red Train to New York" to enjoy modern de luxe air conditioned coach travel. (Ted Gleichman collection)

(Nov. 21) The Lehigh Valley Railroad announced "New Train Service between New York – Newark and Easton, Bethlehem, Allentown, Mauch Chunk on trains No. 25 and 26 with club-dining car and coach service in both directions. (Ted Gleichman collection)

(Dec. 4) The Final Farewell Excursion over the WB&E RR from Jersey City to Stroudsburg, PA using Erie RR locomotives 2492 & 2499 and coaches. Advertised as "RR" Inspection Tour of the Month under the auspices of the R&LHS; RR Enthusiasts and Model Engineers RR Club of North Jersey LAST CALL Farewell Inspection Tour over the Wilkes-Barre & Eastern RR." 350 Miles - \$3.00 Round Trip. This will be the last passenger train over the WB&E as the line will

be abandoned and torn up this winter. The return trip was powered by 2 Erie RR 4-6-0 G-15 steam locos, headed by No. 961. The trip was excessively delayed and did not return to Jersey City until close to midnight. (Railfanning the Northeast 1934-1954, Richard T. Loane) (The Midlander Trainsheet, Vol. 2, No. 4, Autumn 1996 w/ trip flyer, and Winter 1997, Vol. 3, No. 1) (Susquehanna Reflector, Vol. 5, No. 2) (The Erie Railroad Story)

1939

(Feb. 5) A NY Railroad Enthusiasts inspection trip on the NYO&W RR was organized by Bob Collins to Cadosia, NY and return. An observation parlor car was attached to the regular train for their group.

(Feb. 12 & 22) The Erie RR offered excursions on a special train to the NY State Ski Jumping Championship and Tournament at Norsemen Hill, Salisbury Mills, NY under the auspices of the Norsemen Ski Club of NY for a \$1.00 round trip fare. The train was parked near Norsemen Hill for the convenience of those who desired to return to it during the day. A Erie Dining Car served meals and refreshments at moderate cost. (Erie Memories by Edward J. Crist)

(March 19) The North Jersey Chapter, NRHS sponsored an excursion on Wilkes-Barre Rys. (NRHS Bulletin, Third Quarter, 1959)

(Date?) Railroad Enthusiasts advertised a three-day railfan journey via the Baltimore & Ohio from Jersey City, Elizabeth, and Plainfield to N&W's great shops at Roanoke, VA with stops at Silver Spring and Luray Caverns. Round trip fare from NY was \$13.60, with air-conditioned hotel \$2 per night and breakfast 50 cents.

() The Baltimore & Ohio Railroad No. 25, WILLIAM MASON a 4-4-0 was photographed at Jersey City, on its own wheels, enroute to the World's Fair. (Railroadians of America 1985 Calendar)

(April 6) DL&W 4-4-0 Camelback locomotive No. 952 was overhauled at their Kingsland, NJ shops and departed under steam to operate on her own via car float to the 1939-40 NY World's Fair for display. Railway & Locomotive Historical Society members had volunteered to cosmetically prep the locomotive for the upcoming event. This was the first railfan group restoration of a locomotive in the country. The Lackawanna offered No. 952 to the R&LHS and they accepted it. A special plaque was attached under the cab that read: "Presented by the Delaware Lackawanna and Western Railroad to the Railway and Locomotive Historical Society - 1938". The No. 952 was joined at the fair by one of the DL&W's beautiful Hudsons, No. 1151. Today, No. 952 sits at the Museum of Transportation in Kirkwood, MO, a thousand miles away from her operating territory, in spite of many years of litigation attempting to get her returned to her original Lackawanna operating territory. (Flags, Statues, and Diamonds, Vol. 20, No. 3) (NJ Transport Heritage, Vol. 10, No. 2)

(April 16) North Jersey Chapter, NRHS, arranged an "Excursion" over the Central RR of NJ from Jersey City to Bridgeton (including a stop at the round house), Bivalve, Lakehurst, and Tuckerton (former Tuckerton RR) hauled by their two old 4-4-0 steam locomotives from Barnegat to Tuckerton. *Blue Comet* equipment, including diner (serving 85 cent lunch and \$1 dinner) was used. (Per Howard E. Johnston notes, relayed by John Brinckmann the consist of the train was CNJ 1177 – BRORSEN, 1172 - WESTPHAL, 1197 – Smoker, 83 - Diner, 1173 – D'ARREST, 1171 – HOLMES, 1169 - observation -TEMPEL, pulled by CNJ L6as camelback No. 758. Fare for the 380-mile trip was \$4.00. Rogers E. M. Whittaker handled the ticket sales. (Bill McKelvey collection – trip flyer) (WJC Crew Caller, Nov. 1989) (West Jersey Rails Quarterly, Summer 2000) (The Tuckerton Railroad by John Brinckmann, pg 150)

(April 30) The original JOHN BULL locomotive was displayed at the NY World's Fair for the first year only. (Wikipedia)

(April 30) The Erie Railroad produced a promotional film "Come to the Fair" to promote travel, on their railroad to the 1939 World's Fair. They touted the ride on their ferry from Jersey City to NYC and the multiple attractions of NYC plus travel on the NY Subway for only 5 cents.

(Spring) The Ringling Brothers and Barnum & Bailey Combined Circus train made stops in Trenton and Newark on its coast to coast tour by railroad. The circus train traveled 17,117 miles and made 383 performances in 124 cities in 27 states and 6 Canadian Provinces over 39 railroad systems. (Circus Trains by C. P. Fox)

(May 21) The Railroad Enthusiasts and Railroad Magazine operated a "RR Trip of the Month / Off-the-Beaten-Track" excursion from Washington Street Terminal of the Lehigh Valley RR in Jersey City (adjacent to the CNJ Terminal) via Oak Island Yards and Phillipsburg with a stop at the LV Easton Station. The Easton & Northern branch was traversed to Stockertown; the L&NE RR Nazareth Branch to Pen Argyl where a two-hour stop was made to inspect locomotives on display, then on to Tamaqua. From there a Reading Branch was used to Quakake to return via the LV RR to Phillipsburg and Jersey City. LV RR 2-8-2 #406 was used from Easton to Quakake. (Trip flyer & schedule – Bill McKelvey collection) (Railroad Magazine, June)

(June) North Jersey Chapter, NRHS chartered Centrl Line car No. 326? for a fantrip which was photographed at Erie Loop, West Orange with Howard Johnston prominently in the view.

(June 10) A special Royal Train of Canadian National and Canadian Pacific coaches arrived at Red Bank, NJ station. It delivered King George VI and Queen Elizabeth of England and they were welcomed by Gov. Moore of NJ, Col. Mark O. Kimberling of the NJ State Police and others. The arriving party also included Sir Ronald Lindsay, British Ambassador to the US; W> L. MacKenzie King, Prime Minister of Canada; and others. (The Unique NY & Long Branch, by Don Wood, Joel Rosenbaum and Tom Gallo)

() Four Famous Lackawanna Railroad trains to New York's World's Fair: The New Yorker; New York Mail; Pocono Express; Lackawanna Limited. (DL&W RR advertisement)

(June 18) North Jersey Chapter, NRHS special car No. 3204 was photographed at Erie Loop, Orange with "Central" sign. (The Marker Lamp, No. 230, June 1975 and No. 231, Sept. 1975)

() The speedboat "HoBo" advertised sightseeing trips around Lake Hopatcong. [Lake Hopatcong Historical Museum]

(July 9) The newly organized Railroadians of America operated their first Railfan Inspection Trip, the first using a 4-4-0 in the NY area. Lackawanna locomotive #970 hauled the six - car train, including the first gondola to be used on such a train in the NY area. From Hoboken they traveled to Morristown; then via the Morristown & Erie RR (pulled by their locomotive No. 9) to Essex Fells & return (the first railfan trip to do so); next to Port Morris, then Andover Jct.; the L&HR RR to Warwick, NY and south to Phillipsburg/Easton where the train was backed over the CNJ bridge to Phillipsburg; the return to Hoboken was via Washington, Wharton, & Madison. Robert F. Collins handled the reservations (at \$3.75 each & limited to 150 passengers) and a special 85¢ lunch was available in the air-conditioned diner or a dinner of Lamb Chops or Lackawanna Special Steak was \$1. [Bill McKelvey] [Taber, Thomas T. and T. T. T., III, The DL&W RR in the 20th Century Part Two] [Railroad Magazine] [Taber, Thomas T. III, The Morristown and Erie Railroad] [Garbely, Rudy, Morristown & Erie, Vol. #1] [Railroadians Train Sheet, Spring and Summer 1975] [Railfanning the Northeast 1934-1954, Richard T. Loane] (Charles Leemans)

(July 31) Walter Kidde, Trustee of the bankrupt NYS&W RR launched a new service in classic railroad baron style with a VIP inaugural event. Buses, leased from Public Service, but painted in the traditional maroon & grey Susquehanna colors whisked railroad passengers from North Bergen through the new Lincoln Tunnel to midtown Manhattan. A portion of the train was a plush Pullman parlor car for the VIP guests. (Frank T. Reilly) (NJ Transport Heritage, Vol. 26, No. 2, June 2017)

(Aug. 1) The NY Susquehanna & W RR established Susquehanna Transfer in North Bergen adjacent to the ramp leading to the Lincoln Tunnel. Public Service buses, under contract with the NYS&W (and painted in the NYS&W maroon and grey colors) met the trains at the transfer and whisked passengers through the tunnel and deposited them in Times Square ½ an hour faster than continuing on the train to the Erie Jersey City Terminal; ferry ride; and subway to midtown Manhattan. (RailPace, Sept. 1984)

(Aug. 5) The NY Division of the Railroad Enthusiasts sponsored a special train for fan trips over Erie's branch lines departing from the Erie Jersey City Terminal. The train operated over the Erie Newark Branch to Paterson; the main line to Suffern; Piermont Branch to Sparkill, and return via the Northern RR of NJ. (Railroad Magazine)

(Aug. 14) NOTE: Duplicate of Aug. 14, 1938 ????. The Pennsylvania RR sponsored a two train "Off the Beaten Track" trip from their Broad St., Philadelphia station, over the Pocono Mountains to Avoca / Scranton and return. The first train traveled to Trenton; up the Bel Del through Phillipsburg and Manunka Chunk; the DL&W through the Delaware Water Gap and their route to Scranton / Avoca; return was via the Wilkes-Barre & Eastern and Susquehanna to Jersey City and then via the P RR for the return to Philadelphia. The second train took the reverse journey from Trenton, going to Jersey City first. The two trains met and passed at Ash Gap, west of Pocono Summit. The fare for the 400-mile figure 8 trips, which departed Philadelphia at about 6:30 AM, was \$4.

(Sept. 2) The Railroad Enthusiasts sponsored a three-day trip to N&W's great shops at Roanoke, VA where both N&W and Virginian steam and electric locomotives were on display. The air-conditioned B&O train departed the CNJ Jersey City Terminal on Saturday and traveled to Shenandoah Junction and thence the N&W to Roanoke. They departed Roanoke Monday morning with a stop at Luray Caverns and a Jersey City arrival about 9:30 pm. Round trip fare was \$13.60. Two nights in the air-conditioned Hotel Roanoke cost an additional \$2 per person. (Railroad Magazine)

(Sept. 24) The NY Division Railroad Enthusiasts sponsored a "Gala Early Autumn Railroad Hobby and Scenic Trip from Weehawken through the wondrous Peak Country of the Catskill Mountains and the "West Shore" of the Hudson River Valley for only \$4 round trip. The excursion covered the NYO&W from Weehawken to Sidney; the D&H RR from Sidney to Oneonta; from Oneonta to Kingston via the Catskill Mountain Branch of the West Shore RR and from Kingston to Weehawken on the West Shore RR (NYC). (Central Headlight -NYCSHS- Vol. XXXIX, No. 3, 2Q 2009) (Trip flyer – Charles Leemans collections)

(Oct. 1) Forty members and guests (of the R&LHS NY Chapter?) went on the club's Annual Fall Inspection Trip to the Nation's Capital. They rode on the B&O's Royal Blue.

(Oct. 15) With the cooperation of the Railroad Enthusiasts and the North Jersey Chapter of the NRHS, the Lackawanna Railroad operated a rail camera special train over an interesting, 300-mile route through northern NJ and southern NY to Binghamton. The Special departed Hoboken and followed the DL&W to Bath Jct., L&NE to Hainsburg Jct., NYS&W to Swartswood Jct., L&NE to Pine Island, Erie to Campbell Hall, NYNH&H to Maybrook, L&HR to Andover JC, and DL&W back to Hoboken. It was headed up by DL&W No. 1504, and a photo stop was made on the Paulins Kill viaduct. An observation gondola was attached to the rear of the train and there was a "recreation" car equipped to furnish sandwiches, coffee, milk, etc., at reasonable prices. [Railroad Magazine] (Vintage Rails, No. 4, Summer 1996)

(Oct. 15) A PRR "Off the Beaten Track" excursion was operated from Philadelphia to Trenton - Phillipsburg - Wilkes-Barre and return via the Schuylkill Branch. From Phillipsburg to Wilkes-Barre the 12-car special was hauled by a LV RR T-3 4-8-4 "Wyoming" locomotive.

(Fall) Winter Sports in the Poconos – only three hours from New York on the Lackawanna. Pocono Snow Trains and List of Winter Hotels. (Frank T. Reilly)

(Oct. 29) The Pennsylvania RR operated an "Off the Beaten Track" vivid autumn scenic trip via the NYC West Shore RR and the NY Ontario & Western RR to Cornwall, Middletown, Summitville and Kingston, NY and return via the West Shore RR. Attractions were listed as: the Hudson River, Bear Mountain, Storm King Mt., West Point, Orange County, Shawngunk Mts., and Sleepy Hollow Country. Fare for the 400-mile trip was \$4.00. (Trip flyer, Bill McKelvey collection)

(Nov. 12) The North Jersey Chapter of the NRHS ran a trip over the Lehigh Valley Transit Company's Liberty Bell Route from Philadelphia to Allentown, PA and return. The car to Allentown was the old type steel frame, wood interurban car and the return was on the new high-speed former C&LE cars recently purchased and reconditioned. They were capable of speeds in excess of 80 mph. Stops were made for the camera fans and two car barns were visited to take pictures. The round-trip fare was \$1.50.

(Dec.) An effective/economical system for the transportation of milk in tank containers that can readily be transferred between highway trucks and rail freight cars was operated on the NY, Ontario & Western. Milk was hauled from a creamery near Sherbourne Four Corners, NY to the rail station of the NYO&W. From Sherbourne Four Corners, the containers were handled by rail to the joint milk terminal of the NYO&W and the West Shore at Weehawken, NJ, 235 miles, and there transferred back to highway trucks for the 3.5-mile haul to the Honnekers Dairy processing plant at North Bergen, NJ. Other railroads and dairies also employed this system. (Railway Age, Dec. 23, 1939) (Ontario & Western Observer, Sept. 1979)

1940

(February) During February the Lackawanna Railroad operated weekend Snow Trains from NY (Hoboken) to Norwich, NY. Round trip rail fare was \$5 and overnight accommodations were \$1.50. [King, Sheldon S., The Route of Phoebe Snow]

(Early in year) Freshly delivered NYS&W American Car & Foundry-built Motorailer No. 1001 was surrounded by dignitaries and the press before one of its inaugural runs at North Bergen. The station stop became Susquehanna Transfer, near Rt. 3 as a means to commute to and from NYC via bus connections versus the longer route via train to Jersey City and the ferry across the Hudson. The chartered buses were lettered and painted in Susquehanna name & colors. (NY, Susquehanna & W. RR in New Jersey by Kaminski)

(April 7, Sunday) A Jersey Central / Reading excursion with three Jersey Central Blue Comet and three Reading coaches, powered by Reading G-2sa Pacific No. 175, departed the CNJ Broad Street, Newark Terminal for the 126-mile trip to Reading, PA. The first stop was the Reading station where lunch could be purchased. Next they were taken to the Reading shop complex where they could freely visit all areas, and finally they visited the engine terminal and round house where many locomotives could be photographed. (Story by Raymond G. Neveil in NJ Transport Heritage, Vol. 12, No. 3, June, 2003)

(Apr. 15) On April 7th???, 17 year old "Friends" member Raymond Neveil departed the CNJ Broad Street Station, Newark on an excursion, with about 400 others, to tour the Reading Co. shops at Reading, PA. The train of three CNJ Blue Comet coaches and three Reading coaches was powered by Reading G2sa Pacific #175, built by Baldwin in 1926. The 126-mile trip via Phillipsburg took about 2 1/2 hours. Several steamers were posed at Reading for photographs, including an E4a 0-8-0 camelback built in 1892. (NJ Transport Heritage, Vol. 12, No. 3, June 2003)

(Apr. 28) The PRR introduced their Grand Circle Tours / 2 fairs for 1 fare— from any station on the PRR to one coast (New York – World’s Fair of 1940), or to the other (San Francisco – Golden Gate International Exposition) and back home again... Go one way... return another... travel as many as 8,000 miles at the sensational bargain fare of \$90 in coaches. (The High Line, Vol. 11, Nos. 1 & 2)

(May) “Erie Bus Service to Times Square – Passengers from Erie through trains are now delivered at Times Square in the heart of New York as a result of a new time-saving arrangement put into effect last month (May). They will leave the train at Rutherford, NJ, board waiting train-side motor coaches which will take them via the Lincoln Tunnel directly to the Erie’s new Midtown Terminal at 260 West 42nd street. Returning passengers may leave from the same Times Square Terminal. The new motor coach connection is a permanent feature of Erie service. Considerable time will be saved over the route via Jersey City and ferry and there is only a small charge for the motor-coach route. Hand baggage, of course, is carried free of charge. The new Times Square Terminal is in addition to the present Erie New York Terminals. The new time-saving service is expected to prove a welcome convenience for the increased traffic expected from the World’s Fair. It is planned to make the service available to travelers to Delaware resort territory this summer.” The buses were leased from Public Service Coordinated Transport. (Harold Geissenheimer) (Erie RR Magazine, June, 1940 via Dennis Yachechak and Noah Caplin) (Jack May) (Walter Zulig)

(May 12) The NY Division of the Railroad Enthusiasts organized “A most attractive Railroad Hobby, Camera and Apple Blossom Scenic Trip” from Weehawken to Historic Old Kingston (NY) via the NYC West Shore RR to Cornwall; the NY Ontario & Western Ry. to Campbell Hall; West Shore RR to Kingston; NYO&W to Port Jervis, Middletown & Cornwall; and West Shore back to Weehawken. Mogul Camelback No. 281 pulled the nine-car special through

Huguenot, NY. Round trip fare was \$3.25. (Walter Kierzkowski) (The NYO&W'S Port Jervis & Monticello Branches, Part I w/trip flyer) (Steam on the Anthracite Roads) (Railroad magazine, June 1940) (NYO&W in Color by Paul Libliner)

(May 25) The NY Chapter of the Railroad Enthusiasts sponsored a successful fan trip over the NYO&W RR and Lehigh Valley RR for about 235 railfans. The excursion departed the LV RR (actually the Jersey Central Jersey City Terminal) with LV coaches drawn by LV K-3-B, 4-6-2 No. 2021 with veteran engineer, C. J. Hunter at the throttle. At Easton, PA, two diners were added and at Wilkes-Barre the railfans boarded the famous Laurel Line for Scranton. At Scranton, waiting buses took them to the special train of the O&W pulled by O&W streamlined locomotive No. 405. A fast run was made over the Scranton Division to Cadosia for a brief stop to photograph several units of O&W motive power. From there they had a scenic ride through Delaware, Sullivan and Orange Counties to Middletown, NY for a "lunch" stop. Departing Middletown about 8 o'clock, the train sped back to Weehawken, NJ. The trip chairman was Ed Hansen. (Ontario & Western Observer, June, 1980)

(June 8) The National Outboard Racing Commission awarded Fred Jacoby, Jr. a certificate for the performance of his Jacoby Flyaway boat. On June 8, 1940 he operated his boat, establishing a World's Outboard (Speed) Record of 56 (55.994) mph for one mile in Class B, Division 2, on the Delaware & Raritan Canal at Port Mercer, NJ. His Jacoby Flyaway was a favorite racing boat built at his North Bergen, NJ Fred Jacoby Boatworks. (Original certificate is in the Lake Hopatcong Historical Society / Museum)

(June 23) The Railroadians of America sponsored an excursion over the NYS&W RR which departed the Erie Jersey City Terminal aboard Erie motorcar No. 5011. They transferred to NYS&W motorcar No. 1001 after it underwent some minor repairs at Little Ferry. The excursion continued to Stroudsburg, PA and on the return trip the 1001 traversed the Hanford Branch. Mechanical problems continued at various times during the trip and finally at North Horthorne the passengers were transferred again, this time to a regular steam-powered train to complete the trip. The fare was \$4.50. (The Midlander Trainsheet, Vol. 6, No. 2; Vol. 8, No. 3) (Railroad Magazine)

(June 23) The NY Division, Railroad Enthusiasts and Railroad Magazine sponsored a trip on the Lehigh Valley from the Lehigh Valley Terminal at Communipaw to Wilkes-Barre and Sayre, where the principal repair shops of the Lehigh Valley RR are located and a variety of motive power was available for inspection and photography. (RRE notice) (Railroad Magazine)

(July 3) The first new Atlantic City Brilliner – No. 6902, was delivered to the Atlantic City and Shore RR. On that date your editor was exactly one year old! (Jeff Marinoff photos)

(July 5) Ad in NY Daily News: Steamer Mayflower Daily to Bridgeport (CT) and Pleasure Beach departed from D. L. & W. wharf, Hoboken and Battery (So. Ferry). (Last of the Steamboats: The Saga of the Wilson Line)

Commented [P1]:

(July 5) The Meseck Line advertised daily sailings to Playland – Rye with dancing, Cafeteria, and Cocktail Lounge from Exchange Place, Jersey City and Battery Park, NYC. Round trip fares were \$1.00 for Adults and 50 cents for Children, but those fares were half price every Friday. Meseck also offered Showboat Sail every afternoon and evening from Exchange Place and Battery Park for \$1.00. In addition, Meseck also operated daily sails to Bridgeport, CT on the S.S. Wauketa from Exchange Place and Battery Park: One way: Adults 75 cents and 45 cents for children. Meseck also offered daily round trips to New Haven, CT via the S. S. Richard Peck from the same departure points. (Last of the Steamboats: The Saga of the Wilson Line)

(July 5) Steamboats departed the Battery on this Friday to Keansburg Beach, NJ. Round trip fares were Adults: 75 cents and Children: 40 cents. The same operator offered Midnight Sails Nitely with Freddy Sleckman (in person) and his Swing Orchestra. (Last of the Steamboats: The Saga of the Wilson Line)

(July 6) The Wilson Line advertised: Cruise to Rockaway Beach on the Modern River Steamer S. S. "State of Delaware" departing Yonkers, Morris Street, Jersey City, and Pier 1, Battery, N. Y. Children 25 cents and Adults 50 cents. (Last of the Steamboats: The Saga of the Wilson Line)

(July 7) The Pennsylvania RR advertised "Bargain Excursions" to Philadelphia (\$2.25 round trip) and Asbury Park (\$1.25 round trip) from NYC and Newark. (Last of the Steamboats: The Saga of the Wilson Line)

(July 13) The new Susquehanna streamlined ACF motor cars were photographed at Paterson on display to the public. (Marker Lamp, May/June 1991) (Block Line, Vol. 15, No. 7)

(July 19) A crowd, including city officials, Mayor Thomas D. Taggart, police and Miss Atlantic City, viewed the brand new Atlantic City and Shore RR Brilliner No. 6903 at the Inlet. A bottle of Champagne was sacrificed for the occasion. (Jeff Marinoff photos)

(July 21) The Shore Fast Line introduced hostess service on their trolleys between Atlantic City and Ocean City in May. On this date John P. Scharle and his group, probably fellow members of the Lehigh Valley Chapter of the NRHS from the Allentown, PA area, rode car No. 110 from Inlet car barn to Ocean City and return. Might they have taken the trip to experience the new hostesses such as Ann Hackney, which John took a photo of? (We Had a Shore Fast Line by Mervin E. Borgnis)

(Aug. 18) The CNJ's Central Division employees outing for this year was held on August 18th at Nolan's Point, Lake Hopatcong. They traveled there by special train. [Rdg - CNJ employee magazine, Oct. 1940] [CNJ Journal, #66, December 2015]

(Oct. 19-20) CNJ-Rdg-B&O Jersey City, Elizabeth, Plainfield, Philadelphia, Washington, Cumberland, MD for tours of Western Maryland Ry Cumberland roundhouse,; Cumberland & PA RR shops @ Mt. Savage; cost \$5.35. (Frank T. Reilly)

(Oct. 22 and Nov. 24) The Susquehanna RR contracted with the NY, Ontario & Western RR to refurbish and repaint a number of the NYS&W Stillwell coaches at the O&W AV shops at Middletown, NY. Two groups of the reconditioned coaches were returned to the NYS&W in Oct. and Nov. (Ontario & Western Observer, Vol. XXIII, Nos. 7-12, July-Dec., 1988)

(Oct. 26) A group of railfans at the top of the Incline from the DL&W RR Hoboken Terminal photographed PSCT car No. 2806 as it turned north onto Palisade Avenue to continue its trip on the Union City line to the NYC RR West Shore Ferry Terminal. The line originated in 1861 as a horsecar line and ended in 1949. (New Jersey Trolleys In Color)

(Oct. 27) The Pennsylvania RR promoted an "Off the Beaten Track - Vivid Autumn Scenic Trip" from Philadelphia across NJ and up the West Shore RR to Newburgh and then the Erie RR to Port Jervis, Lackawaxen, and back to Jersey City where the PRR was taken back to Philadelphia. Fare for the 425-mile trip was \$4.25. (Trip flyer, Bill McKelvey collection)

(date) The first NYS&W RR company / employee picnic was held at Swartwood Lake, NJ. The special train was pulled by J-2 class steam loco #2451. A wide variety of athletic contests and games were held for children and adults. The picnic trains ended in 1955. (Susquehanna Reflector)

(Thanksgiving) The Lehigh Valley RR advertised their Cornell Thanksgiving Recess special low round trip fares (\$7.50 in coach; \$10.80 in upper berths and \$12 in lower berths) on their "New Red Train to New York", Penn Station, from Ithaca, NY. They offered special sleeping cars for women. (The Handsomest Trains in the World)

(Dec. 1, 15, and 29) The Baltimore & Ohio RR advertised New Low Round-Trip Fares for \$2.50 to New York, Newark, Plainfield, and Elizabeth and Washington for \$2.50 from Chester, PA. (Flyer, McKelvey collection)

1941

(Jan. 5) The NY Ontario & Western Ry promoted Sunday Excursions from NYC beginning on this date for Winter Sports Along NYO&W during January and February for \$2.00 Round Trip. (Promo piece – Walter Kierzkowski collection)

(March 16) A Day of Mountain Railroading to ride the Monticello and Port Jervis Branches of the NYO&W Ry was organized by Jack Farrell (it became known as the "Jack Farrell Special"). The train consisted entirely of parlor cars and an observation parlor car hauled by O & W U-1 class Camelback Ten-Wheeler No. 244. Fare was \$3.50 round trip. (Walter Kierzkowski / Richard T. Loane) (O&W Ry HS 1990 Calendar) (Trip Flyer reproduction – Bill McKelvey collection)

(March 30) North Jersey Chapter, NRHS Special car No. 3207 was photographed with City Subway sign at Franklin Ave. Station and Central Ave. @ Jefferson St., Orange. (The Marker Lamp, No. 230, June 1975)

(April 20) A railfan trip was organized by the Railroadians of America to Norwich, NY on the NYO&W RR. Photo of railfans milling around the mixed train at Norwich, NY and the front of 4-6-0 No. 225, which powered the train, in *NYO&W Ry Thoroughbreds and Quarter Horses* by Houck (Ontario & Western Observer, Sept. 1979)

(April 27) A Fantrip over the Erie was to be sponsored jointly by Railroad Magazine and the NY Division of the Railroad Enthusiasts. The itinerary was to embrace the Erie's main line, Bergen cutoff, and Graham line including the Wyoming and Jefferson divisions in a special train with two dining cars. Stops were planned at Susquehanna and Carbondale on the 411-mile route, including much freight only trackage with a round trip fare of \$3.75. (Railroad Magazine, May, 1941) (NJ Transport Heritage, Vol. 12, No. 3)

(May 9) The NYS&W RR ran an inspection trip with motor car #1001 from Susquehanna Transfer to the Delaware River at Columbia and return to show off their new ACF streamliners and the new "Times-Square Service." Aboard were Trustee Walter Kidde; Executive Officer Henry K. Norton; General Manager A. L. Kline; Chief Engineer F. C. Kronauer and 25 invited guests representing several banks and investment houses. They had lunch on board and also covered the Paterson City and Edgewater branches. Note the trip actually began at the PSCT Times Square Bus Terminal at 9 am and ended there at 5:20 pm, with bus journeys to and from Susquehanna Transfer. (Susquehanna Reflector, Vol. 2, No. 1, May 1990) (The Midlander Trainsheet, Vol. 9 No. 1) (S. David Phraner)

(May 18) The North Jersey Chapter, NRHS operated an excursion on the Hagerstown & Frederick Ry. (NRHS Bulletin, Third Quarter, 1959)

(May 25) The NY Chapter of the Railroad Enthusiasts organized an excursion for about 225 railfans. Their special train departed from the Jersey City terminal of the Lehigh Valley Railroad and two diners were added at Easton, PA. Upon reaching Wilkes-Barre the group boarded the electric cars of the Laurel Line and were whisked to Scranton. At Scranton waiting buses took them to a New York, Ontario & Western special train which was waiting for them on the other side of town. The O&W train made a fast run to Cadosia, and on to Middletown, NY where they stopped for lunch at the depot lunchroom. They departed Middletown about 8pm for Weehawken ferries and trains back to their NY or NJ starting points. (The O&W Observer, July, 1941 and June 1980) (NYO&W in Color by Paul Libliner)

(June 22) The Railroad Enthusiasts and Railroad Magazine sponsored an all-daylight Circular Scenic Tour via the Erie Railroad's Starrucca Viaduct to Susquehanna, PA and returning via the Jefferson & Wyoming Divisions. At Susquehanna the Erie caboose which Admiral Peary used as a deck house on the steamer *Windward* and as sleeping quarters could be seen. It is the only

railroad car which traveled to the Arctic. Between Susquehanna and Carbondale is Ararat, the highest point on the Erie RR at 2007 feet above sea level. The shops and roundhouse of the D & H Railroad were located at Carbondale. From Carbondale the train traveled over the tracks of the D&H RR to Winton Jct. and a connection back to the Erie RR. Along the latter route the mammoth collieries engaged in the mining of Anthracite coal could be seen. Next they travelled over the Erie Jessup Branch to Rock Jct. and the Wyoming Division to Lackawaxen. Mid-way between Dunmore and Lackawaxen is Hawley, at which point they saw an old-type narrow gauge coach used years ago on the gravity railroad operated by the Pennsylvania Coal Co. At Lackawaxen the Erie Main Line was rejoined for the return to Jersey City. The trip was 410 miles for only \$3.75! Edward Hansen of Packanack Lake was the trip chairman. Note: Passengers were advised of current restrictions which prohibited photographing of railroad industrial property. (Richard T. Loane) (Trip flyer, Bill McKelvey collection)

(June 23) A railfan trip was operated to Stroudsburg, PA on the Susquehanna's new rail car, No. 1001. (Richard T. Loane) (The Diamond, Vol. 9, No. 2)

(July 4 – Sept. 14) The Lackawanna RR advertised Summer Excursions to Lake Hopatcong and Netcong (\$1), Hackettstown and Washington, NJ (\$1.40), Delaware Water Gap and Stroudsburg (\$2) every Sunday from July 4th to September 14th. [Railroad Magazine]

(August) The Pennsylvania RR offered one-day excursions, practically every Sunday to Fort Dix for \$1.85. Just a natural curiosity to inspect one of Uncle Sam's training posts is good enough reason to visit – you do not need to have a relative or friend in the Army. Get an inside view of Army life or have a pleasant Sunday away from home. Trains leave NY Penn Station half hourly between 9am and noon, with stops at Newark and Elizabeth. A bus connects Trenton station with the camp.

(August) The Lackawanna RR offered reduced fare excursions from NYC (Hoboken) every Sunday to Sept. 14 plus July 4 to Lake Hopatcong, Netcong, Hackettstown, Washington, Delaware Water Gap and Stroudsburg. (Railroad Magazine)

() The 60th convention of the American Transit Association was held in Atlantic City. A trolley and trolley coach exhibit was set up on Virginia Avenue. Matthew R. Boylan, Vice President of Public Service Coordinated Transport was president of the ATA at the time. (LHRy website / Histories / NJ Transportation Chronology)

(Sept.) The first PCC car in NJ was built by Pullman Standard in Worcester, MA for Baltimore. It was shipped to Atlantic City for display at the American Transit Assn. Convention in September. It was mounted on standard gauge Boston PCC trucks and was placed on the Atlantic City and Shore RR (Shore Fast Line) tracks on Virginia Avenue at the Boardwalk, near Convention Hall. When the convention was over, PCC No. 7092 was placed on the wide gauge Baltimore trucks and the car continued on its journey to Baltimore. (NJ Transport Heritage, Vol. 15, No. 3)

(Sept. 27) The Jersey Central's Jersey City-Atlantic City BLUE COMET train made its last run from Atlantic City, powered by CNJ Pacific No. 831, marking the end of all passenger service on the Southern Division below Lakehurst. (John Brinckmann photo) Of the 173 passengers on the final trip from Atlantic City, 157 were a special party of Railroad Enthusiasts members who received souvenir tickets and menus. (The Railroad Enthusiast, February 1942) All three of the observation cars used on this train survive: No. 1169, TEMPEL, @ Tuckahoe, NJ; No. 1178, *De VICO*, @ in the United RR Historical Society (URHS) collection partially restored @ West Boonton Yard; and No. 1179, *BIELA*, @Clinton Station Diner, I-78 West of Clinton. Several *Blue Comet* coaches also survive. (The Trail of The Blue Comet, by Baer, Coxey & Schopp) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Sept. 27 to Oct. 2) The American Transit Association Sixteenth Annual Convention in Atlantic City featured St. Louis Public Service PCC car No. 1650 (built by St. Louis Car Co.) displayed on Virginia Avenue at the Boardwalk with Baltimore Transit Co. PCC car No. 7092 behind it. (Proceedings of the American Transit Association and its Affiliated Organizations Sixteenth Annual Convention in Atlantic City, NJ, 1941)

(Oct. 26) A PRR "Off the Beaten Track" excursion at Wilkes Barre, PA changed two Mikados for two Pacific locomotives. (Steam on the Anthracite Roads)

(Oct. 26) North Jersey Chapter, NRHS Special Car No. 3281 was photographed on the Oakland Line, Union City Carhouse and @ Greenville Car Yard, Jersey City. (The Marker Lamp, No. 231, Sept. 1975) (W. D. Volkmer PowerPoint show Vol. 1 & 2)

() A trolley enthusiast charter was operated on the 7 CITY SUBWAY and 21 ORANGE (stopping at Erie Loop) lines using car #3206 equipped with a secondary Golden Glow headlight belonging to renowned hobbyist Howard E. Johnston.

1942

(Apr. 28) Construction began on the 1,000 acre Bound Brook Defense Aid Depot. After several name changes it became known as the Belle Mead Army Service Forces Depot (BMASFD) as it was known throughout WW II until it was acquired and owned by the GSA from 1958 to 1991. The BMASFD had 45 miles of railroad track, 5 locomotives, 550 freight cars, 14 giant warehouses and 7 million square feet of indoor and outdoor storage space, plus cranes, heavy trucks, portable bridges, portable buildings, complete manufacturing plants, spare parts, tools, rifles & ordinance, petroleum products, and the largest concentration of cable in the world – 53,000,000 feet of it. Each day 5,000 tons of equipment and supplies were moved in and out of the depot, and 2,500 personnel worked there. By the end of 1946 the Army was using the depot to dispose of military surplus, such as farm equipment, office equipment, household items, hardware, clothing, and even jeeps. The depot saw renewed operations during the Korean War,

but nothing like the intense activity from 1942 thru 1945. The site has been developed into Mountain View Park. (Internet search)

(May 25) PSCT restored trolley service on part of the old Newark No. 1 Line, renamed the "South Kearny" car line. Rails were re-laid on Plank Road, and the section in Jersey City was rehabilitated. The new line connected the Federal Shipbuilding & Drydock Co. with Jersey City trolleys. (The Marker, "Convention Issue", Vol. 1, No. 3, July 1942)

(May 27) The Newark Evening News began chartering trolley cars to deliver newspapers to the suburbs due to rubber and gas shortages.

(May 30) The North Jersey Chapter hosted the NRHS convention at the Elizabeth-Carteret Hotel on May 30th. The big event was the banquet on Saturday evening, followed by speeches and a meeting of discussion and movies. (N. Jersey Chapter, 50th Anniversary Celebration brochure) (NRHS Bulletin, Third Quarter, 1959) (The Marker, "Convention Issue", Vol. 1, No. 3, July 1942)

May 31) On Sunday of the North Jersey Chapter, NRHS convention an excursion over the NYO&W RR was planned. (N. Jersey Chapter, 50th Anniversary Celebration brochure) (NRHS Bulletin, Third Quarter, 1959) (The Marker, "Convention Issue", Vol. 1, No. 3, July 1942)

(June) New Jersey railroads transported immense quantities of military supplies as well as millions of troops which primarily embarked from the great NJ / NY Harbor during WW II and the Korean conflict. On this date a \$430 million military project was activated for the Army Service Forces Transportation Corp. as part of the New York Port of Embarkation. It covered 1500 acres in parts of Piscataway and Edison townships, 22 miles southwest of NYC. A "flyover" loop allowed the countless numbers of troop trains to cross the four track PRR main line to enter the camp. In the camp there was another loop and a 15-track coach yard, with each track capable of handling two locomotives and 20 coaches and all provided with catenary. In four months, 29 miles of track had been laid; 1,268 buildings, including, 29 mess (eating) halls, 9 Post Exchanges, 7 Chapels, 5 theaters, 3 libraries, a Post Office, a gym, a 1,000-bed hospital, in addition to an 8,500-seat amphitheater, 160 horseshoe courts, 30 Volleyball courts, 20 softball diamonds, and 28 miles of roadway were constructed. The first unit to arrive, on July 22, was the 332nd Engineer General Service Regiment with 1,239 enlisted men and 52 officers on three separate trains from Camp Claiborne, Louisiana. Kilmer became the largest processing center for troops heading overseas and returning from WW II, processing over 2.5 million soldiers. Many troop embarkations would be at the NJ locations of the Military Ocean Terminal Bayonne and the Hoboken piers. In all, more than 5,000,000 troops passed through Camp Kilmer during WW II. The camp was also served by the Port Reading branch of the Reading Railroad and the Amboy branch of the Lehigh Valley Railroad. (Wikipedia / Bill McKelvey) (Nannygoats, Vol. 6, Issue 3, Fall 2008)

(August) During WW II long Fort Dix troop trains were a common sight on the PRR Pemberton Branch. A single K4 could haul over 20 cars. (West Jersey Rails Quarterly, Winter 2011)

(Sept. 8) The *American Beauty Special* powered by a K4 departed the PRR Broad Street Station, Philadelphia with a group of Miss America contestants bound for Atlantic City. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Sept. 11-13) The NY, Ontario & Western Railway promoted Rosh Hashanah Train Service from NY and Weehawken, NJ to Mountain Resorts in Sullivan, Ulster and Orange Counties, NY as far as Roscoe, NY. (Flyer, Walter Kierzkowski collection)

(August) After knocking trolleys for years, the Newark Evening News suddenly found them very useful when rubber and gas shortages threatened curtailment of deliveries of their newspaper to outlying districts. Example shown was PSCT car No. 2705 on the Bloomfield line. (Railroad Magazine, Sept. 1942)

1943

() The world's largest railroad tank car yard opened at Tremley on the CRR of NJ. By summer movement of petroleum to the East by rail reached the unprecedented volume of 1,000,000 barrels per day. This was done under the control of the Office of Defense Transportation, making possible the largest movement of petroleum by rail in the history of transportation. The pre-war movement had averaged only 5,000 barrels per day.

(Feb. 7) This was a day of heavy troop movements from Ft. Dix. Twenty-five extra deadhead trains, mostly from Camden and Philadelphia traversed the Camden & Burlington County Railway – Pemberton Branch for loading at Dix. The trains varied in length from 8 to 15 cars, coaches were in solid consists from one of the following railroads: PRR, PRSL, NYC, or Erie. A single PRR K4s was known to have hauled up to 23 cars. As quickly as the trains were loaded they were dispatched via the Kinkora Branch and the Camden & Amboy to the NY Port of Embarkation. In total 18,000 troops were transported during the 24 hours of this day. (The High Line, Vol. 14, Nos. 1 & 2) (West Jersey Rails Quarterly, Winter 2011)

(May 26) Erie Day Celebration was held in Middletown, NY on this Wednesday. The day was the 100th anniversary of the first train which reached Middletown in 1843. Attractions included the evolution of transportation parade, horse-drawn vehicles, old trains, etc. (Walter Kierzkowski collection)

(June 27) Members of the Lehigh Valley Chapter, NRHS embarked on a group tour from Allentown at 8:10am on 6.27 via LVT "Easton Limited" trolley #1102 (with 25 standees). From Easton they walked across the Northampton Street bridge and caught the 10:25am northbound

Bel Del train at the Phillipsburg depot, which was powered by PRR locomotive #4898. At Stroudsburg they transferred to a DL&W train powered by #2104 & 1138 for Scranton. At that city they rode Lackawanna & Wyoming Valley RR (Laurel Line) to Wilkes-Barre and took the Lehigh Valley RR Asa Packer train, with loco #2112, back to Allentown. (Doug Peters)

(July) PSCT was to open a new route this month to be known as the "Federal Line". It operated over the old Montgomery Street line joining the South Kearny industrial area (primarily the booming Federal Shipyard which was in high gear producing vessels for the WW II effort) with Exchange Place Terminal in Jersey City. (The Marker, Vol. 2, No. 3, July 1943)

(July 5) Spedal (extra) Holiday Service was offered by the Jersey Central Railroad on this date from all stations between East Long Branch and Matawan to Nerw York and Newark. (The Trail of The Blue Comet, by Baer, Coxey & Schopp) (Jersey Central RR flyer 6-23-43)

(Aug.) "Erie's New Motor Coach Service – As a special convenience to passengers traveling to or from Goshen, NY, and points east thereof, the Erie Railroad now offers a new direct motor coach service between Jersey City Station and Times Square Terminal, 260 West 42nd street, New York. The service is not available to passengers traveling between stations east of Goshen nor locally between New York and Jersey City. The through train motor coach connections via Rutherford, NJ and the Lincoln Tunnel have been discontinued. The new ~~ehange~~ charge for the motor coach service is 25 cents, plus tax, for both adults and children, in addition to Rail fare. No charge is made for children under 5 years when accompanied by an adult. Ordinary baggage is carried on motor coach with passengers and is transferred between train and motor coach at Jersey City, and off and on motor coach at Times Square Terminal by Erie employees without charge. Eastbound passengers may secure motor coach tickets with rail transportation at Erie ticket offices or from train conductor, westbound, at any Erie ticket office in New York, including Times Square Terminal, where railroad tickets are also on sale to any point vis the Erie, Goshen, NY, and west thereof." The buses were leased from Public Service Coordinated Transport. (Erie RR Magazine, May, 1944) (Dennis Yachechak & Noah Caplin) (Jack May) (Walter Zulig)

1944

(Mar. 9) The Belvidere Division of the PRR has the distinction of being the only/first line in the US using a radio-telephone system. The PRR had experimented with a highly successful electronic train-telephone system on the Bel-Del between 1942 & 1944. It was subsequently adopted by the PRR and many other railroads. (A Chronology of the Belvidere Delaware Railroad)

(June 18) A fantrip used PSCT red "Deluxe" car No. 2803 on the Union City line. The trip was also photographed at Weehawken with car No. 3202 with a South Kearny destination sign. (New Jersey Trolleys In Color)

(Spring) The Southern Pacific RR leased 14 commuter coaches from the Central RR of NJ to relieve their war-overloaded passenger service on their Peninsula Line.

(Oct. 22) North Jersey Chapter, NRHS special car, PS No. 3206 was photographed at Erie Loop, West Orange, with a City Subway sign. Note this railfan trip special car was built in 1912 and formerly operated on the PS Southern Division Woodbury Line. (The Marker Lamp, No. 230, June 1975) (Photo No. 2 from Bernard H. Sennstrom in Bill McKelvey collection)

1945

(Mar. 28 to Apr. 2) The second Baldwin Locomotive Works 2,000 hp passenger locomotive, No. 2001, went directly to the CNJ for exhaustive tests on their lines. At the time the CNJ was in the process of deciding whether to purchase new steam or diesel passenger locomotives. Later in the year CNJ bought 3 passenger diesels from Baldwin. (CNJ Journal No. 83)

(Spring) CNJ Blue Comet observation car TEMPEL rolled out of Ashley shop where it was converted to serve as a combination sightseeing – dining car for 60 Navy and Marine officers and guests at Earle, NJ, where the group toured the Naval Ammunition Depot there. (CNJ Journal No. 82, Jan-Mar 2020)

(April 12) The death of President Franklin Delano Roosevelt permitted the disclosure that part of his regular wartime railroad trips between Washington, D.C. and his home in Hyde Park, NY were over the Reading to Bound Brook; the CNJ to Jersey City; the NYC to Highland, NY; and a short auto trip across the Hudson River to Hyde Park. Returning to Washington, the route was reversed. He had made 142 trips across NJ since he was first elected President in 1932. The last trip of President Franklin Delano Roosevelt over the CNJ was from the Jersey City Terminal to Warm Springs, GA, where he died two weeks later. (Central Railroad Company of NJ: Its History and Employees)

(April 28) A group of more than 100 enlisted men and women who volunteered to pay their own train fare from Wildwood Naval Air Base and return in order to make blood donations at the Red Cross Blood Donor Center in Philadelphia arrived at the PRR Broad Street Terminal behind P-RSL E6s No. 6085. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Aug. 4) The Pennsylvania RR completed the largest single troop movement of WW II, 20,000 returnees from Europe were carried to Camp Kilmer in 31 trains totaling 331 Pullmans, 100 coaches and 41 kitchen cars. These moves occurred between 8:00 pm on Aug. 4 and 4:39 am on Aug. 5. The troops had arrived on the HMS QUEEN MARY and HMS HERMITAGE, two of

Great Britain's luxury liners converted to troop carriers. They were taken to 22 military reception centers around the US. The Central RR of NJ also participated in numerous large troop movements to and from Camp Kilmer and other points in the US. (CRR of NJ Historical Society, Inc., CNJ Journal No. 85, Oct. - Dec. 2020, by Frank T. Reilly)

(Aug. 14) The city of Newark – which took V-E (Victory Europe) in stride - “busted out all over” about 7:01 pm, Tuesday after President Truman announced Japan's unconditional surrender. It must have been hoarded gasoline that suddenly released hundreds – seemingly thousands – of cars in the downtown section. On Broad Street horns tooted, sirens sounded and shouts rang out from citizens in the summer air. Enthusiastic Public Service bus drivers added to the racket. At the time most of the PS buses had gasoline engines. Bus drivers raced their engines, turned off the ignition for a bit, then turned the ignition back on, resulting in a loud explosion of the unburned gas in the bus exhaust system. This caused some of the buses to blow holes in their mufflers, adding to the celebratory racket. The McKelvey family participated in the event with their 1937 Oldsmobile. And, it all made a lasting memory for six-year-old Bill McKelvey!

(Sept. 9) North Jersey Chapter, NRHS Special Hudson County Trip; Photo of car No. 3258 w/So. Kearny sign @ Greenville Car House Yard; On S. Kearny Line @ Lincoln Highway; On Union City Line and on Oakland Ave. in Jersey City w/Federal Sign – and on PRW to West Shore Ferry. (The Marker Lamp, No. 231, Sept. 1975)

(October) The last trolley cars operated on the Five Mile Beach Electric Railway Co. in Wildwood, NJ. It was the last community in the US to be served by four-wheel open cars. Surviving cars are preserved and operate in several trolley museums, but not in NJ. (WJC Crew Caller, May 1986)

1946

(May 15) An excursion scheduled over the CNJ from NY to their Ashley Planes was sponsored by the Railroadians of America, RR Enthusiasts, NRHS, Electric Railroaders Association and the Railway & Locomotive Historical Society.

(June 30 to August 23) Jersey Central Lines Promotion: “Avoid Traffic Congestion GO BY THROUGH TRAIN to Asbury Park” (and various other stations) Every Sunday “Comfortably, Safely, Speedily” No Change of Cars. (Flyer dated 6-17-48)

(July 10) A nine-car prisoner-of-war special was photographed by Robert F. Collins westbound from Camp Shanks at Monsey, NY, en-route to Fort Eustis, VA. The special, consisting of nine Santa Fe coaches pulled by Erie No. 2751, was carrying German Prisoners of War en-route back to their homeland via Norfolk. (Erie Memories by Edward J. Crist)

(July 22) The Atlantic City Race Track opened. At first the special trains which operated from Philadelphia stopped on the PRR main line at Pomona, with a bus shuttle to take passengers to the track. The next year a 3.5 mile connecting track with 5 platform/storage tracks was built direct to the race track. Until 1955 trains from NY also brought patrons to the track. All the PRR race specials ended in 1967. The steam engines were coupled together for the 35-mile round trip to Atlantic City to be serviced, refueled and watered. (WJC Crew Caller, May, 1981)

(Aug. 19) The four passenger train storage tracks at the Garden State (race) Park in what is now Cherry Hill were completed and opened for use. During the layover for the races, the steam locomotives were run to Camden for turning and servicing. Many of the thoroughbred horses were transported between race tracks in special horse express cars handled in extra movements. At the time PRR owned 67 horse cars, each with 24 padded stalls. Rail service to the park was discontinued after the 1962 season. (WJC Crew Caller, June 1981)

(Sept. 8) The last CNJ employee outing was on this date when 1,900 employees and family members rode on the steamboat SANDY HOOK to and from Playland at Rye Beach, NY. (Central Railroad Company of NJ: Its History and Employees)

(Oct. 6) The North Jersey Chapter, NRHS sponsored a steam excursion on the East Broad Top RR (PA). (NRHS Bulletin, Third Quarter, 1959)

(Oct. 13) The Central RR of NJ operated a Rail Ramble from Jersey Central Terminal, Jersey City to Ashley, PA for members of the Railroadians of America (Thomas T. Tabor for reservations), RR Enthusiasts (Edward A. Hanson for reservations), and Kindred Organizations for \$5.35 round trip. Dinner was available in the dining car for \$1.50 and an evening meal for \$1.00. Stops for photos were made at Mauch Chunk, the Ashley Planes, Solomonsm Gap, Mud Run, Ox Bow Curve and Lehigh Gap. Total mileage was approx. 340. (Charles Leemans collection)

(Oct. 20) The Electric Railroaders Association sponsored a fan trip over the PRR from Exchange Place, Jersey City, visiting Harsimus Cove, Meadows Shops & S. Amboy then south to Jamesburg & Monmouth Jct., returning to Penn Station via the main line.

1947

(Feb.) During February the Lackawanna Railroad operated weekend Snow Trains from NY (Hoboken) to Norwich, NY. Round trip rail fare was \$5 and overnight accommodations were \$1.50. [King, Sheldon S., The Route of Phoebe Snow]

(March) A third type of diesel-electric locomotive was tested on the CNJ. It was maroon color and resembled the CNJ's 1,000 hp yard switchers, but it was vastly more versatile. It was 1,500 hp, 140 tons, 54 feet long, with 6-wheel trucks (2 powered and two unpowered) and was built by

the Baldwin Locomotive Works with electrical equipment by Westinghouse. It was equipped with a heating system for passenger trains and had smooth, power packed starts. The unit was used nearly 24 hours per day in tests from March 3 to 20. It ran in light commuter service, hauling up to 11 cars at a mile-a-minute, and performed freight service chores that included transfer runs, pusher and yard work. It was equipped with a heating system for passenger trains and had smooth, power packed starts. Results were termed Good. (CNJ The Coupler, Mar., 1947) (CNJ Journal No. 93, Oct.-Dec, 2022)

(Apr. 13) The Philadelphia Chapter of the NRHS held their first post-World War II resumption of "Off the Beaten Track" (Another Unique RR Tour for Camera and Rail Fans) excursions, a 182-mile circle trip on the PRR via Lamokin-West Chester-Frazer-Trenton Cut-off,-Monmouth Jct.-Jamesburg-Kinkora (via the historic Camden & Amboy)-Fort Dix-Delair and return to Philadelphia. The round-trip fare from and return to Broad Street Station, Philadelphia was \$3.75. (Trip flyer – Bill McKelvey collection)

(Apr. 20) The Joint Railfan Trip Committee arranged an inspection trip on the Erie RR from Jersey City, up the Northern RR of NJ to Sparkill, Nyack, Sparkill, Piermont, Spring Valley, Thiells, Spring Valley, Suffern, Bergen County Line, with additional stops at the Secaucus engine house and Bergen Tower, before ending at their Jersey City Terminal. Aboard were the Erie's official photographer, John Long. (Trip itinerary – Charles Leemans collections)

(May 24-25) The PRR moved 18,000 passengers to the Shriners Convention in Atlantic City in 62 trains and 750 cars. (West Jersey Rails Quarterly)

(June 15) The Joint Railfan Trip Committee advertised a photo-fans' holiday on the picturesque Pennsylvania-Reading Seashore Lines electric territory running out of Camden ferry terminal. Ten photo stops, three towers, main shops, and power station were scheduled. A five-car trail with all different cars was requested. Cost: \$2.75. (Charles Leemans collections)

(June 15th) North Jersey Chapter, NRHS sponsored a 10th Anniversary Trip – Special Tour of Atlantic City and Shore R.R. to Somers Point and Longport. (Trip Tickets from Edward T. Francis)

(June 15) NY Division Railroad Enthusiasts used regularly scheduled trains to haul their dedicated consist of observation car, NYC diner and two coaches over the NY Ontario & Western RR to Summitville, Port Jervis, Kingston and return to Summitville. They were returned to Weehawken at the rear of southbound train No. 12. Future Railfan and Railroad magazine publisher, young Hal Carstens was on the trip! (Ontario & Western Observer, June, 1980 – "Fan Trip Super Issue") (Itinerary, Charles Leemans collections)

(June 19 thru July 30) Rail service direct to the Monmouth Park racetrack grandstand in Oceanport. For race days, CNJ advertised "Go by Train – Fast Comfortable - Safe Jersey Central Lines - Direct to the Track for Racing at Monmouth Park." The Pennsylvania Railroad

also advertised their "Special Trains Direct to Monmouth Park Races", but theirs operated from June 16 to August 6. Both railroads routed their trains from the NY & Long Branch RR directly into a four-track terminal adjacent to the bleachers. (Trackside to the Jersey Shore, Don Wood / Rosenbaum / Gallo) (West Jersey Rails Quarterly, Autumn 2005) (The Unique NY & Long Branch, by Don Wood, Joel Rosenbaum and Tom Gallo)

(June 23 to 28) The annual exhibition and convention of Railroad Master Mechanics (and Railroad Supply Manufacturers Association) was held at Atlantic City. The locomotives displayed just west of the station included: Chesapeake & Ohio Railroad coal fired gas turbine No. 500, built by Baldwin; An Alco PA demonstrator diesel; Fairbanks-Morse demonstrator diesels No. 2000, featuring styling by Raymond Lowey, a 1500 H.P. unit and a C-Liner; Seaboard Railroad centipede diesel #4507; The General Motors Train of Tomorrow" with it's consist of 4 Pullman Standard dome cars; Alco 70-ton switcher No. 101 of the Frankfort & Cincinnati and a 44-ton switcher; and Union Pacific diesel #9850 plus sister "A" unit, built by Fairbanks-Morse. Pullman observation car *Mountain Road*, originally assigned to the B&O's *Capitol Limited*, served as a VIP lounge. A first day postal cover was issued on June 23rd. (LHRy website / Histories / NJ Transportation Chronology) (GM Train of Tomorrow website) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(June 29 to August 24) Jersey Central Lines promotion: WHY SPOIL YOUR FUN? Avoid Sunday Traffic and Parking Congestion; GTo By Through Train to the Seashore; Let an expert Jersey Central Engineer do your driving; Fast Through Train (No Change of Cars) Every Sunday to Asbury Park... (McKelvey Collection)

(July 3) In this year, the NY Ontario & Western RR faced a severe motive power shortage as it experienced a surge in freight traffic and the customary swell of summer passenger business. On this day leased Central RR of NJ Mikado No. 889 powered O & W passenger train No. 3, the "Mountaineer" through Dumont on NYC tracks, heading to O & W mountain resorts. They repeatedly leased New Haven 2-10-2s, D&H 2-8-0s; DL&W 2-8-2s and BR&P 2-8-2s and 2-10-2s. It was also customary for the O&W to lease passenger cars from the CNJ, SAL, ACL, FEC, and NYC. (Flags, Statues & Diamonds, Vol. 14, No. 2)

(July 31) The small scale Centerville & Southwestern RR at the Becker Dairy farm in Roseland opened to the public. Live steam locomotive No. 1501 powered the train. Fares were 48 cents for adults and 24 cents for children. (NJ Transport Heritage, Vol. 11, No. 2, Pg. 6)

(Sept. 10) Morristown & Erie 2-8-0 steam locomotive #12 powered a railfan excursion on September 10th for the Railroadians. [Pennisi, Bob, The Morristown & Erie Railway] [Railroadians Train Sheet, Spring 1996]

(Sept. 17 & 20-23) The American Freedom Train kicked off its tour in Philadelphia. Between Sept. 20 and 23, stops were made in Atlantic City, Trenton, Elizabeth and Paterson. Its final stop was made on Jan. 22, 1949 at Washington, D. C., after traveling over 37,000 miles to visit 326

different cities, including several in NJ. Three and a half million people visited the train. (The Railroad Press, Oct/Nov/Dec 2007) (The American Legion, July 2020)

(Sept. 20) Morristown & Erie Railroad had a railfan excursion and an open house. An excursion train, operated with borrowed coaches, operated between Morristown and Essex Fells (where the locomotive was turned on the Erie turntable), using 2-8-0 No. 12, acquired in 1946 and scrapped in 1955. The trip was promoted by the Joint Railfan Trip Committee at a cost of \$1.75.

Railroadians members also participated. (Whippany Ry museum / Rudy Garbely) Note: Morristown & Erie 2-8-0 steam locomotive #12 powered a railfan excursion on September 10th for the Railroadians. [Pennisi, Bob, The Morristown & Erie Railway] [Railroadians Train Sheet, Spring 1996] (Charles Leemans collection)

(Oct. 7) The General Motors Train of Tomorrow visited Elizabeth, NJ for GM employees only. (GM Train of Tomorrow website)

(Oct. 13 to 25) Returning to NJ, the American Freedom Train made the following additional stops in NJ: Jersey City, Oct. 13-14; Princeton, 15; Camden 16-17; Red Bank 19; Orange, 20; Montclair 21; Passaic, 22; Ridgewood, 23; Hackensack, 24; and New Brunswick, 25. (NJ Transport Heritage, Vol. 12, No. 3)

(Oct. 26) A special "Off the Beaten Track" excursion (the second) was operated by the PRR from Jersey City. It covered branch lines to Bonhamtown, East Millstone (to end of track at the D&R Canal – this was part of the Mercer & Somerset Railroad of "Frog War" fame), Kingston / Rocky Hill (running along the D&R Canal for a short distance), Coalport (a major coal trans-loading point on the D&R Canal), continuing south through Trenton (along the D&R Canal following the route of the PRR Nellie Bly train) to Bordentown, and return through Jamesburg and Perth Amboy with a steam locomotive, three coaches and one low side gondola. Note: we are looking for photos and the promotional literature of this trip. (Christopher T. Baer)

(Nov. 12) The General Motors Train of Tomorrow visited the Erie RR freight station team track on Bloomfield Avenue, near the Chevrolet export crating plant. (GM Train of Tomorrow website)

(Nov. 13) The General Motors Train of Tomorrow visited Harrison, NJ. (GM Train of Tomorrow website)

(Nov. 15) The General Motors Train of Tomorrow visited Linden, NJ, at the GM Buick, Oldsmobile, Pontiac assembly plant. (Train of Tomorrow. (GM Train of Tomorrow website)

(Nov. 16) The CNJ observation car No. 1178 was frequently used on Reading RR fantrips such as this "Rail Ramble" on this day on a trip over the Wilmington and Northern Branch of the Reading. (RailPace, Sept. 1983)

(Nov. 18) The General Motors Train of Tomorrow visited their Trenton, NJ plant. (GM Train of Tomorrow website)

(Nov. 18) Susquehanna motorcars Nos. 1005 and 1006 made an inspection trip to Edgewater on this date. (NJ Midland RR 1996 Calendar)

(Nov. 19) NY Susquehanna & Western RR Trustee, Henry K. Norton hosted an inspection tour, running from Susquehanna Transfer in North Bergen to Beaver Lake and back, using the railroad's newly-acquired ACF motorcars, the No. 1005 and 1006. The guest list included eighty-or-so NY and NJ civic and business leaders, as well as about two dozen representatives from other railroads and railroad suppliers. Several NYS&W officers were also on board to assist Mr. Norton. (Midlander Trainsheet, Vol. 10, No. 4)

(Dec. 14) "Sentimentalists Take Trolley's Last Trip; Central Line Goes Out in a Blaze of Glory" was the title of an article documenting the last trip on the No. 23 Central trolley line and its conversion to bus operation. Aboard the final trip on car No. 3217 was retired American Airlines pilot and trolley enthusiast/author, Al Mankoff of West Orange. The trip was sponsored by the Branford Electric Railway Association. (Newark Evening News, Dec. 15, 1947) (Destinations No. 23 – NJERHS, Vol. 12, No. 1)

() Renowned poet and novelist Rudyard Kipling rode in the plush Pullman car Edgemore on the CNJ from Lakewood to Oak Island Jct., Newark, where the car was turned over to the PRR. VNJ train No. 312 hauled the car from Lakewood to Elizabethport where a CNJ locomotive made the special move to the PRR. (CRRofNJ Historical Society, CNJ Journal No. 92, July-Sept. 2022)

1948

(Jan. 18) The last official trip of the Atlantic City & Shore Railroad Company (Shore Fast Line) was made for politicians, news media and company officials. (Electric Lines, Nov. - Dec. 1988)

(Feb. 1) A railfan excursion was operated from Reading, PA to Bear Mountain, NY, operating over the Reading, CNJ and NYC RR. Reading No. 175, a 4-6-2 high speed Pacific powered the long train. It was photographed taking water from the Green Brook track pans, located between Dunellen and Middlesex by R.P. Morris. (CNJ Journal No. 94, Jan. – Mar. 2023)

(March 1) Reading RR Pacific locomotive No. 210 and 5 coaches made the inaugural run of their Wall Street train between Philadelphia and the CNJ Jersey City Terminal. (The Reading Railroad's Mighty Pacifics by Ben Bernhart)

(April 11) This trip was postponed to June 13 per Western Union Telegram dated April 8... The Joint Railfan Trip Committee sponsored a trip on the Erie RR from Jersey City to Port Jervis via

the Graham Line to Harriman, Greycourt to Newburgh & return to Jersey City utilizing a doodlebug and a trailer car. They had a photo stop at Moodna Viaduct. (Diamondbugs by Jack Grasso)

(April 24) The Joint Railfan Trip Committee sponsored a trip on the Jersey Central and Reading to Elizabethport Shops and the Port Reading Creosote Plant in conjunction with the regional NMRA convention. (Charles Leemans collections)

(May 16) A DL&W RR Rail-Camera Safari trip sponsored by RR Enthusiasts, NY Soc. of Model Engineers, NRHS, and Railroadians to Penn Argyl, PA shops on the L&NE for \$4.00. For safety reasons the gondola observation car was closed while train passed through Bergen, Oxford and Manunka Chunk tunnels. Engineers' caps @ 59 cents; goggles @ \$1; and bandannas @ 25 cents each were sold in the rear coach. (Robert Bahrs) (Trip flyer, ticket No. 660 and nine page brochure – Charles Leemans collections)

(May 30) The Shriner's Special ran to Atlantic City in four sections, each hauled by PRR K-4 locomotives. (Pennsy K-4's Remembered, by Frederick A. Kramer)

(June 6) Fairbanks Morse demonstrator No. 1502 was used on the Erie main line to haul a passenger train between Jersey City and Port Jervis. (The Erie Railroad Story)

(June 13) The Joint Railfan Trip Committee sponsored an excursion over the Erie RR from Jersey City Terminal via Main Line, Graham Line, Moodna Viaduct, Port Jervis, Newburg Branch, and Montgomery Branch. The trip utilized Erie "doodlebug" No. 5014 and a Stillwell trailer car. Trip photographs were taken by Harry Zannie and James Speer. (The Diamond, Vol. 4, No. 1) Note: See April 11th above. Note: In Diamondbugs by Jack Grasso some of the photos taken on this trip by Jim Speer and those credited to the collection of John Zuidema are dated July 25. (Charles Leemans collections)

(June 13) The last circus trains on the Bel Del, the two sections of the Ringling Brothers and Barnum & Bailey train, traveled up the Delaware River (BelDel) route from Washington, D.C. to Boston. One of the trains, with 26 cars traveled north on the L&HR RR from Phillipsburg pulled by 4-8-2 No. 10. (Donald W. Furler)

(June 19) The Joint Railfan Trip Committee sponsored a trip on the NYO&W RR regularly scheduled milk train from Weehawken to Scranton and return on the following day.

(July 4) The Joint Railfan Trip Committee sponsored a tour of all the remaining Public Service trolley lines beginning at Weehawken.

() The seventh annual CNJ employee boat ride and outing from Jersey City Terminal to Playland, Rye Beach, NY used two Meseck Lines excursion steamers.

(July 20, 1948 to 1949) The Chicago Railroad Fair featured the following NJ locomotives on display and operating;

John Bull replica and coach

General, - built by Rodgers, Ketcham & Grosvenor in Paterson in 1855; now preserved at the Southern Museum of the Civil War

William Crooks - built by NJ Locomotive & Machine Works, at Jersey City in 1861.

Illinois Central *No. 201* – built by Rodgers Locomotive & Machine Works in Paterson; now preserved at the Illinois Railway Museum.

(July 25) The Joint Railfan Trip Committee sponsored a trip over the Erie RR from Jersey City via the Graham Line, Newberg, Howells Jct. Moodna Viaduct, Harriman and return to Jersey City with doodlebug No. 5014 and a trailer car. See June 13.

(Aug. 19) A Jersey Central railfan trip behind 4-6-2 #830 ran on the Lehigh & Susquehanna Division from Jersey City. (Frank T. Reilly)

(Aug. 22) The NY Susquehanna & Western RR operated an employee picnic special to lake Susquehanna in Blirstown. (Curtis Carlough)

(Sept. 19) A Railfan Special was sponsored by the Philadelphia Chapter, NRHS on Sunday, Sept. 19th for \$4.50. It traveled via the Reading Perkiomen Branch to Allentown and stopped at the Jersey Central Bethlehem engine house. It then traveled east on the Jersey Central to Elizabethport and then to Port Reading, where a stop was made to inspect and photograph the coal dumper. The special then returned to Reading Terminal in Philadelphia. (Trip flyer, Bill McKelvey collection)

(Oct. 12) The Freedom Train was on display at the Lackawanna Morristown freight yard, where 8,963 people visited it. The Freedom Train also made the following other stops in NJ: Jersey City, Princeton, Camden, Red Bank, Orange, Montclair, Passaic, Ridgewood, Hackensack, New Brunswick, Atlantic City, Trenton, Elizabeth, and Paterson. (Block Line, Summer 2018) Morristown Daily Record, Oct. 11, 12, & 13, 1948)

(Oct. 17) The last day of service on the Rockaway Branch loop, a part of the original main line of the Morris & Essex RR, coincided with a Rail Camera Safari over the Lackawanna, Lehigh & Hudson River and Lehigh & New England RRs, sponsored by the Lackawanna RR in cooperation with the RR Enthusiasts; NY Society of Model Engineers and Railroadians of America. The train paused at Rockaway to sell last day tickets and remove the station sign. The excursion was operated from Hoboken to Maybrook, and Warwick, NY, via the L&HR and L&NE to Portland, PA and return to Hoboken via the Cut-off and Morristown. Train was powered by 4-6-2 No. 1135, built by ALCO Schenectady in 1915, with DL&W open gondola No. 69003 on the rear. (Robert Bahrs) [Taber, Thomas T. and T. T. T., III, The DL&W RR in the

20th Century Part Two] [With much film coverage of the trip in Memories of Lackawanna Steam, Vol. 1 (DVD), Mark 1 Video © 1998] (Charles Leemans collections)

(Oct. 17) A CNJ steam powered railfan trip ran over the High Bridge Branch and the Wharton & Northern RR from Jersey City to Green Pond Jct. (with the NYS&W RR) - fare was \$4.25. [Bill McKelvey]

(Oct. 30) Trolley enthusiasts excursion identified in old films. (Public Serviced Coordinated Transport by Mark 1 Video produced in 1992)

(Nov. 7) The NY Division, Electric Railroaders Association sponsored a Public Service of NJ trolley trip from Hoboken over the Hudson Division in a 2400 series car. Note: At the time the ERA was located in the DL&W RR Hoboken Terminal building.

(Nov. 10) Comedian Milton Berle was photographed at the throttle of Reading RR G3 Pacific No. 214 during the "Red Feather Special" run between CNJ Jersey City Terminal and Philadelphia. (The Reading Railroad's Mighty Pacifics by Ben Bernhart)

(Nov. 14) The RR Enthusiasts sponsored a trip from NY to Scranton, PA on the "Route of Phoebe Snow" – the Lackawanna, but limited to 120 passengers in air conditioned reclining seat coaches attached to the end of the regular scheduled train. At Scranton they had the option to inspect the DL&W shops or a round trip on the interurban Lackawanna and Wyoming Valley RR Laurel Line to Pittston and Wilkes Barre. (Charles Leemans collections)

(Nov. 15 – 18) The General Motors Train of Tomorrow made stops at Bloomfield (where your 9-year-old editor toured the train), New Brunswick, Clark and Trenton – all locations near GM facilities. The modern consist included an EMD diesel locomotive, chair car, diner, sleeper, and an observation/dome car. A special ride from Clark to Trenton was provided for 95 state and city notables and GM plant officials on Wed. The 17th. (NJ Transport Heritage, Vol. 12, No. 2)

1949

(Feb. 22) A trolley trip over Essex Division lines of Public Service was sponsored by the North Jersey Chapter, NRHS on Washington's Birthday. The trip departed Roseville carhouse and went directly via the Newark City Subway to Penn Station to pick up others. Car No. 3213 was photographed at the West Orange loop. It was obviously this fantrip because the car was fitted with a secondary interurban type headlight and had railroad type marker lights on rear. (Railroad Avenue Enterprises photo) (Marker Lamp, Mar/Apr 1990) (Trip flyer from Bernard Sennstrom via Edward T. Francis, Bill McKelvey collection) (Could be the film used in Public Service Coordinated Transport by Mark I video produced in 1992, but identified as April 17, 1949)

(Apr. 9) The Joint Railfan Trip Committee (led by Edward Gibbs of Jersey City) organized a special train from the CNJ Jersey City Terminal, at 1:30pm, to St. George on the Staten Island

Rapid Transit. CNJ power was to be a steam locomotive with photo stops at the Communipaw roundhouse, Elizabethport Interlocking Tower and Cranford Jct. SIRT diesel locomotive #485 pulled the CNJ coaches on the Baltimore & Ohio / SIRT line where photo stops were also made. The trip was “one way” for \$2.75 fare, with participants returning on their own from St. George to Jersey City. (*Railfan Trips, Vol. 1, No. 8, April 1949*) (Trip flyer and ticket, Charles Leemans collections)

(April 15) DL&W 4-8-4 Pocono locomotive #1641 headed a Rail-Camera Safari excursion. It traveled from Hoboken via Dover, Washington and Phillipsburg; the Jersey Central to Bethlehem (where #1641 was turned on the CNJ turntable) and then the Lehigh & New England RR to Pen Argyl (where new L&NE ALCO diesels were on display for the railfans). The return was via Portland, Oxford and Dover. [Krause, John & Crist, Ed, Lackawanna Heritage 1947-1952] [Bill McKelvey] (Lackawanna Heritage 1947-52)

(May 15) A Rail Fan Safari was sponsored by the DL&W RR in cooperation with the Railroad Enthusiasts, the NY Society of Model Engineers and the Railroadians of America from Hoboken over four different railroads to Bethlehem, PA and return to Hoboken. A photo stop was made at Pen Argyl shops to see and record the new Lehigh & New England RR ALCO FA diesel locomotives. The portions of the trip from Portland to Bethlehem and Phillipsburg to Washington were “Off-The-Beaten-Path.” They had a Buffet car as well as a Diner – Breakfast was \$1.25 and Lunch/Dinner was \$1.75. Round trip fare was \$4.50. (Bill McKelvey collection: trip flyer) (Lehigh and New England by Crist & Krause) (Robert Bahrs) (Two versions of the trip flyer, ticket No. 269, Charles Leemans collections) (Ted Gleichman collection)

(May 15) The North Jersey Chapter, NRHS sponsored an “Interurban Trip” on the Philadelphia Suburban Transportation Co. West Chester, Ardmore, Media and Sharon Hill lines in a 35-year-old railroad-roof interurban car built by Jewett for the Philadelphia and West Chester Traction Company. It was hoped that the group might get a view of the Lehigh Valley Transit Company’s Liberty Bell Limited or Philadelphia and Western Bullet cars at Ardmore Junction. George Walrath handled the reservations. (Trip flyer from Bernard Sennstrom via Edward T. Francis, Bill McKelvey collection)

(June) Baldwin Locomotive Works demonstrator “Shark” A unit No. 6001 and BBA unit mates test powered Lehigh & Hudson River RR freight OA-1 from Maybrook, NY, through NJ, to Bethlehem, PA. The four 1,500 hp units were painted in an attractive red and white paint scheme. (*America’s Colorful Railroads* by Don Ball, Jr.)

(June) The Meseck Line advertised Cruise(s) to Playland – Rye from Exchange Place, Jersey City and the Battery, NYC with weekday fares of \$1.50 and 70 cents for Children – 25 cents higher for Adults on Sunday and Holidays. They also offered Moonlight Sails on Saturdays for \$1.50 from the same departure points. (*Last of the Steamboats: The Saga of The Wilson Line*)

(June 10th & 11th) Special Trips were offered to sail down New York Bay to Keansburg, NJ on

these days from Pier A, Battery Place at \$1.50 round trip for Adults and 35 cents each way for children (making it convenient/economical to abandon children? -Ed.). The same operator offered Midnight Sails – 3½ Hour Dance Cruises for \$1.50 on the City of Keansburg with Freddy Sleckman and his Orchestra, also from the Battery. (Last of the Steamboats: The Saga of The Wilson Line)

(June 12) The Ringling Brothers and Barnum & Bailey circus train was moved east, past Sparta Jct., over the L&HR RR, by their 2-8-2 steam locomotive No. 72. (Robert F. Collins photo, L&HR Vol. 1)

(July) The Wilson line offered daily sailings to Rockaway Beach on the Luxurious M. S. Liberty Belle from Penna Ferry, Exchange Place, Jersey City and the Battery, NYC. Round trip fares were \$1.00 for Adults and 50 cents for Children, but a bit more on Saturday, Sunday and Holidays. They also offered Moonlight Dance Cruises Friday and Saturday evenings with the Jack Constance Orchestra for \$1.25 from the same departure points. (Last of the Steamboats: The Saga of the Wilson Line)

(Aug. 7) A yellow pin-backed button states: “ATLANTIC CITY AUG. 7, 1949 – RRR READING RAIL RAMBLERS.” (McKelvey collection)

(Aug. 14) The NY Susquehanna & Western RR operated an employee picnic special to Lake Susquehanna in Blairstown. (Curtis Carlough)

(Sept. 18) The North Jersey Chapter, NRHS, sponsored a fantrip on the Jersey Central from Jersey City to Mauch Chunk, PA and return. The train was powered by CNJ Pacific No. 810 and John Brinckmann was the trip committee chair. (Classic Trains, Winter 2012, Vol. 13, No. 4 via Tom Gallo and Mitchell Dakelman)

(Oct. 9) The Railroad Enthusiasts and the Railroadians sponsored an excursion from Hoboken to Binghamton over the DL&W RR. Note: trip was originally scheduled to go to Burwick, PA to tour the American Car and Foundry plant, but they were on strike. Train was pulled by DL&W F3 No. 801. (Robert Bahrs)

(Oct. 12) On October 12th the 1947-49 Freedom Train went on display at Morristown. It had arrived from Easton, PA via the DL&W and continued on to Orange, NJ on Oct. 20th. [Trains Magazine, Sept., 2016]

(Nov. 15) The DL&W RR inaugurated a new streamlined passenger train named after its long-dormant promotional symbol, Phoebe Snow. Launched by DL&W president William White, the new Phoebe Snow represented the DL&W's modernization of its passenger train fleet. The DL&W acquired long distance coaches from ACF, and Budd supplied two diners and two tavern-lounge blunt-end tail cars. (Diner Digest Jan-Feb-Mar, 2022)

(Nov. 18) NY Susquehanna & Western Brill motorcars No. 3001 and 3002 were towed to Green

Pond Junction for interchange with the CNJ enroute to a new home on the United Railways of Cuba. (Midlander Trainsheet Vol. 11, No. 2)

() A trolley excursion with PSCT car No. 2733 carried the banner "Fare Well to the Trolleys – This car will make the last trip on the Jackson Line." (James C. Greller photo collection)

() A trolley excursion with PSCT car No. 2615 carried the banner "Fare Well to the Trolleys – This car will make the last trip on the Summit Line." (James C. Greller photo collection)

1950

(Mar. 12) North Jersey Chapter, NRHS Special with car No. 3213 photographed at: Roseville Car House; Newark City Subway @ Sussex Ave., Newark; City Subway @ Franklin Ave. Station; and Davenport Ave. Station. (The Marker Lamp, No. 230, June 1975) W/ car No. 3259 @ Mississippi Ave. Loop. (The Marker Lamp, No. 231, Sept. 1975)

() The PRSL made arrangements with the Budd Co. for a trial trip of their prototype / demonstrator new Rail Diesel Car (RDC) No. 2960 between Camden and Atlantic City. No. 2960 was built in 1949 and operated all across the US, including the NYS&W RR. Later in the year PRSL took delivery of the first group (6) of the RDC cars from Budd. Budd went on to build 398 more RDCs with several preserved in NJ.

(April 25) For two weeks, Budd's prototype RDC #2960 demonstrated on the NYS&W. (Susquehanna Reflector, Sept. 1993) (Block Line, Vol. 15, No. 7, June, 1988)

(June 13) In order to stimulate the City of Newark into action on a replacement for the aging WW I vintage streetcars in the Newark City Subway, Public Service initiated a "Program Substituting Trackless Trolleys for Trolley Cars in Essex County. This program led to the purchase of the legendary D900, a General Motors TDH-4509-699 bus which could operate in either diesel or electric mode. PS strung a second, negative, trolley wire up the Bloomfield Avenue hill from Bell Street, Montclair, a grade steeper than any part of the Newark City Subway. The first public view of the new all-service vehicle was a demonstration on June 13th for officials of the various towns affected by the proposed substitution, the Essex County freeholders, and journalists. PS handed out brochures showing all possible routes that could use a paved City Subway. The dual-powered bus was a success, but the paving of the City Subway did not happen. (NJERHS Destinations, Vol. 15, No. 1, June 2000)

(June 30 – July 6) The Boy Scouts of America Jamboree was held at Valley Forge, PA with transportation of 34,000 Scouts by the CNJ-Reading and 20,000 by the PRR from various parts and connections of their lines. This was the first National BSA Jamboree since the initial one in 1937, and the largest gathering ever held in Valley Forge. The trains from (Jersey City and Bound Brook) or through NJ included those powered by a mix of Reading-CNJ Pacific

locomotives and the PRR GG-1-hauled trains (from NYC and Trenton) were pulled from Philadelphia to Valley Forge with Baldwin diesel switchers. Special arrangements were also made for side railtrips to Atlantic City and NYC. The Fourth National Boy Scout Jamboree was also held at Valley Forge; July 12 to 19, 1957. (Classic Trains, Vol. 8, No. 2, Summer 2007)

(June 30) The Wilson Line advertised in Polish their trip from the Recreation Pier at Elizabethport, NJ to Rockaway Beach and Playland with fares of \$1.00 for Adults and 50 cents for Children. The luxurious S.S. State of Pennsylvania which could carry 3,300 passengers was offered. (Last of the Steamboats: The Saga of The Wilson Line)

(Aug. 20) The NY Susquehanna & Western RR operated an employee picnic special to lake Susquehanna in Blirstown. (Curtis Carlough)

(Oct. 22) North Jersey Chapter, NRHS Special, car No. 3216 with "Hudson River" sign on Bloomfield Line @ Bell St. and Caldwell Loop. (The Marker Lamp, No. 231, Sept. 1975) W/car No. 3258 on Orange No. 21 Line @ Erie Loop. (The Marker Lamp, No. 231, Sept. 1975) Photos on Newark City Subway and at West Orange Loop – Remaining Eagle Rock Line stub. (W. D. Volkmer PowerPoint show Vol. 1)

(Dec.) Under the stewardship of Susquehanna trustee, Walter Kidde, a system of motor coach connections was established between Susquehanna Transfer in North Bergen, NJ, 5 miles north of Jersey City, and a bus terminal located near Time Square, NYC. Known as the "Susquehanna Short Cut," this saved considerable time for people enroute to or from Midtown Manhattan. During December 1950 the NYC terminal was moved to the new Port Authority Bus Terminal at 8th Ave. & 41st Street with direct ramps to the Lincoln Tunnel. The buses were provided by Public Service of NJ and the earliest versions were painted in the NYS&W maroon and silver paint scheme. (Susquehanna Trackage 1954-1968 w/Zullig and Holtz)

1951

(April 22) North Jersey Chapter, NRHS special tour with car No. 3210, photographed at Roseville Car House; City Subway Washington St. Station; Caldwell Loop; @ Erie RR Caldwell Station w/4-6-2 No. 2707; Bell St. Loop, Montclair; Franklin Ave. Station. (The Marker Lamp, No. 230, June 1975)

(May 6) The Railroad Enthusiasts organized an excursion from the CNJ Jersey City Terminal up the High Bridge Branch, through Wharton, with a lunch stop in Dover, to the Mount Hope Mine, and Green Pond Jct. The trip was hauled by 4-6-2 # 814, the final steam locomotive purchased by the CNJ. [Bill McKelvey] (Frank T. Reilly) (Jersey Central Chapter, NRHS 2014 calendar)

(May 14) The Erie RR began their centennial celebrations at Manhattan's Pier 20 aboard the excursion steamboat JOHN A. MESECK (renamed ERIE for the day) with a cruise up the

Hudson to Piermont, NY, which was the original terminus of their original main line to Dunkirk, NY. The initial two-day celebration train which had ten Pullman lounge cars and two dining cars, made many stops between Piermont, Elmira and Dunkirk. This was followed up by a second train which began touring the entire Erie system on June 18 for 53 days. This Erie Centennial Exhibition Train had an assortment of rolling stock and exhibits ranging from an Army tank placed on a flat car (to show the military importance of the Erie, which could accommodate wide loads) and the William Mason locomotive on a flat car to a "Museum Car" with an array of artifacts and photographs. (Classic Trains, Fall 2001)

(May 20) The May issue of Trains Magazine advertised an "Inspection trip over Staten Island Rapid Transit by diesel on 20 May. May be last trip over much of system. Photo stops in such places as the seldom-used Mt. Loretto spur. Trip leaves Cranford Jct. 10 am and ends 5 pm at St. George. Free transportation back to Cranford Jct. Fare \$3 in advance, \$4 on train." This trip was apparently postponed for two months. On 22 July the trip described, including the South Beach Branch and the main line to Tottenville was operated with an SIRT ALCO S-2 locomotive #488 and three Jersey Central coaches. *Per conversation with Ira Deutsch, who was 24 at the time and has documentary photos.*

(Spring) The Erie RR moved the world's largest submarine power cable from the Okonite Paterson, NJ plant to Renton, Washington. Weighing 750,000 pounds (803,000 pounds including blocking, bracing, etc.) it was the heaviest single unit of freight on record originated on the Erie. The high-voltage cable was 7 1/2 miles long and 4 2/3" in diameter and was moved in 9 specially prepared gondola cars, which were chained together to prevent uncoupling en-route. The cable was laid on the bottom of Puget Sound to the San Juan Islands in Washington. (Erie Magazine, July, 1951 and March 1956 courtesy of Dennis Yachechek)

(June 24) A railfan excursion (an all-daylight Scenic Tour) sponsored by the Railroad Enthusiasts was operated on the Erie RR from Jersey City to Scranton via Lackawaxen and the Wyoming Division and return. Round trip fare for the 330 mile trip was \$5.90. It was promoted to be powered by a K-5 heavy Pacific locomotive with change to Erie GP-7 No. 1211 and RS-3 No. 917 at Port Jervis. (The Erie Railroad Story) (Erie Railroad Tracksides with Robert F. Collins) (Trip flyer and ticket No. 165, Charles Leemans collections)

(Aug. 8) The Erie RR Centennial Train visited Bloomfield Freight Station and was open to the public. Included on a flat car on the train was 4-4-0 William Mason, borrowed from the B&O RR Museum, but lettered for the Erie.

(Aug. 19) Susquehanna ALCO RS-1 No. 236 led a 6 car Susquehanna Outing to the company picnic at Lake Susquehanna in Blairstown, NJ. (NJ Midland RR 1996 Calendar)

() The Pine Creek RR was organized as a club. It was the first operating steam train exhibit in NJ and one of the earliest in the US. (NJ Museum of Transportation brochure)

1952

(Feb. 3) The Reading (PA) Rail Ramblers sponsored a special through Snow Train to Bear Mountain, NY via the Reading RR, Central RR of NJ and NY Central RR from Reading, PA. Attractions included: Ice Skating, Skiing, Toboggans, and camera opportunities. (Trip flyer – Bill McKelvey collection)

(Mar. 22) PSCT trolley No. 2716 was photographed at Montclair Carhouse during a fantrip.

(Mar. 29) North Jersey Chapter NRHS Special car No. 3217 w/ Englewood Sign photographed @ Caldwell Loop. (The Marker Lamp, No. 231, Sept. 1975)

(Mar. 30) The last remaining suburban streetcar route operating into the Newark City Subway was converted to bus operation. (RailPace, April 1999)

(April ?) The Bloomfield Junior High School Model Railroad Club with teacher, Mr. Cahill, toured the CNJ Jersey City Terminal, the float bridges, were given a ride out to the yard tower on a diesel switcher, visited the Engine terminal and the marine slip. (Bill McKelvey)

(May 17) A railfan excursion was operated on the DL&W RR from Hoboken, via Washington, NJ to Phillipsburg; the CNJ from Easton, to Mauch Chunk, Ashley, Wilkes Barre and Scranton; with return via the DL&W RR main line. (Robert Bahrs)

(June 8) The Lehigh Valley Chapter, NRHS chartered an LVT bus from Allentown to Atlantic City to tour Atlantic City Transportation Co. trolley routes on cars #295 & 6887. (Doug Peters)

(June 22) The NY Division of the Railroad Enthusiasts operated an excursion via the Erie RR from Jersey City to Susquehanna via Moodna Viaduct, Graham Line, Port Jervis, Starrucca Viaduct, Carbondale and return via Jessup Branch & Wyoming Division, Lackawaxen and Main Line back to Jersey City. It was the Erie's last fantrip powered by steam. Round trip fare was \$7.95 and the train was to be pulled by a heavy K-5 Pacific locomotive. Train consist was air-conditioned coaches, a dining car, an open-door baggage car and an open gondola were available for the enthusiasts to ride. (Railroad Mag.) (Trackside Erie to Conrail with Robert F. Collins) (Erie Railroad Trackside with Robert F. Collins) (Trip flyer – Charles Leemans collections) (Erie Memories by Edward J. Crist)

(July 20) The NY Susquehanna & Western RR operated their 8th annual employee picnic special to lake Susquehanna in Blirstown. The train of four shining new Budd coaches was pulled by diesel engine No. 234, "The Silver Streak" with approximately 400 employees and their families. (Curtis Carlough) (Susquehanna Reflector, Vol. 6, No. 8)

(July 27) A “Rip Van Winkle Flyer” excursion was operated over the NY Central RR from Weehawken via the West Shore RR to Kingston, NY and then the Ulster & Delaware RR to Stanford, NY and return.

(Summer) On a warm Saturday the last Bridgeton branch passenger train stopped in front of the ancient West Jersey & Seashore station at Elmer. Last-day occasions such as this brought out railfans for a last-chance ride and or photographs. (Pennsylvania-Reading Seashore Lines by Kramer)

(Sept. 4, 9, or 11) Three Excursions to Trenton, NJ from Chestnut St. Wharf, Philadelphia were promoted by the Wilson Line steamboat Delaware Belle. The 10am to 4pm, picturesque non-stop cruises on the Delaware River with refreshment counter service were \$1.75 for adults and \$1 for children.

() The 71st annual meeting of the American Transit Association was held at Atlantic City's Hotel Traymore. With 1,800 attendees it was the largest ATA gathering since 1934. (LHRy website / Histories / NJ Transportation Chronology)

1953

() CNJ 4-6-0 camelback steam locomotive No. 788 powered the last southbound train on the Somerville to Flemington South Branch. The train, which was packed with railfans and farewell wishers paused at Three Bridges for a photo stop. (CRR of NJ Historical Society Journal No. 90, Mar. 2022)

(Jan 6) PRR and PP&L officials, civic and industrial leaders toured the new Roxburg Branch to the new PP&L Co. Martins Creek generating plant. They traveled from Phillipsburg on a train of 3 Pullman cars pulled by a PRR "F" unit diesel locomotive. They toured the plant site in three chartered buses.

(May 17) North Jersey Chapter, NRHS sponsored a Gala Spring Trip to Green Pond Junction covering the Wharton & Northern, Mount Hope Mineral RR and the High Bridge Branch from Jersey City, Elizabethport, Elizabeth, and Plainfield. The eight-car train with 497 passengers was pulled by CNJ Pacific locomotive No. 810. In the color photo at the bottom left of page 71 of the Classic Trains article, the boy peering down into his Kodak Brownie box camera to capture historic view of Jersey Central Lines steam locomotive on the bank of the Rockaway River in Dover is the 13-year old future Chairman of Liberty Historic Railway... (This was the first railfan trip taken by Bill McKelvey, your editor, who got to go for the \$2.50 half fare rate.) The excursion passed through Wharton twice and through Hopatcong Junction four times. [Classic Trains, Winter 2012, V. 13, No. 4] (Frank T. Reilly / Bill McKelvey) (Newark Evening News, May 16, 1953) (Souvenir ½ price ticket, Welcome Aboard, Trip Flyer, route history, & maps – Bill McKelvey collection) (CNJ Historical Society Journal #89, Oct-Dec 2021) (The

Hard Coal Carriers, Vol. 2, Camelback Twilight by G.E. Bernet) (CNJ Historical Society Journal No. 91, Apr-June 2022)

(May 18) "Trains rides a Camelback" was a five-page article for Trains Magazine by Philip R. Hastings and David P. Morgan describing in photos and text a cab ride in Jersey Central Camelback No. 754 from the CNJ Jersey City Terminal to Dunellen on this day. (Central RR of NJ Historical Journal – 2002 by Frank T. Reilly)

(June 12-25) The Association of American Railroads welcomed the VII Pan American Railway Congress Convention to Atlantic City. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(June 20) The Railroad Enthusiasts, the R&L HS and the Central RR of NJ sponsored a Scenic Tour of the Catawissa Branch of the Reading Co. from the CNJ Jersey City Terminal to West Milton, PA via the CNJ and the Reading Co. A stop at Cranford was made to view the round house (which is still standing) and steam locomotives. Two Baltimore & Ohio dining cars were included in the consist. The Editor got to go for \$4 - half fare. Bill McKelvey induced David Phraner to go along as well, thus launching his career in public transportation which included the Tri State Transportation Commission, Port Authority of NJ & NY; Edwards & Kelcey etc. Dave and I returned covered in coal soot on the last DL&W local to Bloomfield. My mother came to the front door and screamed when she saw my black face with two white circles which had been covered by my goggles. Incidentally, Pete Hasler, John Drennan, Charlie Henry, and Betty Tone, were also on this trip. Note: the trip flyer has the Railway and Locomotive Historical Society as a co-sponsor, but their name is crossed out. (Frank T. Reilly / S. David Phraner / Peter Hasler / Bill McKelvey) (Original trip flyer, ticket, and Baltimore and Ohio Dining Car Service luncheon menu were donated by Pete Hasler to Bill McKelvey) (Trip flyer and Souvenir ½ price ticket – Bill McKelvey collection) (Charles Leemans collections)

(June 22+) Two new Fairbanks-Morse 2,400hp Trainmaster demonstrator diesel locomotives were exhibited at the Railway Supply Manufacturers' Association convention at Atlantic City, the week of June 22nd. They were touted as "the most useful locomotive ever built." Immediately thereafter they were delivered to the Reading RR at Port Reading, NJ and began a week of tests, mostly in Pennsylvania. Also introduced and on display at Atlantic City was the new American Locomotive Co. (Montreal Works) "World" locomotive, also known as the DL-500. This locomotive was designed to fit all existing restrictions and for the varying gauges of track found anywhere in the world. (LHRy website / Histories / NJ Transportation Chronology) (NY Times) (Ted Gleichman)

(July 19) The NY Susquehanna & Western RR operated their 9th annual employees outing / picnic special to lake Susquehanna in Blairstown. About 500 employees and their families boarded at Little Ferry. (Curtis Carlough) (Susquehanna Reflector, Vol. 7, No. 8)

(Aug. 3) The WW I vintage wood and steel streetcars used in the Newark City Subway were

nearing the ends of their useful lives. Public Service Coordinated Transport entered into an agreement with Twin Cities Rapid Transit of Minneapolis / St. Paul to purchase 30 of their 1946, '47 and '49 PCC cars for \$10,000 each plus \$125 each to have them loaded on railroad flat cars. The first cars were shipped on this date via the Milwaukee Road and the PRR to the PSCT Plank Road, Newark shops. They were unloaded and moved in and out of the shop bays mostly on rail which remained from the trolley era. (NJ Transport Heritage, Vol. 23, No. 1)

(August 12) The first of the 30 used PCC cars purchased from Twin Cities Rapid Transit Company in Minneapolis, MN arrived at the Public Service Coordinated Transport Plank Road Shops in Newark by rail flatcar. The car was TCRT No. 360, which became PSCT No. 21. (Traction Extra #1) (Newark Evening News, Aug. 13, 1953) (Public Service News, Sept. 1, 1953)

(Sept. 9th, 14th, and 16th) "By Popular Request Three Excursions" to Trenton, NJ were offered by the Wilson Line from Chestnut Street Wharf, Philadelphia with round trip fares of \$1.50 for Adults and 70 cents for Children. They touted: A picturesque Non-Stop Cruise on the Delaware River; Sail under four bridges; See historic towns along the route; A delightful cruise you will long remember; and Refreshment counter service. (Last of the Steamboats: The Saga of The Wilson Line)

(Sept. 10) The last passenger train operated over the NY Ontario & Western Railway. Per timetable, it departed from Weehawken, NJ at 8:30 am and arrived at Roscoe, NY at 12:31 with many railfans aboard. There the train was turned on the wye and backed into a siding across from the Roscoe station. After the northbound freight, powered by an A-B-B-A set of diesels led by F3A No. 822/821 – the last two diesels purchased by the O&W in 1948 - departed, the last southbound passenger train was pulled south and backed to the station on the main. The tail car was one of the two former Mountaineer Limited open-end parlor observation cars which had been stream-styled by Otto Kuhler in 1938. The train was scheduled to depart Roscoe at 2:10 pm and return to Weehawken at 5:10 pm. (O&W 25 Anniversary Calendar – 1988) (O&W timetables – Walter Kierzkowski)

(Oct. 17) A Rail Fan Camera Safari from Hoboken to Maybrook, NY was sponsored by the Lackawanna Railroad in cooperation with the RR Enthusiasts; NY Society of Model Engineers and the Railroadians of America. This "Off-The-Beaten Path" trip covered three states and six railroads (DL&W, L&HR; New Haven; L&HR; Erie; and NYS&W RR) for \$5 round trip. The train was equipped with vestibule coaches, gondola observation car, dining cars serving popular priced meals and buffet car serving beverages and sandwiches. Cameran film was also available on board. NOTE: In event of rain the train was to be operated one week later... (Classic Steam of the 20's Through the 40's by Green Frog Productions Video 1995 converted to Digital) (Robert Bahrs) (Trip flyer – Charles Leemans collections)

(Oct. 24) The Lackawanna Railroad sponsored a Rail Camera Safari in cooperation with

Railroad Enthusiasts, Inc., NY Society of Model Engineers and the Delaware and Hudson Railroad on Saturday, October 24th from Hoboken Terminal via the Lackawanna RR and the Delaware & Hudson RR to Starrucca Viaduct and Nineveh, NY. Two new DL&W 2,400 hp Fairbanks-Morse Trainmaster locomotives (Nos. 855 and 859) were used to haul the 14 car train to and from Scranton and two ALCO Road Switchers were used on the D&H. The Editor and Pete Hasler were passengers on this trip. After the long climb up to the crest of the Pocono Mountains a photo stop was made. The crank case vent pipe from one of the Trainmasters caught fire and the locomotive fireman swung his broom to try to extinguish it – on the forward stroke he extinguished it, but on the reverse stroke he re-ignited it... [Bill McKelvey] (Original trip flyer, ticket, and welcome letter to passengers from the Lackawanna Railroad donated by Pete Hasler to Bill McKelvey) (Ticket No. 440 – Bill McKelvey collection)) (The Delaware, Lackawanna & Western Railroad in Washington, NJ by Alvin Smith)

(Nov. 14) The Pennsylvania Railroad advertised: “Special (football) Train, Princeton vs. Yale, Avoid Traffic and Parking – Comfortable coaches, Refreshment car.” (Trains Magazine, June 1987 by John R. Wilmot)

1954

() A four-unit General Electric A-B-B-A test locomotive, No. 750 was operated on the Erie Railroad between 1954 and 1957, hauling main line through freight trains. One A and B unit had the Cooper Bessemer FVAL8T 1,200 hp engine while the other two units had the Cooper Bessemer FVAL12T engines. The tests confirmed that the engines were suitable for use in GE’s entry into the domestic locomotive market, becoming the GE 7FDL engine with the introduction of their U25B locomotive. One of the FVAL8T engines survives in the ownership of the Lake Shore Railway Historical Society in Northeast, PA and has been declared an Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers. (trains.com)

(Jan. 17) The North Jersey Chapter, NRHS sponsored a Farewell to the old cars, Welcome to the new PCC cars on the Newark City Subway. Two other groups also operated fantrips on both the old and new cars on this same day. However, North Jersey members got to ride cars 3221, 2681, and PCC car No. 10. In addition, North Jersey had extra motormen operate line car No. 5221 and work car No. 2683 to the Franklin Ave. siding for photos. (Bill McKelvey) (North Jersey Marker Light, No. 6, Feb. 1954) Car No. 3221 on spur at new Franklin Ave. station. (The Marker Lamp, No. 231, Sept. 1975) (Interurban Interlude by Cdr. E. Jay Quinby – photo of a young “Capt. Bill” in foreground stepping up to get his photo on pg. 92) (Trip ticket – Bill McKelvey collection) (Public Service Coordinated Transport by Mark 1 Video produced in 1992)

(Jan.) PRR Atlantic #460 (the Lindbergh Special engine) headed a railfan excursion from Newark to Atlantic City in January, 1954. It was the last ??? passenger train to traverse the

venerable Camden and Amboy line between South Amboy and Camden. When the special reached PRSL tracks, the crew opened up the old locomotive, topping 80 mph at several points along the route to Atlantic City. After returning the special to Newark, #460 resumed its regular Camden-Pemberton commuter assignment until Oct., 1955, when it was retired.

(April 19 to 23) CNJ T-38 camelback steam locomotive No. 744 was moved to the West Point Military Academy on the NY Central's West Shore Division for filming of the Long Grey Line.) (The Hard Coal Carriers, Vol. 2, Camelback Twilight by G.E. Bernet)

(April 25) North Jersey Chapter, NRHS sponsored a Farewell Tour over the Philadelphia Suburban Transportation Company Westchester Media Strafford and Norristown Divisions. Bill McKelvey participated. (Trip ticket, Bill McKelvey collection)

(May 1) Retired Jersey Central 4-4-2 Camelback locomotive No. 592 and a vintage coach were towed from NJ to Philadelphia by CNJ ALCO RS-3 No. 1709. The 592 and the coach were headed to the B&O RR Museum in Baltimore because NJ didn't have a museum to preserve the historic steamer (and NJ still does not have a state museum). (Jersey Central Lines, Jan., 1981) (Jersey Central Lines Official Photography by Joel Rosenbaum and Tom Gallo)

(May) A fantrip was operated by the Metropolitan Philadelphia Railway Assn. over the former West Jersey & Seashore electric line with P-RSL RDC car M-410. It made photo stops at Williamstown Jct., Pleasantville, Mays Landing @ the US Rt. 40 bridge, and at Cardiff, Egg Harbor Twp, just past the crossing of Rt. 40/322, Black Horse Pike, where a construction road for the new Garden State Parkway crossed the track. The track was covered with dirt and a road grader was used to scrape it away to expose the rails so the RDC could continue. (Paul Mulligan) (Jerry MacDonald)

(May 23) The Transit Improvement Assn. organized a tour of the Newark City Subway using car #17 on Sunday, 23 May. (The Editor was on board.)

(June 16) The Lackawanna RR began their new trailer-on-flat-car service between the NY-Newark area and Buffalo with railroad-owned trailers and it was expanded to include customer-owned trailers on July 12. (Flags Diamonds and Statues, Vol. 7, No. 3)

(July 11) The North Jersey Chapter, NRHS sponsored a Farewell To The Camelback Engine Tour using the last operating camelback locomotive in America, CNJ #774 (built by Baldwin in 1914), from their Jersey City Terminal via Elizabethport to Freehold, Bay Head Junction, and Atlantic Highlands on this Sunday. Photo stops were made at Freehold, Bay Head Jct., and Atlantic Highlands. Lunch stop for this 165-mile trip was at Point Pleasant. Just prior to the end of service for No. 774, she traveled to West Point, NY to participate in the filming of "The Long Grey Line" movie, a history of the US Military Academy at West Point. Adult fare for the day was \$4.50 and \$2.25 for children! The Editor was on this trip. (Frank T. Reilly / Bill McKelvey) (The Trail of The Blue Comet, by Baer, Coxey & Schopp) (Jersey Central Lines, Sept. 1981)

(North Jersey Marker Lamp, No. 11, Sept. 1954) (Two full fare and one-half fare tickets and Trip Flyer – Bill McKelvey Collection) (Classic Steam of the 20's Through the 40's by Green Frog Productions Video 1995 converted to Digital) (The Unique NY & Long Branch, by Don Wood, Joel Rosenbaum and Tom Gallo) (The Hard Coal Carriers, Vol. 2, Camelback Twilight by G.E. Bernet)

(July 11) On this date the PRSL began an experiment to determine if frustrated motorists could be attracted to ride a special train from 30th Street Station in Philadelphia to Atlantic City for a special \$2.95 round trip fare. An extensive media advertising program only attracted an average of 900 patrons per excursion. The nine excursion trips did not generate enough to justify the added expense incurred and the program was not repeated in 1955. (Richard M. Gladulich)

(July 18) The NY Susquehanna & Western RR operated an employee picnic special to lake Susquehanna in Blairstown. (Curtis Carlough)

(Summer) The PRSL completed the last major special convention move with a Shriner's special. (Richard M. Gladulich)

(Sept. 18) A fan trip was operated round trip from NY/Newark to Atlantic City via the Nellie Bly route with E6s No. 460, the "Lindberg Special" engine. (Chris Baer) PRR railfan trip from Penn Station, Newark to Atlantic City via the Camden & Amboy RR through South Amboy, Jamesburg, Bordentown, and Burlington to Minson tower, then PRSL through Haddonfield and Winslow Jct. to Atlantic City. Locomotive was PRR E-6s No. 460 built in 1914 by PRR, a 4-4-2 which pulled the 6 cars. Departed Newark at 9:15am, 4 1/2 hours at Atlantic City and arrived back at Newark at 9:10pm. Fare \$5.75 for everyone. (Source: Trip flyer, Bill McKelvey collection.) (North Jersey Marker Lamp, No. 12, Oct. 1954)

(Oct. 10) The Autumn Leaf Excursion from Reading Terminal, Philadelphia (via Reading Co. and CNJ) to Mt. Hope and Green Pond Jct. with lunch stop in Dover was sponsored by the Philadelphia Chapter, NRHS. The trip featured the picturesque Perkiomen Valley and Colorful Green Pond Mountain. The rail routing for this trip was from Reading Terminal, Philadelphia via the Perkiomen Branch, Emmaus Jct., then the CNJ through Bethlehem, Easton, Phillipsburg, and north on the High Bridge Branch. Round trip fare was \$5.95. (Frank T. Reilly) (Reading RR Magazine, Dec., 1954 via Mitchell Dakelman) (Trip flyer, Bill McKelvey Collection)

1955

(Mar. 3) The PRR initiated their first "TrucTrain" or "Piggy-back" highway trailer on railroad flat car service from NJ to Chicago. (The High Line, Vol. 11, Nos. 1 & 2)

(April 2) A 250-mile railfan excursion sponsored by the Railroad Enthusiasts was operated on the Jersey Central from Jersey City to Bridgeton for \$5.50 round-trip. It was powered by 4-6-0

camelback locomotive #774 and had a baggage car, modern coaches and observation car No. 1178, the former *Blue Comet* car *DiVico*. This was the first railfan trip of 13-year-old Frank T. Reilly. (Bill McKelvey collection – trip flyer) (NJ Transport Heritage, Vol. 22, No. 1, March 2013) (The Trail of The Blue Comet, by Baer, Coxey & Schopp) (The Hard Coal Carriers, Vol. 2, Camelback Twilight by G.E. Bernet)

(Apr. 24) The Electric Railroader's Association, North Jersey Division operated a Bi-State Trolley Tour, covering the Queensboro Bridge Railway (in car 603) in the morning and the Public Service Newark City Subway (in car 20) in the afternoon. The Editor was aboard both trips. (Ticket No. 32, and transfer ticket No. 51 – Bill McKelvey collection)

(May) During May a light-weight locomotive and four cars of Spanish-Talgo design operated between Hoboken and Denville for filming of a promotional piece. The cars were built at the Berwick, PA plant of American Car & Foundry on the Lackawanna's Bloomsburg Branch. [Plant, Jeremany F., Lackawanna Railroad Vol. 2] The Talgo II trainset later went up the Sussex Branch on its way to the New Haven via the L&HR RR at Andover Junction. (The Block Line, Spring 2023)

(May 7) A Lackawanna RR Rail Fan Camera Safari was powered by F3 ABA set No. 803 from Hoboken to Maybrook, NY, Portland, PA and return to Hoboken via six (DL&W, L&HR, NYNH & H, Erie, L&NE, NYS&W) railroads. The trip was Sponsored by the Lackawanna in cooperation with the Railroad Enthusiasts, Inc. and NY Society of Model Engineers. The trip went west via the Boonton Line and returned via the Morris and Essex. Fare was \$6.00 round trip. (Robert Bahrs) (Trip flyer – Bill McKelvey collection) (Trackside Along the Erie Railroad and its Connections by Jim Kostibos) (The Block Line, Spring 2023)

(May 19) The Pennsylvania RR borrowed an EP-5 electric motor, built in 1955 by General Electric, from the New Haven RR to test its suitability as a replacement for ageing GG-1 locomotives. John Dziobko, Jr. photographed the unit at Newark Penn Station on its way to Washington, DC. The 4,000 hp New Haven unit was painted in the attractive McGinnis paint scheme of Socony red, white and black. The tests indicated that the EP-5s were unacceptable replacements. (Trackside to the Jersey Shore, Don Wood / Rosenbaum / Gallo)

(May) CNJ Camelback No. 774 powered a Fantrip from Jersey City to Jim Thorpe and return. (Jersey Central Railway Historical Society 2016 Calendar)

(June 5) The Ringling Brothers, Barnum & Bailey Circus train was photographed at Woodbury, NJ by Frank C. Kozempel being hauled by PRSL locomotive No. 6008. (Ted Gleichman)

(June 7) The First Section of the Ringling Brothers, Barnum & Bailey Circus train was moved from Bridgeton to Red Bank for their June 8 performance at River Plaza, Middletown. The consist of the First Section was: two closed stock cars (elephants), eighteen flat cars (menagerie and side shows) and four passenger cars (dormitories, dry cleaning and tailor shop) for a total of

24 cars or 2,100 tons. (West Jersey Rails Quarterly, Sept. 1996)

(June 25) The Railroad Enthusiasts, NY Division sponsored the "Rip Van Winkle Flyer Special Train" via the West Shore Catskill Mountain Route of the NYC RR from NY/Weehawken to Oneonta and return. Luncheon: Chicken A La King or Ham, Garden Vegetable, Whipped or Hashed Browned Potatoes, Chocolate Pudding or Home-Made Apple Crunch with coffee, tea or milk was offered for \$2.25. (Bill McKelvey collection - menu)

(July 10) The North Jersey Division of the Electric Railroaders Assn. sponsored a trip on the Wharton & Northern and High Bridge Branches using CNJ camelback locomotive #774 from Jersey City and Elizabethport. Fare for the trip was \$5.00 and James W. Whittaker was the trip chairman. [Trip flyer – Bill McKelvey collection] [Frank T. Reilly] (NJ Transport Heritage, Vol. 22, No. 1, March 2013)

(July 10-Sunday) The NYS&W RR sponsored their final annual employees picnic train to Lake Susquehanna, near Blairstown, NJ. This year the five-car excursion pulled by RS-1 No. 234 carried 614 people. This was an annual event during the 1940's and 1950's with food and festivities which made the day fun for all. The train departed Little Ferry at 7am, made 7 pickup stops and arrived at Lake Susquehanna at 10am. The Picnic Specials were discontinued after President Henry K. Norton's resignation in 1955. (Susquehanna Reflector, Vol. 3, No. 2 and Vol. 9, No. 7) (Susquehanna Tracksides 1954-1968 w/ Zullig & Holtz)

(August 18) Hurricane Diane stalled and deposited torrential rains in the Pocono mountains ranging in amounts of 5 to 15 inches falling in a matter of a few hours, causing the worst floods on record there, largely in the Poconos and the valley of the Delaware River. Raging waters demolished about 150 road and rail bridges and breached or destroyed 30 dams. The main lines of both the Lackawanna and Erie railroads were severed in numerous places. The Lackawanna found itself with 105 major locations of washouts (88 of these were on the main line between Scranton and the Delaware Water Gap), slides, and bridge damage. The railroad was severed, as more than 60 miles of track east of Scranton lay in ruins. Within this 60-miles, the railroad counted two stranded passenger trains and four stranded freight trains, with a total of 17 diesel locomotives. For a few days after August 21st, the Lackawanna detoured some of their freight trains via Utica, NY and the New York Central via Albany, Selkirk, and Hoboken as well as the Pennsylvania RR between Elmira, NY, Williamsport, Northumberland, Harrisburg, & Coatesville, PA, Elizabeth, Kearny Jct. and Hoboken, NJ. Most passenger trains were detoured via Washington and Phillipsburg, NJ to Easton, Allentown and Scranton, PA via the Jersey Central and the Lehigh Valley. A few were even detoured between Allentown, Haucks and Pittston Jct. via the Reading. The US Army leased MRS1 diesel road switchers to the Erie, Lackawanna, and other railroads to ease their motive power shortages. (Jersey Central Lines) (Flags, Diamonds & Statues, Vol. 19, Nos. 1 & 3) (Railway Age, Sept. 19, 1955)

(August 21) Initial DL&W Hurricane Diane freight detours involved trains still on the west end of the railroad. According to DL&W documents, A/BH-9, with locomotive 661 pulling 73 loads and 8 empties, arrived at Hoboken yard on this morning, coming off a detour that took them up the DL&W's Utica Branch, onto NY Central at Utica, east to Selkirk, and down the West Shore to the DL&W interchange at 17th Street in Hoboken. Following this first detour was NE-4 with locomotive 660 pulling 88 loads and one empty along the same route into Hoboken at 9:45am. BH-8 arrived next, behind engine 635 with 74 loads and 8 empties. Lastly, BH-4, with 85 loads and 2 empties arrived behind locomotive 605, the final eastbound freight on this date using the NYC detour. Also, two additional freights were handed off to the PRR at Elmira, NY. These were BH-8 and BH-4. Apparently, these trains took the all-PRR route from Elmira through Williamsport to Harrisburg, then east to NJ via the NE Corridor and back to the DL&W at Kearny Junction. That afternoon, a DL&W westbound extra with 95 cars switched onto the NYC at 17th St., Hoboken bound for Selkirk and back to the DL&W at Utica, NY. (Flags, Diamonds & Statues, Vol. 19, Nos. 1 & 3)

(August 22) Two eastbound DL&W freights, NE-4 and BH-8, were handed off to PRR in Elmira. One eastbound DL&W freight was delivered to the LV at Pittston Junction to be routed back to DL&W at Phillipsburg. The second DL&W westbound freight left Hoboken in the evening to Port Morris where 63 L&HR cars were delivered. It left Port Morris with 58 cars which were delivered to the LV at Phillipsburg, taking the same LV detour that the passenger trains were using. One additional westbound detoured freight, Extra 635 with 55 cars, was handed off to the PRR at Kearny Junction (Flags, Diamonds & Statues, Vol. 19, Nos. 1 & 3)

(August 23) The LV stopped accepting any more DL&W freight detours because of congestion on their Hazelton branch. Passenger trains were running from 7 to 13 hours late... Two additional detours were started, one from Phillipsburg via CNJ-Reading-PRR to Elmira, and the other being from Phillipsburg via CNJ and Reading to Rupert, PA. Five eastbound trains were detoured on this day, one to LV at Pittston Jct., one to PRR at Elmira, two to NYC at Utica, and one to the Reading at Rupert. Five westbound trains were also detoured, one to LV at Phillipsburg, one to PRR at Kearny Jct., two to CNJ at Phillipsburg for movement via Reading and PRR to Elmira, and one to NYC at 17th St., Hoboken for movement via the West Shore and Utica. (Flags, Diamonds & Statues, Vol. 19, Nos. 1 & 3)

(August 24) The LV opened one of their damaged main line tracks in the Lehigh Gorge for passenger service only. As a result the delays on detoured DL&W passenger trains were halved. Four eastbound freight trains were detoured, two to Reading at Rupert routed Reading-CNJ to Phillipsburg, and two to NYC at Utica for movement to Hoboken. Four westbound freights were also detoured, one to PRR at Kearny Jct. routed to Elmira, two to NYC at Hoboken routed to Utica, and one to CNJ at Phillipsburg for routing to Elmira via Reading and PRR. Additionally, two more eastbounds were detoured with authorization of ICCorder 57. Lackawanna requested that Hoboken-bound coal normally delivered by Reading at Rupert should be routed via CNJ for

delivery to Lackawanna at Phillipsburg instead. (Flags, Diamonds & Statues, Vol. 19, Nos. 1 & 3)

(August 25) With motive power stretched thin by being dispersed on long detours, as well as the 17 units still stranded, Lackawanna turned to the U.S. Army to lease 15 1,600-hp diesel roadswitchers. Six were available immediately from New Cumberland, PA, while the other 9 would take 48 hours to decocoon. Three RS-3s were also leased from the L&HR. Three eastbound freight trains were detoured on this day, two to NYC at Utica for movement to Hoboken, and one to PRR at Elmira for movement to Kearny Jct. Three westbound freights were also detoured, one to PRR at Kearny Jct. routed to Elmira and two to NYC at 17th St., Hoboken for routing to Utica. Additionally, because of the accumulation of several hundred cars of coal at Scranton, two coal trains were dispatched via D&H at Scranton and interchanged to NYC at Albany, then delivered to DL&W at Hoboken. For the first couple of days, the various detours ran any way available so that the cars could be moved. By this date, Lackawanna was starting to look at economics. The standard detour rate was \$2.25 per train mile if they supplied the crew and locomotives. Additional expenses were the cost of the pilot, supplies, pushers, and any other unusual matters. Thus a memo was issued to concentrate the detours on the lowest mileage routes, consistent with tonnage and clearance requirements. (Flags, Diamonds & Statues, Vol. 19, Nos. 1 & 3)

(August 26) Movement of detoured passenger trains over LV continued to be disappointing because final arrival times still ranged from 4 ½ to 6 ½ hours late. Agreements were made on a CNJ / D&H detour route whereby Lackawanna would only pay about half of the standard detour fee, but it was not possible to operate passenger trains via that route. Five eastbound freight trains were detoured, two to Reading at Rupert routed Reading-CNJ to Phillipsburg, two to NYC at Utica for movement to Hoboken, and one to PRR at Elmira for routing to Kearny Jct. Four westbound freights were also detoured, one to PRR at Kearny Jct., routing to Elmira, one to NYC at Hoboken routing to Utica, and two to CNJ at Phillipsburg for routing via Reading to Rupert. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(August 27) With the expectation of routing all DL&W freights via the shorter CNJ/D&H detour route, L&HR non-perishable traffic was restored to its normal route and the diversion order on Reading eastbound coal to Phillipsburg was cancelled. Six eastbound freight trains were detoured on this day, three to Reading at Rupert routed Reading-CNJ to Phillipsburg, two to NYC at Utica for movement to Hoboken and one to PRR at Elmira for routing to Kearny Jct. Four westbound freights were also detoured, one to PRR at Kearny to Elmira, two to NYC at Hoboken for Utica and one to CNJ at Phillipsburg via Reading to Rupert. This day would mark the end of the long PRR detour between Elmira and Kearny. Clearances were improved on the DL&W line in Phillipsburg to 16'5" so that trailers could move in the detour trains via CNJ-Taylor. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(August 28) DL&W freight train detours commenced over CNJ between Taylor and Phillipsburg. Two trains went each direction via this route. Additionally, two eastbound trains operated via the Rupert-Reading-CNJ-Phillipsburg route and the last NYC detour, a Hoboken to Utica freight occurred. All long-distance freight detours were now finished. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(August 29) Three DL&W eastward detours were given to CNJ at Taylor, and two others to Reading at Rupert. Westbound had only one detour, Phillipsburg CNJ to Haucks and Reading to Rupert. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(August 30) Passenger train detours continued via LV and continued to be unsatisfactory time-wise. Quite a few freight detours occurred on this day, with three in each direction over CNJ between Taylor and Phillipsburg, and one each way via the Reading-CNJ route between Pupert and Phillipsburg. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(August 31) DL&W detours consisted of four westbound moves via CNJ between Phillipsburg and Taylor and three eastbound moves along the same route. Two additional eastbounds were sent to Reading at Rupert and then given to CNJ at Haucks for movement to home rails at Phillipsburg. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 1) All DL&W detours on this day were sent via the Taylor-CNJ route and consisted of five eastbound trains and six westbound trains. This traffic caused congestion on CNJ as they were also detouring one Erie freight daily as well as their own trains. Because of the congestion, CNJ notified DL&W that they would only accept four detour trains a day. Any additional detours were to be sent to Rupert and detoured over Reading. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 2) The maximum number of DL&W detour trains allowed by the CNJ, four each way, operated over the detour route between Taylor and Phillipsburg, then via Washington and Port Morris, NJ. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 3) The maximum number of detour trains were sent over the CNJ. But CNJ advised DL&W that that they could only accept three detour trains each way between Taylor and Allentown – Phillipsburg. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 4) Due to the BH-4 derailment, the CNJ-Taylor route was not available this day, so three westbound ngrains and three eastbound trains took the Reading route between (Phillipsburg) Allentown and Rupert. Two additional eastbound detour freights used the LV from Pittston to Phillipsburg. With nearly all DL&W locomotives recovered from the flood area, the three leased L&HR RS-3s were returned. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 5) With the CNJ route once again clear, one westbound and four eastbounds used that route on this day. Eastbound traffic was heavy because two other DL&W trains took the

Reading route from Rupert to Allentown-Phillipsburg, and one other eastbound used LV from Pittston to Phillipsburg. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 6) Three DL&W westbounds and five eastbounds used the CNJ. One additional eastbound used the LV detour route. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 7) CNJ notified DL&W that their situation had improved and that they should be able to handle all DL&W detours. As a result, DL&W sent five freights both eastbound and westbound over CNJ this day. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 8) Although CNJ had notified DL&W on Sept. 7 that they could handle all the detour traffic, they reversed that decision on this day. The reason given was that they were experiencing trouble with "soft track" between White Haven and Penn Haven. The need to operate work trains led CNJ to once again institute a limit of three DL&W detour trains in each direction. They also did not want to route any detours via the Reading-Haucks-CNJ route. Consequently only three eastbound and two westbound detours were routed over CNJ on this day. Two additional eastbound and two westbound detours were routed over CNJ on this day. Two additional eastbounds used the LV detour, and one went by way of Reading from Rupert to Allentown – Phillipsburg. Two westbounds used LV and one westbound used Reading. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 9) Although CNJ still had DL&W restricted to three freight detours in each direction, DL&W managed to route four eastbounds from Taylor to Phillipsburg along with three westbounds. LV agreed to handle two detour moves in each direction in addition to the passenger detours in each direction, but DL&W only routed one eastbound and one westbound that way. One additional westbound DL&W freight was detoured via Reading at Rupert. One significant incident on this day was an armature bearing failure on locomotive 651B at Stewartsville, NJ on the Washington branch. This caused train No. 6 to be delayed at Phillipsburg from 6:45pm to 8:45pm. Of the 55 passengers on board, 48 were transferred to CNJ train No. 194 which departed Phillipsburg at 7:24pm for Jersey City. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 10) A DL&W excursion train was operated from Binghamton to Hoboken over LV. This was in addition to three passenger trains in each direction which were already detouring over LV. Freight trains detoured were four westbounds on CNJ via Taylor and three in the eastbound direction. Three westbound and two eastbound freights were detoured over LV as well. DL&W also received word from Erie that their main line would reopen by midnight and they would be in a position to help with detour trains. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 11) The Erie reported that their main line between Port Jervis and Lackawaxen was reopened the previous evening. It had been closed for 22 days. Erie trains 91 and 5 were the first trains through the reconstructed area. Train BH-4 was the first DL&W detour train to be routed via Erie on this date. Also, a westbound DL&W passenger excursion train ran over the

Erie from Secaucus to Binghamton. (Flags, Diamonds and Statues, Vol. 19, No. 1) (Railway Age, Sept. 19, 1955)

(Sept. 12) The DL&W ran one freight train each way over the Erie between Binghamton and Secaucus. (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 13) By this date the DL&W freight detour trains were falling into a type of routine: one eastbound and one westbound used the Erie main line through Port Jervis. (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 14) The regular detours continued the same as on Sept. 13 except for two eastbound trains that used LV and only three westbound trains that used LV and only three westbound trains on CNJ. Twenty additional cars on the washed out tracks at Analomink were rerailed and moved to Port Morris, NJ on this evening. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 15) It is assumed that the pattern of detours was very similar to that of the previous two days. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 16) On this date the DL&W detoured two final westbound freight trains via the Erie main line through Port Jervis. (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 17) Apparently any departures that would have resulted in a passenger train operating over the rebuilt track on this day were annulled. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3)

(Sept. 18) The first regular eastbound and westbound freights which were operated over the reopened DL&W main line were early on this day. Their main line between Stroudsburg and Scranton had been closed for 29 days. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3) (Railway Age, Sept. 19, 1955)

(Sept. 18) The North Jersey Chapter, NRHS sponsored an MU trip over Lackawanna RR electric lines from Hoboken to Gladstone and Dover. Return was by diesel power (from Dover via Port Morris – where the train was turned on the “Y” and then via the Boonton Line back to Hoboken). Round trip fare was \$4.00 and \$2 half fare, with box lunches an additional \$1.25. (RR Mag.) (Trip flyer – Bill McKelvey collection)

(Sept. 19) Passenger service operating via the reopened DL&W main line commenced with an eastbound passenger excursion leaving Scranton for Hoboken at 7am on this day, Sunday. Since the evening of August 18, Lackawanna had detoured hundreds of passenger and freight trains over neighboring railroads. The vital link for detoured trains was the Phillipsburg to Port Morris branch of the DL&W. It had carried the majority of rerouted trains. The contractors and employees had done magnificent work and instances of unusual and distinctive devotion to duty were so numerous as to seem commonplace. Initially, the cost of repairs was expected to exceed \$10 million but when all actual expenses were added up, the cost was substantially less, totaling

about \$7 million. Substantial savings were achieved by restoring less track with CTC reverse signaling. (Flags, Diamonds & Statues, Vol. 19, Nos 1 & 3) (Railway Age, Sept. 19, 1955)

(Sept. 24) Railroad Enthusiasts sponsored a steam trip using CNJ #774 from Jersey City, Elizabeth and Plainfield to Allentown and Jim Thorpe with Baltimore & Ohio dining car service. Fare was \$4.95 and Edward A. Hansen was the trip chairman. This was the final steam excursion run of the last CNJ steam locomotive. Despite the efforts of noted rail photographer Don Wood and others, the necessary \$5,500 to preserve her wasn't raised and #774 was unceremoniously towed to scrap at Luria Brothers in March 1956. (Frank T. Reilly) (Jersey Central Railway Historical Society 2016 Calendar) (NJ Transport Heritage, Vol. 12, No. 4) (NJ Transport Heritage, Vol. 22, No. 1, March 2013) (Trip flyer, Bill McKelvey collection) (The Hard Coal Carriers, Vol. 2, Camelback Twilight by G.E. Bernet)

(Sept. 25) The Transit Improvement Association (Brooklyn) sponsored a Shore Line Railway Tour on the PRSL with two RDC cars from Camden to Atlantic City with a three hour layover for a tour of the Atlantic City Transportation Co. trolley system. Then the RDCs were to be taken on the then freight-only former interurban Shore Fast Line to Somers Point. The trip on this line was cut short due to poor track conditions, and finally returned back to Camden. Bill McKelvey was aboard for the bargain \$5 round trip fare. (Trip flyer and Ticket No. 26 – Bill McKelvey collection)

(Oct. 17) The NJ and Newark Chambers of Commerce and the Newark Railroad Community Committee traveled over the PRR, Lehigh Valley, Susquehanna, Erie, and Jersey Central Railroads in a special train of CNJ coaches pulled by CNJ 1515, a Fairbanks Morse H 15-44 diesel loco.

(Oct. 27) A Northern New Jersey Rail Industrial Development Tour train began and ended at the Central Railroad of NJ Broad Street, Newark Terminal. Approximately 600 industry and railroad executives toured the facilities of the PRR, Erie, NYS&W, and CNJ – including the CNJ McMyler coal car unloaders as well as the many industries served by rail. The tour was free, but by invitation only. (The Midlander Trainsheet, Vol. 9, No. 2 – Part One, and Vol. 9, No. 3 – Part Two) (NJ Transport Heritage, Vol. 22, No. 2, June 2013) (Susquehanna Reflector, Vol. 9, No. 11-with photo of CNJ locomotive No. 1515 at Broadway Paterson station)

(Dec. 26) Two Atlantic City “Farewell” trips were operated over the Atlantic City Transportation Co. trolley system by the Delaware Division of the Electric Railroader’s Assn. The final trips were operated using a Brilliner and a Hog Island car a day before buses were to take over service. The members “carpooled” from Upper Darby, PA (PTC 69th St. Terminal) to Atlantic City. The fare for the trolley trips was \$1.50, and for the auto portion \$1 per person. (Trip flyer, Bill McKelvey collection)

(Dec. 28) The last official Atlantic City trolley – Brilliner No. 207 – departed from the front of the old City Hall – Tennessee and Atlantic Avenues. The first Atlantic City GM TDH 4512

buses were there for the ceremony and to take the place of the trolleys. The final run which departed Douglas Ave. at 3:30 PM was sponsored by Atlantic City Hospital. A souvenir post card was issued showing car No. 250 beside replacement GM bus No. 3905. The final ride was actually a cavalcade of trolleys. (Jeff Marinoff photos)

(In 1955 & 56) Two GM EMD FL9 demonstrators painted in New Haven colors and numbered 2000 & 2001, but still owned by EMD toured the NYC, PRR/NY&LB and NH. They were spliced with an EMD test car built into a B unit. (Rich Taylor)

1956

(Feb. 26) The first scheduled trip of the PRR's new General Motors New York to Pittsburgh Aerotrains ended when coupler trouble developed between the locomotive and the first car. The run was terminated at North Philadelphia and passengers transferred to the old Pittsburgh day train. It was back operating the next day and bettered the scheduled time each way. It covered the 439.5 miles on a 7.5-hour schedule. The train had nine lightweight coaches which were actually, modified bus bodies, each seating 40 passengers. (Marker Lamp, No. 28, March 1956) (Off the Beaten Track, Robert G. Lewis)

(April 7) The Railroad Enthusiasts, NY Div., sponsored a Railfan Trip from NY / Newark Penn Station to Atlantic City and return behind a PRR K-4s steam locomotive No. 830 for \$5.95. The route was via South Amboy, Jamesburg, Bordentown, Burlington to Minson Tower, then PRSL to Atlantic City. Return was via Burlington, Trenton, and the main line. Edward A. Hansen was the trip chairman. (Bill McKelvey collection – trip flyer) (NJ Transport Calendar, Vol. 3, No. 3) At West Haddonfield one of the P70 coaches suffered axle or journal damage and had to be set out, causing significant delay beyond the scheduled lunch break in Atlantic City. A white and green Dugan's bakery truck came along and it was hailed by some of the passengers to stop by the train. A bread line literally formed and the driver sold just about his entire inventory to the hungry railfans. (NRHS News, April 2021 by Bob Krone courtesy of Dave Homer)

(Apr. 26) The steamship Ideal X, a converted WW II T-2 oil tanker, was the first commercially successful container ship. On this date the vessel, owned by Pan Atlantic Steamship Co. departed Port Newark with 58 containers for the Port of Houston, TX, where 58 trucks were waiting to be loaded with the containers for delivery. This enterprise was begun by trucker, Malcolm McLean, and evolved into Sea Land, which is now part of Maersk. (Journal of Commerce, April 27, 1956) (The Box That Changed The World by Donovan and Bonney) (Port Newark and the Origins of Container Shipping by Angus Kress Gillespie)

(May 20) The North Jersey Chapter, NRHS sponsored an excursion over the DL&W suburban electric lines with MU equipment and 46 of their members rode the two-car train. (Marker Lamp, No. 31, June 1956) (NRHS Bulletin, Third Quarter, 1959)

(June 3) The Philadelphia Chapter NRHS sponsored a fairwell to Steam Excursion via the Pennsylvania Railroad Company from 30th Street, Philadelphia station to Bay Head Jct., NJ. The trip proceeded north (railroad east) to Rahway, NJ where the GG-1 was swapped for K4 No. 830, which likely came up from South Amboy. The K4 tied on to the end of the train and pulled it south to Asbury Park where chartered buses took the group to visit the Pine Creek RR which was located on Rt. 9 in Marlboro, NJ. (The last piece of Pine Creek equipment was moved from Marlboro to Allaire State Park on May 16, 1965). After visiting the steam engines, including the Shay, at Pine Creek the buses took the fans to Bay Head where they were able to roam the yard to see other K4s waiting for their Monday morning trains, as well as Jersey Central Trainmaster locomotives. The 830 hauled the train back to South Amboy where it was replaced by another GG-1 which took the train via the old Camden & Amboy and Jamesburg to Monmouth Jct. and back to Philadelphia. (Joseph E. Boscoe, Souvenir Coupon and itinerary) (JR May)

(June 5) The Ringling Brothers and Barnum & Bailey Circus train last visited Atlantic City for a show under their "Big Top" tent. The Ringling Brothers and Barnum & Bailey Circus raised their "Big Top" in New Jersey for the last times at Atlantic City, Oceanport and Newark in early June. Six weeks later the RB+B&B circus "Big Top" was set up for the last time in Pittsburgh, PA. Thereafter their circus set up only in arenas, convention centers and other large facilities. (NJ Transport Heritage, Vol. 11, No. 3, Pg. 6) (NJ Transport Heritage, Vol. 11, No. 4, Pg. 7 - "The RB & B&B Circus in NJ 119-1956")

(Aug. 18) Hurricane Connie was followed by Hurricane Diane which stalled and deposited torrential rains in the Pocono mountains ranging in amounts of 5 to 15 inches falling in a matter of a few hours. The run-off brought streams above the flood stage very quickly, some rising 30 feet in 15 minutes, with bridges, fills, and culverts destroyed. The Lackawanna found itself with 105 major locations of washouts, slides and bridge damage. The railroad was severed, with more than 60 miles of track east of Scranton in ruins and two passenger and four freight trains stranded (with a total of 17 diesel locomotives). (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 21) Initial DL&W freight train detours involved trains still on the west end of the railroad. They went up the DL&W Utica branch, to the NYC, east to Selkirk, and down the West Shore to the DL&W interchange at 17th St. in Hoboken. Three following freights also took this route. Two additional freights were handed off to the PRR at Elmira, NY and apparently went through Williamsport to Harrisburg, then east to NJ and back to the DL&W at Kearny Jct. EMD F3 661, on the first eastbound detour off the NYC, was turned around and powered a westbound extra with 95 cars that switched onto the NYC at 17th St. in Hoboken for Selkirk and back to Lackawanna tracks at Utica, NY. (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 22) Two additional eastbound freights were handed off to the PRR in Elmira and one eastbound freight was delivered to the LV at Pittston Jct. to be routed back to the DL&W at Phillipsburg, NJ. The second westbound left Hoboken on DL&W gtracks to Port Morris where L&HR cars were delivered, then continued to Phillipsburg with cars for the LV, taking the same

LV detour that the passenger trains were using. Two additional westbound freights were handed off the the LV at Phillipsburg and one other was handed off the the PRR ast Kearny Jct.
(Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 23) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 24) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 25) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 26) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 27) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 28) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 29) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 30) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Aug. 31) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 1) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 2) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 3) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 4) A Bargain 1-Day Train Excursion was offered to the Miss America Pageant, Atlantic, Tuesday, Sept. 4 for only \$3.10 round trip by Pennsylvania-Reading Seashore Lines. (The Trains to America's Playground by Coxe, Kozempel and Kranefeld)

(Sept. 4) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 5) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 6) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 7) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 8) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 9) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 10) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 11) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 12) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 13) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 14) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 15) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 16) (Flags, Diamonds and Statues, Vol. 19, No. 1)

(Sept. 22) Lackawanna Railroad Rail Fan Camera Safari Excursion was operated from DL&W RR Hoboken Terminal to Northumberland and return using No. 801 ABA set of F-3s. Trip was sponsored by the Lackawanna Railroad in cooperation with the Railroad Enthusiasts, Inc. (NY Div.). During the trip many scars left by Hurricane Diane and the accompanying floods were visible in the Pocono Mountain area. The trip covered the Boonton Branch, Main line, the Cut-off, the Bloomsburg Branch and return via the Morristown Line. The train had both a diner and a buffet car, with lunch and/or dinner at \$2.25 consisting of Yankee Pot Roast of Beef; Chicken Fricassee, Lackawanna Style; or Southern Baked Virginia Ham w/ wine sauce; Mashed Potatoes, Peas, Baby Lima Beans; Lettuce and Tomato Salad w/ French Dressing; Assorted Bread; Ice Cream or Rice Pudding; Coffee, Tea, or Milk. (Robert Bahrs) (Trip brochure from S.T. Lofthouse) (Trip flyer, Bill McKelvey collection)

(Sept. 30) A Metropolitan Philadelphia Railway Assn. excursion departed Philadelphia powered by four-year-old Baldwin RS12 #8110. They traveled east on the main line to Trenton and then to Phillipsburg on the Bel Del. Here they had a lunch break, but most of the rail fans headed for the PRR roundhouse. Some of the railfans, including Boscoe, waited for, and photographed trains at the nearby Delaware River bridges. They were rewarded with a short LV RR transfer run from Easton pulled by an Alco RS; a CNJ train pulled by one of their Fairbanks Morse H-24-66 Trainmasters; and a L&HR Ry freight with Alco RS-3s Nos. 5 & 7 on its way from Maybrook, NY to Allentown, PA. In the afternoon they went back down the Bel Del and via the Trenton Cutoff to Parkesburg, PA then back to Philadelphia. (NJ Transport Heritage, Vol. 12, No. 2) (Joseph E. Boscoe, souvenir ticket No. 247, which cost \$5.85, and description)

(Oct. 14) An "Autumn Leaf Rail Tour" was jointly sponsored by the Philadelphia and Lehigh Valley Chapters of the NRHS. It began in Reading Terminal, Philadelphia and had 15 coaches powered by Reading Fairbanks-Morse diesel locomotives #861 & 863. At Bethlehem the Lehigh Valley members boarded and they proceeded east on the Jersey Central and Lehigh & Hudson River RR through Phillipsburg to Maybrook, NY where a 1½-hour stop was made. A full-course turkey dinner could be had in the dining car for \$3.25. Round trip fare was \$7.50 for adults and \$3.75 for children. The return to Bethlehem was via the Lehigh & New England RR.

Supplemental information from Joe Boscoe notes and also NRHS Philadelphia Chapter *Cinders* newsletter regarding the fan trip in 1956 on October 14 from Philadelphia to Maybrook NY. While the train had 15 Reading Co cars, the make-up (as assembled in train) was comprised as follows: Coaches 1376, 1457, 1364, 1384; diner 1186; coaches 1366, 1437, 1492; baggage 1715, coaches 1496, 1372, 1360, 1432, 1463, 1367. Entering Maybrook yard on a beautiful autumn day we spotted a departing L&HR freight bound for Allentown. There was an

assortment of New Haven power at the engine house including Alco FA/FB units; relatively new GP-9's in the McGinnis scheme and a couple Lima switchers working the hump. In mid-afternoon we were treated to a visit of NYO&W A-B-B-A units in F-3/FT combination. As we departed the yard we passed some Erie Geeps waiting entry to Maybrook. The sun began to set (literally and figuratively) for our return trip over the LNE through New York and New Jersey. We crossed the Delaware River into PA at Portland about dusk. By the time we passed through Pen Argyl it was dark and difficult to see any activity at the shops or roundhouse. The train continued to Bender's Jct and turned south to Bath and Bethlehem and the CNJ connection. Once again, our Train Master engines 861 and 863 ran around the train for the return to Philadelphia via Quakertown and Lansdale, etc. (Doug Peters) (Trip Flyer and Souvenir Ticket, Bill McKelvey collection) (Joseph E. Boscoe, ticket No. 353)

() Public Service Coordinated Transport began purchasing air-conditioned buses and saw a profitable increase in its charter and tour business. (A History of PSE&G: The Energy People)

1957

(Feb.) The Hoboken Shore RR operated an excursion that toured their road for the local Chamber of Commerce members in February. The visitors were carried in a gondola which had been given an interior coating of white paint. A group photo was taken at their float bridge with HS RR GE center cab locomotives No. 700 and No. 701 (pulling the special) on a loaded DL&W carfloat. (Hoboken Shore RR by Ben Bernhart)

(Mar. 29) The NY, Ontario & Western RR, bankrupt since 1937, discontinued operations. At 541 miles it was the largest railroad shutdown to date. All O&W lines were abandoned. (Classic Trains, Fall 2000 and Spring 2012)

(April 21) The Pennsylvania-Reading Seashore Lines advertised a 1 Day Only Easter excursion to Atlantic City at Reduced Round Trip Coach Fare of \$3.25 from Philadelphia and \$3.00 from Haddonfield, with half fare for children. To Be Sure—Go By Train, It's the Easy, Restful Way! See the famous Boardwalk Fashion Parade. Atlantic City's Churches will welcome you to worship. Four trains were available each way. (Flyer, McKelvey collection)

(May 2) The North Jersey Chapter, NRHS sponsored a farewell ride on the remaining passenger service on the Camden & Amboy RR. They began at Perth Amboy and rode to Jamesburg where revenue service normally terminated, but the group was permitted to remain aboard for the dead head run to Monmouth Jct. and Trenton. Round trip fare from NYC was \$4.52 or \$3.90 from Newark. (Bill McKelvey collection, fantrip notice)

(June 13) CNJ No. 1000, "America's first commercially successful diesel locomotive", built by Ingersoll Rand was retired. For its last run, CNJ No. 1000 hauled a special passenger train from Jersey City Terminal to Elizabethport and return on 13 June. It was then displayed for two

weeks in the Jersey City Terminal. Then, No. 1000, the first successful diesel-electric locomotive in America, departed the Jersey City Terminal on loan to the B&O museum at Baltimore, MD. Since NJ had no museum or transportation heritage center to preserve and house the historic loco, it was sent to the Baltimore & Ohio RR museum in Baltimore, where it remains. (Central Railroad Company of NJ: Its History and Employees) (The Central Railroad of New Jersey's First 100 Years by Elaine Anderson)

(June 29) Erie Railroad GP-7 No. 1403 and RS-3 No. 931 powered an excursion train from Hoboken to Avoca, PA via the Wyoming Division and return. It was sponsored by the Railroad Enthusiasts, Inc.; was 340 miles and cost \$7.50 round trip. (Lackawanna & Wyoming Valley Railway Historical Society 2014 Calendar – Edward S. Miller photo) [The Diamond, Vol. 21, No. 1., 2007] (Trip flyer, Bill McKelvey collection)

(July) Summer Festival Cruises on New York's finest fleet of luxury cruise ships were offered by Wilson Lines to Monmouth Park, NJ in addition to the popular Rye Beach, Playland, Bridgeport, Rockaway Beach, Sightseeing Cruises of NY Harbor and Moonlight Dance Cruises.

(July 12 to 19) The Fourth National Boy Scout Jamboree was held at Valley Forge, PA. This time the use of railroads declined but 2/3 of attendees still arrived by train – almost all powered by diesel locomotives. Thirteen special trains arrived via the Reading-CNJ from Jersey City alone. CNJ RS3s, GP7s and F-M Trainmasters powered some of the trains to Valley Forge. Because many Scout groups toured NYC en-route to Valley Forge, most of the Reading trains arrived from the east. (Classic Trains, Vol. 8, No. 2, Summer 2007) (The Bee Line, Vol. 29, No. 1 & 2 of 2007) (Reading Railroad Magazine, Vol. 22, No. 3, August 1957)

(Aug. 4) The NY Division Electric Railroaders Association sponsored a PRR MU (MP-54s) trip from Exchange Place, Jersey City via the Passaic & Harsimus Branch, So. Amboy, Jamesburg, Monmouth Jct., Trenton, via Philadelphia & Thorndale, Atglen & Susquehanna, & Columbia Branches, to Harrisburg; Lemoyne (Enola), Perryville, Main Line, Philadelphia Elevated Freight Bypass and return to Jersey City – a total of 420 miles! (Under Pennsy Wires, by Paul Carlton)

(Oct. 19) The DL&W RR in cooperation with the Railroad Enthusiasts, Inc. (NY Div.) operated a Rail Camera Safari from Hoboken to Norwich, NY. The consist, led by E8 locomotives, included a string of lightweight coaches, an open-door baggage car, diner, and heavyweight parlor-solarium-observation car Princess Margaret. [The Diamond, Vol. 21, No. 1., 2007] (Trip ticket No. 311, and trip brochure from S.T. Lofthouse)

(Oct. 20) A farewell run of the famous Pennsylvania RR K-4s Pacific steam locomotive No. 612 was made on a Sunday, sponsored by the Branford Electric Railway Assn. The routing was: NYC, Newark, Elizabeth, Rahway, Perth Amboy/South Amboy (where the GG1 was replaced by No. 612), Long Branch, Asbury Park, Manasquan, Freehold, Jamesburg (on the original Camden & Amboy), Spottswood, South Amboy/Perth Amboy and return to NYC. (Tom Gallo/Christopher T. Baer) (Jersey Central Lines, Sept., 1980 and 1981) (Classic Trains,

Summer 2000) (Marker Lamp, No. 45, Oct. 1957) (Marker Lamp, No. 46, Nov. 1957) .
(Trackside to the Jersey Shore, Don Wood / Rosenbaum / Gallo)

(Oct. 20-21) A 12 car B&O train was utilized to transport Her Majesty Queen Elizabeth II and His Royal Highness Prince Philip from Washington, DC, via Camp Kilmer to Staten Island. The LV RR made the move to Cranford where the train was turned over the Staten Island Railroad at Staten Island Jct.

(Nov. 3) The LV Chapter, NRHS sponsored a group trip on the Bel Del from Phillipsburg to Trenton and return using diesel-electric car #4653, which they chartered. (Doug Peters) (Classic Trains, Fall 2014) (NJ Transport Heritage, 1994 – w/1993 Annual \ Report)

(Nov. 4) Pennsylvania Railroad K-4 #612 made the last regularly scheduled steam run on the Northeast Corridor. It was from their original NY terminal – Exchange Place in Jersey City to Jersey Shore points on the NY & LB.

(Nov. 12) The very last steam locomotive passenger revenue run of the Pennsylvania Railroad was K4 No. 5351 from Pemberton to the PRR / P-RSL terminal at Camden. An anonymous employee chalked a message on the tender to commemorate the event: “Last steam engine to Pemberton; Diesel tonight. (Classic Trains, Vol. 21, No. 2, Summer 2020)

() A giant General Electric generator en-route from Schenectady, NY to Boston, MA. The journey was made from Schenectady to Jersey City on a heavy-duty flat car; then by barge to Boston, and then the final 1.5 miles on a 32-wheel trailer over a timber protected road to its Boston final destination. (Steelways, Dec.,1957)

1958

(April 28) Was the final day for B&O trains between Washington DC and Jersey City Terminal and the B&O train connection which transported their train passengers between Jersey City and NYC. Many rail enthusiasts rode the final trains, and there was a 16-car special from Washington, presumably sponsored by the Washington Chapter of the NRHS. (Marker Lamp, No. 52, May 1958)

(May 24) The Lehigh Valley Chapter, NRHS sponsored a trip on PRR from Pemberton to Toms River in diesel-electric car No. 4662. (Doug Peters)

(June 8) The Lehigh Valley Chapter, NRHS sponsored a trip from Trenton to Red Bank using PRR diesel electric car No. 4669. (Doug Peters)

(July 13 – Aug. 31) Pennsylvania-Reading Seashore Lines advertised 1-Day Bargains to Atlantic City Every Sunday – Special Round Trip Fares of \$3.45 from Philadelphia or \$3.20 from Haddonfield. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan)

(Aug. 10) A cut of 14 heavily loaded cement cars and a caboose started rolling west near Port Morris Tower at the highest elevation point, 929 feet above sea level, on the Lackawanna RR in NJ. They rolled down hill on the cut-off, 29 miles to the Delaware River, gaining speed. An opposing freight train was ordered to take the siding at Greendell and made it within seconds of the run-away train, estimated to be doing nearly 80 mph. The speeding cars made it around a 50-mph curve at the west end of the Delaware River Bridge, but the next curve had a 40 mph speed limit and the caboose and three loads made it through, but the rest of the cars derailed and most ended up in the very deep water of the Delaware at that point. Some of the cars were never recovered from their watery grave. (Flags, Diamonds and Statues, Vol. 16, No. 2) (The Diamond, Vol. 16, No. 2) (Robert Bahrs)

(Sept. 20) The North Jersey Chapter, NRHS sponsored an excursion over the Jersey Central from Jersey City to Flemington and Rockaway with photo stops at the Raritan Engine Terminal, Etc. Note: This trip operated just 5 days after the disaster of Jersey Central train No. 3314 which plunged off the Newark Bay bridge into the water. (RR Mag.) (Marker Lamp, No. 56)

(Sept. 27) This Rail Fan Camera Safari was operated from Hoboken to Binghamton and return via DL&W RR and Erie in cooperation with the Railroad Enthusiasts, Inc., NY Div. The train operated via the Boonton Line; Washington; the Old Main Line to Portland, PA; Pocono Summit; Scranton; Tunkhannock Viaduct; Binghamton; and then via the Erie RR to Susquehanna, PA; the Starrucca Viaduct; Deposit, NY; Lackawaxen, PA; Port Jervis, NY; Suffern, NY; Ridgewood and back to Hoboken. (Robert Bahrs) (Trip brochure and ticket No. 263 from S.T. Lofthouse)

(Sept. 29?) The North Jersey Chapter, NRHS sponsored a fantrip from the Jersey Central, Jersey City Terminal covering rare mileage branches, including Flemington (Lunch & Photo Stop) and Rockaway with two 1500 hp diesel locomotives pulling the train. Tickets @ \$5.75 for adults and \$3 for children were available from Al Creamer, Springfield, NJ. (Trains Magazine, Sept. 1958)

1959

(April 26) Branford Electric Railway Assoc. sponsored an excursion with Erie ALCO PAs. It ran from Hoboken to Spring Valley, NY then west to Suffern, NY, and on to Port Jervis, NY, then Lackawaxen, PA. Returning, it went east to Newburgh via the Erie main line and then on to Hoboken. Photo stops were made at Suffern, Moodna Viaduct, MG Crossing, Port Jervis, Lackawaxen, Salsbury Mills and Newburgh. This trip gave fans the opportunity to ride both over and under Moodna Viaduct on the same train. There was no lunch stop, but the train was provided with a diner serving lunches for \$1.50 and dinners for 2.25 (which included appetizer, meat, potato, vegetable, desert and beverage). The adult round-trip fare was \$8.75. (The Diamond, Vol. 21, No. 1) (Trip flyer – Bill McKelvey collection) (Welcome Aboard with schedule, itinerary and map – participant Edward Sosman collection)

() A Reading Railway System promotion stated: "This Saturday Treat Your Family to a New York Holiday – Big Reduction in Round Trip Fares – Adults \$3.50; Children \$1.75. Take the Reading's Saturday Special thru Oct. 24, 1959." (Flyer, McKelvey collection)

(May 2) The North Jersey Chapter, NRHS and NY Division, Railroad Enthusiasts, Inc. sponsored a Rail-Camera Inspection Tour to the famous Reading, PA Shops of the Reading Co. from Jersey City Terminal via the scenic "Queen of the Valley", Jersey Central – Reading Route. Altho the train was powered by Fairbanks Morse Trainmaster locomotive No. 2409, there were steam locomotives at the shops to be photographed, including Reading T1 class 4-8-4s Nos. 2100 and 2124, in storage and the shop switcher No. 1251, the last steam locomotive remaining in daily service on the Reading. Also on display was the Reading's last serviceable gas-electric car, No. 4068. The excursion train had 10 coaches and a baggage car. The \$8 round trip fare reservations were handled by Al Creamer of Springfield. (Marker Lamp, No. 63, May 1959) (Bee Line, Issue Nos. 1 & 2, 2014) (Joseph E. Boscoe, ticket No. 708) (Jersey Central Chapter, NRHS, 2022 Calendar) (Trip Brochures from S.T. Lofthouse and Bill McKelvey collections)

(May 17) The Philadelphia Chapter of the National Railway Historical Society sponsored a "GG-1 Silver Anniversary Special" excursion powered by Pennsylvania RRs first GG-1 electric locomotive, No. 4800 ("Old Rivets"). They departed Philadelphia on the main line north to Trenton and at Monmouth Junction turned east to Jamesburg and then north on the original route of the Camden & Amboy RR. At South Amboy they joined the NY & Long Branch RR, continuing through Perth Amboy and rejoined the main line at Rahway for NYC and on over the Hell Gate Bridge to New Haven. There they boarded chartered buses for the Branford Trolley Museum. At the end of the day they returned to Philadelphia directly via the PRR main line. (A descriptive article, "Branford Bound on Long Island Sound" appeared in the July 2014 issue of CINDERS, newsletter of the Philadelphia Chapt. NRHS – reprinted from the original article supplied by Bill McKelvey) (Joseph E. Boscoe, ticket No. 68688)

(May 24) The Lehigh Valley Chapter, NRHS sponsored the last passenger run on the Mt. Holly, Lumberton, & Medford RR using PRR doodlebug No. 4662. The trip operated from Pemberton – Mt. Holly – Whiting – Medford – Mt. Holly – Whiting – Toms River – and return via Birmingham – Pemberton. (West Jersey Rails Quarterly, Winter 2013) (The High Line, Vol. 4, No. 4) (Marker Lamp, No. 64, June 1959)

(June 7) A trip on regularly scheduled DL&W Sunday trains was promoted to Branchville, NJ: Ride open vestibule cars on a rural branch. Leave Hoboken at 11:30 am; nearly two hours at Branchville; bring lunch; return in time for supper. NJ Transport Heritage, Vol. 12, No. 4)

(June 12 – Aug. 8) Forget traffic choked highways and parking problems – Relax in a comfortable seat, study those racing charts, visit the cool pleasant Bar Car while you travel speedily; safely on Jersey Central SPECIAL TRAINS Direct to Grandstand For Racing at MONMOUTH PARK, June 12 thru Aug. 8 1959 {AIR-CONDITIONED BAR CAR featuring

tasty sandwiches and refreshing beverages on special trains as indicated below} New York \$6.15 – Newark \$5.60. Jersey Central Lines. (Edward Sosman) (McKelvey Collection)

(July 14) The last day of operation of the lone survivor of PRR controlled steam operations, 0-6-0 No. 5244 (not 3033). It had operated between New Egypt and Fort Dix on the Union Transportation Co. (The High Line, Vol. 26) (Joseph E. Boscoe)

(Aug. 4) The Hunterdon County Board of Agriculture sponsored their annual Hudson River Excursion on Tue., August 4th (which they had been doing since 1936). Two special Central RR of NJ trains were used, one from Hampton and one from Flemington. At Jersey City a Hudson River Day Liner took the excursionists to Playland, an amusement park at Rye, NY. The cost for the day including the special train, the steamboat trip & lecturer, and admission to Playland was \$4 for adults and \$2 for children.

(Aug. 21 and 22) The DL&W operated an excursion to Niagara Falls. The train departed Hoboken at 10:05 pm Friday, powered by E-8 locomotives with a long string of standard coaches and a snack car. Passengers were transferred from Buffalo to the Falls by bus where they arrived at 8 am Saturday. The train departed Buffalo at 12:15 am Sunday, making stops at Dover, Summit, Brick Church, and arrived at Hoboken at 9:15 am Sunday. It was strictly run by the railroad and not billed as a fantrip. [The Diamond, Vol. 21, No. 1., 2007]

(Sept. 13) The RR Enthusiasts sponsored an excursion on the CNJ between the CNJ Jersey City Terminal and Scranton / Wilkes-Barre, PA with 4 RDC cars (Nos. 557, 556, 555, and 553) – fare was \$8. This was probably the only time that the CNJ ran its RDC's as far north as Scranton. [Frank T. Reilly] (Marker Lamp, No. 66, Sept. 1959) (Edward S. Miller photo at Moosic, PA in 2020 Railway Calendar, Lackawanna & Wyoming Valley Ry Historical Society) (Trip flyer, schedule, and souvenir ticket No. 41 – Charles Leemans collections)

(Oct. 23) Pennsylvania RR MP-54 MU car No. 647 departed Perth Amboy on its final, 14.7 mile, scheduled run to Jamesburg over the former Camden & Amboy route. Aboard for the last passenger run on the 127 year-old-track were the 3 crew members, railroad officials commuters and members of the National Railway Historical Society totaling 23 people. (Perth Amboy Evening News) (John Brinckmann / Bob Yuell)

(Nov. 8) Planned RDC trip of RR Enthusiasts, NY Div. on P-RSL to Penns Grove, Deepwater and Bridgeton. (Charles Leemans collections)

(Nov. 12) Jersey Central ALCO RS-3 No. 1706 made an unscheduled departure from the Jersey City freight Yards. The locomotive was running west on the eastbound track, against traffic, without lights or a crew. Thirty-six minutes of terror and heroic action finally brought the “ghost” locomotive to a safe stop by getting another locomotive ahead of the runaway, matching its speed and then applying the brakes. (Jersey Central Lines, August 1981)

(Nov. 10) The Pennsylvania Railroad operated 7 special football trains with a total of 104 cars into Princeton for the Yale – Princeton game. (Trains Magazine, June 1987 by John R. Wilmot)

(Dec. 2) The CNJ Jersey City Terminal was transformed into Philadelphia's Reading Terminal for the filming of the 20th Century Fox movie From the Terrace. Reading class T-1, 4-8-4 No. 2124 was used for the filming. The locomotive was too large to clear the catenary in Reading Terminal and that is why the filming was done in the Jersey Central's Terminal. (West Jersey Rails, Quarterly, Winter 2012) (Marker Lamp, No. 69, Dec. 1959) (West Jersey Rails Quarterly, Vol. 17, No. 2, Winter 2012)

1960

(April 2) An excursion was operated by the DL&W from Hoboken to Portland, PA via Washington. Return was via the Cut-Off and the Boonton Line. Photo stops were made at Convent, Dover, Port Morris, Manunka Chunk Tunnel, Portland, Slateford Jct., and Denville. It was sponsored by the Railroad Club of the Polytechnic Institute of Brooklyn and powered by F units with No. 805C leading, eastbound (804A led westbound). [The Diamond, Vol. 21, No. 1 and 2 (2007)] (Photo on page 14 in Bill McKelvey's Transportation History of Boonton, NJ was taken @ Boonton by Jack Emrick, Frank T. Reilly collection) (Robert Bahrs)

(Apr. 24) An Excursion over the Erie RR from Hoboken to Nanuet, NY; Honesdale, Hawley, and Lackawaxen, PA was co-sponsored by N. Jersey Chapter, NRHS and other local clubs. Fare \$8.75 for adults. (Marker Lamp, No. 73, April 1960)

(May) Erie RR F3s Nos. 714 ABCD (which were ex-NYO&W Nos. 821 AB and 822 AB) were on a Caldwell Branch freight run due to a power shortage. (Block Line, Summer 1982) (BlockLine Special Issue: Caldwell Branch Memories by Don Dorflinger)

(May 15) The Transit Improvement Association operated an excursion on the CNJ High Bridge and Dover & Rockaway branches using RDC cars. The mid-day meal stop was held in Dover. Fare was \$7.50 and proceeds of the trip were to be contributed to the Trolley Museum of NY. [Bob Pennisi photo @ Washington Twp. Historical Society] (Marker Lamp No. 73, April 1960) (Trip flyer, Bill McKelvey collection)

(May 21) Picatinny Arsenal near Dover had a 40 mile railroad which utilized three radio-equipped diesel locomotives. They hosted an open house during Armed Forces Day giving guests rides in open gondolas. At the time they had 10 flat cars, two hopper cars, seventy-eight box cars, and other rolling stock, maintaining them in their own maintenance shop. (South Amboy Citizen, Rail Lines of the Garden State)

(June 4-5-6) Reading steam locomotive #2124 traveled through Easton/Phillipsburg to and from the L&HR to pull their two 100th Anniversary special trains between Warwick and Belvidere on

6.4. The T-1 pulled one 16 car train and two freshly painted L&HR ALCO RS-3's handled the other. The locomotives switched trains for the return trip. The 32 coaches which carried some 2,000 participants were leased from the Erie RR. No. 2124 was brought down to Hudson Yard at Phillipsburg where a LV RR diesel switcher piloted it over to the LV RR So. Easton turntable to be reversed. The LV caboose and the diesel trailed 2124 on its way back across the L&HR bridge at Phillipsburg at mid-day. (Marker Lamp, No. 75, June 1960 – for full story by John Brinckmann) (The NE RR Scene – L&HR) (Trip info letters – Charles Leemans collections)

(June 6) A Rail Diesel Car (RDC) trip was operated by the Trolley Museum of NY from Jersey City, Elizabethport and Plainfield to Rockaway and return. Seventeen-year-old Frank T. Reilly was aboard this trip which used CNJ RDC cars #554 and 555. [Frank T. Reilly / Bill McKelvey]

() The LV RR operated their final annual picnic train to Bushkill Park, PA. The three car diesel powered train, operated by a volunteer crew began at So. Easton shops; backed to Phillipsburg to pick up LV RR families there; then proceeded over the Easton & Northern branch to Bushkill Park.

(July 17) An Iron Horse Ramble was operated by the Reding Company from Belle Meade, NJ via their East Penn and Perkiomen Branches to Reading Outer Station and return. The train was powered by one of the Reading 110-foot long 4-8-4 steam locomotives. Fare for adults was \$8.00 and \$4.00 for children. (Trip flyer)

(July 19) Bob Collins photographed a Boy Scout special train westbound at “Collins Curve”, Waldwick, NJ, powered by Erie PAs No. 852 and 854 pulling a long string of Stillwell coaches, a diner, and some New Haven Pullman-built cars. It was heading, via Port Jervis, to the 50th Anniversary Boy Scout National Jamboree at Colorado Springs, CO which was attended by 56,317 scouts. (Erie Railroad Tracksides with Robert F. Collins)

(Aug. 8 thru Oct. 4) Pennsylvania-Reading Seashore Lines promoted DOUBLE SAVING on RACE TRAIN direct to Atlantic City Race Course on Race Days. They offered a bargain price package ticket which included reduced round trip train fare and Grandstand Admission for \$5.00 from Philadelphia and \$4.30 from Haddonfield. (Flyer, McKelvey collection)

(Sept.) A trial run of the fledgling Black River and Western RR was operated from Chester to Long Valley on the former Central RR of NJ Chester Hill Branch with the BR's former DL&W 2-6-0 No. 565 a 1908 Alco product. Since they did not yet have any coaches, they all rode atop the locomotive and tender. It was used on the Black River & Western RR and then sold to Tony Citro. No. 565 was displayed between 1968 and 1982 at Tony Citro's former restaurant in Wayne. It next went to the New Hope & Ivyland RR. After passing through the hands of many owners, it is now owned by the Sreamtown Foundation at Scranton, PA. The Mogul is the only steamer on DL&W home rails. Mechanically, No. 565 is a very tired, worn-out locomotive, missing many parts and not considered restorable to operable condition – only useful for static display. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(Sept. 18) "Don't Miss This Hudson River Cruise" – Keansburg to Battery (NYC) and return on S.S. CITY OF KEANSBURG – music by Freddy Sleckman. See Lower NY Bay, NY Skyline, George Washington & Tappan Zee Bridges. Only on this ship can you follow Henry Hudson's original route and view the scenic Hudson (NJ Transport Heritage, Vol. 14, No. 3)

(Sept. 25) The NY Div., Electric Railroaders Assn. sponsored a railfan trip from the CNJ Jersey City Terminal, covering the CNJ Sound Shore Branch, B&O SIRT Arlington Branch and Main lines (with photo stops) Warners, Cranford Jct., Arthur Kill Bridge, St. George, and Tottenville, Staten Island. Fare was \$5.50. Box lunch (1 ham sandwich, 1 cheese sandwich, cake, fruit, and milk) available for \$1.35. (Marker Lamp, No. 76, Mid-Summer, 1960) (Trip flyer, Bill McKelvey collection)

(Oct. - Nov.) The area at the northern end of the Erie Greenwood Lake Line had been the sandy bottom of a glacial lake and was a source of sand traffic for many decades. The Brewster Sand facility at Wanaque was activated and provided significant quantities of sand destined for the Hackensack Meadowlands. There a joint operation between Brewster and the Erie Lackawanna unloaded it and pumped it onto the wetlands to form the base for of Interstate Route 80. (Rails to Stirling Forest by Kevin K. Olsen)

(Nov. 8) This was the first day of the operation of the unique Butler Day Express on the Susquehanna RR. After implementation of some rather substantial service curtailments the commuters' association requested an early afternoon train on four days when some passengers would have an "early quit." The PUC agreed and directed operation of this train in lieu of an evening peak train on Election Day, Christmas and New Year's Eves and Good Friday. It was one Budd coach hauled by one of Susquehanna's road switchers and became very popular with railfans – it even rated a drumhead made by one of the enthusiasts. (Susquehanna Tracksides 1954-1968 w/ Zullig and Holtz)

(Nov. 19) A Post Season Iron Horse Ramble was operated by the Reading Company from Belle Meade, NJ to Tamaqua, PA via their Little Schuylkill and Schuylkill Valley Branches. Round trip fares were \$8.75 for adults and \$4.40 for children. (Trip flyer, Bill McKelvey collection)

(Nov. 26) The Pennsylvania Railroad promoted Special Trains Direct to (the Philadelphia) Stadium Army – Navy Football game from various points, including Trenton. (Flyer, McKelvey collection)

1961

() Jersey Central Lines advertised "New! Bargain Fares to New York and Newark 25% Off on one-day round trips Every Day (until June 30, 1961)." The bargain fares were not valid during rush hours according to the program under the State of New Jersey's Service Contract. (Flyer, McKelvey collection)

(April 16) The Lehigh Valley Chapter, NRHS sponsored a trip on the Pennsylvania-Reading Seashore Lines from Camden to Cape May, plus branches to Wildwood and Ocean City in RDC car No. M413. They rode from Allentown to Camden in a chartered autobus. (Doug Peters)

(Apr. 29 thru May30) On race days the Pennsy ran the Garden State Race Train from Philadelphia to the Garden State Race Track for \$3.45 which included grandstand admission. (Promotional flyer, McKelvey collection)

(June 4) The Railroad Enthusiasts and the Branford Electric Railway Assn. sponsored a special farewell excursion billed as a ‘half Lackawanna / half Erie fantrip’ nearly six months after the merger of the two railroads. It covered the Erie, Lackawanna and the Lehigh & Hudson River Railroads. The train was powered by two ALCO PA locomotives, Nos. 862 and 863) one in the old Erie paint and the other in the new EL paint scheme. There were five Erie Stillwell coaches; five DL&W 200 series coaches; baggage cars (one Erie & one DL&W) were placed on either end of the train ; and an ex-*Phoebe Snow* Budd dining car was placed in the middle of the train. Dinner was available all day for \$2.50. The 300-mile route began at Hoboken and went via Paterson, Suffern, Maybrook, Andover Jct., Port Morris, Washington, Manunka Chunk Tunnel, Delaware Water Gap, Stroudsburg, Blairstown, Port Morris, Dover, Paterson, Passaic, and Hoboken. Highlights of the trip were: Maybrook Yard; Sparta Jct., Manunka Chunk and MQ; Stroudsburg; Lackawanna Cut-off; and Hainsburg, Moodna, & Portland viaducts. Fare was \$8.75. [The Diamond, Vol. 26, No. 4] (Robert Bahrs) (Trip flyer, Bill McKelvey collection) (The NE RR Scene – L&HR) (Erie Lackawanna in color, Vol. 5 by John R. Canfield)) (The Delaware, Lackawanna & Western Railroad in Washington, NJ by Alvin Smith) (Trackside Along the Erie Railroad and its Connections by Jim Kostibos)

(June 11) Reading RR excursion operated out of Port Reading, NJ with 4-8-4 No. 2124 pulling 15 cars with 900 aboard. Stops were made at Oreland, Hatfield and Pennsburg. (Marker Lamp, N0. 86, Mid-Summer 1961)

(July) The Black River & Western RR moved three of its coaches to Gladstone, NJ for use in filming *The Miracle Worker*, a movie about Helen Keller starring Anne Bancroft and Patty Duke. While the producers wanted to use steam locomotive No. 565 in the movie, the CNJ would neither transport nor allow the operation of 565 out of Chester. Only the BR&W coaches were moved and appear in the film. [Jagger, Jerry J., Black River & Western Railroad] (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(July 22) The PRR advertised their 7th Annual Beach Train from Hagerstown (departing 5am and returning 1:40am), Greencastle, Shippensburg, and Harrisburg to Atlantic City for \$8.50 round trip from Hagerstown. (Bill McKelvey collection – trip flyer)

(Aug. 8 thru Oct. 4) The Pennsylvania-Reading Seashore Lines operated air-conditioned Race Trains direct to the Atlantic City Race Course on race days. They offered a bargain price

package ticket which included reduced round trip train fare and grandstand admission for \$5.00 from Philadelphia and \$4.30 from Haddonfield. (Flyer, McKelvey collection)

A bargain package ticker, which included grandstand admission cost \$5.00 from Philadelphia. (Promotional flyer)

() The LV Chapter chartered an LVT bus from Allentown to Camden for their excursion on the PRSL on RDC M413 to Cape May, Wildwood and Ocean City. (Doug Peters)

(Sept. 24) North Jersey Chapter, NRHS trip of the year was operated over the Erie Lackawanna, electrified suburban lines. Their 2-car MU train covered the Montclair Branch; the Gladstone Branch; and the Main Line to Dover. Fare was \$5 for adults and \$3 for children, with Al Creamer handling the tickets. (Trip flyer, McKelvey collection) (Marker Lamp, No. 86, Mid-Summer, 1961)

(October 7, 1961 thru April 28, 1962 - Every Saturday) The Reading Railway System offered Saturday Bargain Rates to New York – All the family can spend an exciting day in New York. Famous Sightseeing Attractions – Movies Galore – Fine Stores – Dining at Outstanding Restaurants; Comfortable Service – We Drive – You Relax. Trains departed Jenkintown for CNJ Terminal @ Jersey City; then by CNJ Ferry to NYC and subway to midtown Manhattan. Bargain round trip fares were \$3.95 for adults and \$1.98 for children. (Flyer, McKelvey collection)

(Nov. 17) The historic PRR Exchange Place Terminal in Jersey City closed on this evening. Printed cards with the following information were placed on the seats of the last train: “Train No. 3931, LAST PASSENGER TRAIN FROM EXCHANGE PLACE, JERSEY CITY, 5:47 P.M., Friday, November 17, 1961. SERVICE COMMENCED SEPTEMBER 15, 1834 BY THE NEW JERSEY R.R. & TRANSPORTATION CO. PENNSYLVANIA RAILROAD.” We suspect that it may have been Robert Lewis of Railway Age Magazine who was responsible for the printing and placement of the cards. (Headlights, Dec. 1961) (Jack May) (The Unique NY & Long Branch, by Don Wood, Joel Rosenbaum and Tom Gallo)

(Nov. 18) A quartet of demonstrator 2000 HP GP20 GM EMD locomotives arrived on the NYS&W and were used for several months. The railroad eventually purchased a trio of the non-supercharged 1800 HP EMD GP18s. (New York, Susquehanna and Western In Color)

() All four of the EMD’s GP20 demonstrators were used on a 102-car train to move ex-L&NE RS-3 locomotives and freight cars east for export to Liberia. The equipment had been purchased by Raymond International for a railroad they were building in the Nimba mountains of Liberia. (New York, Susquehanna & Western Vol. 2: Elmwood Park to Butler by Jon Berkemeyer)

(Nov. 19) The Railroad Enthusiasts, NY Div. operated a Rail-Camera Excursion from Jersey City to Green Pond Junction via the High Bridge Branch and Wharton & Northern and return

using CNJ RDC's. (Bob Pennisi photo @ Washington Twp. Historical Society) (Trip flyer, Bill McKelvey collection)

(Nov. 20) The PRR discontinued passenger train service to and from their Exchange Place Terminal in Jersey City. (RailPace, July 1984)

1962

(March 31) North Jersey Chapter, NRHS 25th Anniversary Newark City Subway charter photos of work car 5221 and PCC No. 4 @ Orange St. Station and Franklin Avenue Station spur track. (The Marker Lamp, No. 231, Sept. 1975)

(April 8) The Lehigh Valley Chapter, NRHS sponsored a trip on the PRSL from Camden to Bridgeton on RDC car No. M403. (Doug Peters)

(April 14) The NY Division of the Railroad Enthusiasts and the NRHS North Jersey Chapter jointly sponsored a rail-camera excursion from NY (Jersey City) to Wilkes Barre, PA with a side trip over the freight only Buttonwood Branch. The 12-hour trip via the Jersey Central cost \$9.50 from NJ and \$6.00 from Allentown. The 8-car train, pulled by diesel No. 1528 carried over 450 fans and guests. (Marker Lamp, No. 95, May 1962) (Trip flyers, McKelvey collection)

(May 6) A DL&W Rail-Camera Safari was operated from Hoboken through Wharton and out the "Old Road" to Northampton, PA. It featured the picturesque, winding Bath-Nazareth-Penn Argyll-Pangor-Portland Branch and the North-Hampton & Bath Railroad in Pennsylvania's Slate Belt. Stops were made at Oxford, NJ and Bangor, PA. Fares were \$8.75 for adults and \$5.75 for children. A dining car offered special lunches for \$1.75 and complete dinners at \$2.50. The trip was organized by Branford Electric Railway Association. [Pennisi, Bob, The NE RR Scene: Vol. 4, The Erie Lackawanna) (Erie Lackawanna in color, Vol. 5 by John R. Canfield) (Trip flyer, McKelvey collection)

(May 19) Rail Tours of Philadelphia offered "A Travel First! Boat Train Excursion to New York City with direct dockside connection (via Reading R.R. at CNJ Jersey City Terminal) featuring a four hour guided cruise around Manhattan Island and New York Bay" on a Circle Line yacht. The all-inclusive round trip fare for train, boat and Federal Tax was \$8.25 from Reading Terminal Philadelphia and \$7.50 from West Trenton. Light refreshments were available on the train and a snack bar was open on the yachts. (Flyer, McKelvey collection)

(May 20) A Reading Co. Photo Special Iron Horse Ramble operated from Bound Brook and Belle Mead, NJ via their NY, Main Line, East Penn & Perkiomen Branches to Reading and East Penn Jct. (12th St., Allentown) and return. The adult fare was \$10 round trip. (Flags Diamonds and Statues, Vol. 5, Nos. 1 & 2) (Trip flyer, Bill McKelvey collection)

(May 27) A Rail Camera Safari, sponsored by the NY Div. of the Railroad Enthusiasts was operated from NY (Hoboken) via the Erie-Lackawanna and Delaware & Hudson to Susquehanna & Scranton, PA & return. The train, pulled by EL PA No. 863, was comprised of a pair of ex-Lackawanna baggage cars (used as open air cars), seven ex-Erie Stillwell commuter coaches, and an ex-Erie heavyweight dining car. (The Railroads of Port Jervis, the Erie Lackawanna Years, 1960 – 1976, Vol. 2, by Rudy Garbely)

(May 29) The final trip on the Trenton – Long Branch “Monmouth Battlefield Route” was closed out by PRR doodlebug No. 4666 and one P70 coach. Many railfans were along for the final ride. (Marker Lamp, No. 98, Sept. 1962 – documentation by John Brinckmann)

(June 1 thru Aug. 4) Jersey Central Lines advertised Special Trains Direct to Grandstand for racing at Monmouth Park. Their combination ticket included round trip rail transportation to grandstand entrance plus admission to the race track for \$6.55 from New York and \$6.00 from Newark. The train had an air-conditioned bar car featuring tasty sandwiches and refreshing beverages on special trains. (Flyer, McKelvey collection)

(June 9) The Pennsylvania Railroad ran a special train from Harrisburg and Lancaster to New York City and return. A Circle Line Yacht cruise around Manhattan (all inclusive fare \$12.50); a Baseball game and Thoroughbred Racing were listed as special attractions. (Flyer, McKelvey collection)

(June 23) The Reading Company operated a Family Special Iron Horse Ramble with one of their 110-foot 4-8-4 steam locomotives from Wayne Junction, Phila. Via their NY and Port Reading Branches to Port Reading, NJ. Round trip fares were \$6.00 for adults and \$3.50 for children. (Trip flyer, Bill McKelvey collection)

(Aug. 6 – Oct. 2) Pennsylvania-Reading Seashore Linbes advertised air-conditioned RACE TRAINs for a cool ride direct to Atlantic City Race Course with package tickets which included train fare and Grandstand admission for \$5.00 from Philadelphia and \$4.30 from Haddonfield. (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan) (Flyer, McKelvey collection)

(Aug. 26) “Trip over the Long Valley Line of the CNJ from High Bridge to Green Pond Jct. Train will use the Black River RR’s old-time wooden passenger equipment and a diesel locomotive equipped with a steam engine whistle. A three-hour stop will be made at Lake Egbert for swimming and picnicking. Sponsored by the Black River RR.” (NJ Transport Heritage, Vol. 12, No. 4)

(Oct. 3 thru Dec. 5) On race days the Pennsy ran their Garden State Race Train from Philadelphia to the Garden State Race Track for \$3.60 which included grandstand admission. (Promotional flyer, McKelvey collection)

(Oct. 13) CANCELED The joint Electric Railroaders Assn.-North Jersey Chapter NRHS PRR electric MU trip from NJ to Enola, PA was renounced by the RR well after it had been submitted to them and publicity had gone out. Reason: the RR didn't want to operate over freight lines. (Marker Lamp, No. 99, Oct. 1962)

(Oct. 19-21) Public Service Coordinated Transport sponsored / operated a motor coach tour to Colonial York and Gettysburg, PA. Departures were from Jersey City, Elizabeth, Perth Amboy, and New Brunswick to York via Harrisburg. Their base was the Yorktown Hotel where participants were promised "Red Carpet" treatment. The fare, including hotel and several meals was \$49.00. (Transport News – PSCT, Vol. 6, No. 64, Oct. 15, 1962)

(Nov 4-17) Public Service Coordinated Transport sponsored / operated a motor coach tour to Fabulous Florida. Departures were from Jersey City and Elizabeth. The fare, including hotel and many meals was \$240.50. (Transport News – PSCT, Vol. 6, No. 64, Oct. 15, 1962)

(Dec. 24 & 31) The Butler Day Express was a regularly scheduled train (No. 915) on the NY, Susquehanna & Western RR that only operated four days a year. Advertising was done via word of mouth and with flyers distributed by the Susquehanna Transit Commuters' Assoc. in the manner of fan trips, which these journeys resembled. Trips were \$1.50 one way with return by local bus service available at the Butler Municipal Bus Terminal. Vice-Chairman of the STCA, Walter E. Zulig, Jr., provided the railroad with a certified official passenger count – 44 for this Christmas Eve trip. (NY, Susquehanna & W, Vol. 1: Jersey City to Passaic Jct. by Carolyn Hioffman)

1963

(Jan. 3) During a power shortage, the L&HR RR leased a pair of Delaware & Hudson RR Alco RS-3s. They were photographed ready to depart the EL's Port Morris yard via Sussex Branch trackage rights before heading north on the L&HR to Maybrook, NY and interchange to the New Haven RR. (The NR RR Scene, Vol. 2: The L&HR by Bob Pennisi)

() The Turtle Back Zoo Railroad opened with ½ mile of 2' gauge track (one mile round trip) . It is currently operating with a Chance Rides replica 4-2-4 C. P. Huntington type internal combustion locomotives pulling the passenger coaches. The zoo and the railroad draw about a million visitors per year. (Bill Schilling)

(Apr. 2) The last train to operate through the business center of Passaic, NJ on the former Erie main line was a two car "Dedication Train" pulled by EL E8 No. 819. A new track connection adjacent to Paterson yard provided a new route through South Paterson to connect with the DL&W at Paterson Junction, and was thereafter referred to as the Main Line. The old Erie Main Line between Monroe St., Passaic and MP 10, Carlton Hill was immediately retired from service. (The Diamond, Vol. 8, No. 1)

(April 30) The Branford Electric Railway Assn. sponsored a "Ride into the 19th Century behind a steam locomotive (on the Strasburg RR) in Penn Dutch Country – An excursion from NY to the Strasburg RR via Penn RR main line3 and Trenton-Thorndale freight line (where they promised the train would be pulled by a PRR P-5 box-cab freight locomotive." Special tours were available of the Amish countryside; the Amish Farm and House; and a free bus for photographers to photograph Strasburg trains along the line. Fares were \$12.50 from NY, Newark and Elizabeth and \$10.50 from Trenton. (Trip flyer, McKelvey collection)

(May 5) The Philadelphia Chapter, NRHS sponsored a special Scenic Rail Tour from Philadelphia and Trenton Through the famous Delaware Water Gap via the Pennsylvania and Erie-Lackawanna Railroads with a \$9.50 round trip fare for adults and \$4.75 for children. The 350-mile trip operated over the PRR NY Div., to Kearny Jct., and then the Erie-Lackawanna via Morristown, Lake Hopatcong, Washington, NJ, Portland, PA, through the Delaware Water Gap to Stroudsburg for a one-hour stopover. The return was via the Lackawanna Cut-off, Dover, Boonton Line and return to the PRR at Kearny for Philadelphia. Train consisted of air-conditioned coaches, a baggage car with open but protected doors and a diner for breakfast and dinner. (Flyer, McKelvey collection)

(May 18) Rail Tours, Inc. of Doylestown, PA promoted "By Popular Request! A Boat Train Excursion from Reading Terminal, Philadelphia, PA via the CNJ Jersey City Terminal, With Direct Dockside Connection to Circle Line Yachts for a Five Hour Guided Cruise up the Hudson River including the Statue of Liberty and New York City Skyline." The all-inclusive-round trip fare was \$8.50 for adults and \$5.00 for children from Philadelphia, Wayne Jct., and Jenkintown. Or, \$7.75 for adults and \$4.50 for children from West Trenton, NJ. (Trip flyer, McKelvey collection)

(May 26) The Lehigh Valley Chapter sponsored a trip on the PRSL from Camden to Millville on RDC car No. M405. (Doug Peters)

(June 8) The Railroad Enthusiasts, NY Division, sponsored an excursion on the Erie Lackawanna Ry from Hoboken via Summit & Washington/Oxford to Scranton & Northumberland and return via the Cut-off & the Boonton Line. The diesel-hauled special was complete with Solarium-Lounge car and open gondola cars. [Bill McKelvey] (Marker Lamp, No. 106, May 1963) (Robert Bahrs)

(June 9) A Reading RR Rose Garden and Hershey Park Special Steam Ramble operated from Bound Brook and West Trenton to Hershey, PA (Featuring one of their 4-8-4 steam locomotives and the Famous Rose Garden) and return. They covered the NY Branch Main Line and the Lebanon Valley Branch. Round trip fares were \$10.50 for adults and \$5.90 for children. (Marker Lamp, No. 106, May 1963) (Trip flyer)

(Aug. 1) The Erie Lackawanna Railway re-instituted the famous Phoebe Snow train with the same equipment which was used by the Lackawanna RR when they discontinued the train several years before. (Block Line, Oct. 1981)

(Aug. 29) The fledgling Wanamaker, Kempton & Southern, a tourist line in eastern PA had acquired a 1926 Baldwin 2-6-2 steam locomotive in Hattiesburg, MS for their RR. The Southern Ry was unwilling to move dead steam engines in tow, but they found that the easiest and most economical way to their No. 250 to PA was via SeaTrain Lines from Belle Chase, LA to Edgewater, NJ. No. 250 was unloaded from SS SEATRAN TEXAS on this day and the NYS&W RR RS1 No. 234 moved it to Little Ferry. The next day a NYS&W freight moved No. 250 to Green Pond Jct., where the CNJ moved it to Allentown Yard. No. 250 operated on the WK&S in the 1960's and then went to the Wolfeboro RR and later to Clark's Trading Post in Lincoln, NH. (Susquehanna Reflector, Jan. 1993)

(Sept. 22) The Branford Electric Railway Assn. sponsored a Scenic Rail and Camera Excursion from Hoboken via the E-L, NY Central-West Shore - Weehawken, West Point, Newburgh, Middletown, Suffern, Sparkill, and return to Hoboken. There were several stops for photographs, including 45 minutes at Middletown for the Empire State Railway Museum's steam train and at West Point. EL locomotives hauled the train on the entire trip, including on the West Shore. Actually, the power was Lackawanna - F units 8424 and 8431, the latter ex-Lackawanna No. 803A, still in full DL&W paint. The coaches were all Erie - four Erie 1000-series coaches; an Erie parlor-lounge; and a Budd-built diner. Fare was \$9.75 for adults. The dining car served lunches for \$1.75 and dinners for \$2.50. (Frank T. Reilly) (Trip flyer, Bill McKelvey collection) (Erie Lackawanna in color, Vol. 5 by John R. Canfield) (Erie Lackawanna In Color, Vol. 4 by Larry DeYoung) (Trip flyer reproduced in A Colorful Look At: The Erie Lackawanna by Rich Pennisi)

(Oct. 19) The Railroad Enthusiasts, NY Division, sponsored an excursion from Hoboken, then via the NYS&W RR to Passaic Jct.; the EL Ry to Suffern & Newburgh Jct.; Greycourt (L&HR RR) to Phillipsburg; Easton; Phillipsburg; Washington; Wharton/Dover; Paterson and back to Hoboken. This was the first "official" fantrip on the NYS&W after the "Maidman" management took over. The train was billed as the Susquehanna Limited. It had Erie Lackawanna equipment; was pulled by three EL RS3 locomotives; and had a DL&W observation car on the tail. [Flyer, Bill McKelvey collection] (Susquehanna Reflector, June 1992) (Off the Beaten Track, Robert G. Lewis) (Susquehanna Trackage 1954-1968 w/Zullig and Holtz)

(Nov. 30) The Pennsylvania Railroad promoted Special Silverliner Trains Direct to (the Philadelphia) Stadium Army - Navy Football game from various points, including Trenton. (Flyer, McKelvey collection)

1964

(Feb. 12) At 11 am the Beatles: George Harrison, Ringo Starr, Paul McCartney, John Lennon, and entourage boarded the PRR mid-day Congressional at Washington for their return trip to NYC, arriving at 3:35pm. The PRR had reserved a 28-1 heavy weight Pullman Parlor car for their exclusive use - a Classy move for the PRR. Paul Mulligan owns PRR No. 7099 at Tuckahoe on the Cape May Seashore Lines. It was one of 15 similar active cars at the time the Beatles made their historic trip. On Feb. 9th the Beatles made their first US TV appearance on the Ed Sullivan Show. On Feb. 11th, the Beatles performed their first US Concert at the Washington Coliseum and on the evening of 12th they performed at NYC Carnegie Hall. (Paul Mulligan) (Internet)

(May) The Pennsylvania Railroad offered Bargain 1-Day Excursions to the World's Fair Every Saturday and Sunday with a special Package Ticket including reduced admission to the Fair and reduced round-trip fare of \$7.00 from Philadelphia and \$6.00 from Bristol and Levittown on air-conditioned Special Silverliner Trains. (Flyer McKelvey collection)

(May 9) The NY Div. Railroad Enthusiasts sponsored an excursion from Hoboken over the Erie Lackawanna and the Delaware & Hudson around Lanesboro and over the D&H's Ararat Summit. The train was pulled by EL (ex-Erie) PA-1 No. 852 and returned via Port Jervis. (The Railroads of Port Jervis, the Erie Lackawanna Years, 1960 – 1976, Vol. 2, by Rudy Garbely)

(May 12) British Rail – London & North Eastern class streamlined A-4, 4-6-2 Pacific No. 60008, “Dwight D. Eisenhower” was photographed at the CNJ's Jersey City Terminal with the Reading's *Wall Street* passing to the left. It had arrived in NY Harbor the day before and was on its way to the National Railroad Museum at Green Bay, Wisconsin on its own wheels over five railroads. The famous locomotive was built in September 1937 at LNER's Doncaster Works, one of 35 three-cylinder racers designed by Sir Nigel Gresley in 1935. It had been retired in 1963. . Interesting, this same locomotive was returned to England in 2012 on a three-year loan, and is now back in Green Bay. Sidebar: Sister locomotive, Gresley A4 No. 4468, *Mallard* claimed the world speed record of 126 M.P.H. for a steam locomotive on July 3, 1938. (Classic Trains, Vol. 23, No. 3, Fall 2022)

(May 17) The NRHS Washington Chapter sponsored a special one day thru train to Atlantic City from Washington, D. C. and Baltimore, MD for \$11.50 round trip fare. A lunch counter car serving hot sandwiches, soft drinks, coffee, etc. was to be in the train and open for the entire trip. (Bill McKelvey collection – trip flyer)

(June 28) The Lehigh Valley Chapter, NRHS sponsored 3 chartered buses from Allentown to the NY World's Fair. (Bill McKelvey)

(Sept.) A railfan trip was operated from the CNJ Jersey City Terminal to their Wilkes-Barre, PA station with a pair of CNJ RDC cars. (CNJ Journal No. 87, May-June 2021)

(Sept. 3-7) The National Railway Historical Society annual convention was based at Newark and operated jointly with the North Jersey and West Jersey Chapters. The Robert Treat Hotel was the Convention Headquarters. Excursion trips were: to the NY World's Fair; the CNJ to Asbury Park and Bay Head; Erie Lackawanna to Port Jervis; E-L MU trip to Gladstone; a tour of the Newark City Subway; and a NY Harbor Tour. The package price for four of the above trips excluding the pre-convention trips) plus the Convention Banquet was \$23.50. Supplemental trips to the NY World's Fair and a NY Harbor Tour were also offered. (The Diamond, Vol. 28, No. 1, 2014) (N. Jersey Chapter, 50th Anniversary Celebration brochure & timetable) (Marker Lamp, No. 120, Oct. 1964) (Convention brochure – Bill McKelvey collection)

(Sept. 19) “A Whopper, Doubleheaded Steam – The Rail – Fans Delight, Golden 50th (Reading) Iron Horse Ramble” operated from Bound Brook and West Trenton, NJ to Tamaqua, PA and return. Adult round-trip fare was \$10. Tickets were sold directly by the Reading Co. (Classic Trains, Fall 2018) (Flags, Diamonds & Statues, Vol. 26, No. 2, Issue No. 88, 2019, Item by Robert Bahrs) (Trip flyer – Bill McKelvey collection)

(Sept. 27) The Lehigh Valley Chapter, NRHS sponsored 3 chartered buses from Allentown to the NY World's Fair. (Bill McKelvey)

(Oct. 17) The Railroad Enthusiasts, NY Division sponsored An Autumn Susquehanna Holiday excursion from NY and North Jersey to the West Jersey Highlands via the NY Susquehanna & Western RR; Lehigh & Hudson River RR and the Erie Lackawanna RR. Tickets at \$6.95 for adults were available directly from E. J. Rollins @ the EL or from the following EL stations: Rockefeller Plaza, NY; Hoboken, Newark, Summit, Ridgewood, Spring Valley, Westwood and Closter. NOTE: Train departed from Hoboken via EL Bergen County Line to Broadway, Fair Lawn with a stop at Rutherford. Train backed from Fair Lawn to Passaic Junction and proceeded over the NYS&W, with a photo stop at Butler in the rain, to Sparta Jct. and Andover Jct. where the rails of the L&HR RR were used. Return to Hoboken was via the EL Sussex Branch and the Boonton Line. Stops were made at Dover (for transfer to M&E trains) and at North Newark. All equipment was EL and the train was led by a pair of Alco PA1 diesels in the attractive grey/maroon/yellow paint scheme. (Trip flyer and Welcome Aboard brochure – Bill McKelvey collection) (New York, Susquehanna and Western In Color) (Susquehanna Trackside 1954-1968 w/Zullig and Holtz) (New York, Susquehanna & Western Vol. 2: Elmwood Park to Butler by Jon Berkemeyer)

(Oct. 24) In conjunction with the National Model Railroad Association Annual Convention, an excursion/tour was run on the Hoboken Shore RR. The train consisted of four EL gondolas and an EL caboose and was pulled south and then north alternately by one of the two HS GE 44-ton locomotives, Nos. 700 and 701.

(Nov. 3; Dec. 24; and Dec. 31) The famous “Butler Day Express” (regularly scheduled train No. 915) ran again. Tickets were to be purchased at Port Authority Bus Terminal in NYC at

windows 26, 27, or 28 for the connecting bus to Susquehanna Transfer in NJ at platform 51. Train Consist: Former D&H and B&A coaches pulled by an NYS&W silver 1000 hp Alco-GE diesel. The special "Butler Day Express" sign adorned the rear end of the trains. Return bus service to NYC was available at Butler. Note: This was an operation/effort organized by railfans. (Flyer for all three trips – Bill McKelvey collection)

1965

(Jan. 16) Construction began on the JCP&L Oyster Creek nuclear power plant. Considerable amounts of heavy equipment were moved over the CNJ to a station named "Atomic" on their Tom's River and Barnegat Branch. Overhead clearance restrictions required that the oversized and overweight freight was delivered to the CNJ by the PRR at Farmingdale. (CRR of NJ Historical Society Newsletter No. 48, March, 2011)

() Members of the Ontario & Western Chapter, NRHS toured the route of the NY, O&W RR by bus, from the NY Port Authority Bus Terminal via the West Shore of the Hudson River to Hancock, NY and return. (Walter Kierzkowski)

(April 3) When ICC clearance for steam locomotive No. 60 did not come through in time, the tiny Black River & Western Mack gas-electric locomotive No. 1, was used to pull two open coaches taking the BR&W stockholders on a tour of their newly acquired Flemington Branch. (The BR&W Story) (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(May 1 & 2) The Railroad Enthusiasts in cooperation with the Empire State Railway Museum sponsored a mid-year meeting "Steam in Vermont" (Green Mountain RR & Vermont Ry) at Rutland, Vermont for this weekend. The Saturday trip was from Rutland to Berllows Falls & return and the Sunday trip was from Rutland to Burlington andn return – both were pulled by a steam locomotive. Reservations were handled through the RRE PO Box @ Englewood, NJ. (Event brochure, John J. Witkowski)

(May 9) On May 9th, Sunday and holiday steam passenger excursion service was started on the M&E RR by the Morris County Central RR between Whippany and Roseland Morristown. [Taber, Thomas T. III, The Morristown and Erie Railroad] [Garbely, Rudy, Morristown & Erie, Vol. #2]

(May 15) The Tri-State Chapter, NRHS sponsored an informal CNJ fantrip on scheduled trains from Jersey City Terminal to Allentown and return. (Marker Lamp, No. 125, May 1965)

(May 15) The Branford Electric Railway Assn. sponsored a trip from Hoboken over the Erie Lackawanna and New Haven railroads to Maybrook and over the Poughkeepsie Bridge to Beacon, NY and return. Stops were made at Passaic, Paterson, & Ridgewood. The Mt. Beacon

incline could be visited. Erie diesel locomotives Nos. 917 and 927 were used. Fares were \$9.75 for adults and \$5.00 for children. (Marker Lamp, No. 125, May 1965)

(May 16) The Black River & Western RR held its public grand opening. NJ Governor Richard Hughes smacked No. 60's rear drive wheel with a bottle of Champagne, and 400 paying guests joined him on the first revenue trip south out of Flemington. Two of the governor's sons rode in the cab of the 60 with Engineer Conover. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3) (Ad flyer)

(June 6) The Railroad Enthusiasts sponsored a fantrip from Hoboken, via Phillipsburg; Easton, over the Lehigh River Valley to Pittston Jct., and then over the E-L back to Hoboken via Scranton. Fare was 12.50.

(June 11) Al Holtz photographed Erie Lackawanna train No. 22, eastbound at Port Jervis with E-8 No. 809 (former Lackawanna No. 820), two trailers of mail on a TrailerTrain flat, a RPO, baggage car, and single revenue coach. This train was the Binghamton via Erie connection for the Chicago to Hoboken (via Lackawanna), Phoebe Snow train. Such a light train for the Erie connection may have been due to a delay of the Phoebe Snow making the connection at Binghamton. (Erie Lackawanna in color, Vol. 5 by John R. Canfield)

(June 12) A New York Division, Railroad Enthusiasts excursion originated at Hoboken on the Erie Lackawanna Railway and traveled via the Boonton Line to Dover; Washington & Phillipsburg; on to the LV RR and stopped at Easton, PA. It followed the LV to Scranton and returned via the Delaware Water Gap on the former Lackawanna. The \$12.50 trip used Stillwell coaches, a diner and a buffet lounge. It was powered by diesel locomotives #1404, 918 and 909 - all still painted in Erie colors. [Bill McKelvey - trip brochure]

(June 27) The Lehigh Valley Chapter, NRHS sponsored 2 chartered buses from Allentown to the NY World's Fair. (Bill McKelvey)

(July 5) The Electric Railroaders annual convention was held in the NY area. They sponsored a special trip on the "spanking-new, air-conditioned rapid transit cars" on PATH which covered all trackage including the Henderson St. shop and a high-speed run to Newark. At Newark they boarded a PCC car for a tour of the City Subway.

(July 9) The Railroadians of America sponsored the last trip on the Erie Lackawanna Sussex Branch. Locomotive No. 1061 made the last round trip withn about 75 railroad historians on board. (NJ Herald)

(July 25) Black River & Western's first Twilight Going, Dusk Returning Steam Powered Excursion was operated on this Sunday. (Black River RR Historic Trust Ringoes Museum)

(Sept.) A Pennsylvania Railroad promotion: "SAVE 1/3 Round-Trip Weekend Fares between New York, Newark, Trenton, Philadelphia, Wilmington, Baltimore. Washington." (Flyer, McKelvey collection)

(Sept. 3 & 7) The Association of American Railway Museums acted as agent for a group of 12 Brill trolley cars from Rio de Janeiro which were shipped on two vessels to Brooklyn for various museums. The cars were acquired for \$100 each; shipping cost \$2,500 each and the NY unloading was completed by a crew of 23 men in 8 hours for a total of \$400. The cars were lifted by Merritt Chapman & Scott floating crane CHALLENGER onto 2 PRR lighters and a New Haven lighter for trans-shipping via truck and rail to the purchasing museums. Several were moved across NJ and at least one was moved by a Paterson rigger. The entire move was managed and coordinated by Paul V. Class, General Manager of the OERHS-operated Trolley Park at Glenwood, OR. (Headlights, Dec. 1966)

(Sept. 26) The Lehigh Valley Chapter, NRHS sponsored 1 chartered bus from Allentown to the NY World's Fair. (Bill McKelvey)

(Oct. 23) On 10.23, members of the Delaware River Joint Toll Bridge Commission, their wives, guests and the press toured the Rt. 22 Toll Bridge over the Delaware. Two chartered buses carried the group of 90 on the annual day long tour of DRJTBC bridges.

(Oct. 24) A Fall Foliage Rail Camera Tour thru the Wallkill and Central Hudson Valleys in the Shadow of the Majestic Shawangunk Mountains to Kingston via "Freight-Only" lines of the Erie Lackawanna and New York Central Railroads was sponsored by the Railroad Enthusiasts, Inc., NY Division. The route from Hoboken Terminal operated over the Erie Main Line & Bergen County Short Cut; at Goshen, NY they proceeded over the Montgomery Branch to connect with the NY Central's Wallkill Valley Branch and New Paltz to Rosendale and Kingston; then the NY Central's West Shore Line under the NYNY&H Poughkeepsie Bridge at Highland. At Newburgh they returned to EL trackage and passed under the lofty Moodna Viaduct near Salsbury Mills; returning to EL tracks at Greycourt and traveled the old Erie Main Line back to Hoboken. The train had both a diner and a buffet lounge. Fare was \$11.95 for adults. (Trip flyer – Bill McKelvey collection) (Welcome Aboard, Itinerary & Map – Charles Leemans collection)

(Nov.) The Pennsylvania Railroad promoted: "Smart Travel Bargain! – Ladies Day Special to New York – Exciting day... in Manhattan... and fun every mile of the way. Round trip only \$4.50 from Philadelphia and \$5.65 from Wilmington – Every Wednesday & Thursday. (Flyer, McKelvey collection)

(Nov. 2) The Election Day edition of the Butler Day Express carried railfans on this special / regular service train on the Susquehanna. (New York, Susquehanna & Western Vol. 2: Elmwood Park to Butler by Jon Berkemeyer)

(Nov. 6, 13, 20, Dec. 4, 11) The Pennsylvania Railpad promoted: "New Low Fare to New York on the Pennsy on Saturdays with a round trip fare of \$4.50 from Philadelphia. (Flyer, McKelvey collection)

Nov. 27) The Pennsylvania Railroad promoted "Army – Navy Game, Special Pennsy Trains take you direct to the (Philadelphia) Stadium. From many stations, including Trenton, NJ. (Flyer. McKelvey collection)

(Dec. 13) The Erie RR train connection bus service between their NJ Terminal and NYC is last shown in their timetable of this date. The service, begun in August, 1943 was shifted from Jersey City to Hoboken when the Erie and Lackawanna entered into their joint terminal operation in 1956 and even survived the Erie Lackawanna merger in 1960. The buses were leased from Public Service Coordinated Transport. (Erie /Erie Lackawanna timetables via Noah Caplin) (Jack May) (Walter Zulig)

(Dec. 24 and 31) Railfans made up a flyer and promoted the Sixth Annual Christmas Eve and New Years Eve Special Excursions on the Famous "BUTLER DAY EXPRESS" on the NYS&W RR. "Ride one of the few regularly scheduled fantrips in the world: You're sure to enjoy the daylight ride through beautiful Susquehanna winter-wonderland. Train will consist of a 1000 hp ALCO-GE diesel and a coach. The Butler Day Express sign will again adorn the rear of the shortest name train in the US." One-way fare NY (Port Authority Bus Terminal) - Susquehanna Transfer – Butler was only \$1.50. Returning from Butler there was bus service to NYC, Paterson and Newark. (Susquehanna Reflector, June 1992) (New York, Susquehanna & Western Vol. 2: Elmwood Park to Butler by Jon Berkemeyer)

1966

(Jan.) Retired Brooklyn Eastern District Terminal 0-6-0 steam locomotive No. 12, owned by Ron Ziel, was stored at the PRR's Meadows Yard in Kearny, NJ. It had been sitting there for two years pending the establishment of an excursion rail line on Long Island. (The Jersey Journal, Jan. 12, 1966 & Sunday Star-Ledger, Maty 8. 1966) (John J. Witkowski)

(Jan. 16) High-speed Metroliner rail service was inaugurated between Washington and New York by Penn Central RR.

(Feb. 19) One of Tri-State Railway Historical Society's first fan trips was a Dover to Binghamton round trip, up the Erie and back vis Scranton in 12 hours on scheduled trains, for about 10 members. (Block Line, 50th Anniversary Edition, 2014)

(April 14) During a power shortage, the L&HR RR leased a four-unit A-B-B-A set of Richmond, Fredricksburg and Potomac F-7s. They were photographed just north of the EL's Cut-off on this date. (The NR RR Scene, Vol. 2: The L&HR by Bob Pennisi)

(April 23 & 24) The Railroad Enthusiasts sponsored a "NY Rail Weekend Jamboree" featuring a Rail-Marine Cruise and a Greenport Coach-Parlor Car Special. A NY Harbor Rail Facilities Cruise with a Circle Line cruise ship was scheduled for Saturday, and the Long Island Special Train was from the Hunterspoint Ave. station to Greenport and return on Sunday. Reservations were handled through the RRE'S P. O. Box at Caldwell, NJ. (Event brochure, John J. Witkowski)

() The PATCO Lindenwold Hi-Speed Line, the nation's first rapid transit system to fully utilize automated train operation and an automated fare collection system opened. It utilized the former Bridge Line tracks from Camden into Philadelphia. Initially it provided the fastest scheduled transit service in the world - 14.2 miles in 22.5 minutes.

(May 28 through Sept. 5) The Centerville & Southwestern RR – a real railroad in miniature - advertised their operations at the Becker (dairy) Farms, Livingston Ave., Roseland, NJ. (John J. Witkowski)

(June 3 thru Aug. 6) The Central Railroad Co. of New Jersey advertised Special Trains Direct to Grandstand for racing at Monmouth Park. Their combination ticket included round trip rail transportation to grandstand entrance plus admission to the race track for \$6.55 from New York and \$6.00 from Newark. The train had an air-conditioned bar car featuring tasty sandwiches and refreshing beverages on special trains. (Flyer, McKelvey collection)

(June 30) Susquehanna passenger service ended. (Susquehanna Tracksides 1954-1968 w/Zullig and Holtz)

(July 9) Passenger service on the DL&W Sussex Branch was down to one daily round trip, and the Railroadians of America used it to run a fantrip from Hoboken to Branchville and back on the last Saturday of scheduled service. They persuaded Erie Lackawanna management to use a pair of EMD E-8 locomotives and add a diner to the consist, making the end of almost 112 years of passenger service a memorable occasion. [Lowenthal, Larry and Greenberg, William T., Jr., The Lackawanna RR in Northwest NJ] (Block Line, March 1978)

(July 10) The last passenger train was operated to Branchville with Erie Lackawanna locomotive No. 1403 and two coaches. (Remember the Sussex Branch of the Lackawanna RR, Dave Rutan)

(July 13) The last passenger train was operated to Newton with Erie Lackawanna locomotive No. 932 and two coaches. (Remember the Sussex Branch of the Lackawanna RR, Dave Rutan)

(Sept. 25) A Railroad Enthusiasts, NY Div. Rail-Camera Excursion on many Erie Lackawanna branch lines was operated from Hoboken. Touted as "Be a Full Time Commuter for a Day", they covered the following lines: Northern Branch; Piermont Branch; NJ & NY; Main Line, Newark Branch; Caldwell Branch, Greenwood Lake Branch; Boonton Line; Morris & Essex out to Port Morris & Washington and back to Hoboken. Some soon-to-be abandoned branch lines

were covered. Erie-Lackawanna Railway Express Agency car No. 584 was photographed on the end of the train at Paterson. The open baggage-express car doors were safety rigged for the fantrip. Train had both a diner and buffet lounge. Adult fare was \$9.95. (Bill McKelvey) (The Diamond, Vol. 35, No. 3, 2021)

(Sept. 30) The trip committee of the North Jersey Chapter, NRHS sadly announced the last run of the Erie Lackawanna Northern Branch. Many railfans rode the final train to Sparkill for the \$1.13 fare. (Trip Flyer – Bill McKelvey Collection)

(Oct. 2) The last passenger train was operated to Andover with Erie Lackawanna locomotive No. 1407 and two coaches. (Remember the Sussex Branch of the Lackawanna RR, Dave Rutan)

(Oct. 14) Erie Lackawanna E8 locomotives No. 819 and sister powered an inspection train on the Caldwell Branch two weeks after the end of passenger service. (BlockLine) (BlockLine Special Issue: Caldwell Branch Memories by Don Dorflinger)

(Oct. 16) High Iron Co. along with Steamtown Foundation sponsored a Steam Safari (the first) using CPR 4-6-2 #127 (really #1278) from Jersey City, to Jim Thorpe and return via the Jersey Central. The train was assisted over the Hampton grade by FM Trainmaster #2404. Tom Kelcec, Walter Appel and Al Holleuffer sent letters of appreciation and suggestions for improvements to the CNJ. A second trip ran a week later, on Oct. 23, with CNJ RS-3 #1555 leading the steamer up grade through Lebanon. Many photo stops and speed run-throughs were made. Fares were \$11.95 for adults and \$8.75 for children. (Trip flyer, Bill McKelvey collection)

(Oct. 29-30 thru Nov. 19-20) The Pennsylvania RR promoted 1/3 OFF! Every Weekend – 2 Day Round Trip Fares between New York, Newark, Trenton, Philadelphia, Wilmington, Baltimore, Washington every Saturday and Sunday. (Flyer, McKelvey collection)

(Nov. 5, 6, 12, 13) Double headed steam excursion trains were operated over the Morristown & Erie RR from Whippany to Essex Fells. (Marker Lamp, No. 142, Nov. 1966)

(Nov. 27) The Erie Lackawanna's Hoboken to Chicago famed Phoebe Snow train mad its last run. (Jersey Journal, 11/15/1966) (John J. Witkowski)

1967

(Jan) The "Classroom on Rails" a/k/a "Permacel Express" was assembled for distributors of pressure sensitive tape manufactured by Permacel of North Brunswick, NJ. The three-car train of ex-Reading coaches, equipped with training aids began a US tour after posing with Black River & Western steam locomotive No. 60 for publicity photos.

(Jan. 31) Erie Lackawanna GP7 No. 1237 dragged the Speno Rail Grinding train eastbound through Dover. (The Railroad Press, Oct/Nov/Dec 2002))

(March 1967) Some of the Black River & Western principals took a caboose-hop excursion from Ringoes to Lambertville. Nelson Tower took a photo of the train looking south from their bridge over the Delaware & Raritan Canal where the RR joins the former PRR Delvidere Delaware Division $\frac{3}{4}$ of a mile north of the Lambertville station. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(April 2) Four US DOT high-speed test cars reached a speed of 155.2 mph at Princeton Junction, NJ. The test train was Silverliner design MU coaches built by Budd for US DOT. A 22-mile segment of the PRR main line in NJ was a laboratory for the Northeast Corridor and its Metroliners. (RailPace, Dec. 2014) (Classic Trains "Fast Trains", Jan. 2009) (Under Pennsy Wires, by Paul Carlton)

(April 28) The last day of Jersey Central ferry service between NYC and Jersey City Terminal. (The Northeast Railroad Scene, Vol. 5 The Jersey Central by Pennisi, pg. 47) (Jersey Journal, July 7, 1967 and Jan. 30, 1968) (John J. Witkowski)

(May 1) With the Aldene Plan all ready to go, and all equipment in place, a full schedule "dry-run" of anticipated weekday service was operated on Sunday, May 1st. (Rails Northeast, March 1979)

(May 14) The High Iron Co. operated a 14 car steam excursion (Safari #1) from Allentown, Bethlehem and Easton / Phillipsburg to Warwick, NY on the L&HR using ex-Canadian Pacific 4-6-2 locomotive #1286. The trip, Safari No. 1, operated via the CRR od NJ and L&HR RR. (High Iron Co. timeline) (High Iron Co. "Five Outstanding Steam Safaris for 1967 – Bill McKelvey collection) (The NE RR Scene – L&HR) (John J. Witkowski)

(May 24) The US DOT's four souped-up Silverliner EMU test cars streaked through Princeton Jct. at nearly 145 mph during a demonstration run for officials and the press, in cooperation with carbuilder Budd and the Pennsylvania RR. (Classic Trains "Fast Trains", Jan. 2009) (The Metroliners: Trains That Changed the Course of American Rail Travel, by Goldberg & Warner)

(June 10) An Erie-Lackawanna Electric Trip was sponsored by the Electric Railroaders Association from Hoboken covering all electrified territory – the Montclair, Dover and Gladstone Branches using the old DL&W DC MU cars. A photo stop was made at the Danforth Road, Madison overpass to permit photos of the former right-of-way of the Morris County Traction Co. underpass adjacent to the Morris & Essex line. Adult fare was \$7.50. (Trip flyer, Bill McKelvey collection) (Harold A. Smith photo, James C. Greller collection)

(June 25) Former Canadian Pacific 4-6-2 steam locomotive No. 1286, leased from Steamtown, was used on High Iron Co. Safari No. 2 excursion over the CNJ from Elizabethport to Bridgeton, NJ and return. It operated via Red Bank, Eatontown, Farmingdale, Lakewood, Lakehurst,

Winslow Jct. and Vineland. Consist included 1 CNJ Combination Car, 1 D&H Diner, 11 CNJ Coaches, and 1 Observation Car No. 1178. (West Jersey Rails Quarterly, June 1999) (High Iron Co. "Five Outstanding Steam Safaris for 1967 – Bill McKelvey collection)

(July) The now-unused Jersey Central Lines railroad terminal at Jersey City was used by Columbia Pictures for the filming of portions of the movie "Funny Girl", starring Barbara Streisand, recreating a 1913 Era Rail Depot. (Jersey Journal, July 12, 1967) (John J. Witkowski)

(July 12-19) Convoys of NJ National Guard vehicles, including Jeeps, APCs and deuces along with hundreds of soldiers patrolled the streets of Newark during the riots there. (Getty Images - NY Daily News Archive)

(August) Don Wallworth photographed General Electric U30B demonstrators hauling an EL freight eastbound at Ridgewood, NJ. GE later upgraded the U30Bs first to U33Bs and later to U36Bs. (Erie Lackawanna In Color, Vol. 4 by Larry DeYoung)

(Sept. 17) The High Iron Co. operated Safari #4 from Elizabeth, Plainfield, and High Bridge to Green Pond Jct. via the CNJ and Wharton & Northern and return using CPR steam locomotives #1286 and #1283. The train had 10 open window coaches with a baggage (snack) car in the middle, an open-door baggage car and a Rocky Mountain type open observation car. [Bill McKelvey] (Frank T. Reilly) (The Northeast Railroad Scene, Vol. 5 The Jersey Central by Pennisi, pg. 23) (High Iron Co. "Five Outstanding Steam Safaris for 1967 and Trip flyer – Bill McKelvey collection)

(Oct.) An experimental high-speed train which had hit 157.3 MPH on main line tracks, moved through the Phillipsburg area at what must have been a "snail's pace" for it. The TurboTrain was built by the Sikorsky Aircraft division of United Aircraft Corp. at their Providence, RI plant. It came to Phillipsburg via the Lehigh & Hudson River RR and was switched to PRR (Bel Del) tracks. In the Bel Del yards it received special fuel by truck. It then moved via Trenton to Morrisville, PA where it was prepared for testing. The gas turbine powered train later reached 170.8 MPH on a special 21-mile test track between Trenton and New Brunswick.

(Oct. 15) Safari #5 was operated by High Iron Co. on the Jersey Central from Elizabeth to Jim Thorpe and return with CP #1286. The 840 passengers were treated to a photo run-by at Bloomsbury. The train was rerouted onto LV RR tracks at Phillipsburg because of a derailment on the Jersey Central between Easton and Bethlehem. A brief stop was made at the CNJ Bethlehem station while the Bethlehem Fire Dept. replenished the tender with water and coal. (Frank T. Reilly) (High Iron Co. Timeline) (High Iron Co. "Five Outstanding Steam Safaris for 1967 – Bill McKelvey collection)

(Oct. 29 & Nov. 26) Black River & Western RR 2-8-0 No. 60 made history when it was moved from NJ to Long Island by railroad carfloat to power two special excursion trains from Jamaica

to Montauk and return on the Long Island RR, which hadn't seen steam for more than a decade. The entire train of LI RR coaches plus two parlor cars, was turned on the Wye at Montauk and they retraced their route westward. The Jersey Central RR provided the carfloat from Jersey City to Long Island City and No. 60 was moved under steam. (The Black River & Western Story) (Steve Hepler/Rich Taylor) (Google.com) (The Black River & Western Story, including trip flyer, NRHS Bulletin, Vol. 83, No. 3)

() The last PRSL "Pony Express" trains operated between Philadelphia and Atlantic City Race Track. (West Jersey Rails Quarterly, Summer 2006)

(Nov. 22) The final runs of the Erie Lackawanna Barclay Street ferry were made on this evening. While the E-L had planned no ceremony commemorating the end of the 192 year-old-line, commuter groups and other persons arranged a suitable fare-well to the much-loved ferry. At one time the largest ferry system on the Hudson had 13 boats and four routes. The ELMIRA which made the final run became a party scene (Think food, coffee, champagne, beer, party hats, singing & signs) as the time for the final run approached. The final trip of Elmira to Hoboken had an estimated celebrants 1,700 aboard, many attired with souvenir orange life vests; a NYFD fireboat provided an aerial water display; a band played "Auld Lang Sine"... (Marker Lamp, No. 155, Jan. 1968)

() An experimental high-speed train which had hit 157.3 MPH on main line tracks, moved through the Phillipsburg area at what must have been a "snail's pace" for it. The TurboTrain was built by the Sikorsky Aircraft division of United Aircraft Corp. at their Providence, RI plant. It came to Phillipsburg via the Lehigh & Hudson River RR and was switched to PRR (Bel Del) tracks. In the Bel Del yards it received special fuel by truck. It then moved via Trenton to Morrisville, PA where it was prepared for testing. The gas turbine powered train later reached 170.8 MPH on a special 21-mile test track between Trenton and New Brunswick.

(Dec. 20) A United Aircraft Corp. Turbotrain passed Princeton Jct. at 170.8 mph during acceptance testing. (RailPace, Dec. 2014) (Trenton Evening Times Dec. 21, 1967) (The Metroliners: Trains That Changed the Course of American Rail Travel, by Goldberg & Warner)

1968

(Jan.) New high speed MU Metroliner trains, developed by the PRR began operation between NY and Washington for Penn Central.

(Feb. 18) The High Iron Co. advertised "the greatest and longest steam excursion in 25 years" (350 miles round trip!!!) from Penn Station, Newark to Wilkes-Barre, PA. The steam locomotives #1286 and 1238 which they planned to use were called to Reading, Pa for emergency steam supply service. Two Rail Diesel Cars brought passengers from Newark (Penn Station) to Cranford where the train and substitute CPR 4-6-2 steam locomotive #127 was

waiting. A Jersey Central 2400 horsepower Fairbanks-Morse Trainmaster diesel locomotive pushed the train up the grade from Whitehouse to Hampton after difficulties with the steam locomotive fire were experienced. Strasburg RR 2-10-0 #90 was added at Jim Thorpe to doublehead the 2 hour and 15-minute late train westward and all photo stops were canceled. The trip was terminated at Ashley, PA and headed back east 4 hours late. At remote Mountaintop, PA the tender trucks of #90 derailed. Five hours later the coaches were backed to Penobscot where 22 buses were chartered to bring the passengers back. Passengers from Newark were not returned until 6am the following morning. At the time Ross E. Rowland, Jr. of North Plainfield was President and John Willever of Washington, NJ was VP, Secretary & Treasurer. (Frank T. Reilly) (High Iron Co. Timeline) (Bill McKelvey collection – trip brochure) (“Welcome Aboard the Wilkes Barre Limited” Allan H. Roberts via Mitchell Dakelman)

(Feb. 25) The 2.18 trip, above, was repeated on 2.25, but this time #90 was added at Bethlehem. Both steamers were taken off at Bethlehem on the return trip. (The Northeast Railroad Scene, Vol. 5 The Jersey Central by Pennisi, pg. 33)

(March 29) North Jersey Chapter, NRHS sponsored a “Dinner in the Diner” event in an Erie Lackawanna Ry dining car at Hoboken Terminal. The cost for the Pot Roast of Beef Dinner with all the trimmings AND a cocktail was \$6.00! (Promo flyer – Bill McKelvey collection)

(Apr. 7) A Unique Rail – Motor Coach – Tour was organized by Michael Glikin, limited to a group of 40 enthusiasts. Itinerary: Erie Lackawanna train from Hoboken to Summit; Summit-New Providence Motor Coach lines (tour vintage buses in their garage); Travel to Whippany Ry Museum in S-NP 1946 White Day-Coach No. 798; Lunch in a RR atmosphere restaurant; S-NP bus to Berkeley Heights RR Station; E-L train back to Hoboken. (Trip flyer – Bill McKelvey Collection)

(May 5) A High Iron Co. (Ross E. Rowland, Jr. President) Journey to Yesterday / Boardwalk Flyer excursion was operated with cooperation of the PRSL between Camden and Cape May on PRSL using leased Steamtown 4-6-2 locomotive No. 1286. The train had 10 coaches, including ENTERPRISE, a former PRR Congressional Limited car, owned at the time by the BR&W RR; open window type Rocky Mountain observation car a/k/a CLEARVIEW; open window combination car NOMAD; and open door baggage car OASIS. The special carried about 660 people and was the last big passenger train to operate in Cape May County. The fare for the 175-mile round trip, the first steam-powered train over the PRSL in 20 years, was \$13.95. (Bill McKelvey collection – trip flyer) (WJC Crew Caller, May, 1988) (newspaper clipping – reporting 850 passengers and 15 coaches - Edward Sosman collection)

(June 8) The 21 car funeral train of Robert F. Kennedy left NYC for Washington, DC. The train was led by GG1 locomotives 4901 and 4903, with Penn Central business car No. 120 trailing. At Elizabeth, the crowd moved onto the northbound tracks just as “The Admiral” heading for NYC

rounded a curve. The GG1 sounded its horn, but some of the people in the crowd did not clear the track in time and two were killed and four seriously injured. (Bill McKelvey)

(June 8 & 9) An Erie Lackawanna Railway Jamboree featuring an EL Suburban Line Ride, A Morristown & Erie Ramble and a Circle Run to Binghamton, NY using Steam, Diesel, and Electric powered trains was sponsored by the NY Division of the Railroad Enthusiasts. The weekend began with a Jamboree Warm Up program at the RRE's Williamson Library in Grand Central Terminal in NYC on Friday night. Saturday was the EL Suburban Line Tour with a stopover at Morristown to ride the Morris County Central's steam train over the Morristown & Erie RR. In the afternoon the electric lines tour continued covering the Gladstone and Montclair Branches. The Saturday nite Jamboree Banquet was held at the President Restaurant in NYC. On Sunday June 9th the Circle Run to Port Jervis and Binghamton was via the Erie RR and return was via the Lackawanna route. This Special PX861 had a baggage car, four 1300 series coaches (of Phoebe Snow vintage), several heavyweight coaches, food service cars and another 1300 series coach on the rear. On the return trip Erie Lackawanna E-8 No. 833 headed up a matched pair of EL Alco PAs. ("Welcome to Erie Lackawanna Jamboree" brochure – Bill McKelvey collection) (Trackside Erie to Conrail with Robert F. Collins) (Erie Lackawanna, Vol. 6, In Color by John Canfield) (John J. Witkowski)

(July 6) Carlos Henriquez-Gill, father of Earl Henriquez-Gill died. A few days later his son, Earl – President of the Morris County Central RR, arranged the Morris County Central Funeral Train, where his dad's casket was loaded onto Erie-Lackawanna baggage car No. 401. The train, which also had a coach, was powered by steamer No. 385, with engineer Andy Barbera wearing a white shirt and tie at the throttle. It ran east from Whippany to the Ridgedale Avenue crossing in East Hanover, across the street from the family burial site at Gate Of Heaven Cemetery. The coffin was unloaded and placed in a waiting hearse which led the mourners to the burial site. After the ceremony the group re-boarded the train and it was shoved back to Whippany. Carlos never had the opportunity to ride on his son's train, so this was Earle's gesture at fulfilling his father's last wish. (Steve Hepler)

(Sept. 21) The High Iron Co. in cooperation with the Central RR of NJ and the Palmerton Festival Committee operated an Iron Horse Ramble to the annual Palmerton Festival and Jim Thorpe. The train was powered by NKP 2-8-4 No.759 from Elizabeth, Plainfield, Easton and Bethlehem to Jim Thorpe & return. The 15-car train carrying more than 800 passengers stopped at the restored Lebanon Station (HIC HQ) for a dedication ceremony. After the required speeches a photo run-by was made for photographers as a band played. A Lebanon grandmother and her two granddaughters mistakenly got on the train and ended up spending the day with the excursion gratis. Two hours were lost when the turntable at Jim Thorpe, PA had to be nudged the last few inches by jacks. More time was lost when the ex-Canadian Pacific Rocky Mountain observation car inexplicably became uncoupled from the train. The locomotive was leased from

Steamtown National Historic Site. (Frank T. Reilly) (High Iron Co. Timeline) (Bill McKelvey collection – trip brochure) (Allan H. Roberts via Mitchell Dakelman)

(Oct. 28) A steam excursion using Quakertown & Eastern No. 4 was operated from Allentown/Bethlehem, PA via Phillipsburg to Warwick, NY on the L&HR and return on 10.20. As Q&E #4 was coming east through Easton, westbound #759 was held at "PU" Tower in Phillipsburg as it was returning from Harmon to Bethlehem, en-route to Roanoke. (The NR RR Scene, Vol. 2: The L&HR by Bob Pennisi)

1969

(Jan. 4) PATCO began revenue operations between Lindenwold and Camden City Hall. (The New Electric Railway Journal, Winter 1994-5)

(Jan. 15) A special invitation-only inaugural Metroliner trip was operated for VIP's. The formal invitations were from the (outgoing) US Secretary of Transportation, (and future Amtrak president) Alan Boyd and Chairman of the Board, Penn-Central Company, Stewart T. Saunders. Also present were incoming Secretary of Transportation, John Volpe, and PC President, Alfred Perlman. (The Metroliners: Trains That Changed the Course of American Rail Travel, by Goldberg & Warner)

(Feb. 15) PATCO began interstate revenue service between Lindenwold and 16th & Locust Streets, Philadelphia. (The New Electric Railway Journal, Winter 1994-5)

(April 12) Special steam trains were operated between Summit and Berkeley Heights for the Summit Centennial Celebration. Morris County Central steam locomotive No. 385 powered the special trains of Lackawanna "Boonton Line" open platform coaches. On display at Summit Station was freshly painted Erie Lackawanna (former DL&W) GP7 No. 1405 with some spiffy coaches. (Rusty King) (RailPace, July 2003) (Whippany Ry Museum 2019 calendar)

(April 12 – Heavy fog in NY Harbor postponed this trip a week) Montclair Society of Engineers sponsored a tour of the US Army Corps of Engineers 22,500 ton hopper dredge, ESSAYONS. A bus ride was provided from the Erie Lackawanna Ry Walnut St., Montclair station to the Coast Guard pier at South Street, Manhattan, where participants boarded a lighter for transfer to the ESSAYONS. The entire ship was open for inspection while the dredge worked the Hudson River and then sailed to the dump location 6 miles southeast of Ambrose Light Tower. We then reversed our journey back to South St. and Montclair. Total cost for the day was \$2.25 for the bus and 75 cents for a box lunch on the dredge. Tour leader was Fred Pflum. (Trip flyer, Bill McKelvey collection)

(April 25) The last PRR train between Camden and Pemberton was jammed with 200 people for the last run. (Times-Advertiser, Pemberton, Apr. 30)

(May 2-4) Approximately 120 members of the Pennsylvania Canal Society, the Canal Society of NY State, and canal societies in adjoining states, turned out for a delightful week end and tour of the Western Division of the Morris Canal. Headquarters for the affair were at the Hotel Bethlehem, Bethlehem, PA, and the weather man gave us a good break for our tour in western NJ. Events included an informal slide presentation Friday evening by James Lee on the western section of the Morris as well as reminiscences by Mrs. Chester Mann about her experiences while living on a Morris Canal boat, 1898-1914. The Saturday tour included stops at a number of the old Morris Canal inclined planes, a tremendous noon meal at the Hotel Claredon, Hackettstown, NJ, and the tour wind-up at Lake Hopatcong Historical Society on the Morris summit level. Back at the Hotel Bethlehem Saturday evening, we heard Clayton Smith give a talk on the eastern section of the Morris, with slides, so we could see what the Morris looked like from Lake Hopatcong to Newark, NJ. On Sunday morning we had breakfast to music by the Moravian Trombone Choir. All in all, a most successful and worthwhile week-end. (Canal Currents, Issue No. 9, Summer 1969)

(May 3 - beginning) A Penn Central promotion: Excitement is just a Train Ride Away -- Every Weekend with Penn Central's Weekend Fares between New York, Newark, Trenton, Philadelphia, Wilmington, Baltimore, Washington every Saturday and Sunday. (Flyer, McKelvey collection)

(May 18) The Golden Spike Centennial Ltd. Train departed Hagerstown on the Western Maryland and made its way to Baltimore Penn Station. There the NKP 759 was cut off at the beginning of catenary and replaced with GG1 No. 4902 for a high-speed run to NYC No. 759 returned to Lebanon, NJ via the WM, RDG, & CNJ (through Gettysburg, Harrisburg, Allentown, Phillipsburg). (High Iron Co. Timeline)

(May 20) The former CRR of NY ferryboat Elizabeth which was refitted by Public Service Electric and Gas Co. as a floating nuclear information center debuted at Mercer Generating Station on the Delaware River. The 192-foot vessel was named The Second Sun to fit in with the theme of audio-visual program and the exhibits, expected to attract thousands of visitors each year. Following the Mercer visit the ferryboat was towed to the Burlington Generating Station. From Burlington the vessel was towed to Wilmington, DE, and finally to Artificial Island, the site of the Salem Nuclear Generating Station. During the following 21 years over 700,000 visitors toured the ferry and its educational exhibits. (Public Service News, Vol. 47, No. 22, May 15, 1969) (PSE&G News, April, 1989)

(Memorial Day to Labor Day) The Centerville & Southwestern Railroad extended their track layout, abandoning their Peach Tree Junction and replacing it with an extension to a loop at Paradise Valley which included a high bridge over Foulertown Brook, making for a round trip ride of two miles. The fare was 25 cents for children and 50 cents for adults. (John J. Witkowski)

(June 21) The Electric Railroaders Assn., NY Division sponsored an inspection tour of the "Hudson Tubes".

(July-Sept.) Public Service Coordinated Transport promoted One-Day bus trips from Allentown, Bethlehem and Easton, PA to New York, Flemington, Trenton and Atlantic City (daily) during July and August. (Original advertising flyer – Bill McKelvey collection)

(Aug. 9) Quakertown & Eastern #4 again traveled from Bethlehem up the L&HR to Warwick, NY with an excursion, this time with a diesel helper. It was sponsored by the Black Diamond Society of Model Engineers, which also hosted a National Model RR Assn. convention in this same year in Easton. (The NE RR Scene – L&HR)

(Sept. 20) The High Iron Co. operated a Palmerton Festival Limited steam excursion with NKP 4-8-2 No. 759 from Elizabeth and Plainfield to Palmerton and Jim Thorpe, PA, on the CNJ RR. A helper was added from Whitehouse to Hampton and a photo/movie run-by was made at Treichlers Curve. The 200-mile round trip included a 3 ½ hour layover at Palmerton for the 30 acre fair. (High Iron Co. Timeline) (The Northeast Railroad Scene, Vol. 5 The Jersey Central by Pennisi, pg. 25) (Allan H. Roberts via Mitchell Dakelman) (Trip flyer – Bill McKelvey collection)

(Fall) From late-1969 into the summer of 1971, NJ Interstate highway 280 was built by contractor S.J. Groves & Sons, Inc., one of the largest construction firms in the world at the time. To facilitate construction of the highway, Groves built a haul railroad in the center of the roadway. The Morristown & Erie Railroad was the only outside connection via a ramp track just East of Rt. 280 in Roseland. In order that the railroad be exempt from the Interstate Commerce Commission control and inspections, the rails had to be disconnected except for delivery and removal of equipment. (In the middle of the project the locomotives were moved for wheel work to the Erie Lackawanna Croxton shop via Great Notch.) The Groves railroad was an afterthought as work to dig the big cut in West Orange was started using trucks to haul the rock to Parsippany to fill the swamp east of the point where Rt. 280 joins I-80. The long truck haul was found to be more expensive than railroad haulage. A single track engine house was constructed at the passing siding, west of where Laurel Avenue, Livingston crosses I-280. Initial motive power was two new GE U33C's which were later sold to the Burlington Northern RR. A fleet of Difco side-dump cars was used to haul the rock. Later an ex-Minneapolis Transfer RR Alco RS-2 locomotive was purchased along with additional side dump, cars. The Alco was used to push each train up out of the cut and over the first steep grade west of the cut. The RS-2 was sold to Eastman Kodak in Rochester, NY and was later donated to a local NRHS chapter. The two loading tracks in the cut were extended east as the cut material was removed. Finally the grade of the highway was dug deeper (too steep for the trains to navigate) and the material was brought up to the trains by large front-end loaders. When the work was done the railroad was removed and few have a clue that a railroad did the work. (Whippany Ry Museum website with

edits by McKelvey who was there and filmed/rode the train) (Private railroad built to move a mountain in Railway Age, Nov. 10, 1969) (John J. Witkowski)

(Oct. 1) World's Fastest Rapid Transit Service, Ride in Comfort at 75 MPH – between Lindenwold and Center City Philadelphia. (PATCO Revised timetable, Oct. 1, 1969)

(Oct. 5) NKP #759 made a dead-head move from Lebanon to Somerville to Phillipsburg via the Jersey Central, and then to Hoboken via the Erie Lackawanna for the Hoboken Festival.

(Oct.) Hoboken Festival day trips with NKP #759.

(Oct. 11) The Railroad Enthusiasts, NY Div., in cooperation with the High Iron Co., and the Erie Lackawanna Railway sponsored their "The Route of Phoebe Snow" / "Steam Over the Poconos" excursion from Hoboken via the Greenwood Lake / Boonton Lines to Scranton and return. The train was powered by NKP 4-8-4 No. 759 and equipment included E-L suburban commuter coaches, combination car Nomad, the open observation car Rocky Mountain, and ex-Broadway Limited car Mountain View. Welcome Aboard brochure included the trip itinerary, map of route, and history of No. 759. Trip was to be repeated Oct. 25 if demand warranted. (Bill McKelvey collection – trip brochure) (Trip ticket No. 613; Trip flyer; and Welcome Aboard brochure from S.T. Lofthouse collections)

(Oct. 19) The British London & North Eastern Railway Pacific No. 4472, the Flying Scotsman, auxiliary tender and train of UK rolling stock made a five-week "Buy British" campaign tour in the US with a complete advertising set-up, including an authentic London Transport double-decker bus. The train made a stop at Newark Penn station. To meet American Railroad requirements a headlight, bell and cow catcher had to be installed. The tour was a financial failure and the return of the train to England was in doubt for a period of a year. (The High Line, Vol. 23, No. 2)

(Oct. 22) High Iron Co. operated the Jim Thorpe Flyer with NKP No. 759 between Elizabeth and Jim Thorpe. (High Iron Co. Timeline)

(Nov. 2) Canal Society of NJ sponsored bus tour of the Morris Canal Western Division including Lake Hopatcong, Landing, Port Morris, Stanhope, Waterloo, Saxton Falls, Scott Park in Easton, PA (across the Delaware River from the stone arch at the terminus of the Morris Canal; Plane 10 W; Plane 9 W; Port Delaware, Andover Tavern, Greens Bridge, Port Warren, Stewartsville, Washington, Port Colden, Port Murray and Rockport. The leader was Clayton F. Smith. Two charter buses were used. (The Towpath Post Vol. 1, No. 2 & 3) (Loose leaf note book assembled by Charles Leemans, now at CS of NJ archives)

(Dec.) "First Air Conditioned Erie Lackawanna Ry. Commuter Train In Morris County – Dec. , 1969" printed in red on a commemorative glass goblet. (Donated by Boonton Historical Society and Museum to Liberty Historic Railway)

1970-71

The S. J. Groves Construction Company built a standard gauge railroad to move earth and rock during the construction of I-280 from a deep cut in West Orange to Roseland and Parsippany, NJ. The railroad was built in the center of the highway right-of-way and passed over certain highway bridge sections which were designed to carry the weight of the locomotives. A passing track and an engine house were built about mid-point in Livingston and the two trains passed there. No interchange was made with other railroads, although a temporary connection allowed the equipment to be moved in and out from the Morristown & Erie RR, which I-280, and the railroad crossed in Roseland. Motive power included two GE U33C's, No. 507 and 508. Later an ALCO RS3, No. 509 was brought in to push the heavy loaded trains of side dump cars up, out of the cut and over the first hill in West Orange. The operation was push-pull with the locomotives on the east end, and no cabooses or cab control cars were used. Note: Your editor rode and photographed the trains. (RailPace, Aug. 1988) (Railway Age, Nov. 10, 1969) (NJ Transport Heritage, Vol. 15, No. 4) (Construction Methods, March, 1970)

1970

(Jan.) Former DL&W RR 2-6-0 No. 565, at Whippany at the time, was sold by Morris County Central RR VP, John Maris, to Citro's 1900 Gaslight Restaurant in Wayne, NJ for display. It is now owned by Steamtown NHS @ Scranton, PA. (Whippany Ry Museum 2019 calendar)

(March 16) The Black River & Western RR took over freight service from Penn Central on the former PRR Flemington Branch. One former DL&W open platform coach was used to carry the overflow crowd of guests.

(April) Don Wallworth photographed an eastbound Erie manifest train at Glen Rock on the Bergen County Line powered by three CB&Q (Burlington Route) diesels, a GP30 No. 942, a GP35, and another GP30, still in original paint, shortly after the merger into Burlington Northern. The train had obviously traveled through Port Jervis on the Erie main. (Erie Lackawanna In Color, Vol. 3 by Larry DeYoung)

(May 30-31) The High Iron Co. operated an overnight excursion between Hoboken and Binghamton, NY with NKP locomotive No. 759 – part of the Steamtown, U.S.A. Collection. The 410-mile round trip operated through the scenic beauty of the Delaware River Valley and the Pocono Mountains via the Erie Lackawanna Railway westbound via Port Jervis and return via Scranton. Equipment included an open-window combination car, snack car, open Rock Mountain Observation Car and air-conditioned reclining seat coaches. The round-trip fare of \$38.00 did not include overnight stay in Binghamton area Hotels and Motels, but High Iron Co. furnished transportation to and from the hotel of the passenger's choice. (High Iron Co.

Timeline) (Trip flyer, Bill McKelvey collection) (Steam in the Delaware – Welcome to Sullivan County! Promotional piece by Manville Wakefield) (A Colorful Look At: The Erie Lackawanna by Rich Pennisi)

(June 21) Quakertown & Eastern 2-8-0 #4 powered an excursion from Bethlehem to Maybrook, NY.

(July 12) Nickel Plate RR 2-8-4 locomotive #759 powered a High Iron Co. Smoke Eater's Special steam excursion west on the Jersey Central from Elizabethport to Jim Thorpe, PA. and return. The open-air observation car ROCKY MOUNTAIN was on the end westbound and the closed end observation car MOUNTAIN VIEW (ex-PRR) was on the end eastbound. (High Iron Co. Timeline) (CNJ Journal No. 84) (The Northeast Railroad Scene, Vol. 5 The Jersey Central by Pennisi, pg. 22) (Welcome Aboard – McKelvey Collection)

(Oct. 29 & Nov. 26) Black River & Western RR 2-8-0 No. 60 made history when it was moved from NJ to Long Island by railroad carfloat to power two special excursion trains from Jamaica to Montauk and return on the Long Island RR, which hadn't seen steam for more than a decade. The entire train of LI RR coaches plus two parlor cars, was turned on the Wye at Montauk and they retraced their route westward. The Jersey Central RR provided the carfloat from Jersey City to Long Island City and No. 60 was moved under steam. (The Black River & Western Story) (Steve Hepler/Rich Taylor) (Google.com) (The Black River & Western Story, including trip flyer, NRHS Bulletin, Vol. 83, No. 3)

1971

(Feb. 23) An unfortunate circumstance occurred near Roseville Tunnel on the Lackawanna Cut-Off. Erie Lackawanna train No. CS-9 with Morristown & Erie Alco RS-1 locomotive No. 15 in the consist, derailed when the M&E locomotive broke a wheel. The unit was rerailed by EL's "Hook" from Hoboken. No. 15 was en route to EL's Scranton diesel shop for wheel work. (A Colorful Look At: The Erie Lackawanna by Rich Pennisi)

(Mar. 4) A Fantrip with CNJ RDC No. 551 and sister was photographed at Farmingdale, NJ. (Jersey Central News, June 2023)

(Apr. 30 to May 2) The Pennsylvania Canal Society and the Canal Society of NJ jointly sponsored a bus trip along 44 miles of the Chesapeake & Ohio Canal. (American Canals No.2)

(May 1) The first Amtrak train rolled out of NYC on its way to Philadelphia, less than a year after President Richard Nixon signed the Rail Passenger Act of 1970 to establish the start of the National Passenger Rail Corp. - Amtrak. (Progressive Railroading July 2021)

(May 17) Elephants, a pony, a zebra and a llama took an unscheduled march through the Lincoln Tunnel. The Ringling Brothers and Barnum & Bailey Circus was stranded by a national rail strike and this unorthodox route got them to their New York engagement on time.

(May 23) Canal Society of NJ tour of the Morris Canal from the Boonton Plane to Lake Hopatcong.

(June 18) The North Jersey Chapter, NRHS sponsored an informal Friday evening fantrip on regularly scheduled trains on the Jersey Central from Newark to Hampton with a ride on deadhead equipment back to Raritan and then a regularly scheduled train back to Hoboken. (Bill McKelvey collection)

(July 23) The North Jersey Chapter, NRHS sponsored an informal Friday evening fantrip on regularly scheduled trains on the Erie Lackawanna from Hoboken to Netcong with a ride on deadhead equipment back to Dover and then a regularly scheduled train back to Hoboken. (Bill McKelvey collection)

(Aug. 8th) Nickel Plate 2-8-4 #759 departed Bethlehem for Hoboken, NJ. A beautiful color photo, by John Briggs, of the train coming east on the CNJ main, past Mt. Ida in Easton, graced the cover of *High Iron '72*, published by Quadrant Press. The train dead-headed via Phillipsburg, the Washington and Boonton lines to Hoboken Terminal.

(Aug. 14 & 15) A two-day High Iron Co. excursion departed from Hoboken Terminal with an 18 car train to Binghamton via Port Jervis and return via Scranton / Boonton line. The Editor was on board! This trip was billed as "FAREWELL TO #759" as the locomotive needed new flues and High Iron Co. did not have the funds to do the work. Arrangements and operation was similar to the May 30-31, 1970 trip but the fare increased to \$45.00. [Trip flyer from Bill McKelvey collection] (High Iron Co. Timeline) (David C. Pearce) (A Colorful Look At: The Erie Lackawanna by Rich Pennisi) (John J. Witkowski)

(Sept. 4+) The NRHS annual convention was hosted by the Lehigh Valley Chapter and Hotel Bethlehem was the headquarters for the approximately 500 attending. Convention excursions from Bethlehem to South Plainfield on 9.4 and from Bethlehem to Franklin, NJ and back on the L&HR on 9.6 were operated by Rail Tours, Inc. and powered by CP 4-6-0 #972. (The 9.6 trip never reached its intended goal of Warwick, NY due to a wreck which blocked the L&HR line.) Trips were also operated on the Black River & Western RR and the New Hope & Ivyland RR. (Welcome Aboard brochure by Mainline Steam Foundation of Holmdel, NJ; John J. Emerick was president – McKelvey collection)

(Oct. 4-8) The Canal Society of NJ sponsored a bus tour to the Erie Canal at Syracuse, NY, and the Canal Museum; the Rideau Waterway, Ontario, Canada; the Trent Canal System; and the Welland Canal. For the highlight of the trip the group boarded the tour boat "MISS PETERBOROUGH" for a cruise on the Trent Canal, including a 65' lift up the Peterborough

hydraulic lift lock. (CS of NJ Announcement – Ontario Bus Trip) (The Towpath Post, Vol. 3, No. 1) (American Canals No. 2)

(Oct. 25) Erie Lackawanna E-8 No. 822 was on the point of a Passenger Inspection Train with Delaware & Hudson and Erie Lackawanna officials. The train was en route from Hoboken to Scranton and beyond. A short stop was made at Dover to inspect D&H car No. 200, on the rear of the train, for a mechanical problem. (A Colorful Look At: The Erie Lackawanna by Rich Pennisi)

1972

(Jan. 3) In anticipation of the CNJ cessation of operations on its own trackage in PA on March 31, 1972, the CNJ began to operate pool train SE 98 and ES 99 between Scranton and Elizabethport in cooperation with the Erie-Lackawanna. The start of this service three months prior to the termination of CNJ operations in PA was made so that shippers, train crews, and related personnel could familiarize themselves with the new procedures. The trains were routed on the CNJ from Elizabethport to High Bridge, NJ via the main line. The High Bridge Branch connected the CNJ main with the EL main at Lake Junction, near Lake Hopatcong. The remainder of the routing was on the EL over the Poconos to Scranton. Slow orders on the High Bridge Branch caused the running time to be about 8 hours, which did not improve much after rehabilitation due to set-offs at Lake Jct. and Elizabethport. (Flags Diamonds and Statues, Vol. 15, No. 1)

(Feb. 26 & 27) A pair of Winter “Farewell to Bethlehem” Steam Excursions from the CNJ Elizabeth station to Bethlehem and return using Reading 4-8-4 locomotive #2102 on the Jersey Central were sponsored by Steam Tours, Inc., and Greenbriar Railroad. These were the last Jersey Central passenger trains to operate to PA on the Jersey Central Main Line. Mike Eagleson took a classic photo of #2102 picking up orders from "PU" tower in Phillipsburg on one of the returns. It was published in Quadrant Press Review #7, *Motive Power of the Jersey Central* by Mike in 1978. (High Iron Co. Timeline) (Marker Lamp, No. 197, Mar. 1972) (The Northeast Railroad Scene, Vol. 5 The Jersey Central by Pennisi, pg. 23 & 37) (Trip flyer, Bill McKelvey collection)

(March 5) The last passenger train on the Jersey Central Southern Division was a NY Division, Railroad Enthusiasts’ special between Elizabeth and Toms River. The group paid the CNJ \$2,105 for the charter. The train carried 124 passengers who each paid \$19.95, which included lunch at the Old Farmingdale House. RDC cars 556 and 551 were used. (The Trail of The Blue Comet, by Baer, Coxey & Schopp) (West Jersey Rails Quarterly, Spring 2008) Note: Date indicated as March 4th per (CRRofNJ Historical Society, CNJ Journal No. 92, July-Sept. 2022)

(March 11) The NY Division, Railroad Enthusiasts operated two 2-car RDC trips from Elizabeth to Toms River and return on two consecutive Saturdays in March. (RailPace, Jan. 1984)

(March 31) With the transfer of all service in Pennsylvania to the Lehigh Valley RR by the Jersey Central a "Funeral Extra" was operated eastbound to return as much remaining equipment to NJ as possible. This train which was headed by CNJ RS3 No. 1554 included a most interesting collection of M of W equipment, company cars, and bad order cars. The train consisted of anything which could roll and some things which could not. The final CNJ train to exit Pennsylvania was a motive power movement. It had originated in Wilkes-Barre and gathered all of the CNJ locomotives in PA except those on the L & NE, and those the LV planned to lease. The train consisted of SD35's No. 2507, 2511, 2505; SD40 No. 3061; DS 44-1000 No. 9252; GP7 No. 1522; H10-44 No. 9702, 9703; RS 12 No. 1209; SD35's No. 2506, 2501, 2509; SD 40 No. 3063; RS3 No. 1540; DS 44-1000 No. 9225; RS 12 No. 1206; three cabooses, one box car, five cabooses., one gondola, and one caboose, in that order. So ended the CNJ's operations of the Lehigh & Susquehanna after 101 years of service. (The Northeast Railroad Scene, Vol. 5, The Jersey Central by Pennisi, pg. 29) (Flags Diamonds and Statues, Fall 1975)

(April 21) The Erie Laskawanna Railway Co (The Friendly Service Route) distributed a letter "To Our Commuters" (typically performed by placing such communication letters on the seats of every train at Hoboken Terminal), to "Welcome Aboard" the nearly 8,000 new daily passengers riding on EL due to the current bus strike. They explained that the influx had taxed their capacity to the bulging point and regretted that they had been unable to provide all with seats, in spite of adding 3 extra trains on the Montclair Branch; another to the Boonton Line; and putting in operation virtually every one of their available cars. They also asked the NJ DOT for additional cars and locomotives. (John J. Witkowski)

(May 27-29) Steam Tours, Inc. and the Chesapeake & New York Divisions of the Railroad Enthusiasts, Inc., sponsored "The Royal Blue" excursion between Elizabethport and Washington, DC with Steam Tours locomotive No. 2102. The trip operated via the famous Central RR of NJ – Reading Company – Baltimore & Ohio Route in conjunction with the Railroad Enthusiasts' mid-year meeting being held in Baltimore, MD on May 28. (High Iron Co. Timeline) (NJ Transport Heritage, Vol. 5. No. 3) (Trip flyer, Bill McKelvey collection) (CRRofNJ Historical Society, CNJ Journal No. 92, July-Sept. 2022) (Trip brochure, 12 pgs. – Charles Leemans collections)

(June) The Morris County Central RR operated a special steam tourist train into Essex Fells on a charter for a local church group. In November of the same year their Santa Claus Special operated into Essex Fells again when the passing siding at Roseland was too short to handle the elongated train. (Block Line, Vol. X, No. VI, November 1982)

(June 2) For the fourth annual meeting of the Canal Society of NJ a bus tour of the Delaware & Raritan Canal from New Brunswick to Princeton was sponsored. The bus and walking tour was enhanced by the Revolutionary War history of the area and the four visits of General George Washington through the area. (The Towpath Post, Vol. 3, No. 3) (American Canals, No. 2)

(June 17) The CNJ restored weekend and holiday Race Track train service from Raritan to the Monmouth Park grandstand. The train consisted of ex-Missouri Pacific intercity cars with a locomotive on each end. The train had poor patronage and was discontinued on August 19th. (CNJ Historical Society Journal No. 91, Apr-June 2022)

(July 27) The High Iron Company operated their "Steam over the Poconos" excursion using Nickel Plate Berkshire locomotive No. 759. It had 15 cars and ran from Hoboken, via the Greenwood Lake - Boonton line, to Scranton and return via Dover. The train consisted of passenger cars from the Erie, Reading, Chesapeake & Ohio and several private cars. On the tail was the American Freedom Train's open platform, heavyweight observation car *Splendid Spirit*. No. 759 is now located at Steamtown National Historic Site in Scranton, PA. [A Look Back at the Erie and Lackawanna Railroads, DVD, Railroad Video Productions]

(Sept. 30) The Montclair Society of Engineers sponsored a bus tour to Branford Electric Railway, East Haven, CT, "An Operating Trolley Museum" to ride on a trolley car, inspect their collection of more than 60 street cars from 14 states and Canada, explore exhibits, photos, paintings, models, artifacts and souvenir counter. Leader, Bill McKelvey (Trip flyer, Bill McKelvey collection)

(Oct. 6-8) The Pennsylvania Canal Society sponsored a tour of the Delaware & Raritan Canal and the Delaware Canal in PA, jointly with the Canal Society of NY State and the Canal Society of NJ. They made stops at Bordentown, Trenton, Lambertville, Kingston, Griggstown, Bound Brook and New Brunswick. Leader: Dr. Albright "Zip" Zimmerman. Two buses, 86 participants and two chartered boats on the Delaware Canal. (American Canals No. 2, & 3, 1972) (Canal Currents, Vol. 21, Summer and Vol. 22, No. 1)

(Oct. 15-16) The Canal Society of NJ sponsored a trip to Roebling's Delaware & Hudson Canal Aqueduct over the Delaware River with two buses and 80 participants. (American Canals No. 3)

1973

(January 13) A special excursion train, called the "CNJ Winterland Accommodation" was operated by the CNJ and the Railroad Enthusiasts, NY Division to Picatinny Arsenal, Wharton and Rockaway. The train began at the Elizabeth-Broad Street Station; went east to Bayonne-W. 8th St. Station and then reversed west making a stop at Lebanon to view the High Iron Company's Reading T-1 4-8-4 steam locomotive, then north on the High Bridge branch and finally an hour-long stop at Wharton. On the return to Elizabeth a photo stop / run-by was made

at Long Valley. Frank T. Reilly chased the trip to take photos. It was powered by CNJ GP7 locomotives 1524 on one end and 1528 on the other end. This was the last railfan trip on the High Bridge Branch. No. 1524 was built in 1952 and is now owned by URHS. It was the only GP-7 painted in the NJ Transit scheme. Funding for its cosmetic restoration to its original livery in November 1996 was provided by the Jersey Central Railway Historical Society. [Trip description and timetable by Gordon R. Fuller, Gen. Mgr., CNJ Passenger Operations] [Frank T. Reilly] [Bob Pennisi photo @ Washington Twp. Historical Society] (Bill McKelvey collection – souvenir ticket) (The Block Line, Dec., 1972) (CNJ Journal No. 94, Jan. – Mar. 2023)

(May 12) The Montclair Society of Engineers sponsored a bus trip from the Erie Lackawanna Walnut St., Montclair station to The Rough and Tumble Engineers Historical Association at Kinzers, PA, annual Spring Steam-up. Experienced on their museum grounds on US Rt. 30 were steam farm and traction engines; stationary steam and gas engines, a Corliss engine; antique cars, trucks, and fire engines, vintage threshing and bailing outfits; saw mill; rock crusher; two small gauge steam train rides, and much, much more. Fare for the entire day was \$8. Tour leader was Bill McKelvey (Trip flyer)

(May 26-27) The High Iron Company sponsored a two day excursion on the Erie Lackawanna Railway between Hoboken and Binghamton via the former Erie route and returning via the former DL&W through Scranton. It was powered by former Reading RR 4-8-4 steam locomotive No. 2102, in the guise of Delaware & Hudson No. 302. The consist included: an auxiliary tender; shop-crew car CONNEAUT; E-L Business Car No. 2; Open-window combine car No. 576; 6 NJ DOT/E-L coaches; Snack car No. 1328; 6 more NJ DOT/E-L coaches; Kitchen-lounge car; Full-length Dining Car; Pullman car EUGENE FIELD; Pullman Car CLOVER COLONY; and BROTHERS TWO. [Peterson, Henry W., Lackawanna Railroad Trackage] (High Iron Co. Timeline) [A Look Back at the Erie and Lackawanna Railroads, DVD, Railroad Video Productions] (Bill McKelvey collection – trip brochure) (Allan H. Roberts via Mitchell Dakelman) (Trackside Erie to Conrail with Robert F. Collins) (Souvenir Edition, Sullivan County Democrat, Callicoon, NY, May 24, 1973)

(May 30) Bob Collins photographed PX3369-West with EL U-34-CH locomotives Nos. 3369 and 3362 at Great Notch pulling an endless string of NJ DOT acquired second-hand stainless-steel coaches. It was obviously an equipment move, most likely to the CNJ for use on the NY & Long Branch. (Trackside Erie to Conrail with Robert F. Collins)

(June 9) The Montclair Society of Engineers Field sponsored a trip by bus to the Canal Museum at Easton, PA at the Forks of the Delaware, where we will view exhibits and view a color slide illustrated lecture on local canal engineering given by PA Canal Society Prez, Harry Rinker. Afterwards we inspected several locations of the Delaware Canal south to Uhlerstown, PA where we crossed the Delaware to Frenchtown, NJ and return to Montclair. Fare for the bus, museum entrance, lecture, lunch and tour was \$8. Tour leader, Bill McKelvey. (Trip flyer, Bill McKelvey collection)

(June 16) The Montclair Society of Engineers, Montclair, NJ sponsored a Nautical Doubleheader, a tour of Bethlehem Steel Corp., Hoboken ship repair yard and the USS LING Submarine Memorial Association at Hackensack. (Tour leader: Bill McKelvey)

(June 24 to July 16) The Canal Society of NJ sponsored their first trip to Great Britain's Canals, which began with a meeting at the British Waterways Board, followed by an exquisite lunch aboard the Lady Rose of Regents cruising on the Regents Canal in London. Our 20 members were treated royally! Other activities included a cruise through locks on the Thames River; Castles; Palaces; Cathedrals; Stoke Brune Waterways Museum; Grand Union Canal; Oxford Canal; our charter of four narrowboats for our trip on the Staffordshire & Worcestershire and Shropshire Union Canals from Great Haywood Jct. to Market Drayton and return; guided boat tour on the Llangollen Canal and over the spectacular Pontycysyllte Aqueduct; tour of the Anglo-Welsh narrow boat shop and repair facility; Foxton Flight & Thomas Lift remains; and the third week itinerary was at individual option. Leader: Clayton F. Smith, Prez of CSNJ. (The Towpath Post, Vol. 4. Nos. 1-with group photo of participants, 2, & 3) (A color slide illustrated program on this trip was given to the CS of NJ by Capt. Bill McKelvey on May 16, 2003) (On the Level No. 84)

(July 22) The High Iron Company operated their "Welcome Back, No. 759! Hello, Freedom Train!" excursion via the Erie Lackawanna Railway using Nickel Plate Berkshire locomotive No. 759. It ran from Hoboken to Scranton and return via the former Lackawanna thru Dover. It operated west on the Greenwood Lake Line of Erie Lackawanna. Photos of it were taken by Bob Collins from the Belleville Turnpike bridge in the Meadows east of Arlington. The nineteen-car train was made up of passenger equipment from the Erie, Reading, and C&O, as well as some privately-owned equipment, with the American Freedom Train's open-platform heavyweight observation *Splendid Spirit*, populated with fans enjoying the air at the rear. No. 759 is now located at Steamtown National Historic Site in Scranton, PA. [A Look Back at the Erie and Lackawanna Railroads, DVD, Railroad Video Productions] (High Iron Co. Timeline) (Trip flyers, Bill McKelvey & Mitchell Dakelman collections) (Trackside Erie to Conrail with Robert F. Collins) (Erie Railroad Trackside with Robert F. Collins)

(Aug. 4) The North Jersey Chapter, NRHS sponsored The Seashore Special over the tracks of the PRSL from Lindenwold to Ocean City and return from Cape May. There were frequent scheduled connecting bus services from Ocean City to Wildwood and Cape May. (Marker Lamp, No. 211, Mid-Summer 1973)

(Dec. 16) The entire collection of the Morris County Central RR was moved by Erie Lackawanna Ry GP7 No. 1235, assisted by MCC 0-6-0 No. 4039 and 2-8-0 No. 385 from Whippany to their new home at Newfoundland via Great Notch and Croxton Yard. (Block Line, Vol. X, No. VI, November 1982) (BlockLine Special Issue: Caldwell Branch Memories by Don Dorflinger)

1974

() A special 14 car Jersey Central train carried cheering Lafayette University fans from Phillipsburg to Madison Square Garden in NYC and return. CNJ GP-40 diesels were exchanged for GG-1's at Newark.

1974 (March 14) Michael J. Miterko photographed eastbound Train No. 70 at Black Rock Cut, just east of Port Jervis, with the last revenue move of Stillwell coaches on the Erie Lackawanna, thus bringing down the curtain on an era when these distinctive-looking cars were especially associated with the EL and the Erie before it. This particular Train 70 had fifteen cars behind E8's Nos. 829, 816, and 825, a doubling of two trains' consists to take the old equipment back to Hoboken to be replaced with push-pulls on Monday. (Erie Lackawanna In Color, Vol. 3 by Larry DeYoung)

(May 18) A "Blue Comet Nostalgia Special" was operated using the CNJ open end observation car No. 1178, De VICO, the last such car in regular main line service in the US. Participation was limited to the capacity of the car and the platform was open to passengers for the entire trip, including Larry Cohen, Trip Chairman; Frank T. Reilly, Historian; and others. The trip to Bay Head Junction began in Newark Penn Station and after a one-hour layover, returned to Newark. A replica CNJ "Blue Comet" drumhead was used on the rear end. No. 1178, which was used on the famous *Blue Comet* train later became NJ Transit No. 1 and is now in the URHS collection. (Trip flyer, Bill McKelvey collection)

(May 22 - Summer) The CNJ responded to the 1974 oil embargo with a train called *The Mermaid* for direct service between Raritan and Bay Head on weekends. This was a revival of a CNJ train of the same name which operated between Scranton and Point Pleasant which was inaugurated in 1909. The 1974 train was poorly patronized and reduced to a two-car RDC train by the end of summer. (Don Wood / Rosenbaum / Gallo) (CRR of NJ Historical Society Newsletter No. 54, Aug., 2012)

(May 24) The Great Backup at Great Notch was precipitated by the failure of the three locomotives (one by one) on an eastbound freight train (NY-88) of 120 loads and one empty. Fortunately, a westbound freight (HB-77) with two locomotives, 6 loads, and 88 empties was stopped at Lincoln Park passing siding before NY-88 was cleared to go eastward and it's locomotives were put on the point of NY-88. To further complicate matters, a key RR communication and telephone cable was run over and cut by a train at Bloomfield. HB-77 got to the Lincoln Park passing track and it's locomotives were put on the front of NY-88. Efforts to get NY-88 moving resulted in a pulled coupler knuckle. By this time the last of NY-88s three locomotives had shut down (it was later determined that all three locomotives had run out of fuel due to not being refueled as they should have been, west of NJ) and even with the two GP7s pushing on the rear, the train stalled on the upgrade at Great Notch at the point where single

track enters double track from that point eastward. Four westbound commuter trains became blocked by the stalled NY-88 at the peak of the afternoon commuter rush and two local freights (both with GP7s) behind NY-88 were wanting to return east. A third freight (HB-1) was on its way west from Croxton Yard and it was decided that their two locomotives were needed at Great Notch. So, they were sent west, but, on a crossover in Montclair one of them derailed. The single HB-1 locomotive continued west and was added to the front of NY-88. The attempt to restart NY-88 resulted in another pulled knuckle... At this time it was decided that the U34CH locomotive on the last arriving westbound commuter train would be needed, so it was coupled to the front of NY-88, along with its passenger cars. The U34CH was set to "freight run", and the entire locomotive lash-up was controlled by the cab car at the head of the commuter train. With the four working locomotives on the head end and the two GP7s pushing on the rear they finally got over the hump at Great Notch – with a total of nine locomotives... (The Diamond, Vol. 27, No. 4, 2013) (Steve Hepler)

(June 1) The Central RR of NJ Summer Excursion Service leaflet promoted their Race Train which ran from Raritan to Monmouth Park on Saturdays, and holidays between June 1 and August 24 and Oct. 26 to Nov. 23rd. They also touted their 125 years of railroad service. (Charles Leemans)

(June 8) The North Jersey Chapter, NRHS sponsored a trip via Amtrak scheduled trains from Newark & New Brunswick to ride the full length of the Wilmington and Western RR by steam power. Note: Tom Nemeth was the trip chairman! (Trip Flyer – Bill McKelvey collection)

(June 15) Main Line Steam Foundation sponsored a trip from Elizabeth (where connections could be made with Penn Central trains) and Plainfield, on the CNJ, to Warwick, NY on the L&HR Ry and return. The "Spring Spectacular Special" used the famous Delaware & Hudson Alco PA locomotives and a CNJ open-platform Observation car from the famous Blue Comet train. (Marker Lamp, No. 220, June 1974) (Trip flyer, Bill McKelvey collection)

(June 22) The Central RR of NJ Summer Excursion Service leaflet promoted their Mermaid train which ran from Raritan to the Jersey Shore on Saturdays, Sundays, and holidays between June 22 and Sept. 2. It highlighted their service to Long Branch, Asbury Park, Belmar, Manasquan, Point Pleasant and Bay Head. They also touted their 125 years of railroad service. (Charles Leemans)

() Ross Rowland, Jr. of Bernardsville, founder and head of the High Iron Co. first envisioned the American Freedom Train in talks around the old stove in the Lebanon station which was High Iron's headquarters. Delaware & Hudson RR diesel locomotive #2312 was moved to Lebanon where it was repainted in a bi-centennial color scheme and renumbered "1776." It was used to power the American Freedom Train Foundation's "Preamble Express." This train departed Lebanon with three coaches and an open-end observation car on a four-month tour of the US to make preparations for the Freedom Train to follow.

(July 8) Erie Lackawanna U34CH No. 3351 was wrecked in Belleville, NJ and was sent to the GE Apparatus Shop in Cleveland for wreck repairs. By May of 1976 the locomotive had returned to NJ mostly in primer paint. It was repainted (red, white and blue) and renumbered into Conrail bicentennial unit No. 1776 at Hoboken in July of that year. (Conrail Rainbow Years, Vol. 4, The EL Commuter Region, Garbely Publishing Co.)

(Sept. 14) The long-expected end came for conventional equipment on the Erie Lackawanna passenger trains between Hoboken and Port Jervis. No. 70 came down in the morning with three E-8's and 15 Stillwell coaches; in the afternoon, No. 71 ran to Port Jervis with just one E-8 and two Stillwell coaches. Later the new equipment was deadheaded tom Port Jervis by a pair of U34CH's, led by No. 3376. (Erie Lackawanna East, Carl Zimmerman)

(Sept. 30) After 36 years, Carey Transportation gave up its bus operations between Newark International Airport and hotels in NYC. The service was immediately taken over, the following day, Oct. 1, by Transport of NJ. One of the buses they used in the service was Public Service No. L627. Much later NJ Transit took that bus out of regular service and converted it to an office eon wheels and renamed it NJT 1. It is one of the historic buses in the Friends of the NJ Transport Heritage Center, Lakewood collection, still runs fine, and routinely goes to events in NJ and PA. (Tom Hellyer) (Travel Talk, Vol. 1, No. 6, Dec. 1974 – Transport of NJ) (NJ Transport Heritage, Vol. 28, No. 1, March 2018)

(Oct. 12-14) The Canal Society of NJ sponsored a bus trip to explore the Chesapeake & Delaware Canal, including a tour boat cruise with side trips to Winterthur; Fort Delaware; C&D Canal Museum; Hagley Museum; New Castle – Magic Age of Steam; and Longwood Gardens. Leader: Clayton F. Smith. (CS of NJ announcement letter: Three Day Bus Trip) (The Towpath Post, Vol. 5, No. 2)

(Oct. 19) The first Fall Foliage Excursion to Beaver Lake on the NYS&W RR was double headed steam with the MCC RR 2-8-0 No. 385 leading their No. 4039. (Whippany Ry Museum 2019 calendar)

1975

(Mar. 21) Former PRR Brill motorcar No. 4666 departed the New Hope and Ivyland RR and traveled more than 90 miles under her own power to her new home on the Black River & Western RR via Jenkintown, Philadelphia, Trenton and Lambertville. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(April) The first of New York City's newest fleet of subway cars, the R-46's, built by Pullman-Standard in Chicago, were by various freight railroads to Greenville, NJ. There they were placed on a carfloat and moved across NY Harbor by NY Dock Ry to Brooklyn for

movement to NYC Transit Authority's yard at 2nd Ave., and 39th St. (NY City Subways 1998 Calendar)

(April 5) The American Freedom Train departed Wilmington, DE assisted by two GP7 locomotives for the run up the Northeast Corridor to Newark, NJ. Three U-Boats then led the train to Weehawken, NJ, where the former Reading 4-8-4 No. 2101 (renumbered No. 1) took the train north over the former NYC West Shore to Albany, NY. (Eastern Steam Pictorial – The Anthracite Roads by Bert Pennypacker)

(April) A special 14 car Jersey Central train carried cheering Lafayette University fans from Phillipsburg to Madison Square Garden in NYC and return. CNJ GP-40 diesels were exchanged for GG-1's at Newark.

(August) The last special trains were operated to Monmouth Park for racing fans by the CNJ. (West Jersey Rails Quarterly, Spring 2006)

(Aug. 31) Tri-State Chapter, NRHS operated their first Railroad Safari on the Pennsylvania – Reading Seashore Lines on the last day of weekend passenger service. The participants were transported by bus from Dover to Lindenwold; by PRSL train to Ocean City; bus to Wildwood and Cape May; PRSL train to Lindenwold and bus back to Dover. (Frank T. Reilly, Trip Chairman) (Five page Welcome Aboard brochure – Bill McKelvey collection)

(Sept. 22-27) Whippany River 4-6-0 No. 148 (owned by Sam Freeman) was moved light from the Morristown & Erie on Sept. 22nd to the EL main at Morristown. (The locomotive was originally scheduled to go the night before, but a hot bearing delayed her until repairs could be made). After being “Y” ed at Denville, the loco ran forward to West End over the Morris & Essex into Hoboken, where she was watered, and coupled to four Erie Lackawanna (former Erie) Stillwell coaches, No. 148 facing west. After dark she ran up the main line to Waldwick, where she spent the night. Trips between Ridgewood and Waldwick began at 9:30 AM on Tuesday morning. They were to celebrate the town's anniversary. Actually, the celebration was about the RAILROAD'S anniversary, not the Erie specifically, but the American Railroad. The week-long affair was proclaimed “Railroad Week,” and was supported by the town fathers and the Ridgewood papers. The hourly steam train rides were, of course, the major attraction. Timewise, the early trips were a disaster. The train had to run in reverse all the way to Hawthorne to complete a runaround, and the hourly schedule was thrown to the wind. On Wednesday, the runaround was eliminated, as railroad officials closed off track 3 between WJ (Ridgewood Jct.) and WC (Waldwick) for the steamer, and the train was operated in push-pull style, running up to Waldwick (via the famous Collins Curve), and backing down to Ridgewood. In this way a complete trip could be completed in 25 minutes. The bad bearing proved to be a blessing in disguise for railfans. Originally, the train was to complete operating on Friday the 26th and return to Morristown. But the lost Monday necessitated an additional day on Saturday, AND, after four straight days of downpour, the weekend turned sunny and clear. Trackside was jammed with railfans on the 27th and Tri-State Chapter members made a grand showing. The train made the best showing of all, however, as she banged up the main at a good 35 mph with

Road Foreman Jimmy Lyons at the throttle, spewing smoke over the countryside. On Saturday evening the train backed down the Bergen County Line to Hoboken where 148 dropped the coaches and arrived back in Morristown about 10 PM. (Steve Hepler) (Paul Tupaczewski) (The Block Line, August and Oct. 1975) (Railway Preservation News) (YouTube link: <https://www.youtube.com/watch?v=s0rxpj9qE8E>)

(Oct. 25) The Main Line Steam Foundation (Ross Rowland) with the cooperation of the Lehigh Valley Railroad operated a Double-Headed, Journey to Yesterday, Bi-Centennial Excursion from Bethlehem, PA to South Plainfield, NJ using steam locomotives No. 972 (a CP 4-6-0 owned by George Hart) and 148 (a 4-6-2 owned by Sam Freeman of Short Hills). Leased Reading open window coaches were used. Adult fare was \$24.95 for the journey along the route of the Lehigh Valley's "Black Diamond" limited. Reservations were taken at a Cranford, NJ address or by Quadrant Press in NYC. (Frank T. Reilly) (The Block Line, August, 1975) (Trip flyer – Bill McKelvey collection)

(Autumn) Ex-PRR Doodlebug No. 4666 was operated on a fantrip on the Black River and Western RR. Note: No. 4666 also operated on other special fan trips, including one for the Canal Society of NJ, but also operated in regular scheduled tourist service.

(Nov. 9) The Canal Society of NJ sponsored a bus trip to explore the Lehigh and Delaware Canals in the Easton Area and tour the PA Canal Society museum at the forks of the Delaware. They then traveled south along the Delaware Canal to locks 24, 22-23, 21, & 18, plus the covered wood bridge over the canal at Uhlerstown, then west to lock 42 on the Lehigh Canal. (CS of NJ announcement letter – BUS TRIP) (The Towpath Post, Vol. 6, No. 1)

(Dec. 6) Mainline Steam Foundation sponsored a "Blue Comet Nostalgia Special" from Raritan via Elizabethport to Bay Head Junction, NJ and return. It was promoted as the last steam trip ever on the CNJ before Conrail takeover and utilized the former *Blue Comet* open-platform observation car No. 1178, De VICO. Double-headed power was to be ex-Florida East Coast RR No. 148 and ex-Canadian Pacific RR No. 972 with "several photo stops and run-bys," but the trip was run with only the 148. Eight matching CNJ coaches in the blue and yellow livery were assigned to the train – Nos. 1053, 1095, 1050, 1146, 1141, 1198, 1182, and 997, with the open-end observation No. 1178, the former Blue Comet observation De VICO on the tail. The trip was filmed and appeared in a Christmas special edition of the *Tomorrow* TV program with host Tom Snyder on 25 December. A photo of the crew posed at the front of 148 appeared, along with an article on the trip, in the January 1976 issue of *The (CNJ) Coupler*. The trip passed EL/CNJ freight train SE-98 at Plainfield with the lone CNJ SD-40 to wear the Red Barron paint scheme, leading it. (Don Wood / Rosenbaum / Gallo) (Trains Magazine Aug. 1976) (West Jersey Rails Quarterly, Spring 2009) (Trip flyer, Bill McKelvey collection) (The Unique NY & Long Branch, by Don Wood, Joel Rosenbaum and Tom Gallo) (Mark Schmitt)

1976

(Feb. 14 & 15) The Black River Volunteers Association organized “Doodlebug Days” trips between Flemington, Ringoes and Lambertville using the ex PRR Diesel Electric Car No. 4666. Several round trips were offered at \$3.75 each. (Flyer – McKelvey Collection)

(Feb. 21 & 22) The Morris County Central RR ran their Snowflake Special, powered by their 69-year-old locomotive No. 385, west from Newfoundland, NJ, over the highest point reached by rail in NJ. John Terry, of Cedar Knolls, handled the \$5 ticket sales by mail. (David C. Pearce)

(Mar. 6) The North Jersey Chapter, NRHS sponsored a PATH Super Saturday excursion, including tours of Henderson St. Yard & Shops; World Trade Center Dispatchers Office; the new Journal Square Transportation Center; and South Street Yard. They covered all PATH lines using four 1958 Class K cars. Fare was \$7. (Marker Lamp, No. 237, March 1976)

(Mar. 8) Penn Central Track Inspection/Business car No. 76 was between trips at the Erie Lackawanna Hoboken Terminal. It was painted blue with a white roof and decorated for the Bi-Centennial.

(March 21) The Philadelphia Chapter, NRHS sponsored a “Farewell to the Reading” special excursion from Reading, PA to Port Reading, NJ with 6 air-conditioned coaches pulled by two 900-series EMD FP7A diesels. (Block Line, Feb., 1976)

(March 28) The Tri-State Railway Historical Society presented CNJ Day with a Farewell Salute to the Bayonne Scoot and Elizabethport Shops Tour. Welcome Aboard brochure included a trip itinerary, and a brief history of the route by Frank T. Reilly. (Trip promotion flyer and Welcome Aboard from collections of S.T. Lofthouse)

(Mar. 31 – Apr. 1) A group of 85 people, mostly Princeton students, held a champagne party on the last round trip of the night on the Princeton Dinkey to welcome the birth of Conrail. (Trains Magazine, June 1987 by John R. Wilmot)

(April 3 & 4) The Black River Volunteers Association operated special steam powered trains with open window cars between Flemington and Lambertville over the Black River and Western Railroad using BR&W Consolidation No. 60 and the Ex-PRR Gas-Electric Car No. 4666. During the lunch stop at Ringoes, the PRR Gas (converted to diesel) Car operated several short trips from Ringoes. Fare was \$7.95 for adults. (Trip flyer, Bill McKelvey collection) (David C. Pearce)

(April 13) Sixteen U.S. Army flatcars, each loaded with two M60-A tanks departed Dearborn, MI for the Military Ocean Terminal Bayonne (MOTBY) where the tanks were shipped overseas for military use via Bremerhaven, Germany. (Rails Northeast, Aug, 1976)

(May) Dennis Spence started the South Jersey Chapter of the National Military Vehicle Collector’s Association in January 1975. In May 1976, Ollie Kenen and Dennis directed the

East Coast Military Vehicle Rally at Fort Dix, NJ which included a mini convoy of historic vehicles???. In July 1976, they led the MVCC International Rally/Convention at Lakehurst, NJ which included a mini convoy of historic vehicles???. The South Jersey Chapter made major contributions to both. (Gary Schultz) (NJC MVPA history by Dennis Spence)

(May 2) Montclair Society of Engineers sponsored a bus field trip from Erie RR, Walnut St., Montclair station to Mystic Seaport, CT, "A Museum Dedicated to America's Maritime Heritage". Ample time was available to visit the refurbished village, board large sailing vessels, examine the small craft collection, observe restoration work, and see the more than 40 exhibits. Leader: Carl Stockerel. (Trip flyer)

(May 16) The Canal Society of NJ sponsored a two-bus trip to New Hope, PA where we boarded vessels of the New Hope Barge Co. for a ride north on the Delaware Canal. Afterwards we rode the buses to Bulls Island or Raven Rock for our picnic lunch. Our final stop was to inspect the Green Sergeant's Covered Wood Bridge at Sergeantsville, NJ – built in 1872 and the last such bridge in NJ. (The Towpath Post, Vol. 6, Nos. 3-4)

(May 21) Tri-State Railway Historical Society sponsored a "Ride the CNJ P-BURGER" trip from Newark Penn Station on CNJ Open Platform Observation No. 1178 (former Blue Comet car De VICO) to Phillipsburg; with chartered bus return to Raritan or an optional dinner in Erie RR Stillwell coaches at Chicago restaurant on Rt. 22. (Trip flyer, Bill McKelvey collection)

(June 4-5-6) Tri-State Railway Historical Society (NJ's Largest Railfan Organization) sponsored their Camparama '76 at Thompson, PA, on the Delaware & Hudson RR line near Arrarat. About 50 Tri-Staters, their families and invited guests were expected to participate with their tents or recreational vehicles. Nearby attractions included: Binghamton, NY – D&H; Tioga Center, NY – LV RR; Oneonta, NY – D&H RR; Lanesboro, PA – Starrucca Viaduct – Erie & D&H; and Susquehanna, PA – Erie RR. A highlight was the Saturday nite bonfire cookout with hotdogs, beans, marshmallows, soda & beer. (Tri-State event brochure, David C. Pearce)

(June 6) The Canal Society of NJ held their Annual Meeting at the original Delaware & Raritan Canal office building in Princeton, which at the time was used for choir practice by Trinity Episcopal Church.

(June 16-) Two friends, Jack Turner and Eric Harms took advantage of Amtrak's 14-day USA RAIL PASS to make a 9,400-mile circle adventure across the USA. They began their tour on the northbound *Silver Meteor* from Florida to NYC, and on the following day departed NYC southbound on the *Silver Meteor/Champion*, crossing NJ for the second time. They ended their trip at Thomasville, GA. 16 days later. (Classic Trains, Vol. 22, No. 2, Summer 2021)

(June 20) The Canal Soc. of NJ participated in a reenactment of the 1834 grand opening of the Delaware & Raritan Canal. The two boats used in the New Brunswick reenactment were lifeboats from the DL&W RR ferry Elmira, the last RR ferry to operate between Hoboken and

NYC, which ended 300 years of continuous service on the route. CSNJ members, dressed in vintage clothing depicted the 19th century dignitaries. They were: Bill Moss as James Nielson; Walt Hetzel as Robert Stockton; Bill McKelvey as Ashbel Welch; Larry Pitt as Mayor Cornelius Hardenbergh; and Pete Vroom as Gov. Peter Vroom. (CSNJ Towpath Post, Vol. 7, Nos. 1 & 2)

(July 4) Operation Sail '76 was the most spectacular collection and parade of sailing ships in history, taking place in NJ/NY Harbor and the Hudson River on July 4 in honor of our nation's 200th birthday. Visible from both NJ and NY, the Hudson was host to a World's Fair of tall ships, 60 Warships from around the world, 150 smaller sailing vessels, and thousands of spectator craft. Conrail proudly ran their newly painted NJDOT U34CH locomotive (No. 1776) at the head of their Op Sail special. (Block Line) (Allan H. Roberts via Mitchell Dakelman) (Sunday News, June 20 & 27, 1976) (NY Magazine, June 28, 1976) (Op Sail – A Souvenir Issue, NY News) (Ted Gleichman)

() SEPTA painted 27 of their Philadelphia PCC cars in red, whit, and blue bicentennial colors. Car No. 2255 was so painted and named the “New Jersey”. (Philadelphia Rapid Transit 1996 Calendar)

(July 16-17) The sixth annual Erie Railfan Society (ERS) Convention, co-hosted by the Tri-State Chapter, NRHS, was based at the Parsippany Holiday Inn. A day of railfanning was conducted on the Erie-Lackawanna passenger lines at the time operated by Conrail. Using a chartered bus for connections, they rode the Morris & Essex Division, including the Gladstone branch; the Erie Main Line; the Bergen County Line; and the Greenwood Lake / Boonton Line. Over 75 Tri-Staters and ERS members posed for a group portrait at the Gladstone depot and then rode the P&D to Hoboken as part of the ERS convention activities. (ERS Convention promotion sheet) (The Block Line)

(July 20) U.S. Navy MRS1 No. 10 was pulled out of a siding at North Newark. The movement headed west on the Boonton Line to Denville, where it was then moved east and the Navy locomotive was delivered to the Morristown & Erie Railroad in Morristown for repainting by the M&E's short-lived Locomotive Rebuilding Division. ((Jim Kostibos photo, Conrail Rainbow Years, Vol. 4, The EL Commuter Region, Garbely Publishing Co.)

(July 22 - 23) The 1975-6 American Freedom Train arrived from Scranton to make a stop at the Mennen Co. in Morristown on July 23rd- 25th. From there the train departed for the NY Belmont Park Racetrack on July 26th via NY Penn Station. However, shortly after the train departed the big 4-8-4 steam locomotive (AFT No. 1 - former Reading RR No. 2101) suffered a bearing failure and was diverted to the nearest shop - the M&Es shop in Morristown. Because it could not move through NYC, AFT No. 1 had to detour via the former Erie Lackawanna Boonton - Greenwood Lake Line to Jersey City, to the River Line and Selkirk, NY to rejoin the train at New London, CT. The American Freedom Train made stops in New Jersey at Morristown 7/23-25; Newark 8/21-23; New Brunswick 8/24-26; Trenton 8/30-9/1; Asbury Park

9/2-6; and Atlantic City 9/8-11. [Bill McKelvey] [Garbely, Rudy, Morristown & Erie, Vol. #2]
[All Aboard America: The American Freedom Train] (The Block Line)

(Aug. 30 – Sept. 1) A portion of the former PRR BelDel trackage, three miles north from Coalport to Cadwalader park, remained in service long enough to enable the American Freedom Train to occupy a display site near the park. The track which the train occupied, with AFT No. 1 - former Reading RR No. 2101 facing north, was the original towpath of the Delaware & Raritan Canal. Trenton was the 110th city in which the AFT was displayed. (A Chronology of the Belvidere Delaware RR)

(Sept. 7) The American Freedom Train visited Atlantic City via Conrail. A problem with the steam locomotive, Reading 4-8-4 No. 2101, resulted in the 25 car train being hauled by former PC locomotives, GP40 No. 3123 and GP9 No. 7235.

(Sept. 29) General Electric E-60 locomotives Nos. 965 and 968 teamed up to power a test Metroliner train. The E-60s however, turned out not to be the replacements for the aging GG-1 locomotives as the former had poor tracking ability at high speeds. (The Metroliners: Trains That Changed the Course of American Rail Travel, by Goldberg & Warner)

1977

(March 26) The North Jersey Chapter, NRHS sponsored a tour of PATCO conducted by the Delaware River Port Authority, covering the Lindenwold Hi-Speed Line, including tours of the shop, maintenance facilities, Central Control Tower and demonstrations of the automated fare collection turnstiles and automated train operation. A chartered bus (7000 series Flxible requested) from Newark Penn Station was to be provided for participants. The all-inclusive fare was \$8. (The Marker Lamp, No. 247, March 1977)

(Mar. 26 & 27) The Black River Volunteers Association operated special steam powered trains with open window cars between Flemington and Lambertville over the Black River and Western Railroad using BR&W Consolidation No. 60. Fare was \$6.95 for adults. (Trip flyer, Bill McKelvey collection) (Block Line Vol. V, No. IV) (letter to passengers – Bill McKelvey collection)

(Mar. 29) A final trip over the Bel-Del was arranged on Tuesday, Mar. 29th. It utilized BR&W RR equipment, including the 1912 Pullman car "ENTERPRISE." The trip began at Flemington (using their steam locomotive to pull the train) to Lambertville where their RS-1 pulled it up the Bel-Del to Phillipsburg, backing over the L&HR bridge to reverse, then east on the LV RR to Three Bridges to return to Flemington. "Friends" President Emeritus, Hal Carstens, filmed the trip and Roger E. M. Whittaker, also known as E. M. Frimbo, was on board. "Frimbo" was one of the most famous RR buffs in the world, having traveled 2,748,636 miles by rail before he died in 1981.

(May 14) The Montclair Society of Engineers sponsored an all-day family outing to New Hope, PA by bus from the Conrail Walnut Street station to ride the mule-drawn barge on the Delaware Canal with afternoon options to ride the New Hope & Ivyland steam train to Buckingham with a connecting trolley ride or ride the paddle ferry across the Delaware between New Hope and Lambertville, visit the shops and attractions in New Hope. Leader: Bill McKelvey. (Trip flyer, Bill McKelvey collection)

(May 15) Using thousands of dollars contributed by railfans, Amtrak did body restoration and applied Brunswick green paint with pinstripes to GG1 No. 4935. After a short ceremony at Washington, DC the G with a vintage paint scheme powered the Murray Hill train up the Northeast Corridor to NYC. The train consisted of a power car, 9 Amfleet cars and two vintage private cars in glistening Tuscan red and lettered "Pennsylvania." (Railroad History, No. 224, Spring – Summer 2021) (Under Pennsy Wires, by Paul Carlton) (Trains Magazine, April, 1978)

(June 11) Tri-State member Homer Hill set up a trip for their NRHS Chapter from Metropark to Baltimore to visit the B&O RR Museum and the Baltimore Streetcar Museum. The group rode the Amtrak "Montrealer" both ways. Tom Nemeth was the trip chairman. (Welcome Aboard Brochure – Bill McKelvey collection from David Pierce) (Block Line, Sept. 1977) (Mitchell Dakelman) (Tom Nemeth)

(June 12) The Canal Society of NJ held their Annual Meeting at Lake Hopatcong and Waterloo Village – both once visited by the Morris Canal.

(June 18-19) CANCELLED The North Jersey Chapter, NRHS sponsored an overnight Suburban Transit motor coach trip from NY Port Authority Bus Terminal, Metro Park Rail Station, and the Ramada Inn at Edison to Strasburg RR, RR Museum of PA, Railways to Yesterday, Shade Gap Trolley Museum and East Broad Top RR. The \$47 cost included bus, admissions, and overnight accommodations. (The Marker Lamp, No. 249, May 1977)

(June 23) Due to a Conrail derailment on the Amtrak main line at Metuchen, several Amtrak through trains were rerouted via Monmouth Junction, Jamesburg (on the original, historic Camden & Amboy route), South Amboy and Rahway. (Iron Horses Across the Garden State by Rosenbaum and Gallo)

(June 24) A four car eastbound Conrail OCS inspection train toured the former DL&W main line and the Cut-off. It was powered by E8 #4022, former EL #833 and at Denville diverted to the Boonton Line. [Bill McKelvey] (Conrail Business & Research Trains)

(June 25) The NY Division of the Railroad Enthusiasts sponsored a trip to "Visit the site of Rogers Locomotive Works, ride the Morris County Central steam train, ride the Boonton Line to Dover, and Dover to Newark and Hoboken on the Erie Lackawanna and Lunch in restaurant in restored Boonton RR Station." The \$18.50 price included all transportation, Roast Beef dinner at Boonton. (The Marker Lamp, No. 250, June 1977,)

??? (June) ??? The Erie Railfan Society held its annual meeting in Dover, NJ in June. Over 100 took advantage of the special \$8 "ride-all-day" pass, good on E-L diesel and electric trains. The ERS organization changed their name to Erie Lackawanna Historical Society in 1981, the same year they held their annual meeting in Parsippany, NJ. [The Diamond, Vol. 11, No. 2., 1996] [Tri-State 1977 Scrapbook]

(July 1 to 22) The Canal Society of NJ sponsored their second overseas trip, this one to cruise England's Trent & Mersey Canal. Leader: Clayton F. Smith, 33 participants, 6 boats. (CS of NJ, On the Level No. 1) ("Jerseyans use canals for view of England" The Sunday Star Ledger, Aug. 14, 1977)

(July 31) New Conrail SD40-2 locomotives Nos. 6375 and 6374 were eastbound at Freemansburg, PA with an 80-plus car military special trainload of tanks, jeeps, armored personnel carriers bound from Ft. Carson, CO, most likely to Military Ocean Terminal Bayonne (MOTBY), to Europe for 7th Army military exercises. (Rails Northeast, Feb. 1978)

(Aug. 7) A group visit to the NJ Live Steamers was organized by the Watchung Valley Model Railroad Club to "inspect the facilities, ride the trains, photograph the operation and learn about large scale railroading.

(Oct. 15) A Fall Foliage Doubleheader trip was operated on the Morris County Central RR from Newfoundland to Beaver Lake and return. (Block Line Vol. V, No. IX)

(Oct. 29 & Nov. 26) Black River & Western RR 2-8-0 No. 60 made history when it was moved from NJ to Long Island by railroad car-float to power two special excursion trains from Jamaica to Montauk and return on the Long Island RR, which hadn't seen steam for more than a decade. The entire train of LI RR coaches plus two parlor cars, was turned on the Wye at Montauk and they retraced their route westward. The Jersey Central RR provided the car-float from Jersey City to Long Island City and No. 60 was moved under steam. (The Black River & Western Story) (Steve Hepler/Rich Taylor) (Google.com) (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(Dec. 3) The Electric Railroaders Association sponsored a detailed, behind-the-scenes tour of the Port Authority Trans-Hudson (PATH) system. A special train of rebuilt Class K cars will make a rare visit to the Newark Line and also travel up the connecting track to the Henderson Street yard and repair facility and participants will be taken on a brief tour and inspection of the car repair facility. A rare visit to the Hoboken shop was arranged to view the rail car elevator from the shop/street level down into the track level. (Note: this was how the first series of Hudson & Manhattan cars were delivered into the tunnels, via track on the street from the nearby Lackawanna.) (The Marker Lamp, No. 254, Dec. 1977)

1978

(Feb. 11) Morris County Central's steam powered, by their No. 385, Snowflake Special ran from Newfoundland to Beaver Lake and return on the NYS&W RR. This trip was over the highest point reached by rail in NJ. (David C.Pearce)

(Feb. 17-20) Tri-State NRHS sponsored their all-rail Southern Crescent Fantrip to Atlanta, GA. The fare of \$225 included all-private-room accommodations south of Washington; overnight in sleeper Sat. night in Atlanta; chartered bus tour; ride on "Georgia Super-Mixed" Atlanta-Augusta, etc. (Block Line, March 1978)

(Feb. 24) Conrail diesel locomotives hauled the old Lackawanna MU electric trains due to motor failures, but their pantographs were up to collect power for the needed car heaters. (Railroad Enterprises / Bob Pennisi Photo)

(April 9) GG1 No. 4935 led a two car special on the Northeast Corridor through Trenton, North Philly, and Lancaster, to Harrisburg, PA where Amtrak E8 No. 428 continued the journey to Pittsburgh. The train consist was two private rail cars owned by George Pins. Applied Devices Corp. of Long Island, NY used the train to monitor satellite transmissions. The equipment was mounted in car No. 120 and the tests were only made during 15-minute stops at Trenton and other cities. (Rails Northeast, June 1978)

(April 23) CS of NJ canoe trip on the Delaware Canal. Leader, Ed Barry.

(June 11) Canal Society of NJ sponsored a bus trip – Annual Meeting, D&R Canal, New Brunswick to Griggstown. (On the Level No. 3)

(June 24 - Saturday) Tri-State Railway Historical Society (P.O. Box 255, Dover, NJ) sponsored a Long Island RR Parlor Car excursion from NY Penn Station to Jamaica and west. Fare was \$12. Steel, pin back buttons were issued to each ticket holder – "LIRR TOURS" with the Metro North M logo in center. (Tickets Nos. 141 and 142 – McKelvey collection) (David C. Pearce)

(Summer) With Conrail planning to abandon BelDel track between Lambertville and Frenchtown and the Black River and Western not having the money to buy the segment, BR&W RR No. 57 was sent to Stockton to fetch two sleepers, one owned by Ed Joselyn and the other by Jim Dicke, stored on a siding by the mill there. They were both moved back to Ringoes. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(Aug. 6) The last run of the ex-CNJ "Bayonne Scoot" between Bayonne and Westfield was announced so that railfans could informally take a last ride. (Block Line Vol. VI, No. VII)

(Aug. 12) The NY Chapter of the Railroad Enthusiasts sponsored the Cape May Caper – A Journey to the Jersey Shore – an opportunity to visit two NJ shore resorts and to take a boat ride to the state of Delaware. They departed from Newark Penn Station by charter bus to Lindenwold to board the Conrail, former Pennsylvania-Reading Seashore Lines train for Ocean City where

there was time for lunch. Their bus met them there for a scenic ride along the Ocean Highway (Route of the Gulls) to the Cape May Delaware Bay ferry terminal. There they boarded the large ferry for a three-hour round trip to Lewes, DE. Upon return they re-boarded their bus for a tour of the local Victorian Cape May resort area, including Cape May Point and Lighthouse. A two-hour layover in Cape May permitted a leisurely dinner in one of the local restaurants. They then took the train back to Lindenwold, where their bus met them for the return journey to Newark. The transportation fare was \$33.00 per person. (Trip flyer, Bill McKelvey collection)

(August 18) The Budd Company developed their Self-Propelled Vehicle (SPV 2000) as a replacement for their RDC's. On this date the car traveled east to Atlantic City. The test car made a daily Lindenwold-Atlantic City round trip during the week of the TransFair at Pomona for invited guests. The public was permitted to ride the car between TransFair and Atlantic City. (West Jersey Rails Quarterly, Fall 2011) (Rails Northeast, Nov. 1978)

(Sept. 16) A Canal Society of NJ sponsored bus tour of Morris and Lehigh Canals was led by Larry Pitt and Peter Vroom. (On the Level Nos. 3 & 4)

(Sept. 24) The Philadelphia Chapter, NRHS sponsored an Amtrak passenger special from Philadelphia to Mystic Seaport, CT, pulled by a GG-1 to New Haven and E-8s beyond.

(Oct. 7) Conrail E8 No. 4022, leased to NJDOT helped power a commuter train from South Amboy to Bay Head, NJ. (Conrail Business and Research Trains)

(Oct. 8) Tri-State Railway Historical Society sponsored The Pennsylvania Limited, pulled by GG-1 No. 4935, in cooperation with Amtrak. It operated from NY Penn Station, Newark Penn Station, Metropark, and Trenton to Harrisburg and return, with a 3.5 hour stop at Leaman Place for direct transfer to the Strasburg RR and visit to the Railroad Museum of PA. It was the first trip where Tri-State chartered a complete train for their group (of over 600 riders). (The Block Line, Autumn & Summer 1978) (Block Line, 50th Anniversary Edition, 2014) (The Marker Lamp, No. 261, Sept. 1978 – trip flyer) (Trip flyer, Welcome Aboard brochure, and Info Packet for Passengers - David C. Pearce)

(Oct. 31) To commemorate the 70th anniversary of the opening of the Hudson & Manhattan RR the American Society of Civil Engineers unveiled a bronze plaque recognizing the construction and engineering achievements of the H&M. The ceremony was hosted by the Port Authority of NY & NJ at the PATH Hoboken Terminal station. ASCE speakers noted that the H&M tunnels were the first large transportation tunnels built under a major river in the US. The ceremony invitees were then invited to board a special PATH train that was operated at reduced speed through the tunnel so participants could observe the tunnel construction. At the head of the train was a PATH flat car with chairs and several flood lights the tunnel. PATH supplied raincoats to shed the dripping water in the tunnel. Upon arrival at the World Trade Center station a luncheon was served. (Block Line, Nov. 1978) (NJ Transport Heritage, Vol. 31, No. 1, March, 2021) (Frank T. Reilly)

(Nov.) An unusual E8/U34CH/E8 lashup, made up of all former Erie Lackawanna units, was led by Conrail Executive E8 No. 4022 as it rolled into Hoboken Terminal. This one-of-a-kind E8 (former Erie/Erie Lackawanna No. 833) was leased to NJDOT to alleviate a power shortage while NJDOT's own E8s were being rebuilt at Paducah, KY. (Frank Garon photo, Conrail Rainbow Years, Vol. 4, The EL Commuter Region, Garbely Publishing Co.)

(Nov. 12) One final special train visited the BelDel between Lambertville and Milford. A Conrail work crew and train moved down the line, dismantling signals and piling them in gondolas. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(Nov. 21) The former American Brake Shoe & Foundry 0-4-0 No. 1 was acquired by the Great Falls Preservation and Development Corp. and returned to its city of manufacture. The historic locomotive was hauled on a low-boy tractor trailer rig in a parade from the Erie Station, down Market Street, past City Hall, to the Rodgers Locomotive Erecting Shop at Market and Spruce Streets. (GFP&DC records)

1979

(Feb. 9-12) Tri-State Railway Historical Society sponsored their Montreal Limited aboard private cars Pennsylvania No. 120 and Shenandoah. (Welcome Aboard brochure and ticket – David C. Pearce)

(Feb. 16-19) Tri-State Chapter NRHS sponsored a Washington's Birthday Weekend "Montreal Limited" trip from Philadelphia and NYC to Montreal and return for. The 12 participants traveled aboard George Pins' private cars "SHENANDOAH" and "PENNSYLVANIA 120" which were placed at the end of Amtrak's Montrealer. Many challenges were confronted aboard during the minus 30-degree weather. The \$285 fare included round-trip first-class rail transportation, sleeping on cars 3 nights, all breakfasts, dinner one night onboard the "120", and tour of VIA-CN Pt. St. Charles shops. (Block Line, Vol. 7, No. 1 and March 2005)

(April 11) The former Union Transportation Co. turntable at New Egypt was lifted and moved by truck to the Pine Creek Railroad. (WJC Crew Caller, May, 1979)

(Apr. 27-29) CANCELLED CSNJ sponsored bus tour of the Delaware & Hudson Canal. (On the Level Nos. 6, 7, & 8)

(May 19) Tri-State Railway Historical Society sponsored a "Military Special" excursion train on Armed Forces Day, which was operated inside Picatinny Arsenal on May 19th. The train consisted of one flat car with a railing and benches which was pushed by their US Army #1217, a 44 ton Davenport locomotive. On display was their other unit, #1222, a 44-ton Davenport locomotive built in 1953. Those on the tour noted two miles of newly rebuilt track within the arsenal - with new rail, ties and ballast on the section connecting the Picatinny power plant with

the Wharton & Northern. However, much of the other arsenal trackage had been or was being scrapped. [Bill McKelvey] [Block Line, Vol. VII, No. VII, Summer, 1979]

(May 19) The Canal Society of NJ second annual canoe trip covered the Delaware & Raritan Canal Feeder from Bulls Island to Lambertville. Leader: Ed Barry. (On the Level No. 8)

(May 25-29) Tri-State Chapter NRHS sponsored the Memorial Day Weekend "Green Mountain Limited" from NY Penn Station to St. Albans, VT, with a two-day side trip over the entire Lamoille Valley RR, using Private Varnish CLOVER COLONY, VIRGINIA BEACH, SHENANDOAH and PENNSYLVANIA 120. The \$320 fare included all rail transportation, sleeping on cars 4 nights, breakfasts, Sunday dinner, itinerary, etc. (Block Line Vol. VII, No. V)

(May 30 & 31) A High Iron Company steam powered "Special" using Nickel Plate 759 was operated from Hoboken to Binghamton and return. The train had 18 cars and the return trip was via Dover. [A Look Back at the Erie and Lackawanna Railroads, DVD, Railroad Video Productions]

(June 8) A Budd Company SPV-2000 demonstrator made a test run through Belle Mead on the Reading's NY Division. (Iron Horses Across the Garden State by Rosenbaum and Gallo)

(June 30-July 4) (NJ & NY) Harbor Festival 1979 began with a Great Parade of Ships from Englewood Cliffs to the Narrows, visible from both NJ and NY. The more than 60 vessels included, a fireboat, destroyer, frigate, cutter, training ship, landing craft, freighters, pilot ship, dredger, survey vessel, patrol boats, steam yacht, research vessels, the Steamship Historical Society of America, NY Chapter chartered fishing party boats - Teal and Miss Moore, tugboats, a crew-boat, school-ship, fishing boats, Circle Line Ships, a sloop, a launch, schooners, a yawl, a topsail sloop, a ketch, floating cranes, a floating hospital ship, 7 cruise ships, and a training ship. (Allan H. Roberts via Mitchell Dakelman) (NY Times, June 29, 1979) (CUE NY Harbor Festival 1979 brochure) (John J. Witkowski)

(Summer) The State of NJ responded to the gas crisis of 1979 with the Seashore Special. It ran from Trenton, Princeton, New Brunswick, Metropark, and Rahway, where it reversed and went down the NY & Long Branch to Bay Head. The train was withdrawn after a few weeks due to lack of patronage. (Don Wood / Rosenbaum / Gallo)

(July) Tri-State Chapter NRHS sponsored rides on the Picatinny Arsenal narrow gauge system on flat cars. (Frank T. Reilly)

(July 30 – Aug. 3) CANCELLED The Canal Society of NJ sponsored a bus trip to explore the Erie and Welland Canals. (On the Level No. 8 & 9)

(Sept. 14 -15) To help celebrate the 150th anniversary of the Stourbridge Lion, the first steam locomotive to ever operate in the US, the NY Railroad Enthusiasts sponsored a motor coach trip from Pennsylvania Station, NYC, stopping at the Hanover Trail Restaurant in Ramsey, NJ for a

steak tip dinner and then on to the Holiday Inn at Port Jervis, NY. The following morning they continued on to Honesdale, PA to ride the 52-mile, four hour steam hauled excursion on the Lackawaxen & Stourbridge RR, the former Erie RR Honesdale Branch. There was an optional shorter diesel-hauled excursion to Hawley, PA and an opportunity to view the replica of the Stourbridge Lion. In the afternoon was the Stourbridge Lion Sesquicentennial parade. On the return to NYC they stopped for dinner at the Rusty Nail in the old Ontario & Western station at Mechanicstown, NY. (Charles Leemans)

(Oct. 5-8) Canal Society of NJ sponsored bus trip to explore and ride the canals of Ohio. Leaders Peter Vroom, Bill McKelvey. (On the Level No. 9)

(Oct. 13) Morris County Central RR operated their "Leaf Lookers Special" excursion from Newfoundland to Beaver Lake and return. (Block Line Vol. VII, No. IX)

(Oct. 20) CS of NJ canoe trip on the Delaware Canal. Leader, Ed Barry.

(Oct. 21) The Lancaster Chapter, NRHS sponsored a Mystic Seaport Excursion from Harrisburg and Lancaster, PA. (The Block Line, Fall, 1979) (Block Line Vol. VII, No. IX)

(Nov. 13) The "Pocono Day Express" (Conrail symbol EXA) operated from Hoboken to Scranton on the former Erie Lackawanna mainline to check feasibility of establishing regular passenger service on the route. The train consist was Amtrak F-40PH No. 277, an Amcoach, and an Amtrak inspection car. Since there was one section of rail missing and a turnout which needed to be restored near Port Morris tower, the train was turned on the Denville "Y" and backed to the Washington Secondary. It then moved forward around the west leg of the Port Morris "Y" and west on the Cutoff, over the Poconos to Scranton. (The Block Line, Spring 1979) (Tom Nemeth)

(Dec) Tri-State Chapter, NRHS sponsored an Amtrak White River Jct. Trip. (Frank T. Reilly)

1980

(March 19) The first unit of an order of 47 new 6,000 hp AEM-7 electric locomotives built by ASEA/Sweden, and assembled in the US by the EMD Division of General Motors, No. 900, was extensively tested by Amtrak. The test train, which reached speeds of 125 mph between Trenton and New Brunswick included an EMD dynamometer car and three Amfleet coaches. (Iron Horses Across the Garden State by Rosenbaum and Gallo)

(April 20) Recycling Railroads, Inc., sponsored The Beaver Lake Limited, a round trip over the NYS&W RR from Newfoundland to Beaver Lake & Hike over the abandoned right-of-way of the NYS&W Hanford Branch, which had been proposed for trail development. Train was powered by 0-6-0 No. 4039 and was run in conjunction with the Morris County Central Railroad.

(The Block Line, Spring, 1980) (Trip flyer, Bill McKelvey collection) (18 page Trip Brochure – Edward Sosman collection)

(April 25, Fri. & 26) The Gloucester County Development Council as well as municipal, county and business leaders raised over \$5,000 to show state officials that passenger service could be restored to their once highly popular and profitable rail line. A special reception was held at the Woodbury Station and they boarded a Budd SPV 2000 demonstrator rail car for a ride to Westville and return. On Saturday morning, the SPV 2000 traversed the line from Woodbury to Vineland and return. (Block Line) (NJ Transport Heritage, Vol. 28, No. 3, Sept. 2018)

(May 3 & 4) The Canal Society of NJ sponsored a bus trip to explore the northern section of the Delaware & Hudson Canal – Cuddebackville to Eddyville, NY. Leader: Bill Moss. (On the Level Nos. 12 & 15)

(May 9) Dignitaries gathered at Washington Union Station to mark the entry of the first of Amtrak's AEM-7 electric locomotives into revenue service between Washington and NY. Amtrak contracted with the General Motors Corporation's Electro-Motive Division to manufacture the AEM-7, which was produced from 1978 to 1988 and could reach speeds of 125 m.p.h. EMD built the AEM-7s under licence from ASEA, while Budd built the locomotive car bodies. They were known affectionately by many within Amtrak as the "Swedish Meatball" and would eventually replace the signature self-propelled m.u. cars as the new face of the Metroliner. (The Metroliners: Trains That Changed the Course of American Rail Travel, by Goldberg & Warner)

(May 13) The Garden State Water Company, Phillipsburg District test operated their 1913 Allis Chalmers Triple Expansion steam water pump. This steam engine and pump, with a capacity of 4,200 gallons per minute was used at the time solely as an emergency standby system and was operated only once per year to assure its readiness if needed. (Announcement letter from Robert G. Liptak, Jr., P. E., VP Engineering – Bill McKelvey collection)

(May 17) The Jersey Central Railway Historical Society sponsored a Photographers Special on PRR doodlebug No. 4666 covering the entire Black River and Western system. Fare was \$8.50. Trip was sold out and a second repeat trip was operated on June 21. (Jersey Central Lines, May & June 1980) (Trip Itinerary – Bill McKelvey collection)

(May 17) The North Jersey Chapter, NRHS sponsored a double Fantrip to Harmon, NY shops and the Branford Electric Railway in CT. Departure was from Newark Penn Station by bus. (RailPace, May 1980) (The Marker Lamp, No. 277, April 1980)

(May 18) The NJ Museum of Transportation and the Shore Historical Re-Enactment Association offered their third presentation of The Great Locomotive Chase at Allaire State Park. Soldiers of the 12th Virginia Calvary and the railroaders of the Pine Creek Railroad combined

forces with Civil War groups from along the East Coast in the re-enactment of Andrews' Raid at Big Shanty, GA on April 12, 1862. (Promo flyer, McKelvey collection)

(May 24) The NY Railroad Enthusiasts rode the ex-PRR diesel-electric motor car No. 4666 on the Black River & Western RR – covering all the lines of NJ's newest "Big Little RR". The trip "chased" the steam train (2-8-0 No. 60) from Ringoes to Flemington; rode freight-only trackage to Three Bridges and Lambertville. Members took the NJ Transit Raritan Valley Line to Raritan, where a chartered bus took them to Ringoes and at the end of the day took them back to Raritan. The round trip fare from Newark was \$23.25. (Trip flyer, Bill McKelvey collection)

(June 7) The Jersey Central Railway Historical Society sponsored A Day at the Valley Railroad Train Excursion from Metropark Station, Newark Penn Station, and NY Penn Station to Old Saybrook, CT, where a shuttle bus took passengers to the Valley Railroad at Essex, on the Connecticut River. Included were a one-hour steam train ride and a one-hour ride on the Valley Railroad's 250-passenger excursion boat, BECKY THATCHER. Adult fare was \$37 from MetoPark. (Jersey Central Lines, May & July 1980) (Block Line) (Trip flyer & tickets Nos. 259 & 260, Bill McKelvey collection)

(June 7) Tri-State Railway Historical Society sponsored tours of the Amtrak Wilmington, DE shops and the PATCO Lindenwold shops, plus an inspection tour over the PATCO High-Speed Line in their new Canadian-Vickers cars, by motorcoach from Chatham or Metropark. (Block Line, Spring 1980) (Bill McKelvey collection – trip flyer) (RailPace, June 1980)

(June 8) The Canal Society of NJ sponsored an annual meeting bus tour of the Delaware & Raritan Canal from Griggstown to Port Mercer. Leader: Larry Pitt. (On the Level No. 14)

(June 9 to 15) For the first time in over 60 years passenger service returned to the Rahway Valley RR. The occasion was the US Golf Open at Baltusrol Golf Club in Springfield. Rail shuttle service was provided between a parking area in Kenilworth and the golf course. The five car train, which included the Delaware Otsego's dome car *SILVER VIEW*, was operated with a RVRR locomotive on each end. (Jersey Central Lines, July 1980)

(June 14) The New Hope Chapter, NRHS sponsored a BR&W "Doodlebug Day" on PRR No. 4666 – fare was \$12. (Jersey Central Lines, May 1980)

(June 15) The Lancaster Chapter, NRHS operated their New Jersey Seacoast Special from Harrisburg and Lancaster to Point Pleasant Beach and Bay Head Jct. Using GG-1 No. 4935 to Rahway and Amtrak E-8s south to Bay Head. Included was a free shuttle bus to the beach from Asbury Park and Point Pleasant – fare was \$40. (Jersey Central Lines, May 1980)

(June 21) The Jersey Central Railway Historical Society sponsored a second Photographers Special on PRR doodlebug No. 4666 covering the entire Black River and Western system. Fare was \$8.50. (Jersey Central Lines, May & July 1980) (Bill McKelvey collection – trip flyer and tickets)

(June 23-26) CS of NJ bus tour to Southern New England. Leader, Clayton Smith.

(June 29) The Tri-State Railway Historical Society operated The Erie Limited from Hoboken to Port Jervis and return. (RailPace, April 1980)

(July 15-18) Conrail President's Special (OCS) train consisted of E8A 4022, (with a Hancock Air Whistle) and Business cars 10 and 11 for President Reed's tour from Philadelphia to Harrisburg, Buffalo, Hornell, Binghamton, Hoboken, Kearny, Newark, Manville, West Trenton, and back to Philadelphia. (Jersey Central Lines, Sept., 1980) (Conrail Business and Research Trains)

(July 20) The Jersey Central Chapter, NRHS, Agent; Rail Tours of America, Operator, chartered NJ Transit's ex-Pennsylvania Reading Seashore Lines (or Jersey Central?) Rail Diesel Cars for a "Lackawanna Ramble" over the Morris & Essex to Port Morris and Netcong as well as the Passaic & Delaware branch to Gladstone on July 20th. Vinyl "Lackawanna Railroad" logos were applied to front and rear ends of the four car RDC train. This excursion was the first time any railfan group had dealt with NJ Transit. [RailPace, V. 22, No. 7, July, 2003] [Jersey Central Lines, V. 1, No. 5, August 1980] (Block Line Vol. VIII, No. VII) (Trip Flyers, Itinerary – Bill McKelvey and Charles Leemans collections) . (NJ Transit Rail Operations by Joel Rosenbaum and Tom Gallo) (Ticket No. 026 and Trip Committee card, David C.Pearce)

(Aug. 3) The Tri-State Railway Historical Society operated a special train from Hoboken to Port Jervis and return, over the Main Line, Bergen County Line, and Graham Line. (The Block Line, Spring, 1980)

(Aug. 16) The Raritan River Festival celebrated the 150th anniversary of the incorporation of the Delaware & Raritan Canal and the 300th anniversary of the City of New Brunswick. The Canal Society of NJ entered a float – a replica canalboat CLAYTON F. SMITH created from an abandoned ship's lifeboat which we towed with a powerboat with four near-life-sized mules depicted on the sides. We won first prize (exhibited in the CS of NJ Museum at Waterloo) which was accepted by the organizer, Capt. Bill McKelvey. (CSNJ On the Level, No. 16)

(Aug.) The former PRR Doodlebug No. 4666 was operated on a fan trip on the Black River & Western RR between Three Bridges and Lambertville. (The Keystone, Vol. 28, No. 3, Autumn 1995)

(Sept. 13) Tri-State Railway Historical Society "Railfanned the BR&W by Doodlebug" using PRR diesel-electric car No. 4666. Beginning in Ringoes, they went up to Three Bridges; then back to Lambertville and on down to the flea market south of town; next they went back up the Bel Del, along the Delaware & Raritan Canal to the end of track near Stockton. Reversing the went back to Flemington Junction and back to Ringoes. (Block line)

(Sept. 24) The first special train to run over the Susquehanna in many years paused at Edgewater before touring the entire main line from Little Ferry to Butler as well as the Edgewater Branch.

The trip was run to give the government a close look at the line, with NYS&W GP 18 No. 1800 pulling the two cars. Two of the major stops were Hawthorne and Pompton Lakes. (Susquehanna in Transition – Block Line) (Susquehanna 1990 Calendar) (New York, Susquehanna and Western In Color)

(Sept. 27) The Jersey Central Railway Historical Society sponsored an Amtrak train excursion from Metropark, Newark Penn Station, and NY Penn Station to Mystic (CT) Seaport Museum – America’s largest maritime museum – 56 acres. Over 160 members and the general public enjoyed the Amtrak ride in two Amcoaches and an Amcafe, reserved for the group. Mystic Seaport staff joined the train at Old Saybrook to present an introduction to Mystic and to pass out admission tickets. On arrival at Amtrak Mystic Station, the group was escorted by Mystic Police on the ½-mile walk to the Seaport. A courtesy bus was provided for those who felt the walk would be too much. (Jersey Central Lines, Sept. & Nov. 1980) (Bill McKelvey collection – trip flyer)

(Oct. 5) Tri-State Railway Historical Society sponsored “The Erie Limited Rolls Again” trip from Hoboken to Port Jervis with two U34CH’s, Nos. 4176 & 4151, on the head end, 9 passenger cars and 2 refreshment cars. Welcome Aboard brochure included a mile by mile itinerary and map. (Block Line, Vol. VIII, No. VIII, Jan-Feb, 1981) (RailPace, Sept. 1980) (Trip ticket No. 557 and Welcome Aboard brochure from collections of S. T. Lofthouse) (Trip flyer, Bill McKelvey collection) (David C. Pearce)

(Oct. 14) The JOHN BULL was test operated on the Warrenton Branch Line in Fauquier County, VA after extensive condition testing and restoration to operating condition. (Wikipedia)

(Oct. 19) The Black River Ramble, Autumn Leaf Spectacular, Photographer’s Special was operated on the Black River & Western Railroad sponsored by the Jersey Central Railway Historical Society. The mixed freight and passenger train was hauled by double headed ALCO RS-1 locomotives and made multiple photo stops and run-bys. (Jersey Central Lines bulletin, Sept. 1980 / Bill McKelvey collection – trip flyer)

(Oct. 31) The bankruptcy trustee made a dedicated effort to keep the NYS&W running and attracted the interest of Walter Rich, a lawyer and businessman from upstate New York. His proposal to take over the Susquehanna was supported by the remaining large freight customers and approved by the Bankruptcy Court to be effective during September 1980. Delaware Otsego Corporation executives toured their new property – the NY, Susquehanna & Western aboard their Director’s Inspection Train (Rededication Train). They began at the Little Ferry engine terminal and traveled to Butler in the four following cars: Ex-Jersey Central combine GOODYEAR LAKE; Dome observation GREAT SACANDAGA; coach CANADARGO LAKE; and heavyweight business car OTSEGO LAKE. The special train was pulled by NYS&W GP-18’s No. 1800 and 1804. At Hawthorne a press conference was held at which the Mayor christened the line the NYS&W RR, smashing a bottle of champagne on the rear of the

observation car. (Jersey Central Lines) (Susquehanna From Shortlines to Stackpacks – chapter 6) (Susquehanna Trackage 1954-1968 w/Zullig and Holtz) (Block Line, Vol. VIII, No. VIII, Jan-Feb, 1981)

(Nov. 1) The NYS&W operated an employee Picnic Special from Little Ferry to Hawthorne & return. (Block Line, Jan., Feb. 1981)

(Nov. 4) A Director's special train to introduce the new management team and others to the NYS&W RR. Train began at Little Ferry Yard with GP 18 locomotives 1800 and 1802 pulling four CACV business/office cars. First stop was the Little Ferry station site where Lou Gambaccini and Bob Roe boarded and were greeted by Walter Rich. Traveled west to Butler with lunch served on board. (S. David Phraner)

(Nov. 8) The Ontario & Western Ry Historical Society sponsored an "All New O&W Fall Tour" to follow the old Midland Route from Middletown, NY to Pompton Junction, NJ in a modern air-conditioned, rest room-equipped motor coach. The \$17.50 fare included a steam train ride over the entire length of the Morris County Central Railroad – which was an actual segment of the former NJ Midland RR. A trip itinerary, with maps and photos was published for participants and others. (Brochure – 16 pgs.) (Ontario & Western Observer, Oct., 1980) (Charles Leemans)

1981

(Feb. 8) The Jersey Central Railway Historical Society sponsored a Black River Snowflake Ramble between Three Bridges and Lambertville on the BR&W RR. Several photo stops and run-bys were made with the train, powered by RS-3 No. 1554. (Jersey Central Lines June 1980) (Trip Itinerary, David C. Pearce)

(April 25) Tri-State Railway Historical Society sponsored a special tour of Amtrak's Wilmington Shop Complex and a visit to the B&O RR museum in Baltimore, MD by motorcoach, which departed Chatham RR station and Metropark. Fare was \$17.75 including entrance fees. (Bill McKelvey collection – trip flyer) (Block Line, Apr. 1981)

(Apr. 25 & 26) The Canal Society of NJ explored (by bus) the remnants of the Delaware & Hudson Company Gravity Railroads between Hawley & Dunmore and Carbondale & Honesdale, PA. Leader: Ed Steers. (CSNJ On the Level, No. 17)

(May 15-17) The Pennsylvania Canal Society sponsored a bus tour of the Morris Canal from Phillipsburg to Lake Hopatcong for 48 participants. Leaders: John Miller and Bill Moss. (American Canals No. 37) (Canal Currents, Vol. 55, No. 8)

(May 30-31) Over 500 people - Jersey Central Railway Historical Society (NRHS) members, the public, and Naval Weapons Station - Earle personnel enjoyed "open house" railway tours of the huge Naval facility, including runs out onto the Leonardo pier. The coaches used were

borrowed former CNJ commuter coaches, pulled by US Navy Baldwin diesels No. 1 and 19. Rail Tourism of America, Inc. was the operator. (WJC Crew Caller, Nov. 1981) (Jersey Central Lines) (Bill McKelvey & Charles Leemans collections – trip flyer & trip itinerary) (Jersey Central Lines, July 1981) (35mm Color Slide Show – Tom Nemeth) (Ticket No. 54 – David C. Pearce)

(June 13) NJ Transit and Jersey Central Chapter, NRHS sponsored a public rededication and christening of restored GG1 No. 4877 at the South Amboy station, followed by it powering train No. 3360 to NYC and return. They referred to No. 4877 as “Go Big Red... The Jersey G”. (Flyer and Program, from David C. Pearce, McKelvey collection)

(June 27) The North Jersey Chapter, NRHS sponsored a Double Feature Excursion to the RR Museum of PA and the Gettysburg RR. Their de-luxe air-conditioned bus departed and returned to Bloomfield Civic Center; Newark Penn Station; and Metro Park RR station. (The Marker Lamp, No. 286, June 1981 and No. 287, Sept. 1981)

(July 4) The Canal Society of NJ sponsored a New York Harbor Tour aboard the charter (fishing) boat TEAL. The 67 participants followed the historic route of Delaware & Raritan canalboats through Arthur Kill and Kill Van Kull, viewing many abandoned vintage vessels, the Morris Canal Big Basin, lunch at South Street Seaport, six visiting NATO warships, dinner aboard the 1905 former DL&W RR ferryboat Binghamton. Unanticipated low tide in the area required participants to embark via the bow of the TEAL – with assistance of the kitchen staff of the Binghamton and a ladder. It was a very long day – the fireworks were delayed well past 11 pm due to fog. Leader: Capt. Bill McKelvey. (American Canals No. 38)

(July) The James E. Strates Shows circus train traveled eastward through Cranford. (Jersey Central News, Sept. 1981)

(Aug. 16) Tri-State Railway Historical Society sponsored a bus trip to ride the PRSL. The bus helped them go from branch to branch to cover all lines. (Block Line, Sept. 1981)

(Sept. 12) The NY Division, of The Railroad Enthusiasts sponsored rides and a tour of the Pine Creek Railroad at Allaire State Park, NJ – the first operating steam railroad museum in NJ! Later that day they visited the Deserted Village at the historic Howell Iron Works. They traveled by train from NY Penn Station to Spring Lake and then by Coast Cities Coaches school bus to Pine Creek. They had dinner at Casey Jones restaurant at Long Branch where a talk on PC RR was given by John Lyle and they returned to NY Penn via Long Branch. (Trip file, Charles Leemans)

(Sept. 15) The JOHN BULL operated in Washington, DC on the 150th anniversary of its first use, becoming the oldest operable steam locomotive (and oldest self-propelled vehicle) in the world. (Wikipedia)

(Oct. 3) Hoboken Renaissance Festival was presented by Conrail Employees. (Brochure, McKelvey collection)

(Oct. 11) The Jersey Central Railway Historical Society (as agent for Rail Tours of America, Inc.) sponsored the Susquehanna Ramble, operated by NJ Transit and Delaware Otsego System from Passaic Junction, Saddlebrook, covering the freight only NYS&W Ry between the Hudson River at Edgewater and Butler. The trip, which was advertised to use CNJ open window coaches from the NJ Transit Raritan Valley Line was powered by double headed Susquehanna GP-18 diesel locomotives Nos. 1802 and 1804. (Jersey Central Lines, Vol. 2, No. 11, Nov. 1981) (Bill McKelvey collection – trip flyer & itinerary) (Rails Northeast March 1982) (NYS&W T&H S 2014 calendar) (New York, Susquehanna and Western In Color) (Susquehanna Tracksides 1954-1968 w/Zullig and Holtz) (Charles Leemans)

(Oct. 17) The Philadelphia Chapter of the Pennsylvania Railroad Technical and Historical Society sponsored their second excursion aboard PRR doodlebug No. 4666 on the Black River Western RR. Members were offered a round trip motor coach ride between 30th St. Station and Ringoes. (The High Line, Autumn 1991) (Information for members of Phila. Chapt. PRR T&H Soc., Vol. 1, No. 3)

(Oct. 18) Tri-State Railway Historical Society sponsored “The Erie Limited Rolls Again” - Spectacular Fall Foliage Excursion from Hoboken and Waldwick to Port Jervis and return. Fare for the 200-mile jaunt was \$19.95. (Bill McKelvey collection – trip flyer) (Block Line Summer & Nov. 1981)

(Oct. 22) A Walter Rich special passenger train with observation car No. 505 was photographed at the Vernon Crossing station on the former L&HR RR. (Susquehanna Tracksides 1954-1968 w/Zullig and Holtz)

(Oct. 23-24-25) A joint Canal Soc. of NJ – Pennsylvania Canal Society trip explored the Union Canal in the Lebanon, PA area. One bus carried PA & NY participants and the second carried those from NJ – the group total was 125! (= three buses or balance by car???) (CSNJ On the Level, No. 19) (American Canals No. 39) (Canal Currents No. 55)

(OCT. ?) The first NJ Transit Hoboken Terminal Renaissance Festival was held. (RailPace, Nov. 1983)

(Nov. 6) The NYS&W Ry ran its second annual Director’s Inspection Special over the RR. The officials boarded two charter buses in Hasbrouck Heights and traveled to Edgewater (on the Hudson River) where the VIP train awaited. The train departed Edgewater and traveled through Bergen Tunnel, making its first stop at the Little Ferry shop complex for a tour. Next was a trip on the Lodi Branch and then west again stopping by Marcal Paper in Elmwood Park for the serving of the buffet lunch. The trip terminated at Butler. The consist was: Locomotive No. 1802, CACV business car No. 4 – OTSEGO LAKE, dome car No. 5 – SILVER VIEW, and a

M&NJ box car which carried the generator to power the two passenger cars. (Frank T. Reilly / Block Line)

(Nov. 6) The NYS&W RR operated their 2nd annual Director's Inspection Train. (Block Line, Dec. 1981)

(Dec. 10) NJ Transit issued a souvenir ticket to riders on the first train to be powered by 25Kv, 60Hz Electric service - the first official run of the Jersey Arrow III cars. (Block Line)

1982

(April 21-22) The NYS&W Ry provided a passenger consist for the filming of scenes of "Sophie's Choice", starring Meryl Streep. The train consisted of RS1 No. 252, box car No. 30030 (for the generator), Dome No. 5 - GREAT SACANDADA and OTSEGO LAKE. The train ran between Little Ferry and Passaic Jct. (Block Line)

(Apr. 24) A Canal Soc. of NJ bus trip explored the Upper Lehigh Canal in PA. (CSNJ On the Level No. 20)

(May 4) A Conrail Inspection Train with E8 No. 4022 (ex-EL No. 833) and 3 office cars rolled over the Upper Bay Bridge with the Conrail Legal Dept. from Philadelphia and return. (Block Line Summer 1982)

(May 15) Picatinny Arsenal, then called AARADCOM (Army Research and Development Command) and normally off limits to civilians, was opened to the public for Armed Forces Day. At the time Picatinny, north of Dover, NJ, was one of four major military bases in NJ with its own military railway system. An excursion train was operated over some of the 25 miles of internal trackage. Flat cars, fitted with seats and perimeter railings hauled by their 44-ton Davenport diesel-electric locomotives hauled members of the public (including your editor) around the base. (by Kermit Geary, Jr. in RailPace, Sept. 1982)

(May 22) Tri-State Chapter sponsored their 3rd Annual motor coach trip to Amtrak Wilmington Shops. (Block Line Vol. X, No. II, June 1982)

(June 5) The Jersey Central Railway Historical Society sponsored a Rail n' Sail Train Excursion and Riverboat Cruise to the Valley Railroad at Essex, CT via Amtrak from Metropark, Newark Penn Station and NY Penn Station to Old Saybrook, CT where a Valley RR shuttle train took passengers north the Valley RR base at Essex, CT. There passengers could take the one-hour steam train ride and a one-hour cruise on the Connecticut River on their replica steamboat BECKY THATCHER. (Jersey Central Lines, April 1982) (Jersey Central Lines) (Bill McKelvey collection - trip flyer) (Charles Leemans) (Ticket No. 79 and Welcome Aboard Packet, David C. Pearce)

(June 6) The Canal Society of NJ held their annual meeting bus tour of Delaware & Raritan Canal "Canals, Railroads & Trolleys." Leader: Larry Pitt.

(June 12) A special VIP train of 6 new Bombardier Comet II commuter cars (Nos. 5615-6-7-8-9 with cab control car No. 5135 and NJT F40PH-2 loco (No. 4114) departed Phillipsburg with intermediate stops for the Inaugural Trip ribbon-cutting ceremony in Westfield. (Block Line)

(June 25 – July 10) The Canal Society of NJ sponsored overseas trip No. 3 to the Trent & Mersey and Shropshire Union Canals in the UK with a fleet of narrow canalboats including separate boat trips on the Anderton Lift, Barton Swing Aqueduct, and the Pontcysyllte Aqueduct and Llangollen Canal. A high-class ceremony was held at Stone on the Trent & Mersey Canal commemorating the installation of a replacement cast iron snubbing post. On July 3, 1982 the Canal Society of New Jersey on their third UK canal study tour presented a plaque on the ROBERT F. STOCKTON to Lairds and Company, the builder of the vessel in 1838. The presentation was made in the board room of Cammell Laird Shipbuilders, Ltd., (member of British Shipbuilders) in the Maritime England year 1982. The group was served a wonderful meal by Cammell Laird. Leader: Capt. Bill McKelvey - 27 participants. (CSNJ On the Level No. 22) (American Canals No.42)

(June 26 & 27) The Jersey Central Railway Historical Society sponsored M&E Shortline Rambles trips on the Morristown & Erie between Morristown & Roseland with ALCO S-4 No. 14. (Block Line Vol. X, No. II, June 1982)

(June 27) Recycling Railroads sponsored a "Susquehanna Transfer" excursion as a fundraiser on the Susquehanna Ry with four full dome cars (acquired from the defunct Auto-Train that had operated between Lorton, VA and Sanford, FL) and a coach between Little Ferry and Butler, using GP 18 No. 1804 with RS1 No. 240 added after Little Ferry. This was the inaugural run of the Susquehanna's just-acquired Auto Train domes. Included in the consist were Auto-Train cars No. 510, 520, 541, 524, 515, and 920, as well as an ex-Adirondak Railway coach and a pair of ex-CNJ Delaware Otsego coaches. (Block Line, Apr., May, & June 1982) (Susquehanna From Shortlines to Stackparks) (New York, Susquehanna and Western In Color) (Susquehanna Tracksides 1954-1968 w/Zullig and Holtz) (Trip Guide, David C. Pearce)

(June 30) All South Jersey passenger rail service was terminated. (NJ Transit Rail Operations by Joel Rosenbaum and Tom Gallo)

(Sept. 11) The Annual Meeting of the Railroad Enthusiasts, NY Division included an inspection tour of the Morristown and Erie Railroad. (Charles Leemans scrapbook)

(Sept. 15) Double headed NJT U34CH locos Nos. 4165 and 4157, back to back, pulled a 6 car train to Port Jervis taking NJT personnel to familiarize them with the operation of the Metro-North Line. NJT No. 1, the former CNJ Blue Comet car No. 1178 was on the rear. (Block Line, Oct. 1982)

(Oct. 2) The Hoboken Renaissance Festival II at Hoboken Terminal included an auction of railroad memorabilia and artifacts and free rides on Comet II cars from track No. 10 as well as the old DL&W MU cars from track 11. Bill McKelvey; Tri-State Ry Historical Society; Pequannock Valley Transportation Museum; NJ Museum of Trajnsportation; Railroad Enthusiasts, NY Div.; World Ship Society; Jersey Central Railway Historical Society; Motor Bus Society; Bergen-Rockland Chapter, NRHS; Branford Trolley Museum; NY Society of Model Engineers; NJ Assn. of RR Passengers; and others were exhibitors and / or had sales tables (Auction Catalog and Exhibitor Floor Plan – Charles Leemans collections)

(Oct. 8 to 11) The Railroad Enthusiasts, NY Division held their National Convention, based at the Hilton Gateway, Newark, NJ. Sat. the 10th was a LI RR Parlor Car trip from NY Penn to Montauk, with lunch @ Gurney's followed by their Annual Meeting and return to NY Penn. Sun. the 11th was their NJ Transit trip to Bay Head with a guided tour of South Amboy yard and return to Newark. On Monday the 11th there were escorted tours to various points of interest in the Metropolitan New York / Newark area. Surely the Newark City Subway was an option, as was the PATH system... (Loose leaf of photos and memorabilia – Charles Leemans)

(Oct. 10) The Tri-State Ry. Historical Society operated their "Queen of the Valley" fall foliage excursion from Newark Penn Station and Roselle Park through Phillipsburg-Easton to Allentown and return using three NJ DOT E-8 locomotives. The west route was via the CNJ main line and the east return was via the LV RR. Highlights were the fall foliage, Pattenburg Tunnel, bridges, Bethlehem Steel, Bethlehem Engine Terminal and Allentown yard. The Welcome Aboard brochure included a map of the route and a detailed trip itinerary. (RailPace, Oct. & Nov.1982) (Welcome Aboard brochure – S.T. Lofthouse archive) (Trip flyer, Bill McKelvey collection)

(Nov. 10-14) The Delaware Otsego ran an inspection trip over the NYS&W from Little Ferry to Butler on the 10th and then from Little Ferry to Binghamton over the ex-Erie Southern Tier, with a side trip to Honesdale, PA and Utica and Jamesville, NY. Power for the trips were ALCO C430's Nos. 3000 and 3002 and the consist was a baggage car, two diners, a Pullman from the 20th Century Ltd., two long domes and a short dome. (Block Line) (RailPace, Dec. 1982)

1983

(Feb. 20) The American Association of Private Railroad Car Owners, Inc. held their Eastern Regional Meeting during a trip with the CLOVER COLONY and LEHIGH VALLEY 353 from NY to Bay Head, NJ on Feb. 20th. The editorial (for their bulletin "Private Varnish") and business address of the organization was listed as Mountainside, NJ at the time. (RailPace, April 1983)

(Feb. 25) The PATH 75th anniversary celebration included a special VIP trip through their original Hudson River tunnel to NYC. The unusual trip began at Newark Penn Station when the

group boarded the special train – which was immediately evident by the yellow work flat car which the train was pushing. The reason for the car became apparent when, at the Grove St. Station an announcement was made that all who wished to observe the different types of tunnel construction should go the head of the train, don hard hats & safety glasses and walk out onto the flat which had been equipped with a perimeter hand rail and flood lights. The train stopped periodically to allow close inspection of tunnel construction, but otherwise was operated at track speed... (Frank T. Reilly) (NJ Transport Heritage, Vol. 18, No. 5, Oct. 2009)

(Mar. 21) Morristown & Erie Ry Alco C430 No. 16 made two trips from Dover to Morristown to move a fleet of 13 GE U30B locomotives for storage on their Morristown Line. The locomotives, belonging to US Leasing, had been leased to Conrail. [Block Line, Vol. 11, No. 1, April, 1983]

(Mar. 26 & 27) CANCELED Railplex/20th Century Tours sponsored a (Murder) Mystery Express trip from Passaic Jct. to Cortland, NY on Saturday and return on Sunday on the Susquehanna Ry. Sponsor provided own railcars and leased NYS&W locomotive(s), NYS&W/Conrail crews and trackage. The two-day private car train ride, complete with sleeping and dining accommodations was a pricey \$\$650 per couple. (RailPace, April & June 1983)

(April 16 & 17) Railplex/20th Century Tours sponsored a (Murder) Mystery Express trip from Passaic Jct. to Cortland, NY on Saturday and return on Sunday on the Susquehanna Ry. Sponsor provided their own railcars and leased NYS&W locomotive(s), NYS&W/Conrail crews and trackage. The two-day private car train ride for 100 passengers, complete with sleeping and dining accommodations was a pricey \$\$650 per couple. (RailPace, April & June 1983) (Block Line) (New York, Susquehanna and Western In Color)

(April 28-29) The Canal Society of NJ sponsored a Coal Country Tour by bus to Ashley, Eckley, Ashland and Mahonoy, PA. (Bill McKelvey)

(May 6-8) The Canal Society of NJ toured the Eastern Division of Pennsylvania's Main Line Canal, including the Allegheny Portage RR. This was a joint tour with the PA Canal Society by bus. (On the Level No. 23)

(May 7, 13 & 14) The town of Roseland celebrated its 75th anniversary with free train rides to and from Whippany on two successive Saturdays. A special school trip was operated on the 13th. The Morristown & Erie supplied the motive power (ALCO's S-4 #14 and C430 #16), while the consist was five of NJ Transit's ex-DL&W MU trailer cars. [Pennisi, Bob, The Morristown & Erie Railway] (RailPace, June 1983) (Block Line, Vol. 11, No. 2)

(May 15) The North Jersey Chapter, NRHS sponsored a motor coach tour to the B&O RR Museum in Baltimore and a tour of the shops of the new Baltimore Light Rail System. Leader: Bruce Russell. (Block Line, Vol. 10, No. 9)

(May 29 & 30) Tri-State Railway Historical Society sponsored The *West Shore Express* trains via the Conrail River Line from Hoboken to Selkirk, NY and return in cooperation with Conrail and NJ Transit. The Welcome Aboard brochure featured the format of NY Central RR River Division, Time-Table No. 3. The brochure included a detailed schedule of mileages, a brief history, and a mile by mile itinerary. (Block Line, Vol. 11, Nos. 1, 2, &3) (Ticket No. 206 “DL&W Club” and Welcome Aboard brochure courtesy of S.T. Lofthouse archive) (Trip flyer & ticket cover letter – Bill McKelvey collection) (Charles Leemans collection)

(June 6) The Ringling Brothers and Barnum & Bailey Circus train rolled west thru Monmouth Jct. on its way to their next appearance at the Philadelphia Spectrum. (Block Line, Vol. 11, No. 7)

(June 8) Conrail ran an inspection trip for its legal department from Philadelphia to Selkirk and return. It was powered by E8A No. 4022 and consist of Office car No. 3, Sleeper No. 11, Conference car No. 12, and Inspection car No. 10 – all in Pullman green. (Block Line, Vol. 11, No. 2)

(June 27) A trip on the Morristown & Erie was one of the “workshops” on rail freight transportation at a two-day Trans/Action ‘83 seminar sponsored by the NJ County Transportation Commissioners, NJ Alliance for Action, NJ Transit, and the NJ DOT. The trip was operated with two NJ Transit Comet II coaches and NJT F-40PH-2 No. 4119 and M&E ALCO No. 16. (RailPace, Aug. 1983) (Block Line, Vol. 11, No. 2)

(June 27-July 1) The Canal Society of NJ toured the Erie Canal by boat from Amsterdam to Camillus, NY. (On the Level No. 23)

(Aug. 24-26) Due to catenary adjustment work on the Gladstone line, non-electric shuttle trains were substituted. One train had two Budd RDC’s and the other had a two car MU set (Nos. 4620 and 4097) sandwiched between F7A No. 425 and GP7 No. 5905. Railfan photographers, including Frank T. Reilly, had a three-day picnic. (Block Line, Vol. 11, No. 5)

(Sept. 18) Jersey Central Railway Historical Society sponsored “The Starrucca Special,” NYS&W RR Domeliner excursion to Susquehanna, PA from Saddle Brook / Passaic Jct. The trip covered the Erie Main Line, Moodna and Starrucca viaducts. (RailPace, July 1983)

(Sept. 24) Over 100 members and guests of the recently organized NJ Conservation Foundation enjoyed a pleasant, all-day sojourn aboard a special fund raising excursion train on the Black River & Western RR. A unique addition to the train’s consist was the American Coal Enterprises’ private car, INDEPENDENCE, which was lent for the occasion by owner Ross Rowland, Jr., a foundation member and supporter. The classic ex-NY Central Pullman business car made for a grand sight as it brought up the markers on the train of vintage BR&W cars which was headed by BR&W Also RS-1 No. 58. (by Greg Bucala in RailPace, Nov. 1983)

(Oct. 1) NJ Transit's Third Hoboken Terminal Renaissance Festival attracted an estimated 45,000 visitors. Free transportation was offered on all trains to Hoboken that day, plus free shuttle train rides on new Comet II and the venerable DL&W EMU cars to Newark and return. (RailPace, Nov. 1983) (Block line, Vol. 11, No. 5)

(Oct. 15) The Broome County Notre Dame Alumni Association sponsored a trip with NYS&W dome cars from Binghamton, NY to Little Ferry, NJ on the NYS&W Ry for the Notre Dame vs. Army football game at Giants Stadium, Meadowlands, NJ. (Railpace, April 1983)

(Oct. 15) Jersey Central Chapter, NRHS sponsored an Amtrak - Day at the Valley RR, Rail N' Sail Train Excursion and Riverboat Cruise excursion from Metropark, Newark and NY Penn Station to Essex, CT (actually Amtrak to Saybrook, CT and a Valley RR shuttle train to Essex). Trip included the Amtrak ride, Valley RR steam train ride, and boat ride on the CT River aboard the M.V. POINT GAMMON – all for only \$46. (RailPace, July, Sept. & Oct. 1983 – trip flyer)

(Oct. 16) Tri-State's Gladstone Branch Parlor Car Ramble special run of ex-DL&W Parlor Car No. 3454 (2454) was arranged by NJ Transit Rail with Frank T. Reilly coordinating. Tri-State members and guests posed in front of the car at Gladstone. This marked the first public excursion of the car since its construction in 1912. Four round trips between Summit and Gladstone were made. The fare was \$8.00. (Block Line Vol. 11, No. 6, Dec. 1983) 9Trip Flyer, McKelvey Collection)

(Oct. 29) NJ Transit ran special fan trips, "Last Run of the GG1", to officially retire the GG1 electric locomotives from their roster. NJ Transit ran two trains, both with second sections, between Matawan and Newark Penn Station for \$1. (Don Wood / Rosenbaum / Gallo) (Rails Northeast Jan-Feb 1984) (Commemorative Ticket and Art deco promo flyer – Bill McKelvey & Charles Leemans collections) (Block Line, Vol. 11, No. 6) (Railroadians Trainsheet, Summer 1984) (NJ Transit Annual Report, Fiscal Year, 1984)

(Oct. 29) Conrail OCS train with No. 4022 and 6 coaches passed through Cranford on the former Lehigh Valley RR line. The train operated from Selkirk, NY to Reading, PA via the River Line, Amtrak Newark, LVRR to Allentown, RDG to Reading, PA with L. Stanley Crane aboard. (Block Line) (RailPace, Dec. 1983)

(Nov. 13) Tri-State Railway Historical Society sponsored their "Erie Southern Tier Express" from Hoboken to Susquehanna, PA and return in cooperation with NJ Transit and Conrail. Their travel of over 400 miles, for \$44, included the Starrucca Viaduct. (Block Line, Vol. 11, Nos. 4, 5, & 6) (Bill McKelvey & Charles Leemans collections - trip flyers)

(Nov. 15) The Ringling Brothers and Barnum & Bailey Red Unit Circus Train visited the Brendan Byrne Arena in the NJ Meadowlands. (Life Aboard The Circus Train in RailPace, Mar. 1987)

(Nov. 29) The last of the former Pennsylvania Railroad classic GG1 locomotives were retired with special final trips on 11.29 by NJ Transit after 50 years of service. (RailPace)

(Dec.) Conrail Track Geometry Car No. 21 brought up the rear of a train with Federal Railroad Administration cars in tow at Oak Island, NJ. (Conrail Business and Research Trains)

(Dec. 3) The Railroad Enthusiasts, NY Division sponsored a Amtrak excursion to Strasburg RR from Penn Station, NYC. Package price, including Strasburg steam train ride, admission to RR Museum of PA, TCA Museum, and sit-down smorgasbord dinner was \$45. Tickets could be purchased from Steve Bogan @ Quadrant Press. (RailPace, Nov. 1983)

(Dec. 20) Railmen for Children operated their first annual Santa Special train from Hoboken to Denville and return. Railmen for Children, a volunteer group of NJ Transit employees, began running Santa Express trains on the Morristown / Dover Line for special needs students. Shriners were dressed as clowns and entertained the young passengers. [Bill McKelvey] [Frank T. Reilly] (NJ Transit Annual Report, Fiscal Year, 1984)

(Dec. 30-31) NJ Transit service to Phillipsburg ended on Friday the 30th. On Saturday, NJT operated two free Raritan-Phillipsburg Holiday fare-well round trips, which attracted over 3000 riders. The two specials were co-sponsored by the Raritan Valley Commuter Coalition, headed by "Friends" member Peter Calleo. The "Holiday Trains" had ten Comet II coaches powered by F40-PH #4121 and were a fitting end to the "Queen of the Valley" route. Children who got there early received engineer hats, train banks, and candy canes. (Jersey Central Lines) (Bill McKelvey collection – trip flyer) (RailPace, Feb. 1984)

1984

(Mar. 18) NJ Transit management and engineering personnel arrived at Morristown in a specially dead-headed train of refurbished Arrow III EMU cars behind ex-CNJ GP40P No. 4111. The eight cars were the first MU test train to operate on the Morris & Essex line under the new 25,000-volt re-electrification system. (Block Line)

(April 7&8) Sixteen NJ Transit Arrow III commuter cars were brought to the Gladstone Branch by NJT GP40P No. 4102 (ex CNJ) for extensive testing of the new 25,000 volt AC catenary system. (Block Line Vol. 11, No. 10)

(Apr. 28-29) The Canal Society of NJ sponsored Coal Country Tour (by Conover Bus Co.) which covered the CRR of NJ Ashley Planes, Eckley (coal era) village, a railway ride into Pioneer Tunnel Coal Mine @ Ashland, Mahanoy inclined plane, etc. Overnight was in former Reading RR cars at the Wilkes-Barre Station where dinner was had accompanied by the film "The Molly Maguires". (CS of NJ On the Level No. 26) (Charles Leemans loose leaf scrap book with photos and historic articles, now in the CS of NJ Archives)

(May) NJ Transit's first Operation Lifesaver train operated on the Raritan Valley Line from Newark to Middlesex using NJT equipment. (Block Line, Vol. 14, No. 7)

(May 6) Jersey Central Chapter, NRHS sponsored their Pocono Northeast Railroad Ramble in conjunction with Southwind Travel. The \$40 fare included the rail excursion and an express bus connection from Clark, NJ to Wilkes-Barre PA. (Ticket No. 226, Bill McKelvey collection)

(May 12) CANCELLED DUE TO POOR SALES North Jersey Chapter, NRHS organized an excursion to the Valley RR, Essex, CT, which included a deluxe motor coach from Metropark and Newark; combination steam train and riverboat rides and a possible separate rail shuttle ride between Essex and Old Saybrook. Bill (McKelvey collection – trip flyer) (Marker Lamp, No. 312, Mar. - Apr. 1984)

(May 20) The Lancaster Chapter, NRHS sponsored a West Point Special train excursion from Harrisburg and Lancaster, PA to Newark via Amtrak and via Conrail West Shore Line to West Point Military Academy. (RailPace, May, June 1984)

(May 27) NJ Transit ran its third annual Circus Express. This year's joint promotion with Ringling Bros. and Barnum & Bailey Circus was held at Bound Brook Station. More than 2,000 people turned out to a mini-circus at the station which was designed to promote off-peak rail service. (NJ Transit Annual Report, Fiscal Year, 1984)

(June 3) The Canal Society of NJ Annual Meeting included a bus tour of the Delaware & Raritan Canal from Bordentown, Stockton, Princeton, Kingston, and Griggstown to New Brunswick. Leaders: Larry Pitt & Donald Jones. (On the Level, Nos. 26 & 27) (Charles Leemans collections)

(June 10) NJ Transit operated a test train of Jersey Arrow III EMU cars on the Gladstone Branch. (RailPace, Sept. 1984)

(June 24) The Tri-State Ry. Historical Society (NRHS) operated their Harrisburg Express as agents for Railtours of America in cooperation with Conrail and NJ Transit via the Lehigh Valley Main Line from Newark via Flemington Jct., Bethlehem, Hershey, to Harrisburg, and return via Rockville, Enola Yard, Coatesville, (with a tour of the CRC welded rail facility at Lucknow, PA), and return via Trenton & Monmouth Jct. to Newark. Welcome Aboard brochure included safety rules, brief histories of the Lehigh Valley, Reading and Pennsylvania RRs, itinerary, and map. The fare was \$40. (Flyer in the Apr., May, & June 1984 Block Line) (Block Line, Vol. 11, No. 9, 10 and Vol. 12, No. 2) (Bill McKelvey collection – trip brochure) (Trip flyer, ticket No. 422, "PRSL Club", and Welcome Aboard brochure courtesy of S.T. Lofthouse collections) (Trip flyer, Bill McKelvey collection)

(June 26-28) The Canal Society of NJ sponsored a cruise on EMITA II on the Erie Canal from Syracuse to Buffalo. The fare was \$318. Leader: Capt. Bill McKelvey. (On the Level No. 26) (American Canals No. 48) (Canal Currents No. 5)

(Summer) NJ Transit initiated the Shore Express which ran on weekends and holidays Between Newark and Bay Head. It was well patronized and was the first true weekend express service to the North Jersey Coast since 1955 when the PRR last ran its fast summer weekend express trains. (Don Wood / Rosenbaum / Gallo)

(July 22) Two Nesquehoning Valley Steam Train Excursions were sponsored by the Jersey Central Chapter, NRHS at 9:30 am and 2:30 pm. (Welcome Aboard flyer – Bill McKelvey collection)

(July 26) American President Lines' first train of double-stack containers arrived in Kearny, NJ from the west coast. The train was handled by Union Pacific, Chicago and Northwestern and Conrail railroads. The cost-saving trains carry double the number of intermodal containers. (The Box That Changed The World by Donovan and Bonney) (The Journal of Commerce, July 27, 1984)

(July 29) NJ Transit operated a test train of Jersey Arrow III EMU cars on the Gladstone Branch. (RailPace, Sept. 1984)

(Aug. 11) More than 2,000 rail enthusiasts crowded into three trains of the old DL&W EMU cars for final train rides from Maplewood to Morristown and return. Bill McKelvey has Commemorative Ticket No. 86 for the Lackawanna Electrics retirement celebration at Maplewood Station, sponsored by NJ Transit. Ticket was good for one continuous trip on a Special Train from and returning to Maplewood. On display were Jeff Marinoff's 1947 GMC TD4008 cosmetically restored as Public Service No. A-375. This was originally a Reading Street Railway Co. bus – not a PS bus. Also on display was a 1940 White model 786-1 bus owned by Michael Glikin and Jan Okonsky. They had it painted in the livery of No. 19, Red & Tan Lines, a well known user of White buses. This bus, serial number 224837, was delivered to its first owner, Michael DeCorso, dba Summit – New Providence Bus Line, in October, 1940. Mr. De Corso had formed his bus line in 1920 and operated the White along with about 15 other buses in school, contract, and local and long distance charter service. The White was one of his first-line charter buses through the early 1950s, seeing many charters to points such as Washington, DC, and Atlantic City, NJ. In later years, the bus was used in school and contract service. Glikin and Okonsky purchased the bus from DeCorso in 1971, and they owned the bus almost as long as it was in service for DeCorso. This bus was the first bus registered as an antique vehicle in the State of New Jersey. In 1985. They donated the bus to the Museum of Bus Transportation in 2001 where it remains. (Museum of Bus Transportation website) (Jeff Marinoff) (Bill McKelvey collection) (NJ Transit Rail Connections, Vol. 2, No. 3, Fall 1984)

(Aug. 13 & 20) The Citizens Advisory Committee for a Transportation Museum made a proposal to the South Amboy City Council on the 13th for a NJ Transportation Museum at South Amboy. This was followed on the 20th by a formal proposal to NJ Transit Rail Operations staff and members of the NJ Transit Corporate Administrative staff. The well thought proposal died... (RailPace, Oct. 1984)

(Aug. 19) Farewell to the DL&W MU's was operated by Tri-State Railway Historical Society as agents for Rail Tours of America in cooperation with NJ Transit. The round-trip excursion operated from Hoboken to Montclair, Gladstone, Dover and return with 8 DL&W MU cars. The return trip was from Dover to Hoboken via the Boonton / Greenwood Lake Lines was powered by two Morristown & Erie ALCO C430 diesels with MU pantographs tied down. Fare was \$20 with extra fare for parlor car with lunch. (Bill McKelvey collection – trip flyer & ticket) (Block Line Vol. 12, No. 1)

(Sept. 15) A Grand Opening Celebration of the New Morris & Essex Lines was held at Maplewood Memorial Park to commemorate the completion of the change-over from the original 3,000 volts DC catenary power to the new 25,000 AC (25kV, 60 Hz). The event featured an inaugural ceremony, exhibits, vendors, and demonstration runs of the new cars. (Comemorative brochure, McKelvey collection)

(Sept. 15) NY Division, Railroad Enthusiasts sponsored a NJ Transit Hoboken shops and tower tour and a rail trip to Morristown to visit the Morristown & Erie Ry. (Marker Lamp No. 315)

(Sept. 15) CS of NJ sponsored a canoe trip on the D&R Canal from Kingston to Lake Carnegie. Leader: John Drennan.

(Sept. 29) NJ Transit Hoboken Festival – largest railroadiana show in the US, over 40,000 attended. Train rides, ethnic foods, dealers, rail and bus equipment displays, and entertainment. Noon to 5pm, free admission. (Marker Lamp No. 315)

(Oct.) The Jersey Central Railway Historical Society's 2nd Annual Banquet was held at the Lambertville Station. The special train – former PRR doodlebug No. 4666 departed Flemington to carry members to Lambertville for the banquet. (Jersey Central News)

(Oct. 12?) Thirty-five canallers from PA, NJ, MD, & MA were on the bus for the Pennsylvania Canal Society tour of the Delaware & Raritan Canal starting from Bordentown. Stops were made at New Brunswick, Blackwells Mills, Lambertville, Trenton, and Bordentown. Leaders/guides/speakers: Zip Zimmerman, John Miller, Steve Humphreys, Jill & Emil Gombosi, Lance Metz, Howard Swope, Marsha Kleedorfer, and Jim Amon. (Canal Currents No. 68)

(Oct. 14) Tri-State Railway Historical Society hosted their first annual Fall Foliage Festival / Lehigh River Express / the Jim Thorpe Express. Tri-State operated as agents for Railtours of America in cooperation with Conrail and NJ Transit. Starting from Hoboken, it traveled via the Boonton Line, and Conrail's Washington Secondary, Lehigh Main Line and Panther Valley RR to Hometown Trestle at Hawks, PA. The train was powered by Morristown & Erie Ry ALCO diesels 16, 17, & 18 on the head end and Frank T. Reilly was the co-director of the trip. [Block Line, V. 11, No. 10] [Frank T. Reilly] [Trip flyer, brochure, and ticket No. 268 for the "ERIE" CLUB – Bill McKelvey] (The Marker Lamp, No. 315, Sept. 1984, w/trip flyer) (NJ Transit Rail Operations by Joel Rosenbaum and Tom Gallo)

(Oct. 24, 25) A VIP Inspection Train on the NYS&W RR started from Little Ferry with two ALCO C430 locomotives and 8 office / lounge cars – three of which were dome cars. The train backed through the tunnel to Edgewater and then forward to Little Ferry. This was probably the last passenger train to operate through the tunnel. Breakfast was served on board en-route to Butler and train returned to Passaic Jct. At the time the rehab of their line west of Butler was under way but not ready to receive trains. David Phraner was aboard representing the PANYNJ. (S. David Phraner) (Block Line, Vol. 12, No. 3, Jan – Feb, 1985) (New York, Susquehanna and Western In Color)

1985

(March 2) The NY Railroad Enthusiasts sponsored a trip over the Graham Freight Line via Moodna Viaduct and Otisville Tunnel to Port Jervis on regular trains of NJ Transit and Metro-North on this Saturday. They began at Hoboken on Train No. 71 to Suffern, NY where they changed to the Metro-North Budd Car to Port Jervis. At Port Jervis they were met by their charter bus and taken to the Victorian Tom Quick Inn at Milford, PA for lunch. Their bus took them back to Port Jervis with some local sightseeing and they returned via train No. 74. (trip flyer, Charles Leemans collection)

(March 21) Conrail U-25-B No. 1933 paused at Suffern, NY with the heavyweight Conrail Track Geometry Car, used to record the profile and alignment of the former Erie Railroad eastbound main. (Trackside Erie to Conrail with Robert F. Collins)

(Spring) The National Museum of American History's JOHN BULL locomotive, the oldest operable self-propelling vehicle in the world, was flown on a Boeing 747 to Dallas TX, where it joined various other objects from the NMAH collections in "American Anthem," an exhibition opening in the spring for a six-month run. It thus became the oldest locomotive in the world to travel by air. (Wikipedia) (Smithsonian Institute Archives)

(April 21) NJ Transit hosted a 50th Anniversary (1935 – 1985) celebration for the Newark City Subway at the Franklin Avenue loop, which was festooned with balloons and other appropriate decorations. Festivities included display and operation of the line's historic work equipment, including snow sweeper No. 5246, acquired from the Toronto Transit Commission, but a NJ native, built for Trenton & Mercer County Traction Co. (which became Trenton Transit) by Russell in 1921. A brass band played while car No. 28 broke a banner stretched across the track. All-day 25 cent rides were offered. (by Matthew W. Nawn, RailPace, April 1999) (Block Line, May 1985) (Traction Extra #1)

(Apr. 27-28) The Canal Society of NJ sponsored bus tour of iron and canal sites in PA. Leader: Craig Bartholomew.

(Apr. 28) Tri-State Railway Historical Society sponsored the “Warwick – Middletown Limited” using a NJ Transit locomotive and coaches. However, on the head end was locomotive No. 901, resplendent in NYO&W colors and logos. It traveled over former Erie, Ontario & Western, and NY NH & H RR trackage to Middletown and Lehigh & Hudson River trackage to Warwick, NY. Tri-State operated as agents for Railtours of America in cooperation with Conrail and NJ Transit. (Jersey Central News) (Block Line, May 1985; Vol. 12, Nos. 5, 6 & 8) (Bill McKelvey Collection – trip flyer, welcome aboard, ticket #206) (RailPace, June 1985) (The Marker Lamp, No. 318, Feb.-Mar. 1985) (Ontario & Western Observer, Vol. XX, No. 5-6, May – June 1985)

(May 21) A Conrail Operation Lifesaver special train of 3 cars operated eastbound from Trenton to Bergenfield with a single GP38 for power. (RailPace, July 1985)

(March 21) Conrail U-25-B No. 1933 paused at Suffern, NY with the heavyweight Conrail Track Geometry Car, used to record the profile and alignment of the former Erie Railroad eastbound main. (Trackside Erie to Conrail with Robert F. Collins)

(May 31) A Conrail inspection train, PX 4022-East, was photographed by Bob Collins at Suffern, NY with two E-8s on the head end. (Trackside Erie to Conrail with Robert F. Collins)

(June 3) The Ringling Brothers and Barnum & Bailey Red Unit circus train operated through Port Reading Jct. and Manville. (Jersey Central News) (RailPace, Mar. 1987)

(June 15 & 16) The Ontario & Western Chapter, NRHS operated a “Director’s Special” bus trip (on a Leprechaun Lines charter coach) from Middletown, NY, through NY & NJ to the Strasburg RR and RR Museum of PA. By special advance arrangement, the RR Museum of PA fired up their replica John Bull locomotive and operated it for the group – it was a first-ever photo run-by session! There also was a NYO&W Fairmont track car. (Post trip report – Walter Kierzkowski)

(June 16) The Philadelphia Chapter, NRHS sponsored a Reading “Blueliner” EMU trip covering the SEPTA West Trenton and West Chester lines from 30th St. Station, Philadelphia. (RailPace, April 1985)

(June 23-30) The Canal Society of NJ sponsored bus tour of Black River Canal, NY; and Rideau Canal, Ontario, Canada.

(June 29) CANCELLED Peter Calleo, Jr., President of Railroad Passenger Services Corp. began negotiations with NJ Transit to run an excursion with NJT equipment to Hershey Park, PA – The Hershey Park Special – A Rail Tours of AMERICA’ Excursion. Stops at Newark, Roselle Park, Westfield, Dunellen, Raritan, Whitehouse, Annandale, Phillipsburg and Bethlehem were planned. The package price, including admission to Hershey park, was \$27.00 for adults. After 2,300 tickets had been sold, exceeding the 12 coaches originally ordered, RPSC asked for a total of 19 coaches. Two weeks before the planned trip, NJT raised its price from \$583 to \$1,105 for each coach. Since ticket price was based on the lower number RPSC could not afford to operate, canceled the trip, and made refunds to passengers. NJT claimed that RPSC sold tickets before

any formal agreements were reached with the railroads involved, and that their use of a photo of a NJT train on the promotional flyer was unauthorized. (Trip flyer – Bill McKelvey collection)

(Aug. 5) The first NYS&W Sea-Land stack-pack / double stack container train arrived at the new Sea-Land terminal at Little Ferry, NJ. The train was powered with six NYS&W diesel locomotives. For the full story see: (RailPace, Sept. 1985)

(Aug. 11) The diesel-powered Hudson River Streamliner was sponsored by Tri-State Railway Historical Society from Newark through NY Penn Station, over Hell Gate Bridge, Spuyten Duyvil, up the east side of the Hudson River to Selkirk Yard (with a tour of the shop) and return via the West Shore Line and Weehawken to Hoboken. The trip was made with Tri-State as agents for Railtours of America in cooperation with Conrail, NJ Transit, and Metro North. (Block Line, Vol. 12, No. 7 & 10) (Bill McKelvey collection – trip flyer & brochure)

(Aug. 24) The Morris County Central Veterans Association sponsored a picnic at Whippany. As part of the festivities a special train was run to take the participants on a ride to Roseland and return. Morristown & Erie Alco No. 18 powered the train. (The Morristown & Erie Railway by Bob Pennisi)

(Aug. 24) The last run of the D. L. & W. Electrics (which began on Jan. 21, 1931) broke thru a ceremonial sign as it terminated at Dover station. The old DC electric system was shut down and diesels hauled the old electrics until the new AC power system was cut in and the Jersey Arrow III cars took over service. (Daily Record clipping, Charles Leemans collection)

(Sept. 7) The Railroad Enthusiasts, NY Division sponsored “An All Electric Rail Tour” via NJ Transit, SEPTA & PATCO for their Annual Meeting. They departed from NJ Transit’s Newark Penn station, transferred to SEPTA at Trenton and rode the all-new tunnel to Market Street East Station in Philadelphia (which replaced the Reading Terminal) where they boarded PATCO for Lindenwold. There they had their lunch in the nearby Pufferbelly (RR motif) for their banquet and brief annual meeting and talk by Bill Vigrass, PATCO’s Asst. General Manager. They retraced their route back to Newark. Coat for the entire rail tour AND banquet was \$\$29.95! (Album of memorabilia, photos, ticket and timetable – by Charles Leemans, RRE Corresponding Secretary)

(Sept. 15) The Grand (Re?)Opening of the New (re-electrified) Morris & Essex Lines, with air-conditioned Jersey Arrow III MU passenger cars, ceremony and celebration occurred at Maplewood Memorial Park, adjacent to the NJT Maplewood station. The activities, hosted by NJ Transit and NJ DOT included: Free trains operating all day on the Morristown Line, Gladstone Branch, and the Montclair Branch; continuous entertainment; special exhibits; vendors; historic buses on display in PSCT colors; ethnic foods; and railroadians items (including entire wicker seats). ((NJ Transit MOMENTUM, Sept. 1984) (NJ Transit Grand Opening brochure) (Charles Leemans)

(Sept. 15) The NY Division, Railroad Enthusiasts sponsored a Morristown & Erie Shops and NJ Transit Hoboken Tower tours at \$6 each. The tour included round trip fare between Hoboken and Morristown. Their Annual Meeting took place at the Clam Broth House in Hoboken with a choice of Sirloin Steak or Fillet of Sole @ \$16. (Ticket No. 1350-005, Charles Leemans collections)

(Oct. 6) A New England Fall Foliage Excursion was operated by the Mystic Valley Railway Society and Commodore Tours. The \$69.50 fare included travel by luxury motorcoach from Northern NJ direct to The Mohawk Express train at Springfield, MA. The special excursion train operated over the Boston & Maine from Springfield to North Adams, MA via the famed Hoosac Tunnel in Amfleet coaches to the 30th annual Fall Foliage Parade in North Adams and the Western Gateway Heritage Park. (Trip flyer – Bill McKelvey collection)

(Oct. 13) Tri-State again operated their *Jim Thorpe Express* excursion from Hoboken to Jim Thorpe, PA via Wharton, Washington and Phillipsburg/Easton to coincide with the Jim Thorpe Annual Fall Festival. This time M&E locomotives 17 & 18 were used with NJT U34CH #4167, which was needed to supply power to the NJT coaches used. Starting from Hoboken, it stopped at Maplewood, Summit, Morristown and Netcong. Fare was \$44.00 per person. [Block Line, Vol. 13, No. 3] [Railpace, V. 4, No. 9, September, 1985] [Bill McKelvey collection – trip flyer]

(Oct. 20) The Jersey Central Railway Historical Society's 3rd Annual Banquet was held at the Lambertville Station. The special train – former PRR doodlebug No. 4666 departed Flemington to carry members to Lambertville for the banquet. (Jersey Central News)

(Oct. 25-26) The NYS&W RR Director's Special train operated from Little Ferry, Edgewater, Butler, Passaic Jct., Lackawaxen, to Binghamton on the 25th and Binghamton to Jamesville, NY on the 26th. The consist was: NYS&W C430's Nos. 3004 and 3008, sleeper No. 900 – VIRGINIA BEACH, sleepers FLINT RIVER & CATAWBA RIVER, diners Nos. 502 & 501, and the inspection-dome-obs car No. 509. (Block Line)

(Oct. 26) The Whippany Railway Museum Grand Opening. (RailPace, Oct. 1985 & Jan. 1986) (Block Line, Jan. 1986) (Flyer, McKelvey Collection)

(Nov. 10) CANCELLED NJ Transit and Jersey Central Chapter, NRHS co-sponsored the Reading Shoppers Special Train Excursion direct from Newark and Roselle Park to the Reading Shoppers Outlet (5 hours to shop in 100+ outlet stores) in downtown Reading. An optional 3 hour Blue Mountain & Reading RR fan trip departed from the Reading station to Hamburg and return. The special train with comfortable reclining seat coaches was powered by NJ Transit E8 locomotives. (Jersey Central News) (Bill McKelvey collection – trip flyer) (Block Line, Vol. 13, No. 1)

(Nov. 24) The Tri-State Ry. HS sponsored a "Farewell to the CNJ: A Railfan Photographer's Special" from Newark Penn Station, Cranford, Dunellen, and Raritan to Phillipsburg and return

with the cooperation of NJ Transit and Conrail. The 15 cars were powered by NJT E-8 locomotives #4248, 4267 and 4253 and had executive car NJT No. 1 (the De VICO) on the rear. The trip chairman was Frank T. Reilly. The train was run to Easton, PA, where passengers were discharged and the train was backed out onto the former LV RR bridge for photos. Nearly 800 passengers commemorated the end of 133 years of service on the former Jersey Central line across NJ to Phillipsburg. A special limited-edition reproduction of the oldest known Jersey Central timetable (1854), with a special inscription that it was carried on the last train was given to each passenger on the farewell train. (Block Line, Vol. 13, Nos. 1, 2, & 3) (Bill McKelvey collection – trip flyer & brochure) (NJ Transit Rail Operations by Joel Rosenbaum and Tom Gallo)

1986

(Jan. 16) Philadelphia Chapter, NRHS trip to West Point???

(March 28) A three-car Conrail Inspection special traveled west on the Lehigh Valley line behind GP40-2 No. 3281. (RailPace May 1986)

(April 5-6) Railroad Passenger Services of Union, NJ sponsored their Dutch Country Express, an Amtrak trip from NY/NJ stations/Philadelphia to PA Dutch Country at Lancaster. Train, Meals, Tours and overnight accommodation included for \$139 for Adults. (RailPace April 1986)

(Apr. 19-20) Canal Society of NJ bus tour of the Schuylkill Navigation/Canal including Auburn Tunnel, Allegheny Creek Aqueduct, Laurel Locks, Berks County Canal Museum, etc. plus a 14 mile trip on the Blue Mountain & Reading RR, which paralleled the Schuylkill. Leaders: Larry White, Capt. Bill McKelvey and Bill Moss - 35 participants. (On the Level No. 32) (American Canals No. 58)

(April 26) Union Township Historical Society in cooperation with Rail Tours of America and Jersey Central Railway Historical Society sponsored the Union Township History Day Olde Time Train Excursion. It operated from Black River & Western Ringoes Station and Three Bridges, then via Conrail's Lehigh Valley Line through Pattenburg Tunnel to Easton and return. Black River & Western RR EMD CF-7 locomotives #41 & 42 powered the 7-car train. The early discount fare was \$19. (Jersey Central News) (RailPace April 1986)

(May) The John Bull replica was transported from the Railroad Museum of PA and was operated and/or on display for two weeks at SteamExpo 86 which was part of Expo 86, a world's fair held in Vancouver, British Columbia from May 2 to October 13th, 1986. Several scenes of John Bull operating in the grand parade of steam and moving about are in the Pentrex video "SteamExpo". The event showcased various steam locomotives from Canada, the US and Great Britain. It was hailed as the greatest gathering of steam locomotives since the 1948 Chicago Rail

Fair. SteamExpo's opening was launched by the "Grand Parade of Steam" which included over 20 operable locomotives. (John Bull locomotive booklet, SteamExpo '86)

(May 17) The Morristown & Erie Ry operated a charter Birthday Special which departed Morristown as an equipment move to Hoboken. A tour group boarded the train at Hoboken for Morristown and Roseland. Later the M&E took the group back to Morristown and to Hoboken to discharge the passengers. The train consisted of M&E C-430 No. 17, three private cars (VIRGINIA BEACH, NUTMEG STATE and, CATAWBA RIVER) and M&E C-424 No. 18. (Jersey Central News) (Block Line, July 1986)

(June 1) The Canal Society of NJ Annual Meeting included a bus tour of the Delaware & Raritan Canal and boat ride on Delaware Canal at New Hope, PA. (Leader: Larry Pitt)

(June) The Canal Society of NJ and the Middlesex Canal Association (MA) toured Canada's Rideau Canal by boat (The KWARTHA VOYAGER) from Kingston to Ottawa. Capt. Bill McKelvey – leader. (On the Level No. 34)

(June 28) A "Mileage Marathon" was organized by the Railroad Enthusiasts, NY Division. They covered all NJ Transit lines with Saturday service, including to Trenton, Princeton, Bay Head, Hoboken, NY Penn Station, Suffern, Paterson, Fair Lawn, Dover, Gladstone, and Raritan. (Map by Charles Leemans)

(June 28; July 12, 26; Aug. 9, 23; Sept. 6, 20) Railroad Passenger Services Corp. promoted trips to Hersheypark and Pennsylvania Dutch Country via Amtrak's Pennsylvania Special on every other Saturday during Summer. Trips departed NYC (Penn Station); Newark (Penn Station); Metropark; Princeton Jct.; Trenton; and Philadelphia to Lancaster, Elizabethtown and Hershey. The Hersheypark Package included Rail Transportation; Motorcoach transfer between Amtrak station and park entrance; Park admission, including g all rides and zoo; Sightseeing guide enroute; complete lunch; services of tour director to/from Hershey; Onboard entertainment; and Coupon book for the adult fare of \$54.00. The Pennsylvania Dutch Country package included: Rail transportation; Full day motorcoach tour; All admissions; Strasburg RR Steam Train Ride; Dinner; Services of Tour Director to/from Lancaster; Onboard entertainment; and Lancaster Outlet City Coupon Book for the adult fare of \$69.00. (Trip promo flyer – Bill McKelvey collection) (Peter Calleo)

(Summer) NJ Transit added the Bergen Shore Express, a summer weekend train that ran from Suffern, NY, to Bay Head. Included in the package for this train was a free bus shuttle to the beach at Long Branch, Asbury Park, Point Pleasant, and Seaside Heights. The train proved so popular that two sections were usually run. (The High Line, Vol. 8, No. 6)

(July 2 to 8) The Statue of Liberty Centennial Celebration included a parade of international naval vessels proceeding up the Hudson River from the Verrazano-Narrows Bridge to anchorages along the route of the Parade of Sails on July 3rd. On July 4th the USS Iowa

proceeded south and reviewed the anchored fleet, receiving a 21-gun salute from each. Operation Sail's Parade of Sail was led north by US Coast Guard bark Eagle under the Verrazano Narrows Bridge up the Hudson past the George Washington Bridge and then reversed and proceeded to their assigned berths and anchorages. (NY Times, June 1, 1986) (Allan H. Roberts via Mitchell Dakelman)

(July 3 to 6) NJ Transit issued LADY LIBERTY RAIL PASS (es) for \$10 for unlimited use between the designated dates. (Charles Leemans collections)

(July 4) Blue Mountain & Reading RR steam trip from Temple, PA to Statue of Liberty via Conrail main line through Phillipsburg. (RailPace, March, April 1986)

(July 10) Conrail OCS-171 special traveled north on the River Line. The 4-car olive drab train was powered by Conrail E8 No. 4020. (RailPace Oct. 1986)

(July 25 to Aug. 1) Canal Society of NJ bus tour to Canada's Trent Severn Canal on KWARTHA VOYAGER from Big Chute to Peterborough. (On the Level No. 33 & 37)

(Aug. 1) Blue Mountain & Reading RR Pacific steam locomotive No. 425, (having been hastily substituted for Nickel Plate Road #765 which encountered insurance problems) arrived at Allentown from Reading with 12 vintage coaches. Morristown & Erie Ry Alco diesel locomotives Nos. 17 & 18 met the train at Allentown and piloted it up the Washington Secondary to Dover and Hoboken for the excursions scheduled for Saturday and Sunday. [Bill McKelvey] [Blue Mountain Odyssey, Mark 1 Video]

(Aug. 2 & 3) Eastern Steam Spectacular, *Erie Limited*, trains sponsored by Tri-State and Jersey Central Railway Historical Societies, were powered by Blue Mountain and Reading RR 4-6-2 No. 425, (having been hastily substituted for Nickel Plate Road #765 which encountered insurance problems) operated between Hoboken and Port Jervis. Backup power was Morristown & Erie Ry ALCO Centuries Nos. 17 and 18. The train of mostly former DL&W EMU trailers both arrived from and was returned to Reading via Dover. [Bill McKelvey collection – trip flyer, Welcome Aboard brochure] [Blue Mountain Odyssey, Mark 1 Video] (Jersey Central News) (RailPace, Sept. 1986) (Block Line, Vol. 13, Nos. 9 & 10) (Charles Leemans)

(Aug. 27) The main feature of the NJ Transit Festival-6 at Hoboken on September 27th was Blue Mountain & Reading RR Pacific steam locomotive No. 425, which arrived from and returned to Reading, PA via Phillipsburg and Dover. The train included BM&R's set of 7 ex-Lackawanna MU coaches; Andy Muller's private car, Queen of the Valley; Pennsylvania RR E8 diesel locomotives No. 5706 and 5898; plus Reading Company Technical & Historical Society's GP30 diesel No. 5513. The steam train ran four short round trips to East Rutherford on Saturday and a one-way trip to Dover on Sunday. At Mountain Lakes a run-by was made for photographers and a brief stop was made at Denville. At Dover, passengers were discharged and returned to Hoboken by a NJ Transit extra service MU

special. Then the diesels, which had preceded the steamer, were combined into one train for the deadhead move west through Wharton, Washington and Phillipsburg, back to Reading. [RailPace Newsmagazine, V. 5, No. 11, November, 1986]

(Sept. 6) The Tri-State Railway Historical Society sponsored their first NY Harbor Rail Facility Cruise using CIRCLE LINES XVII. The trip operated from and returned to the NJ Transit Hoboken Terminal. Fare was \$25.00. (Block Line, Vol. 14, No. 1) (Trip promotional flyer – Bill McKelvey collection)

(Sept. 16) First run of NYS&W Ry No. 6370 was on an Inspection Train. (Block Line, Vol. 14, No. 4)

(Sept. 20) The Jersey Central Railway Historical Society sponsored A Day At The Valley Railroad – Rail N' Sail Train Excursion and Riverboat Cruise direct from Metropark Station, Newark Penn Station and NY Penn Station to Old Saybrook, CT, where riders boarded a shuttle train to the Valley Railroad's Museum and picnic grounds at Essex, CT. There they could take one-hour rides on their steam train or a cruise on their 250-passenger excursion boat, BECKY THATCHER, on the Connecticut River. (Jersey Central Lines) (Bill McKelvey collection – trip flyer) (RailPace, Sept. 1986)

(Sept. 24) A two car NJ Transit inspection train was at the new high-level platform of the Long Branch station. The observation car was the original CNJ Blue Comet observation De VICO, which is now in the URHS collection. (RailPace Nov. 1986)

(Sept. 27-28) The main feature of the NJ Transit Festival-VI at Hoboken was Blue Mountain & Reading RR Pacific steam locomotive No. 425, which arrived from and returned to Reading, PA via Phillipsburg and Dover. The train included BM&R's set of 7 ex-Lackawanna MU coaches; Andy Muller's private car, QUEEN of the VALLEY; Pennsylvania RR E8 diesel locomotives No. 5706 and 5898; plus Reading Company Technical & Historical Society's GP30 diesel No. 5513. No. 425 also pulled new Conrail cars Nos. 21 and 22 from Reading to Hoboken for display at the festival. The steam train ran four short round trips to East Rutherford on Saturday and a one way trip to Dover on Sunday. At Mountain Lakes a run-by was made for photographers and a brief stop was made at Denville. At Dover, passengers were discharged and returned to Hoboken by a NJ Transit extra service MU special. Then the diesels, which had preceded the steamer, were combined into one train for the deadhead move west through Wharton, Washington and Phillipsburg, back to Reading. [RailPace, V. 5, No. 11, November, 1986] (Block Line, Dec. 1986) (Conrail Business & Research Trains) (Trackside Erie to Conrail with Robert F. Collins)

(Oct. 15) The first Susquehanna haulage train via Sparta Mountain arrived at Passaic Jct. (Block Line, Dec. 1986)

(Oct. 25) The Ontario & Western Ry Historical Society sponsored an Historical Bus Tour of the NJ Midland Ry plus the RR Festival '86 at the Whippany Railway Museum from Middletown, NY and return. The bus tour followed the NY & Oswego Midland's original main line south of Middletown and then follow the former NJ Midland to Pompton Junction. (O&W Fall 1986 Events – collection of Walter Kierzkowski)

(Dec. 16) The Susquehanna RR operated a one car (theater-inspection dome No. 509) passenger extra on their main line through NJ for a group of managers from various Northeastern railroads. It was hauled by a freshly repainted former Burlington Northern EMD F-45 locomotive No. 6370. (Jersey Central News) (RailPace, Feb. 1987 – cover and pg. 17 – three photos) (RailPace, March 1987 – two more photos) (Block Line, Mar. 1987)

1987

(Feb. 16) Conrail B23/7 No. 1933 headed an extra consisting of a baggage car, rail analyzer car and the track geometry car east from Reading on the LV line to Oak Island. (Block Line, Apr. 1987)

(Mar. 19) London & Southwestern Ry 0-4-4T locomotive was on a flat car at Port Newark en-route from Steamtown, Scranton, PA, on its way back the UK. It had been purchased from Steamtown by the Southern Repatriation Society of England. (Block Line, May 1987)

(Apr. 1) Conrail OCS-121 operated through Allentown, PA to Oak Island with E8s 4020 , 4021 and cars 8, 9, 11 and 12. (RailPace, June 1987)

(April 11) Conrail military special MIL-171 moved east into NJ from Bethlehem, PA. The train of 27 flats with 54 tanks on board was powered by Conrail GP40-2 No. 3293 and Southern Ry (Norfolk Southern) SD40-2 No. 3235. (RailPace, May 1987) (Block Line, Vol. 14, No. 6)

(April 22) Conrail operated a three car inspection train from West Trenton, NJ to Haverstraw, NY and return powered by E8s 4020 and 4022. The purpose of the trip was to provide NJ Legislators a look at Conrail's River Line (ex-NYC West Shore), which was being considered for possible inauguration of NJ Transit rail commuter service. (RailPace, June 1987)

(Apr. 25-26) The Canal Society of NJ (33 members) and PA Canal Society (41 members) jointly sponsored a two-bus tour of the PA Coal Company's Gravity RR. Leader: Dr. Ed Steers; Co-directors: Bill Moss and Bob Barth; with assistance and credits to Ed LeRoy, Mike & Marcella Castellano, Sal & Mary Mecca, Bob Keintz, and Lance Metz. (On the Level No. 35, Feb. 1987) (Canal Currents No. 79) (Itinerary, Schedule, History & List of Participants, Charles Leemans)

(May) The Black River & Western RR was put up for sale and an outside group intended to start a new company called the Delaware Northern Railway. They organized a fan trip consisting of No. 57, boxcars, and coaches – advertised as the "Farewell to the BR&W – which ran the

entirety of the RR between Three Bridges and Lambertville. However, the takeover did not pan out and the Black River's owners soldiered on. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(May 17) The Lancaster Chapter, NRHS sponsored a West Point Excursion from Harrisburg, through NJ via the NE Corridor and the River Line to West Point and return. The consist was two Amtrak F-40-PH locomotives, Nos. 319 and 336, and 18 Amfleet Heritage coaches. (Jersey Central News) (Block Line, June 1987)

(May 20) NJ DOT's fourth "Operation Lifesaver" excursion operated over the NYS&W from Little Ferry to Newfoundland and back with SD45's Nos. 6542 and 6361 and four passenger cars. It carried school groups from Little Ferry and Butler as far west as Newfoundland. (Block Line, June 1987) (Susquehanna From Shortlines to Stackpacks)

(May 23-25) The Electric Railroaders' Assn. New York RR Weekend included excursions on both PATH and the Newark City Subway on Monday the 25th. In the morning they sponsored a Fare-Well to PATH K-class Cars, including a shop tour. In the afternoon they sponsored a NJ Transit Newark City Subway trip with work equipment and PCCs in both Bicentennial and new NJT color schemes, including photo stops. (Marker Lamp No. 326) (Block Line, Vol. 14, No. 7)

(May 23-Sept. 7) The NJ Transit Bergen-Shore Express operated between Suffern, NY and Bay Head on Saturdays, Sundays and Holidays. (WJC Crew Caller, Sept. 1987)

(May 25) An unusual 1,000 hp Conrail MT6 slug, No. 1103, was sandwiched between four diesel locomotives on eastbound freight train P101 at Pattenburg Tunnel. (Block Line, June 1987)

(June 1) A circus train was found passing a carnival train on the Conrail River Line (ex-NYC West Shore). The James E Strates Shows carnival train, Conrail symbol CIR-111, went north and the Ringling Brothers and Barnum & Bailey circus train, CIR-723, came south. (RailPace, Aug. 1987)

(June 25 – July 18) The 4th overseas trip of the Canal Society of NJ was around the 8 canals which form the Cheshire Ring. Seven narrow canal boats were hired for the 39 members. Bus side trips were made to Chester, Anderton Boat Lift, York & the National Railway Museum, Black Country Museum, Iron Bridge Gorge, Severn Valley Railway, etc. A group photo taken at Marple Bridge in Cheshire was published in the London Daily Telegraph on the Fourth of July. Leader: Capt. Bill McKelvey. (On the Level No. 38) (American Canals No. 62) (Two loose leaf binders of photos and memorabilia were assembled by participant Charles Leemans and are now in the Canal Society of NJ archives)

(June 30) To celebrate the first PATCO car to attain 1,000,000 miles of running, a ceremony was held at the Woodcrest Station. A special train carrying members of the news media broke through a banner. (The Lindenwold Hi-Speed Line by Bill Vigrass)

(July ?) The Ontario & Western Railway Historical Society produced a 24 page *Scenic Motor Tour of the Lehigh & Hudson River RR* which formed the guide/itinerary for a bus trip which they scheduled to cover the abandoned line. The guide continues to be available and useful for those wanting to tour the line on their own from Phillipsburg to Maybrook, NY

(July 1) Morris County celebrated their first anniversary in the railroad business with a special train over the former CNJ Dover and Rockaway Branch for state, county and local officials. The train consist was Tri-State's former NYC parlor car and an ex-Florida East Coast tavern-lounge car. (Block Line, Vol. 14, No. 9)

(July 11) Communipaw Commemoratives and the Friends of the Central RR of NJ jointly sponsored an excursion "Rivers N' Rails Ramble" on a Circle Lines boat from the Morris Canal Big Basin (adjacent to CRR of NJ Jersey City Terminal) to Newark Bay and the Passaic and Hackensack Rivers. (On the Level No. 36)

(August 5-6) Conrail operated an OCS trip from Chicago, IL to Newark, NJ. Chicago & Northwestern sleeping cars and their dome car joined the Conrail consist. (Conrail Business & Research Trains)

(Aug. 15) Tri-State Railway Historical Society sponsored their second annual New York Harbor Rail Facility Cruise, departing from NJ Transit Hoboken Terminal. The tour included the remnants of the CNJ Newark Bay Bridge, "Point No Point" Bridge in So. Kearny, HACK tower and more. Fare was \$25. (Jersey Central News) (RailPace, May 1987) (Block Line, Vol. 14, Nos. 8 & 10) (Trip flyer – Bill McKelvey collection)

(Sept. 10) Delaware Otsego RR ran a short inspection train for local officials to show off their rehabilitated line over Sparta Mountain. The train which consisted of GP18 No. 1800 and inspection-observation car No. 509, ran from Butler to Warwick and back. (Block Line, Vol. 15, No. 1) (Frank T. Reilly)

(Sept. 13) "Farewell to the E-8's" was a farewell railfan trip from Hoboken Terminal and Newark Penn Station to Bay Head and return with the last of the E-8a's in regular service. Round trip fare was \$15 for the NJ Transit operated event. (Bill McKelvey collection – trip flyer) (RailPace, Nov. 1987)

(Sept. 26) NJ Transit's Hoboken Festival VII was held at their Hoboken Terminal. (Block Line, Vol. 15, No. 2)

(Sept. 27) NJ Transit's "Fall Extravaganza" steam excursion from Hoboken to Port Jervis carried 800 riders in a consist of 15 cars which included a food service car, a dozen matched Blue Mountain & Reading green DL&W MU trailers and Andy Muller's private car No. 300 – QUEEN of the VALLEY. BM&RDGs ex-Pennsy E8s and Reading Technical & Historical Society's ALCO C630 No. 5308 had followed the excursion train up to Port Jervis. E8s Nos. 5898 and 5706 powered the excursion train back to Hoboken as the 2102 could not be turned at

Port Jervis, and the C630 was to pull the 2102 back to Hoboken, but turbocharger failure required the 2102 to push the 5308 back. (RailPace, Sept., Nov. 1987) (Block Line, Vol. 15, No. 2)

(Oct. 1) An inspection tour of the Susquehanna's main line in NJ was performed by the Federal Railway Administration track geometry SPV2000 car No. T10. (Block Line, Vol. 15, No. 1) (New York, Susquehanna & Western Vol. 2: Elmwood Park to Butler by Jon Berkemeyer)

(Oct. 24) The counties of Morris and Sussex signed a contract with consultants Gannett Fleming Transportation Engineers to determine the feasibility and cost to preserve the former DL&W "Cut-off" and restore it for commuter use at a future date. In order to play up the signing ceremony, the two counties sponsored a special 2-car passenger train from Morristown to Landing and return. The train consisted of Morristown & Erie C430 No. 16, Tri-State's parlor car No. 2936 and Classic Railcar's "BLUE RIDGE". (Block Line, Vol. 15, No. 3)

(Oct. 24) CANCELLED Eastern Steam Spectacular – Iron Horse Rambles – Sponsored by Tri-State Railway Historical Society and Jersey Central Railway Historical Society - From Port Newark and Roselle Park to Philadelphia and return, pulled with Reading 4-8-4 No. 2102. Fare was \$52 for adults and \$32 for children under 12 or \$150 for first class. (RailPace, Oct. 1987) (Promotional flyer – 8 1/2 x 11 – tri-fold, McKelvey collection)

(Oct. 25) CANCELLED Eastern Steam Spectacular – Iron Horse Rambles – Sponsored by Tri-State Railway Historical Society and Jersey Central Railway Historical Society - From Port Newark and Roselle Park to Reading, PA and return, pulled with Reading 4-8-4 No. 2102. . Fare was \$52 for adults and \$32 for children under 12 or \$150 for first class. (RailPace, Oct. 1987) (Promotional flyer – 8 1/2 x 11 – tri-fold, McKelvey collection)

(Oct. 30) The NYS&W operated an inspection tour between Little Ferry and Sparta. (Frank T. Reilly)

(Nov. 14) The Philadelphia Chapter, NRHS sponsored a SEPTA trip with Pioneer III EMU cars. It covered various suburban Philadelphia lines, including the West Trenton Line. It was believed to be the only railfan excursion run with these cars. (RailPace, Feb. 1988)

(Dec.) Delaware Otsego arranged for a demonstration of General Electric No. 808, a B39-8 locomotive. It made three round trips between Binghamton and Little Ferry and shortly thereafter they ordered four GE DASH 8-40B diesels for the Susquehanna. These 4000 HP units numbered 4002, 4004, 4006, and 4008, were the most powerful production four-axle diesels ever made. (New York, Susquehanna and Western In Color)

(Dec.) The Jersey Central Chapter sponsored a Santa Train between Flemington and Lambertville on the Black River & Western RR. (Jersey Central Chapter News, Dec. 2022)

1988

(date???) The Ontario & Western Railway Historical Society sponsored their Mountaineer Limited I over the D&H... ???

(Feb. 16 to Dec. 20) A major strike of tugboat workers in NJ / NJ Harbor lasted over 10 months. After WW II the number of tugs in the harbor was 550; by the time of the strike the number had dropped below 150. Tug charges in the harbor were the highest in the US, causing large ships to be equipped with bow thrusters to assist them in docking. At least a dozen tugs were tied up at the Jersey Central Pier 18 McMyler coal dumpers at the foot of Burma Road, Jersey City. (John J. Witkowski)

(March 7-13) The Ringling Brothers & Barnum and Bailey Blue Unit circus train was parked while the show was at Meadowlands Arena. (Block Line, Vol. 15, No. 8)

(April 16) Susquehanna RR SD45 No. 3630 led a four-car Director's Special north past Kimbles Pond on the former L&HR RR. (RailPace, June 1988)

(April 25) Shortly before the abandonment of the Susquehanna's Edgewater branch leased Delaware & Hudson Alco C424m No. 70 derailed near the end of the branch. The branch was embargoed on October 25, 1989. (New York, Susquehanna and Western In Color)

(May 2) Morris County's High Bridge Branch was officially reopened with a ribbon-cutting ceremony at the R. P. Smith siding at Ledgewood. The Morristown & Erie Railroad operated a special train to and from the site for the officials. (Block Line, Vol. 15, No. 8, July, 1988)

(May 7) The Railroad Enthusiasts, NY Division, sponsored a bus trip to the Strasburg RR, Amish Country, and the Pennsylvania RR Museum (known as the Railroad Museum of Pennsylvania). Their members boarded a chartered motor coach at NY Penn Station and Newark Penn Station for Strasburg. They rode on America's Oldest Short-Line RR through the scenic Pennsylvania Dutch Amish Country, visited the museum and had their lunch in the nearby Good and Plenty Restaurant. The cost for the deluxe motor coach, lunch, and all admission fees was \$48.50. Charles Leemans and Quadrant Press handled ticket sales. (Loose leaf album of photos and memorabilia, Charles Leemans)

(May 7-8) The Canal Society of NJ sponsored bus tour of the Champlain Canal. Leader: John Hulchanski

(May 20) Conrail E8s Nos. 4020 and 4021 powered a Conrail-NJ Transit sponsored Operation Lifesaver trip from Camden to Gloucester & Vineland. The spotless train included sleeper No. 11, coaches 25 and 26, conference car No. 12, and observation No. 10. The purpose of the trip was to promote rail grade crossing safety to elementary school children along the route. Presentations were made from the rear platform at S. Camden, Gloucester, Woodbury, Pitman,

Newfield, and Vineland. (WJC Crew Caller, May - June 1989) (West Jersey Rails Quarterly, March 1996) (Block Line, Vol. 15, No. 9)

(May 29-30) The Jersey Central Chapter, NRHS sponsored a Memorial Day Weekend Susquehanna RDC / Susie-Q Excursion from Passaic Junction Saddle Brook, NJ to Warwick, NY and return. The trip was limited to 140 passengers. The above is from the ad for the trip. (RailPace, May 1988). Note: The following info on the trip was published after the trip: About 200 excursionists enjoyed the trip pulled by NYS&W SD45 No. 3622 and F45 No. 3638 locomotives pulling theater observation car No. 509, a NYS&W diner No. 507, two Wayne county former DL&W coaches Nos. 3509 and 3519 and the OTTO KUHLER, No. 510. Trip chairmen were Jim Clarke and Frank Etzel. (Jersey Central News, July 1988) (Block Line, Vol. 15, No. 9) (Trip flyer and ticket, McKelvey collection) (New York, Susquehanna & Western Vol. 2: Elmwood Park to Butler by Jon Berkemeyer)

(June 25 – Sept. 5) NJ Transit advertised the return of their Bergen Shore Express trains on Saturdays, Sundays and Holidays for just \$12 round trip. The express trains began at Suffern, NY, made several stops in Bergen County and then traveled to Harmon Cove and on to stops with access to public beaches between Long Branch and Bay Head. There were also Saturday only trains by way of Hoboken but they took nearly 3 hours vs 2.5 hours for the expresses. There was shuttle bus service available at Long Branch, Asbury Park, Ocean Grove, Point Pleasant, giving access to public beaches including Seaside Heights.

(June 28) NJ Transit operated a special VIP train of Arrow III cars from Newark to Long Branch and return to commemorate the completion of electrification on the line. (Block Line, Vol. 15, No. 10, Oct. 1988)

(July 23 to 31) Garden State in '88, Annual NRHS Convention based in Somerset, NJ sponsored the below major excursions: (Convention Brochure) (Block Line, Vol. 15, No. 10, Oct. 1988 and Summer 2018) (New York, Susquehanna & Western In Color)

(July 23) All day excursion up the Hudson River Line to Selkirk Yard and return powered by three Morristown & Erie ALCO C-24 diesels.

(July 23) All day NY Harbor Rail Facility Cruise.

(July 24) An excursion to Reading, PA with steam locomotive 765: A "Garden State in '88" NRHS convention, excursion sponsored by Tri-State Chapter, NRHS traveled from Bound Brook, through West Trenton to Reading and returned via Easton & Phillipsburg. The special was powered by Nickel Plate RR Berkshire #765, owned by the Fort Wayne (IN) Historical Society.

(July 25) The National Railway Historical Society Convention of 1988 included a bus tour of the D&R Canal led by Capt. Bill McKelvey. Stops were made at So. Bound Brook, Griggstown, Kingston, Millstone Aqueduct, Princeton - Alexander Road (where the lunch stop was made and

the group had an opportunity to photograph trains on the Princeton Branch crossing the canal), Trenton - Greenwood Avenue lock - where the group was treated to a passing Conrail locomotive and scale car, and Lambertville Station & Lock. (The Courier News, July 26, 1988)

(July 27) NYS&W RR excursion to NW NJ & NY led by new DASH 8-40B No. 4006 and F45 No. 3636. (Susquehanna Trackside 1954-1968 w/Zullig and Holtz)

(July 28) NYS&W RR excursion to NW NJ & NY same as the prior day, but at Vernon the train hit a large off road dump truck which failed to stop at a private crossing. Damage to No. 4006 was heavy, but after removal of the mangled snow plow the locomotive could be used in the trailing position. (Susquehanna Trackside 1954-1968 w/Zullig and Holtz)

(July 30) Steam trip to Port Jervis hauled by Nickel Plate Road Berkshire No. 765

(July 31) Steam trip to Harrisburg with No. 765 (trip ran late, was cut back to Reading, PA). The last major trip of the convention also used No. 765 both ways through Phillipsburg. It was supposed to go to Harrisburg and back, but was cut back to Reading. This was the last passenger train over the LV RR Delaware River bridge. (RailPace, Sept. 1988 – seven full pages of coverage)

(July 31-Aug. 5 and Aug. 5 to 10) The Canal Society of NJ sponsored two cruises on Canada's Rideau Canal aboard the KWARTHA VOYAGER. (On the Level No. 37)

(Sept. ??) Blue Mountain & Reading RR former Reading T-1 4-8-4 #2102, PRR E-8's 5706 & 5898 and 14 former DL&W coaches traveled through Easton/ Phillipsburg to and from Hoboken for the Hoboken Festival VII. A steam excursion to Port Jervis and return was operated on the Sunday following the festival with #2102 and the E-8's.

(Sept. 24) The NYS&W operated a 4 car wedding train headed up by Dash 8 No. 4008 and GP18 No. 1802. (Block Line, Vol. 16, No. 2)

(Oct. 30) NYS&W B40-8 No. 4004 led a four-car Anthracite Railroads Historical Society fantrip eastbound past the Charlotteburg Reservoir east of Green Pond Junction. (RailPace, Nov. 1989) (Trip Brochure – Bill McKelvey Collection)

(Dec. 11) The NYS&W operated an inspection tour between Little Ferry and Warwick, NY. (Frank T. Reilly)

(Dec. 31) Classic Rail Cars, Inc., owners of the Blue Ridge, operated a trip with their car on the tail of Amtrak's Colonial to Newport News, VA, returning the following day on the tail of Amtrak's Tidewater train. The cost of the weekend, round trip was \$299, which included two full meals, hors d'oeuvres, drinks, and the traditional New Years Eve Champagne toast. (letter from Renee Luebke of Nov. 17, 1988)

1989

(Feb. 15) The SAusquehanna ran an inspection train from Little Ferry to Binghamton with their ex-Auto Train dome car No. 509, which was dubbed "The Popemobile by rail enthusiasts for its large, custom-installed window in the rear that allowed for an unobstructed rear-facing view. (New York, Susquehanna & Western Vol. 2: Elmwood Park to Butler by Jon Berkemeyer)

(Mar. 11) While the Ringling Brothers and Barnum & Bailey circus appeared at North Jersey's Meadowlands Arena, the show's Red Train was parked part at Carlstadt and part in Croxton Yard. (Block Line, Vol. 16, No. 6, May 1989)

(???) The Ontario & Western Railway Historical Society sponsored their Mountaineer Limited II over the D&H... ??? 1991= The Ontario & Western Railway Historical Society and Susquehanna Rail Tours sponsored their Mountaineer Limited III from Susquehanna Transfer, Ridgefield Park and Rochelle Park, NJ to Warwick, NY and return. (RailPace, Aug. 1991)???

(May 6-7) A Canal Society of NJ bus trip explored PA canals in the Susquehanna Valley. (On the Level No. 41)

(May 13) The Canal Society of NJ sponsored a "Canoe Across NJ on remnants of the Morris Canal" event. Canoes were transported and put into the water at Jersey City, Clifton, Lincoln Park, Boonton, Wharton, Lake Musconetcong, Stanhope, Waterloo Village, Starport, Saxon Falls, and Rockport. Bob Barth was the leader/organizer. (On the Level No. 42)

(May 19, 22 & 23) The Amtrak opening of the Atlantic City Line ceremony on May 22 featured two special seven-car trains carrying news media and guests, one from NY and one from Washington, DC. Revenue service began the following day. However, the first train to carry passengers ran on May 19 when 140 area school children were educated on topics concerning railroad safety as well as being treated to a train ride from Lindenwold. (Jersey Central News) (NJ Transport Heritage, Vol. 30, No. 1, March 2020) (The Great Race to the Jersey Shore by Frank A. Wrabel) (Paul Mulligan) (Passenger Train Journal, July, 1991)

(May 20) Twenty-two Tri-State members rode a motor coach to Selkirk Yard where Conrail gave them a full tour of their facilities, including the locomotive and car shops, hump yard, auto unloading ramps, etc., and concluded with a tour of Amtrak's Albany / Rensseler shops, where their annual open house was in progress. (Block Line, Vol. 16, No. 9)

(May 27) NYS&W RR GP 18 No. 1804 and SW9 No. 120 bracketed the Morris County Central 2-8-0 steam locomotive No. 385 from Newfoundland to Little Ferry for evaluation to operational status. It was determined that the locomotive would be cost-prohibitive to restore and it was donated to Bergen County Vocational-Technical School for display. It was later sold to Whippany Railway Museum and is undergoing restoration. (New York, Susquehanna & Western In Color) (Susquehanna Tracksides 1954-1968 w/Zullig and Holtz)

May 27 - 29) A Classic Rail Cars trip on Memorial Day Weekend from NYC to Pittsburgh and return was operated on their Blue Ridge. The cost for this weekend, including everything while

onboard plus two nights stay in Pittsburgh, at the Vista International, A Hilton property, was from \$489 to \$669, depending on hotel room. The Dover Harbor, running their own trip, joined the train at Philadelphia with their car. (Trip promo flyer, Bill McKelvey collection)

(June 8) The Conrail executive train stopped at the east portal of the ex-NYC Weehawken Tunnel for a ceremony which included the signing of an agreement with NJ Transit that eventually saw all Conrail trains relocated to the Northern Branch between North Bergen and Jersey City. Track was to be installed at Marion Junction (west of Journal Square) to allow straight-through movements to ex-PRR Kearny Yard. Track connections were to be made at the east end of Croxton Yard to allow straight through movements to Marion Junction. Thus, trains from the West Shore (CR River Line) will be able to operate via the Northern Branch directly to Oak Island yard (via the Erie Bergen Freight Tunnel) and to Kearny (via Marion Jct.). In return, NJ Transit obtained the Weehawken Tunnel through the Palisades and the River Line from North Bergen Yard to CP Nave for a future transit operation (The Hudson-Bergen Light Rail Transit Line) to serve the developing Hudson River waterfront. The special train operated from the east portal of Weehawken Tunnel to North Bergen Yard, then south on the Northern Branch through the Erie Bergen Freight Tunnel to CP Nave, then back to the Weehawken Tunnel via the River Line. (RailPace, Aug. 1989)

(June 11) The NJ Railroad and Transportation Museum Commission sponsored a special "The Museum Limited" NJ Transit train from Newark to Flemington for the proposed State Museum at Flemington. At Flemington a second special varnish train including the OTTO KUEHLER, BLUE RIDGE, two NYS&W diners and their dome-lounge with Morristown & Erie ALCO's No. 16 & 17 powered the train to Lambertville where the VIPs attended a banquet at the Lambertville Inn. The Black River and Western excursion train also made two round trips between Flemington and Lambertville. At the conclusion of the banquet the NJ Transit train returned all to Newark. The NJ Legislature never came up with the funding to buy the needed properties, so the initiative died... (Jersey Central News) (RailPace, July 1989) (Bill McKelvey collection - Excursion flyer & brochure) (Destinations No. 8, Vol. 4, No. 2, December 1989) . (NJ Transit Rail Operations by Joel Rosenbaum and Tom Gallo)

(June 24 to July 1) The Canal Society of NJ sponsored a bus tour of the Chesapeake & Ohio Canal.

(June 25) Tri-State Railway Historical Society sponsored their 4th Annual NY Harbor Rail Facility Cruise on a chartered vessel departing Hoboken. They viewed past and present operating sites such as PRR, NYC, Erie, DL&W, LV, NYS&W, NYCHRR, B&O, Conrail, Amtrak, MTA, NJT, as well as the CNJ Terminal, Hell Gate Bridge, Statue of Liberty, etc. - all for \$29! (Jersey Central News) (Block Line, Vol. 16, No. 6, May 1989)

(July 1 & 2) Classic Rail Cars operated one day trips aboard the Blue Ridge to Washington and Boston from NYC. For the Washington trip they were the tail car on Amtrak's Silver Star

southbound and on Amtrak's Embassy on the return trip. On the Boston trip their car was attached to Amtrak's Ben Franklin and the return was on the Mount Vernon. Each trip included brunch, dinner and beverages enroute for the round-trip fare of \$189. (Trip promo flyer, Bill McKelvey collection)

(July 18)) Classic Rail Cars operated a one day round trip aboard the Blue Ridge from NYC to Atlantic City on the tail of Amtrak's train. The trip included good food, drink and first-class service for the round-trip fare of \$249. (Trip promo flyer, Bill McKelvey collection)

(July 19) Conrail OCS-121 train operated from Philadelphia to North Jersey via the "Back Road" and a portion of the old Camden & Amboy Line between Monmouth Jct., Jamesburg, South Amboy, and Woodbridge Jct. The train, which was powered by CR E8s Nos. 4020 and 4021 included a Vista Dome. (RailPace, Sept. 1989)

(July 21) West Jersey RR RS3 No. 7804 powered the Salem to Woodstown, NJ "Tomato Express" which had one coach and one caboose. (RailPace, Sept. 1989)

(July 23) Classic Rail Cars operated a one day round trip aboard the Blue Ridge from Washington to Atlantic City on the tail of Amtrak's train. The trip included good food, drink and first-class service for the round-trip fare of \$249. (Trip promo flyer, Bill McKelvey collection)

(Sept. 10) The Wilmington Chapter, NRHS sponsored a West Jersey Railroad Fantrip, covering ex-PRSL Salem Branch from Salem to Swedesboro, with a West Jersey RS3 the motive power. (Jersey Central News)

(Sept. 14) The former CNJ *Blue Comet* observation lounge car #1178, De VICO, was used on the inaugural run of NJ Transit's Atlantic City Line passenger service. The seven-car train, powered by NJT GP40PH/2's No. 4144 and 4142 picked up a trainload of passengers at Lindenwold for the inaugural trip. After the ceremonies at Atlantic City the De VICO took the northern NJ contingent of VIP's to Newark late that afternoon. On the Northeast Corridor the train traveled at 90 mph – a rather breezy ride for those, including Frank T. Reilly, riding on the open back platform. (Block Line, Oct. 1989)

(Oct. 7) NJ Transit sponsored their Ninth Annual Hoboken Terminal Festival. (Block Line, Vol. 16, No. 10)

(Oct. 15) Tri-State Railway Historical Society operated the Southern Tier Fall Foliage Express from Dover, Morristown, Summit, Hoboken, and Waldwick to Port Jervis, and return via same stations. (Block Line, Vol. 16, No. 9)

(Oct. 22) Jersey Central Chapter operated a Fall Foliage Excursion from Little Ferry, over Sparta Mountain to Warwick, NY on the NYS&W RR. Power for the train was NYS&W F45's Nos. 3636 and 3638, back to back. A picnic rest stop was made at Vernon, NJ. Fares were

adult: \$39; child: \$32; and a picnic lunch was \$5. (New York, Susquehanna & Western In Color)

(Oct. 26) NYS&W B40/8 led a 4-car inspection train chartered to show the railroad to the NYS&W Corridor Study Commission. (Block Line, Vol. 17, No. 1) (Frank T. Reilly) A VIP Inspection Tour of the restored NYS&W was sponsored by the County Transportation Assn. Train originated at Little Ferry with passengers also picked up at Passaic Jct., Butler, and Sparta. Train continued to Campbell Hall, NY and returned to Little Ferry via the former Erie Main Line by 3:30pm. (S. David Phraner) (Block Line, Vol. 17, No. 1, Nov. 1989)

(Nov. 5) The Philadelphia Chapter, NRHS sponsored a Blueliner (refurbished ex-Reading Co. Multiple Unit Passenger cars) Excursion from 30th Street Station, Upper Level, Philadelphia. The routing was via the NE Corridor to Trenton and return to Philadelphia; next to Doylestown, then Lansdale, and back to 30th Street. Motorman was Hugh Jenkins, and one of the conductors was John Ciavatta. (Joseph E. Boscoe, ticket No. 121 and trip description)

(Nov. 14) The Conrail Dump Train was found unloading 1,000 tons of sand at Stavola's Quarry in Bridgewater. The self-unloading train has cars connected by a belt conveyor to move materials to the stacker car at one end. The 83'-long stacker boom deposits the material off to the side of the train. The daily cycle began with 100 tons of crushed stone being loaded in each of the 10 hopper cars of the train at Bridgewater. It is then moved and unloaded at an asphalt plant in Tinton Falls. Next it deadheaded south to South Lakewood and is loaded with 1,000 tons of sand which is taken to either Bridgewater or South Plainfield. If unloaded at South Plainfield, the train will deadhead to Bridgewater for reloading with crushed stone. (Block Line, Apr. - May 1990)

(Dec. 16) O. Winston Link's ex-Canadian Pacific 4-6-0 No. 453 was moved from storage at Newfoundland to Rome Locomotive Works at Rome, NY for rebuilding. NYS&W SD45 No. 35612 powered the move. (Block Line, Vol. 17, No. 1)

(Dec. 17) Two new Chinese-built 2-8-2 steam locomotives were unloaded from the freighter "Trade Fir" at the Beckett Street Pier in Camden. One went to the Valley Railroad in CT and the other went to the Knox and Kane RR in PA. An identical locomotive ordered by the NYS&W was shipped on another vessel which sank enroute. Later the NYS&W purchased the Valley RR locomotive and it is presently owned by the NYS&W T&H Society (No. 142) and operates on the BelDel south of Phillipsburg. (Block Line, Vol. 17, No. 1, Nov. 1989) (Currier-Post, Camden, NJ, Dec. 18, 1989) (Brian D. Yates, Paul Schopp, John Burlage, Paul Mulligan, and Dave Homer)

(Dec. 31) Classic Rail Cars sponsored a "Roll Into the 1990's" aboard their New Years Eve Party Train which included the Blue Ridge, the Leonard Buxtin, the Imperial Sands, the Morris County, the Jersey Devil, and the Mountain View. Power was provided by a pair of Alco locomotives from the Morristown and Erie Railway traveling over NJ Transit tracks. The private varnish train departed from Michael's Restaurant in the former Lackawanna Dover station.

Onboard the train guests were served food and drinks throughout the night with the dinner of a variety of delicacies furnished by Teal's Executive Gourmet. The train arrived back at Michael's just before the clock struck midnight so guests could continue celebrating on the train or in the restaurant. Cost was \$169 per person. (Trip promo flyer, Bill McKelvey collection)

1990

() The Morristown & Erie Railway moved a total of 120 car-loads of high pressure steel pipe over the remaining five miles of the former CNJ High Bridge Branch to the end of track at Mt. Olive (Bartley?) in twelve ten-car mini unit trains. The consignee will utilize the shipments for a new gas pipeline under construction between Hellertown, PA and East Hanover, NJ. (Jersey Central News, Vol. IX, Issue II, Feb., 1990)

(Feb. 18) The first Great Gorge Ski Party Train from Hoboken to Vernon Valley was operated by NJ Transit, in cooperation with the NYS&W RR and staffed by members of the NYS&W T&HS, powered by GP40 No. 4101. Note: This was the first event that the new NYS&W T&HS Operations Department staffed. (Block Line, Vol. 17, No. 3, Jan. - Mar. 1990) (Susquehanna Reflector, Vol. 1, No. 3, and Vol. 17, No. 1)

(Apr. 28-29) The Canal Society of NJ sponsored a bus tour of the Delaware & Hudson Canal from Phillipsport to Kingston, including the High Falls Canal Museum, a boat ride on Rondout Creek between Lock 1 and the Light House in the Hudson River and a ride on the Brill gasoline car at the Trolley Museum in Kingston, and the Kingston Model RR Club. Leaders: Bob Barth, Linda House, and Bill Moss. (On the Level No. 44) (American Canals No. 73 & 74)

(May 1) On Nov. 15th, 1989, American European Express began operation between Washington, DC and Chicago offering first class passenger travel aboard restored vintage cars attached to regular Amtrak trains which would support a well-heeled patronage. Ridership never quite took off and service frequency was reduced. On May 1, 1990, the AEE cars began traveling between NYC (through NJ) to Philadelphia and Chicago behind the Broadway Limited. Their last trip was in November. The cars, in their striking blue, cream and gold paint went on to try other routes, but not through NJ. (Google.com)

(June 2) The United Railroad Historical Society (URHS) and the Friends of the NJ Railroad & Transportation Museum sponsored a Spring Rail Excursion / Farewell to the NJ Transit E8 locomotives (including No. 4323) with an excursion from Hoboken to Denville via the Boonton Line (passing the Orange Branch Junction at Forest Hill), then east on the Morris & Essex to West End Junction, reversing for a run up the Pascack Valley Line to Spring Valley / Woodbine and return to Hoboken. [RailPace, V. 9, No. 8, August, 1990] [Jersey Central News, Vol. IX, Issue VI, June 1990] (Trip Brochure – Bill McKelvey collection) (Jersey Central News, April

1990) (Trip flyer – Bill McKelvey collection) (URHS Interchange, Vol. 1, No. 3) (Railfan & Railroad, Dec. 1991 – Walter Grosselfinger)

(June 3) The Canal Society of NJ sponsored a two-bus tour of the Lower Division of the Lehigh Canal from Jim Thorpe to Easton, including a ride, with supper, on the mule-towed canalboat JOSIAH WHITE at Hugh Moore Park. (On the Level No. 45)

(June 22) Tri-State Ry Historical Society sponsored their (NY) Harbor Lights and Rail Facilities Cruise from Hoboken Terminal, aboard CIRCLE LINE XVII, 7 to 10 pm, on this evening. (Block Line, Vol. 17, No. 3, Jan. - Mar. 1990, and Vol. 17, No. 4, Summer 1990)

(June 28 to July 1) The Canal Society of NJ sponsored their 5th overseas trip - “Canals of England and Wales”, utilizing boats on the UK Kennet & Avon Canal and the Monmouthshire & Brecon Canal in Wales. Side trips included the Seaton Tramway, West Somerset Railway, S.S. Great Britain, maritime museums, steam pumping stations, a steam rally, the Big Pit underground coal mine, the Newport Victorian Transporter Bridge, Welsh Folk Museum, Heddington and Stockley Steam Rally, National Waterways Museum, and an iron works. Leader: Capt. Bill McKelvey. (On the Level No. 50) (American Canals No. 67) (Album of photographs and literature by participant Charles Leemans, now in the CS of NJ archives)

(July 21) The Morristown & Erie operated caboos hops on the Chester Branch to celebrate the 250th anniversary of Roxbury Township. Six trips were operated between Horseshoe Lake and Lake Junction with seven cabooses powered by M&E ALCO C424 locomotive No. 18. [RailPace, V. 9, No. 10, October, 1990] (Jersey Central News, Vol. IX, Issue IX, Sept. 1990)

(July 28) The Annual Picnic of the North Jersey Electric Railway Historical Society began at Newark Penn Station on a Bayshore Bus Company vehicle driven by member Mike Glikin with a second pick-up at Menlo Park. Their first stop was Pine Creek Railroad at Allaire State Park where they rode behind the newly restored Shay locomotive followed by a shop tour. Next stop was the home of members Jack Keeler and wife at their beach front inn at Sea Bright for a picnic lunch. The final attraction of the day was a sunset cruise aboard the ATLANTIC STAR on the Navasink River from the Atlantic Highlands Marina. (NJERHS's Annual Picnic by Tony Hall in Destinations Vol. 5, No. 2, Dec. 1990)

(Aug. 25) Tri-State Ry Historical Society sponsored a ride on the full length of the New Hope & Ivyland Ry, powered by a Morristown & Erie ALCO locomotive. (Block Line, Vol. 17, No. 4)

(Sept. 8) The NY Susquehanna & W T&H Society sponsored a Susquehanna Outing excursion train from Susquehanna Transfer to benefit the restoration of RDC M-1. This was the first rail excursion run by the NYS&W T&HS and the first passenger train to depart from the North Bergen Susquehanna Transfer since cessation of regular passenger service in 1966. The 14-car train was pulled by NYS&W B40-8 No. 4044 and GP18 No. 1804. On board accommodations included three observation cars; a refreshment car; souvenir sales; and a dining car serving full

dinners on NYS&W china. There were 500 passengers in coach and 24 in first class. At Franklin Jct., 175 people who had elected to tour the former NJ Zinc Co., Stirling Hill Mining Museum, took a short bus side trip to the mine, while another 135 passengers originating in Sussex County boarded for the round trip to Warwick. (RailPace, July 1990) (Susquehanna Reflector, Vol. 2, Nos. 2 & 3) (Block Line, Vol. 17, No. 6) (Trip flyer, McKelvey Collection)

(Oct. 14) A Fall Foliage Express Train was operated from Dover to Hoboken to Port Jervis and return by Tri-State Railway Historical Society in cooperation with NJ Transit. Adult fares were \$39.00 from Dover, Morristown, & Summit; \$35.00 from Hoboken and Waldwick and Box lunches were available for \$6.00 each. [Block Line, V. 17, No. 5, Summer, 1990 and No. 6] (Trip flyer, Bill McKelvey collection)

(Oct. 21) The Jersey Central Railway Historical Society sponsored a NYS&W Fall Foliage Excursion / Ramble from Ridgefield Park, Passaic Jct., and Wyckoff over Sparta Mountain, to Warwick, NY and return. (RailPace, July 1990) (Trip flyer & Itinerary, McKelvey Collection))

(Nov. 17) URHS operated the Jersey Shore Limited from Hoboken and Newark to Bay Head on the NY & Long Branch RR / NJT North Jersey Coast Line. Equipment for the train was: GP40P facing east; 6 NJT Comet coaches; E8A No. 4323 facing west; and GP40P facing west. Photo stops were scheduled for Sea Girt, Brielle, Bay Head, Brielle, and Spring Lake. At photo stops the head end GP40P was uncoupled and moved away for photos. (NJ Transit Special Train Movement Work Order No. 970948) (Railfan & Railroad, Dec. 1991 – Walter Grosselfinger)

(Dec. 7) Operation Desert Storm resulted in increased traffic for the railroads. Conrail military special MIL-500 moved eastbound from Port Jervis to Port Elizabeth, NJ on this day. (RailPace, March 1991)

(Dec. 17) Two new Chinese-built steam locomotives which had arrived at the Beckett Street Terminal, Camden were unloaded from the lumber freighter M.V. TRADE FIR. They were SY class 2-8-2 Mikados – one (No. 1658M) was destined for the Knox, Kane & Kinzua RR in NW PA, and the other (No. 1647M) was destined for the Valley RR @ Essex, CT.

1991

(Feb. 9) NJT observation lounge car No. 1 (the former CNJ De VICO) was on the Cedarville Special in Vineland, NJ. It was operated by the Winchester & Western RR between the former PRSL Vineland passenger station and Redpack's new 128,000 sq. ft. warehouse in Cedarville, to help transport over 100 guests to a ribbon-cutting ceremony. In addition to NJT-1, the train consist included Conrail office cars 8 and 10, CSX office car LEONARD J. BUXTON, and private cars MORRIS COUNTY, BLUE RIDGE, and CUMBERLAND CLUB, with W&W GP9s No. 459 and 517 at the head. (WJC Crew Caller, April & Sept. 1991)

(Mar. 12) The American Public Transit Association chartered a passenger train to carry delegates from various transit agencies from NY, Newark, Trenton, Philadelphia, Wilmington and Baltimore to Washington, DC. It featured a SEPTA AEM-7 locomotive and five coaches and returned north in the afternoon. (Jersey Central News)

(April 13) URHS sponsored the Erie Limited passenger excursion to Port Jervis or Woodbury Commons Factory Outlets. Departures were from Newark Penn Station and Hoboken. Power for the train was E8 locomotives painted in Erie RR colors. (Jersey Central News) (RailPace, June 1991)

(Apr. 27-28) The Canal Society of NJ sponsored a bus tour of the PA Union Canal between Reading and Middletown. The oldest tunnel in the US (Union Canal @ Lebanon) was visited. (On the Level No. 47)

(May 4) NYS&W RR operated a shipper's special from Little Ferry to Binghamton, NY via Conrail's Southern Tier Line. The train, hauled by B40-8 No. 4006, included two domeliners and a parlor car. (RailPace, June 1991)

(May 16 to June 1) The Canal Society of NJ sponsored their 6th overseas trip -"Canalling in Ireland" on a fleet of boats on the Grand Canal. The grand finale was Isle of Man to ride their horse car, the Snaefel Mountain Railway, the Interurban Electric Ry, and the steam rail line. Leader: Capt. Bill McKelvey, 22 participants. (On the Level Nos. 46 & 50) (American Canals No. 79)

(May 18) A Morristown & Erie Ry rare mileage excursion was run over the Chester, High Bridge and Dover & Rockaway branches for Tri-State Railway Historical Society. The train, powered by a M&E ALCO locomotive consisted of the private cars MOUNTAIN VIEW, IMPERIAL SANDS, MORRIS COUNTY, JERSEY SHORE and BLUE RIDGE. [Jersey Central News, Vol. X, Issue IX, September 1991] (RailPace, May 1991)

(May 20) The Ringling Bros. and Barnum & Bailey 47-car Red unit circus train moved through Oak Island Yard and Allentown, PA en-route from Hartford, CT to Hershey, PA. (The Marker Lamp, May / June 1991)

(June 1 – Sat.) The Canal Society of NJ annual meeting was a bus tour of the Delaware & Raritan Canal Feeder. ??? see below.

(June 7) The NYS&W RR decided to buy a new 2-8-2 steam locomotive, No. 141, from the Tangshan Locomotive and Rolling Stock Works in China. Unfortunately, No. 141 was loaded onto the Norwegian-registered cargo ship S.S. Braut Team which encountered stormy seas in the Bay of Bengal, took on water, and sank in 6,000 feet of water on this date. (Susquehanna Tracksides 1954-1968 w/Zullig and Holtz)

(June 9 – Sun.) The Canal Society of NJ sponsored a bus tour “Canal Towns and Railroads on the Delaware & Raritan Canal Feeder including a ride on the Black River and Western RR from Ringoes to Lambertville plus a side trip up to the quarry below Stockton. Leader was Larry Pitt. (On the Level No. 48)

(June 17) The NYS&W operated an inspection tour between Little Ferry and Warwick, NY. (Frank T. Reilly)

(June 29 to July 7) The Canal Society of NJ sponsored a bus tour to Eastern New England which included the Cumberland and Oxford Canal by boat; Cape Cod Canal; Middlesex Canal; Edaville RR; Seashore Trolley Museum; Valley RR; Shoreline Trolley Museum, etc. The leader was Bob Barth and Linda House. (On the Level No. 47)

(Summer) NJ Transit used the URHS-owned / restored Erie E-8s Nos. 834 & 835 on their seasonal Pony Express trains to Monmouth Park Race Track. The trains backed out of Monmouth Park and traveled to Bay Head to turn the entire train on the loop there. (Railfan & Railroad, Dec. 1991 – Walter Grosselfinger)

(July 1 & 2) Conrail operated an Office Car Special through NJ. It consisted of E8A Nos. 4020 and 4021, and three passenger cars. On July 1 it ran from Altoona, PA to Selkirk, NY. On July 2 it operated from Selkirk to Tarrytown and return to Tarrytown for GM executives. That evening it returned to Selkirk and back to Altoona via NJ. (Jersey Central News) (Conrail Business & Research Trains)

(July 9) The James Strates circus train passed through NJ on its way from New England to Harrington, DE via the River Line, South Kearny, and the Lehigh Line. (Jersey Central News)

(July 27) URHS sponsored an excursion to Monmouth Park Race Track. (Railfan & Railroad, Dec. 1991 – Walter Grosselfinger)

(July 28) Tri-State Railway Historical Society sponsored a NY Harbor and Jersey Shoreline Cruise on board the chartered yacht, SPIRIT of NEW JERSEY. (RailPace, June 1991)

(Aug. 18 & 24) Pony Express Excursions were sponsored by URHS and the Friends of the NJ RR & Transportation Museum over the NY & Long Branch RR into Monmouth Park with Erie E8 locomotive Nos. 834 & 835. (Jersey Central News)

(Sept. 4) NJ Transit operated a special train from Bay Head to Hoboken to celebrate the opening of the new Waterfront Connection in Kearny with the former Blue Comet observation car NJT-1 on the rear. (RailPace, Nov. 1991)

(Sept. 5) The annual New York Tugboat Race, a/k/a The Great North River Tug Boat Race and Competition, was first held in this year. It is a contest for working tugboats held on the Hudson River (between NJ & NY) every Fall on the Sunday before Labor Day. Boats race one nautical mile from 79th Street to Pier 84 at 44th Street in Manhattan. (Wikipedia)

(Sept. 15) NJ Transit operated its most successful Phillies Baseball Special from the Atlantic City Line to the Stadium in South Philadelphia. (RailPace, Nov. 1991)

(Sept. 28) The Ontario & Western Railway Historical Society sponsored their Mountaineer Limited III on the NYS&W from Susquehanna Transfer to Warwick, NY & return. Fares: coach - \$55; First Class w/ continental breakfast, full lunch in dining car and dome seating - \$150. (Jersey Central News) (RailPace, Aug. 1991)

(October) The Dept. of Transportation's SPV-2000 No. T-10 completed a track analysis on the NYS&W and then operated from Little Ferry to NJ Transit trackage. (Susquehanna Reflector, Vol. 3, No. 4)

(Oct. 6) Macculloch Hall Historical Museum, Morristown, NJ sponsored a bus tour of the western sections of the Morris Canal between Waterloo Village and Easton, PA. (On the Level No. 49)

(Oct. 7) Conrail's OCS train made a number of trips through NJ during October. The 10 car OCS-101 was led into NJ at Phillipsburg by CR E8s Nos. 4020 and 4021. (RailPace, Dec. 1991)

(Oct. 20) DID THIS TRAIN OPERATE? The Susquehanna Fall Foliage Ramble III from Ridgefield Park and Passaic Jct. to Warwick, NY was sponsored by the Jersey Central Railway Historical Society and Tri-State. The train was powered by URHS Erie E8s. (RailPace, May 1991)

(Oct. 20) Tri-State Railway Historical Society, in cooperation with NJ Transit operated a FALL FOLIAGE TRAIN from Dover, Morristown, Summit, Newark, Harmon Cove, and Waldwick to Port Jervis and return via same stations to Dover, powered by the URHS Erie E-8's. (Block Line, Vol. 17, No. 8, Sept. 1991)

(Oct. 26 & 27) NYS&W T&HS Susquehanna Outings to Warwick, NY and Baird's Farm were operated from and returned to Susquehanna Transfer. (Susquehanna Reflector, Vol. 3, No. 4) (Jersey Central News) (RailPace, June 1991)

(Nov. 3) The Canal Society of NJ sponsored a bus tour of the Morris Canal west from Clifton to Paterson, West Paterson, Little Falls, Mountain View, Lincoln Park and Montville, mostly on the 17 mile level. Leaders: Bob Barth, Jack Kupfer and Frank Mentone. (On the Level No. 49)

(Nov. 16) The North Jersey Electric Railway Historical Society arranged an excursion by bus from Menlo Park to Baltimore to tour the Baltimore Streetcar Museum and the new Baltimore MTA light rail vehicle maintenance center as well as their line which was under construction at the time. They got an unexpected short ride in a test light rail train. They topped the day off with a ride on the Baltimore MTA subway. (The Baltimore Excursion, by Frank S. Miklos in Destinations No. 13, Vol. 7, No. 1, May 1992)

(Dec. 14) NJ Transit operated an inspection train for the Union County Transportation Advisory Committee which originated at Westfield, on the Raritan Valley Line, and operated east to Broad Street, Elizabeth via the Garwood and Elizabeth Industrial track (the former CNJ main line). Passengers disembarked at Elizabeth to inspect the former CNJ station. The train then operated to High Bridge before returning to Westfield. (RailPace, Feb. 1992)

(Dec. 17) Sperry Rail Service car No. 125 was working at Passaic Jct., and was in storage over the holiday season at Butler. (Susquehanna Reflector, Vol. 3, No. 4)

1992

() "Friends" found a discarded, double diamond, dual gauge, RR/trolley crossing removed from Cass St. during the construction of the new Rt. 129 highway in Trenton. The historic item had been installed in 1929 when the PRR constructed their Towpath Industrial Track along the west bank (the original towpath) of the Delaware & Raritan Canal. The crossing had been installed to accommodate the standard gauge track of the Public Service RR *Fast Line* from Newark and the wide gauge track of the PS Riverside Line from Camden, which entered Trenton on the same streets. The nearly 15 ton assembly of rails, complete with one square of cobble stone paving and several wood ties, was moved by truck to the lower yard area of the Bel-Del, with the cooperation of the Phillipsburg RR Historians and "Friends" member Bob Shandor. The unique piece has been installed in a sidetrack at the shop of the NYS&W T&HS near Lehigh Jct., where trains will be able to operate over it. Note: the trolley rail has the "brand" STEELTON 1929 100 PS in the web. (Bill McKelvey)

(Jan. 29) The NYS&W RR agreed to purchase the Valley Railroad's two-year-old Tangshan Mikado, No. 1647 and it arrived on NYS&W rails on this date. It was given Susquehanna lettering and a new road No., 142. (Susquehanna Trackage 1954-1968 w/Zullig and Holtz)

(Feb. 2) The Morristown & Erie Ry operated an inspection trip over its Chester Division. The train consisting of the "Blue Ridge" and the "Mountain View" was powered by their ALCO No. 18. [Block Line, Vol. 18, No. 2, February - March, 1992]

(Mar. 29) The Philadelphia Chapter, NRHS sponsored a SEPTA Bombardier Push-Pull excursion beginning and ending at the West Trenton, NJ station. This was the first public excursion with SEPTA's AEM-7 locomotive and Bombardier push-pull coaches. They covered Chestnut Hill West, Airport, and Norristown. (Jersey Central News)

(April 3) The Morristown & Erie Ry operated a special passenger train for the NJ Shortline RR Assn. over the Dover & Rockaway Branch. It consisted of private cars BLUE RIDGE, and the

MOUNTAIN VIEW and was powered by M&E ALCO's C424 No. 18 and C430 No. 17.
[Jersey Central News, Vol. XII, Issue V, May 1992] [Block Line, Vol. 18, No. 4, May, 1992]

(Apr. 24-26) The Canal Society of NJ sponsored a bus tour to the Wilmington area, with a cruise on the Chesapeake & Delaware Canal, a ride on the Wilmington & Western RR, the Hagley Museum, a ride on the bus on the Cape May – Lewes ferry and a cruise on the Point Pleasant Canal (NJ). The leaders were Bob Barth & Linda House. (On the Level No. 50)

(April 25) The Camden & Amboy RR Historical Society organized a bus tour of the remains of the long-abandoned Mercer & Somerset RR between Millstone and Somerset. A 16 page brochure / guide was prepared by John Kilbride. (McKelvey collection)

(May 2) A tour of the M&E electrified lines, including the Montclair & Gladstone Branches was sponsored by Tri-State Railway Historical Society in cooperation with NJ Transit. The train featuring and powered by the ALP-44 locomotive began and ended at Dover. [Block Line, Vol. 18, Nos. 2, 3 & 4, May, 1992] (Jersey Central News) (Trip Flyer – Bill McKelvey Collection)

(May 14+) Privately owned Pullman car NYC 3 passed through NJ on it's maiden journey north from Jacksonville, FL following full restoration in 1991-2 and upgrading mechanically for new owners so as to qualify for 110 mph travel on Amtrak. This trip was via Amtrak to New Haven, CT and via Metro North special train to Danbury, CT. NYC 3 was built for H.S. Vanderbilt in 1928 and became PC No. 4 and subsequently Conrail No. 1. (www.nyc-3.com)

(May 16-17) The Railroad Enthusiasts Midyear Meeting included a boat trip from NJ Transit Hoboken Terminal to Newark Bay and around Staten Island. The following day was a bus trip to the New Hope & Ivyland and Black River & Western RRs. (RailPace, Apr. 1992)

(May 30) One Bernard Ente sponsored a First Annual NY Cross Harbor Railfan Day to view all rail and marine facilities in operation, including: Atlantic, Bush, and Greenville (NJ) plus the Brooklyn Army base, a shop tour and a night photo session. (Jersey Central News) (RailPace, Apr. 1992)

(May 30 – June 1 & June 6-7 & June 13-14 & June 20-21 & June 27-28 & July 4-5) The NYS&W RR advertised three round trips each day on six weekends from Hawthorne to Butler, NJ with steam locomotive No. 142. The trains were usually pushed by a diesel locomotive on the east end to conserve water for the steam loco. (RailPace, June & Sept. 1992)

(June 14) The Inland Waterways Association of the UK scheduled a three week whirlwind tour of the canals in the NE US. The IWA is an umbrella organization for canal organizations in Great Britain and has given us much help on our CSNJ tours to the UK. The CSNJ hosted the IWA on the 14th at Waterloo, Jim Lee's Plane 9W, and Prallsville on the Delaware & Raritan Canal Feeder. (On the Level, No. 51)

(July 11-19) The Canal Society of NJ sponsored a bus tour of canals and navigations of VA, which included the B&O RR Museum, Appomatox Canal, Richmond, Rappahannock Canal, Dismal Swamp Canal, the National Capital Trolley Museum and Civil War sites. Leaders: Bob Barth and Linda House. (CSNJ On the Level No. 50)

(July 19) NYS&W RR operated a special charter for 20th Century Limited billed as “Mystery Dinner Theater” train which ran two round trips from Rochelle Park to Sparta Junction. (RailPace Sept. 1992)

(Aug.) NJ Transit advertised their “RAIL FAN” Excursion Ticket – Ride NJ Transit all day for only \$22! Good from 3am on day of purchase to 3 am on the following day on any Saturday, Sunday or Holiday. (RailPace, Aug. 1992)

(Aug. 1/2 to 7/8) The Canal Society organized cruises on the Erie Canal aboard Narrowboats of the Midlakes Navigation Co. between Syracuse and Buffalo. (On the Level No. 49)

(Aug 2) Harbor Cruise '92, sponsored by Tri-State Railway Historical Society departed aboard the SPIRIT of NEW JERSEY at Weehawken and toured NY/NJ Harbor and the Hudson River north of the G.W. Bridge. (Jersey Central News) (RailPace, July 1992) (Block Line, Vol. 18, No. 4)

(Aug. 15) A Susquehanna RR passenger excursion train, hauled by SD45 No. 3634 was photographed at Butler. (New York, Susquehanna & Western Vol. 2: Elmwood Park to Butler by Jon Berkemeyer)

(Sept. 18) The NYS&W operated an inspection tour between Little Ferry and Warwick, NY. (Frank T. Reilly)

(Sept. 26) The Historical Society of the Rockaways sponsored a bus tour of the Lehigh Canal at Hugh Moore Park, Easton, PA with a mule-drawn boat ride and a tour of Jim Lee's Plane 9W on the Morris Canal. (On the Level No. 52)

(Oct. 2, 4, 10-12, 17, 18, 24, 25) Susquehanna Fall Excursions were operated behind steam locomotive No. 142 from Butler, Pompton Lakes, Oakland, Midland Park, and Hawthorne to Sparta Jct. and return. Sponsoring organization not given, but phone number was 1-800-366-NYSW, Ext. 142. (Jersey Central News)

(Oct. 3) In conjunction with Hoboken Terminal Festival XII, the American Association of Private Railroad Car Owners held its annual convention in Hoboken the same weekend. Twenty-eight private rail cars were present. The day following the festival an 18-car special departed Hoboken for Chicago, running via Conrail's Lehigh Main Line through Phillipsburg, on the ex-Reading main, to Harrisburg and Amtrak's *Broadway Limited* route to Chicago.

(Oct. 17) The Mountain Express Rail Excursion (PX835-West) was sponsored by URHS and Friends of the NJ RR & Transportation Museum from Hoboken to Lackawaxen, PA and return.

The train was powered by URHS restored Erie E8 locomotives Nos. 834 and 835 along the 230-mile route of beautiful scenery through three states. (Jersey Central News) (RailPace, Dec. 1992) (URHS Interchange, Vol. 4, No. 1) (Trackside Erie to Conrail with Robert F. Collins)

(Oct. 20) Amtrak took delivery of the X2000 high speed train, which consisted of a locomotive, three coaches, a cafe car, and a control car. The X2000 was developed and manufactured by Asea Brown Boveri and was on a nine-month lease from the Swedish State Railways. Amtrak conducted high speed tests with the X2000 in NJ and in early 1993 began using it in regular passenger service on the Northeast Corridor. (RailPace, Dec. 1992) (Amtrak's X2000 Demonstration – Pentrex video)

(Oct. 24-25) NYS&W RR GP18's 30th Anniversary – Fall Foliage Excursion on the Susquehanna Southern Division in NJ. Steam locomotive No. 142 on one end of train and GP18s No. 1800, 1802, and 1804 on the other. (RailPace, Aug. 1992)

(Nov. 20-22) The Conrail Technical Society sponsored their first annual convention in Allentown, PA. Tours were conducted at Conrail's Philadelphia Division HQ at Mt. Laurel, NJ and Conrail's Pavonia Diesel Terminal in Camden, NJ. (RailPace, Jan. 1993)

(Dec. 12) Tri-State Railway Historical Society, in cooperation with NJ Transit operated two (morning and afternoon) Morris & Essex Christmas Specials from Dover to Hoboken and return. Santa Claus was aboard! [Block Line, Vol. 18, No. 6, Fall, 1992]

1993

() The Jersey Central Chapter sponsored an excursion on the Lnox and Kane RR... (Denis Connell)

(Feb. 1) The Swedish six-car "X-2000" trainset, manufactured by Asea Brown Boveri (ABB), began testing on an Amtrak Metroliner schedule. The X-2000's calling card was its ability to tilt. This allowed the train to operate on existing lines, without needing to slow down on curves as much as conventional trains. Amtrak received a waiver from the FRA to operate the X-2000 at speeds up to 135 m.p.h. (after briefly being allowed 140 m.p.h.). Your editor experienced a demonstration trip on the X-2000, arranged by Homer Hill, between NYC and New Haven. (The Metroliners: Trains That Changed the Course of American Rail Travel, by Goldberg & Warner)

(Feb. through April) In preparation for high-speed service on the Northeast Corridor, Amtrak borrowed a Swedish X2000 trainset for testing on the route and later national tours. The X2000 was operated in revenue service between Washington and Boston. (Iron Hills Express, Sept. 2021 – Tri-State Ry Hist. Soc.) (Amtrak X-2000 Trip Itinerary – Charles Leemans collections)

(March 31) Three EMD's SD70 demonstrator Nos. 7000 and 7002 with EMD test car No. 802 and No. 7001 toured much of the Conrail system during March. On this day they were eastbound, heading train OIEN at West Portal, NJ. (RailPace, May 1993)

(April 17 –19) Computer equipment was upgraded on Conrail's three-car (Nos. 21, 22, & 24) and a test run to Pavonia Yard on the 17th. On the 18th the train operated on the Beesley's Point Secondary, and the following day they were tested on the Vineland and Penns Grove secondary tracks. (West Jersey Chapter Crew Caller, March 1994)

(April 23-24) Canal Society of NJ sponsored bus tour of the Delaware Canal. Leaders: Bob Barth & Linda House.

(May) The NRHS Lehigh Valley Chapter ran a tour of the abandoned L&NE RR, north and east of Bethlehem, using Trans Bridge Lines bus #239. The Ontario & Western Railway Historical Society's 28-page *Scenic Motor Tour of the Lehigh & New England RR* formed the guide/itinerary. The driver was chapter member Jim Danner.

(May 1) The NYS&W T&HS sponsored a Susquehanna M-1 RDC Speedliner Trip between Warwick, NY and North Bergen from Newfoundland. (Jersey Central News) (RailPace, May 1993) (Susquehanna Reflector, Vol. 4, No. 4) (Trip Brochure, McKelvey Collection)

(May 3) The Northeastern Association of State Highway and Transportation Officials (NASHTO) 1993 conference included a trip on the Black River & Western RR from Flemington to Lambertville. The eight-car train was doubleheaded with ALCO 2-8-0 No. 60 and ALCO RS1 No. 57. The consist included two CN coaches, one CNJ coach, three DL&W coaches, and two diner-parlor cars. (RailPace, July 1993)

(May 6) NYS&W operated a three-car inspection train to show NJ Transit and state officials some of the routes and station sites being proposed for new rail passenger service in NW NJ and neighboring NY. The train departed Hoboken on NJ Transit and continued north on Conrail to Campbell Hall, NY. After wye-ing at Campbell Hall, the train headed east on CR/NJT via Suffern back to Hoboken. NJT Executive Director Shirley DeLibero and NYS&W CEO Walter Rich were on board. (Susquehanna Reflector, Vol. 4, No. 4)

(May 8) NYS&W and NJ Transit participated in the filming of the movie *North at Mountain Avenue*, Montclair on the Greenwood Lake / Boonton Line. An NYS&W train was brought up from Passaic Jct., which included NYS&W B40-8 No. 4002, three ex-LIRR coaches, diner No. 507, and business-observation car No 510. The station was transformed into Bedford. (RailPace, Aug. 1993)

(May 22) The Camden & Amboy Railroad Historical Society sponsored a Right-of-Way Excursion Trip by bus between South Amboy and Camden. A multi-page guide booklet on the C & A history was given to each passenger. Fare was \$24.00. John Kilbride was the trip leader and tour guide. (Crew Caller)

(June 5) REVISED DATE Vanderbilt Transportation Associates sponsored their Second Annual NY Cross Harbor Railfan Day to view rail operations Bush (NY) and Greenville (NJ) Terminals and the Brooklyn Army Base. Operating photo freight and optional night photo session. Motor coach connection from NY Penn Station to Brooklyn and Jersey City. Included: a demonstration of COFC loading, 1st public viewing of BEDT steam locomotive No. 16 undergoing restoration, street running, double-headed ALCO's, etc. (Jersey Central News) (RailPace, May & Aug. 1993)

(June 12 – date was changed to the 5th) Vanderbilt Transportation Associates sponsored their Second Annual NY Cross Harbor Railfan Day to view rail operations Bush (NY) and Greenville (NJ) Terminals and the Brooklyn Army Base. Operating photo freight and optional night photo session. (Jersey Central News) (RailPace, Feb. 1993)

(June 12) The Central RR of NJ Veteran Employees Assn. were hosted by The New Jersey Live Steamers for an annual picnic at their park-like site at Mt. Horeb, NJ. Rides were given on their narrow gauge, amusement park size trains hauled by small scale replica steam locomotives. They look, smell and sound like the real thing! One of the most popular is a Jersey Central 4-6-0 Camelback locomotive, which can haul well over a dozen members. (Central Railroad Company of NJ, Its History and Employees by Frank T. Reilly)

(June 13) The Canal Society of NJ sponsored a Delaware River Cruise on the RAINBOW TOURBOAT departing from League Island Ferry Dock in National Park, NJ. A connecting bus was offered from Chatham RR station. The trip was sold out. Leaders: Bob Barth, Linda House, and Capt. Bill McKelvey. (NJ Transport Calendar, Vol. 2, No. 1) (On the Level No. 53)

(June 24 – July 15) The Canal Society of NJ sponsored their seventh overseas trip, a canal study tour to the Canal du Midi in Southern France, chartering 7 canalboats for 47 members which included a TGV ride from Paris to Narbone and a meeting with 50 members of the Inland Waterways Association from the UK. This was the largest foreign trip to date for the CS of NJ. Leader: Capt. Bill McKelvey. (Canal Soc. On the Level Nos. 50 & 56) (Articles by Bruce Russell in American Canals No. 87 & 88)

(July 3-5) Classic Rail Cars sponsored a First Class Rail Trip from NY to Pittsburgh and return aboard open platform business car Blue Ridge. (RailPace, July 1993)

(July 9-12) Classic Rail Cars sponsored a First Class Rail Trip from NY to Spencer Shops (N. Carolina Transportation Museum) and return aboard open platform business car BLUE RIDGE. (RailPace, July 1993)

(July 20-25) Privately owned Pullman car “NYC 3” went on a trip which included Los Angeles, El Paso, Chicago, New York City and return to storage at Morristown, NJ on the Morristown & Erie RR, a total of 3,736 miles. NYC 3 was built for H.S. Vanderbilt in 1928 and became PC No. 4 and subsequently Conrail No. 1. (www.nyc-3.com) (NYC 3 website)

(July 31) Privately owned Pullman car "NYC 3" went on a special train from Morristown to Port Jervis and return via NJ Transit. (July 20-25. (NYC 3 website)

(Aug. 11+) Amtrak operated a charter German Intercity Express (ICE) run between Washington and NY for the Association of American Railroads staff. Other special moves through NJ were made and from Oct. 5 through the 29th it was assigned a regular service schedule. (Jersey Central News)

(Aug 15 – 20) Privately owned Pullman car NYC 3 went on a special trip from Morristown, NJ to Scranton, PA and return via Morristown & Erie RR; NJ Transit; and Conrail. (NYC 3 website)

(Aug 28 – did it run?) URHS sponsored the Museum Limited from Newark to Landisville via Amtrak NEC, Atlantic City Line, Winslow Jct., and former CNJ Southern Div. Convenient boarding at Newark Penn Station, Metro Park, Trenton and Lindenwold. (Jersey Central News) (RailPace, July 1993)

(Sept. 5) A "Ride the Susie-Q Motor Car Trip" was presented by the North American Railcar Operators Association with/over the NY Susquehanna & Western Ry. An itinerary with maps tables of distances and rules was given to all participants. (McKelvey collection)

(Oct.) (Oct. through Dec.) In preparation for high-speed service on the Northeast Corridor, Amtrak borrowed a German ICE trainset for testing on the route and later national tours. The ICE was operated in revenue service between Washington and New York in Metroliner Service. (Iron Hills Express, Sept. 2021 – Tri-State Ry Hist. Soc.)

(Oct.) General Electric 45-ton center cab locomotive No. 390 was leased with an operator from the New Hope & Ivyland RR – McHugh Brothers by a contractor doing work on the Newark City Subway. It was used to move side dump cars and to pull welded rail in the subway. It's tired Cummins engines filled the tunnels with exhaust smoke which was still obnoxiously evident when passenger operations were restored on a Monday morning. The locomotive is currently (2021) at the Tyburn RR now powered with two GMC 6-71 engines. (Bill McKelvey photographs)

(Oct. 2) Privately owned Pullman car NYC-3 was on a special train from Morristown, NJ to Rochelle Park & Sparta and return via the Morristown & Erie RR; NJ Transit; and NYS&W RR. (NYC 3 website)

(Oct. 3) NYS&W T&HS sponsored an M-1 RDC Rare Mileage Day covering operating portions of the Dover & Rockaway Branch; Chester Branch; and High Bridge Branch. (Jersey Central News) (NJ Transport Calendar, Vol. 2, No. 2)

(Oct. 3, 4, 10, 11, 17, 18, and 24) NYS&W RR ran Fall Foliage Excursions behind their 2-8-2 No. 142 between Butler and Sparta Jct. (Susquehanna Reflector Oct. 1992)

(October 16) This URHS sponsored rail excursion, which carried about 400 passengers – 275 miles, Hoboken to Honesdale, PA, and return, was the “Pocono Express”. It was an 8-car train hauled by a pair of recreated Erie E8 locomotives, 834 & 835, from Hoboken via NJ Transit, Conrail, and Lackawanna & Stourbridge rails. The consist included: first class cars NYC-3, PRR MOUNTAIN VIEW, and PRR ALDER FALLS, plus the URHS concession/lounge car 5450 (ex-NYC No. 37). (URHS Interchange Vol. 6, No. 1, Fall 1994) (Jersey Central News) (RailPace, July, Oct. & Dec. 1993) (NJ Transport Calendar, Vol. 2, No. 2)

(Oct. 16 – 31) Classic Rail Cars sponsored a First Class Rail Trip from NY to Sacramento, CA return aboard open platform business car BLUE RIDGE, dome-lounge SILVER SOLARIUM, and sleepers IMPERIAL SANDS and SILVER RAPIDS. Stopovers were scheduled at Chicago, Denver, Sacramento, and Whitefish, MT. Double occupancy fare was \$4,199. (RailPace, July 1993)

(Oct. 23) Susquehanna’s 2-8-2 No. 142 hauled a fall foliage excursion between Hawthorne and Baird’s Farm, south of Warwick, NY. The trip was jointly sponsored by Tri-State Railway Historical Society and the Susquehanna Volunteer Association and was a sell-out with 710 passengers. (RailPace, Dec. 1993) (Trip Brochure, McKelvey collection)

(Oct. 30) The Southern RR of NJ hosted their first annual railfan day at Winslow Jct. Sponsored by Vanderbilt Transportation Associates. Private motor coaches transported participants to observe special SRNJ operations and photo freights, with optional caboose rides on ex-WJ&S (PRR) and soon to be abandoned Shore Fast Line segments out of Pleasantville. (RailPace, Oct. & Nov. 1993)

(Nov. 2-3) Privately owned Pullman car NYC 3 traveled from Morristown, NJ on the Morristown & Erie RR to New York – Washington, DC – New York – New Haven, CT to Bethel CT via Morristown & Erie RR; Amtrak; and Providence & Worcester RR. (NYC 3 website)

1994

(Feb. 12) NYS&W RR snow plow No. 92, pushed by SD45 No. 3618, cleared their main line after an 18” snowfall. (RailPace, Apr. 1994)

(Feb. 13) NYS&W RR snowplow No. 91 was borrowed by NJ Transit for a few days to clear NJ commuter lines. It was pushed by NJT GP40PH-2 No. 4103. (RailPace, Apr. 1994)

(April 24) Newark City Subway PCC car No. 13 was trucked to and displayed on the tracks of Conrail’s Orange Branch in conjunction with the Cherry Blossom Festival in Silver Lake (Belleville). (RailPace, July 1994)

(May 14-15) A Canal Society of NJ bus tour explored the Schuylkill Canal through Pottsville, Reading, Pottstown, Norristown and Philadelphia. Leaders: Bob Barth, Linda House, & Bill Moss. (On the Level No. 56)

(May 29) The Canal Society of NJ's 25th anniversary was celebrated with a boating on the Delaware & Raritan Canal event – for the first time in 62 years – at Colonial Park in East Millstone. There was a wedding of the waters ceremony and rides were given on a variety of unique historic, antique, classic and unique boats – including steam launches, outboard and electric powered boats, a 1953 Chris Craft runabout, and a 28' Whaleboat from Mystic Seaport, arranged by Bill McKelvey, including a crane to lift boats in and out of the canal. Over 400 rode the boats! (CS of NJ – On the Level Nos. 57, 58, & 59)) (NJ Transport Calendar, Vol. 3, No. 1) (American Canals No. 90) (Best of American Canals VII, pgs 24 & 25) (Schedule of Events / Program - Bill McKelvey collection)

(June 25) URHS sponsored the Lackawanna Limited Excursion from Hoboken to Denville and return behind NYS&W RR 2-8-2 steam locomotive No. 142. (RailPace, May 1994)

(July 1-10) The Canal Society of NJ sponsored a bus tour of the Waterways of Western New England which covered visits to 8 canals, 7 waterway cruises, 3 train rides, and a trolley museum. Leaders were Bob Barth and Linda House. (On the Level No. 56)

(July 4, Monday) NY Waterway sponsored cruises for old-fashioned fun and fireworks from their Weehawken, NJ base. The Cruise to Sleepy Hollow Country included a 19th century Independence Day celebration at Sunnyside, the riverfront home of Washington Irving and a visit to Phillipsburg Manor, a 17th century Dutch colonial working farm. The Fireworks Cruise was a special evening holiday Harbor Lights Cruise with a personal guide and a front row seat to view the famous Macy's fireworks display on the East River. (NY Waterway News, Charles Leemans collection)

(July 16) URHS joined with the Volunteer Railroaders Assn. and NYS&W RR to operate the Sussex Steam Ramble round trip from Vernon and Newfoundland to Baird's Farm and return. The consist totaled 14 cars, including a first-class dome car, open window coach seats, and deluxe open window coach, pulled by the NYS&W Chinese Mikado No. 142 with a diesel locomotive on the opposite end. (URHS Interchange Vol. 6, No. 1, Fall 1994) (NJ Transport Calendar, Vol. 3, No. 1)

(July 17) The Morristown & Erie Railway operated a pair of excursion trains for the 25th Anniversary of the Train Station Hobby Shop, located in the former Lackawanna station on the Boonton Line in Mountain Lakes. The morning deadhead move from Morristown reversed at Denville and went east to Mountain Lakes, powered by M&E ALCO's C424 No. 18 and C430 No. 17. The first trip made a circle tour via the Boonton line to West End (Jersey City), returning via Morristown and Denville. The second trip operated via the Boonton Line to

Suffern, NY and return via West End. Thus, the Erie Orange Branch Junction at Forest Hill was passed three times. [RailPace, V. 13, No. 10, September, 1994]

(July 24) The Canal Society of NJ sponsored their first The Morris Canal Across Lake Hopatcong – a boat tour from Nolans Point to Brooklyn Lock, narrated/interpreted by Martin Kane aboard the Jefferson House tour boat. (On the Level No. 57)

(July 30 & 31) The Whippany Railway Museum held their “Railroad Festival ‘94” featuring a US Postal Service dedication of their new 29¢ Antique Locomotive Stamp series and the USPS train. Two steam locomotives: Black River & Western RR 2-8-0 No. 60 with Erie caboose C140 arrived via Conrail’s Lehigh Line, Phillipsburg, Netcong and Dover with a Conrail pilot locomotive (they later returned via the same route) and Susquehanna 2-8-2 No. 142 and RDC M-1 arrived via NJ Transit’s Bergen County and Morris & Essex lines. Also present were NJ Transit GP 40 No. 4101; Conrail No. 7868; Morristown & Erie Alco No. 18 and much other equipment. [RailPace, V. 13, No. 9, September, 1994] [Bill McKelvey] (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3) (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3) (Railroad ‘94 Festival by Railroad Video Productions – Walter M. Berko) (Program Brochure, from Ted Gleichman)

(Aug. 26) An 89 car train (MIL-101) carrying mostly US Army tanks was moved west on the Lehigh Line by LMS units Nos. 712-716 and MPI No. 9043. (RailPace, Nov. 1994)

(Aug. 27) URHS & Friends of the NJ Transportation Heritage Center ran a seven car Farewell to the U34CH locomotive excursion in cooperation with NJ Transit. The trip departed Hoboken with No. 4172 (in as-delivered paint scheme with EL logo on front) on one end of the train and No. 4176 (in NJT “disco” paint scheme) on the other end and went up the Boonton Line to Denville and Netcong; back to West End via Morristown; to Suffern and return; to Spring Valley and back to Hoboken, traveling on 5 NJ Transit lines. [RailPace, V. 13, No. 10, October, 1994] (URHS Interchange Vol. 6, No. 1, Fall 1994) (Jersey Central News) (NJ Transport Calendar, Vol. 3, No. 1) (NJ Transit Rail Operations by Joel Rosenbaum and Tom Gallo)

(Sept. 11) The Borough of Netcong celebrated its centennial with the cooperation of NJ Transit, the Morristown & Erie Ry, Conrail, Tri-State Railway Historical Society and Whippany Railway Museum. The display train at Netcong Station included M&E C424 No. 18, CR Operation Lifesaver caboose and Theater box car, Tri-State’s restored Lackawanna baggage car, and Whippany Ry Museum’s ex-D&H caboose. (RailPace, Nov. 1994)

(Oct. 1) Tri-State Chapter, NRHS sponsored a bus trip to the B&O Museum in Baltimore for \$39 fare. Departure was from Chatham RR Station and MetroPark station. (NJ Transport Calendar, Vol. 3, No. 3)

(Oct. 15) The Pennsylvania Canal Society sponsored a bus tour of the western half of the Morris Canal. Leaders: Bob Barth and Bill Moss; Guest speaker: Capt. Bill McKelvey. (American Canals No. 91)

(Oct. 16) URHS and Friends of the NJ RR & Transportation Museum co-sponsored a Fall Foliage Rail Excursion to the Port Jervis Fall Festival from Hoboken. Erie E8 locomotives No. 834 & 835 were on the head end. (Jersey Central News) (NJ Transport Calendar, Vol. 3, No. 3)

(Oct. 22) NJ Transit operated a schedule of 10 extra westbound trains on the Gladstone Branch for the AT&T Far Hills Steeplechase – an annual event. (RailPace, Dec. 1994)

(Oct. 30) The NYS&W RR hosted a charter train for the Susquehanna Volunteers Association (which became the VRA) from Rochelle Park, NJ to Warwick, NY, and return. Consist featured M&E ALCO C430 No. 17; with passenger cars: PRR ALDER FALLS; URHS NEW JERSEY RAILROADS (a/k/a the Walter G.); M&E MORRIS COUNTY and PRR MOUNTAIN VIEW. (RailPace, Dec. 1994)

(Nov.) Chet Furmanek's Antique Coach, Ltd. supplied 10 vintage coaches from the 1950's and 60's for the production company which filmed "Forrest Gump" in Washington, D.C. They departed from Chet's leased lot on Rt. 23 in Wayne, NJ at 8am. The convoy included several GM Suburbans, a couple of GM Cruisers, one Flxible Suburban, (including PSCT-TNJ No. 710 and Lakeland No. 108) and one Greyhound Scenicruiser. They only got a few miles into the 250-mile trip when the Scenicruiser began developing fuel problems. It was decided to flat-bed the ailing bus to Washington in the convoy and perform the repair there. There was reserved parking for the buses within the park across the street from the White House. The next morning the buses were prepared and staged to look like they had traveled thousands of miles to be at the rally at the reflection pool of the Washington Mall. All drivers were outfitted in uniforms with name tags for authenticity. The whole shoot lasted 5 days for only a couple of scenes shot in Washington, D.C. The same bus scenes were shot multiple times from different camera angles until the director felt he had enough choices to make a final selection. PS: The problem with Scenicruiser was contaminated fuel and it was temporarily solved with a 55 gallon "auxiliary tank" installed in the bus. Note: Antique Coach Ltd. as well as Furmanek's Central Jersey Bus were sold off and none of his buses ended up in the Friends of the NJ Transportation Heritage Center collection. However, his Lakeland bus is now in the Museum of Bus Transportation collection in Hershey, PA. (Warren Sheps) (NJ Transport Heritage, Vol. 29, No. 3, Sept. 2019)

(Dec. 28) NYS&W operated its annual Thank You Express passenger extra for the Susquehanna Volunteers Association in appreciation for the group's staffing and assistance on NYS&W excursions throughout the year. Since the Susquehanna was short of motive power, Morristown & Erie C424 No. 18 filled in, hauling the three passenger cars. (RailPace, Mar. 1995)

1994-95

The completion of I-287 between Boonton and Mahwah, NJ covered protected wetlands which the law requires to be replaced elsewhere. The replacement wetlands were dug from a site just north of NJ Transit's Boonton Line in Wayne, about a mile west of Mountain View station, along the Pompton River. Flooding this vacant, excavated land will help relieve some of the recurring flood problems in that part of Wayne. Meanwhile, at Liberty State Park in Jersey City, close to 400 acres of land there was contaminated and would be covered by a foot, or 800,000 cubic yards, of the Wayne dirt. The 18-month job was done utilizing two 72-car Conrail trains of Conrail/Penn Central ore jennies which were hauled by 3 locomotives on the head end and at least one trailing. One round trip between Liberty State park and Wayne was made per night. (by Mike Del Vecchio in RailPace, March 1995)

1995

(Jan. 13) Amtrak train No. 663 (Richmond, VA – Atlantic City) traveled east on the line on which Amtrak service was proposed to cease on April 2, 1995. (RailPace, Apr. 1995)

(Jan. 28) Film crews took over the NJ Transit Mountain View station in Wayne, re-naming it Floyd, NY, for the movie City Hall. A NJT train was rented to perform arrival and departure scenes which were enhanced with plastic snow.

(Feb. 16-22) Privately owned Pullman car NYC 3 was operated from Bethel, CT – New Haven – New York – Montreal – New York – Pittsburgh – New York – New Haven – Bethel, CT via Metro North, Amtrak, and Providence & Worcester RR. (NYC 3 website)

(Feb. 18) On 2.18 at 1:32pm the first NS/Conrail Triple Crown RoadRailer train traveled east through Phillipsburg on the Lehigh Line.

(March 26) The "Banquet Limited" was operated over the NYS&W RR with Susquehanna RDC M-1. (NYS&W T&HS 2000 calendar)

(Spring to July 28, 1995) The construction of Interstate 287 between Montville, NJ and Suffern, NY created the need for remediation projects: one to create 9.9 acres of marshland in Wayne along the Pompton River, and the second, to provide dirt to cap contaminated areas in Liberty State Park in Jersey City – primarily to cap the area of the former CNJ round house and engine servicing facilities, which became the site of Liberty Science Center, but also to cap about 400 acres of the park to make it safe for visitors. To make both projects work, some 800,000 cubic yards of dirt were moved by rail, mostly via the Greenwood Lake line, 23 miles from Wayne to Jersey City by Conrail. The "Dirt Trains" were part of one of the largest earth-moving projects in NJ. (Rails to Stirling Forest by Kevin K. Olsen)

(April 25) Conrail's business train – OCS-102 originated in Atlantic City and operated over the Delair Bridge and via SHORE, PARK, and NICE to the Trenton Line, thence to Manville and Bound Brook onto the Port Reading Secondary to Port Reading, reversed and traveled south past TRENT and ZOO on its way back to 30th Street, Philadelphia with E8s in charge. (RailPace, June, 1995 and Oct. 2005)

(May 4-7) The Railway & Locomotive Historical Society held their national convention and annual meeting in Newark. Events included unspecified trips and tours... (Jersey Central News)

(May 5-7) The Canal Society of NJ sponsored a bus tour of the Erie and Chenango Canals from Utica to Syracuse, NY, which included a dinner cruise at Camillus Erie Canal Park; a cruise from Lyons to Newark on the Liberty; and a train ride at Steamtown, Scranton, PA. Leaders: Bob Barth & Linda House. (On the Level Nos. 58 & 59) (American Canals No. 94)

(May 13) An SMS (Switching Management Service) Baldwin Field Day was sponsored by RailPace and Railfan & Railroad Magazines at Pureland Industrial Park, near Bridgeport, NJ. Photo run-bys and night photo setups were arranged, but no train rides were offered. (RailPace, April & July 1995)

(May 20-21) Privately owned Pullman car NYC 3 was operated from Bethel, CT – New Haven – New York – Albany - New York – Morristown, NJ via Metro North, Amtrak, Morristown & Erie and Providence & Worcester RR. (NYC 3 website)

(May 20) URHS Lehigh Valley Limited excursion was organized to celebrate the return of two F7A locomotives painted in the Lehigh Valley paint scheme (as Nos. 576 and 578) by Metro North RR in exchange for URHS leasing the locomotives to them for two years. This first trip operated from Hoboken Terminal to Suffern; back to West End, where the train was reversed on the "Y"; then west on the Boonton Line via Forest Hill (the junction with the Erie Orange Branch), and Dover to Rockport. The return to Hoboken was via Morristown. The Welcome Aboard brochure included a brief history of the two locomotives; a route narrative; locomotive rosters; a NJ Transit system map; and a map/guide to Ridgewood, NJ. [RailPace, Mar. 1995; V. 14, No. 7; July, 1995] (Jersey Central News) (NJ Transport Heritage, Vol. 4, No. 2 – Trip Flyer; and Vol. 4, No. 3) (Promotional flyer and Welcome Aboard brochure courtesy of S.T. Lofthouse archives)

(May 20) The last annual Armed Forces Day observance, open to the public, was held at Picatinny Arsenal. The events which drew up to 10,000 people, featured military equipment demonstrations, artillery and bomb displays, mock battle exercises using helicopters, rides on the Picatinny Arsenal railroad, and visits to the arsenal museum. Former Picatinny Arsenal Museum visitors could view bombs, mortars, land mines, small arms ammunition, large artillery shells, demolition munitions, tube fired munitions, and rockets, many of which were developed and manufactured at the arsenal during WW II and the wars in Asia – from Korea to Vietnam. Primary visitors to the museum were school classes. During this era the arsenal also

had an exhibit on a trailer which displayed rockets and shells developed at Picatinny, including a Nike guided missile, "Atomic Annie" – the 280-mm artillery shell developed to contain a nuclear warhead, recoilless rifle ammunition, and a multitude of shells. In addition, for many years the arsenal also operated a mobile museum in a bus vehicle which visited schools, museums, shopping centers, and special events throughout Northern New Jersey with a display of weapons, explained by an ordinance officer. [Rae, John W., Picatinny Arsenal]

(June 2 & 3) Mr. & Mrs. Siebold sponsored the Broadway Limited from Hoboken to Bay Head and return on former PRR passenger cars ALDER FALLS and MOUNTAIN VIEW, with 5.5 hour layover at Bay Head. Round trip fare was \$100 with snacks and beverages included. (Jersey Central News)

(June 17-29) Privately owned Pullman car NYC 3 was operated from Morristown - New York – Albany – Montreal - New York – Washington – Newport News – Washington – New York – Washington – New York - Morristown, NJ via Amtrak and Morristown & Erie RR. (NYC 3 website)

(June 19) Scenes from the movie "I Love You, I Love You Not" were filmed at the NYS&W Newfoundland depot. Of the 10 hours of film which was shot it was estimated that only 2-3 minutes would appear in the final version. Incidentally, NJ Transit trains were also filmed at Denville for the movie. (Susquehanna Reflector, Vol. 6, No. 3)

(June 28) Morristown & Erie RR operated a passenger extra from Morristown to Flanders, NJ and return for the NJ Railroad Freight Symposium on June 28th. The special was powered by URHS Lehigh Valley-painted F7As 576 and 578 and included the cars ALDER FALLS, NEW JERSEY RAILROADS 5450 (a/k/a the Walter G.) and PRR ex-Broadway Limited MOUNTAIN VIEW. [RailPace, V. 14, No. 9, September, 1995]

(July 6-27) The Canal Society of NJ sponsored their 8th overseas trip - Canalling in Holland aboard chartered wide beam canalboats through Amsterdam, Loosdrecht, Utrecht, Gouda, Rotterdam, Delft, and Leiden. Leader: Capt. Bill McKelvey. (On the Level Nos. 58, 63)

(July 26) Privately owned Pullman car NYC 3 was operated from Morristown - New York – Albany – Albany – New York - Morristown, NJ via Amtrak and Morristown & Erie RR. (NYC 3 website)

(July 30) The Canal Society of NJ sponsored their second The Morris Canal Across Lake Hopatcong – a boat tour from Nolans Point to Brooklyn Lock, aboard the Jefferson House tour boat, narrated/interpreted by Martin Kane. (On the Level No. 60)

(Aug. 6) The NJ Midland RR Historical Society and Tri-State Chapter, NRHS co-sponsored a High Bridge Branch Dinner Train on the newly re-opened High Bridge Branch operated by the Morristown & Erie, with M&E china in the dining car! (Jersey Central News)

(Aug. 6-9) Privately owned Pullman car NYC 3 was operated from Morristown - New York – Washington – Boston - New York - Boston – New York via Amtrak and Morristown & Erie RR. (NYC 3 website)

(Aug. 11-13) Privately owned Pullman car NYC 3 was operated from New York – Pittsburgh - New York - Morristown via Amtrak and Morristown & Erie RR. (NYC 3 website)

(Aug. 18 – 20) The Canal Society of NJ sponsored a cruise on the Erie Canal from Syracuse to Buffalo aboard the Emita II. Leader: Linda House. (On the Level Nos. 58, 59)

(Aug. 22) The Parent Project “Convoy of Hope,” was organized by board member, Daniel “Dan” Janquitto. It began at the Aircraft Carrier USS Intrepid in NYC with a small convoy consisting of a command car, a deuce, and a jeep. Their route zig-zagged across the US, stopping at major media centers, and ended at San Diego 38 days later. Along the way they were joined intermittently by other military vehicles. (Dan Janquitto)

(Sept. 9) The final westbound Broadway Limited train paused at Trenton for photos. Amtrak employees provided a banner, attached to the front of F60MA No. 602, proclaiming the event. (RailPace, Nov. 1995)

(Sept. 10) Amtrak discontinued the Broadway Limited train. The name had survived the Pennsylvania RR, which merged with the NYC in 1968, to be used by both Penn Central and Amtrak. In 1972 the Broadway became the first train completely refurbished by Amtrak. (Classic Trains, Winter 2002)

(Sept. 11-19) Privately owned Pullman car NYC 3 was operated from Morristown - New York – Chicago – Los Angeles – Chicago - New York via Amtrak and Morristown & Erie RR. (NYC 3 website)

(Sept. 17) The Morristown & Erie Ry operated the "Shonah Tovah Choo-Choo" for Whippany Jewish Community Center. The train used borrowed NJ Transit Comet coaches. Three trips were made, running from the south edge of the JCC property, which abuts the M&E, and stops were made at Whippany Station. (Metrowest Jewish News, Sept. 21, 1996; Train Timetable “Shana Tova Choo Choo”, all courtesy of Gary Kazin)

(Sept. 20 & 21) Conrail ran two identical trips with their Office Car Special primarily for the benefit of employees of their Finance Department. The consist was E8s No. 4020 & 4021; open platform observation business car No. 5, BOSTON; A sleeping car; A standard coach; Full dome coach No. 27; Diner No. 12; and Observation/theater car No. 9. The routing was: 30th St. Station, River Jct., Fairless Jct., Bound Brook, Aldene, Oak Island Yard (Newark), Elizabethport, South Amboy, Browns Yard, Jamesburg, Monmouth Jct., Morrisville Yard, Fairless Jct., and return to 30th St. (West Jersey Rails Quarterly, March 1996 by Al Holtz)

(Sept. 25-27) The Canal Society of NJ sponsored a cruise on the Erie Canal from Syracuse to Buffalo aboard the EMITA II. Leader: Linda House. (On the Level No. 60)

(Oct. 9-26) Privately owned Pullman car NYC 3 was operated from New York – Niagara Falls – New York – Washington D.C. – Huntington, WV (and 4 times between Huntington and Hinton, WV on the Amtrak New River Gorge Excursions – Washington – New York – New Haven – Bethel, CT via Amtrak and Providence & Worcester RR. (NYC 3 website)

(Oct. 15) URHS sponsored a Sussex Fall Foliage Express from Hoboken to Baird's Farm, Warwick, NJ. It was headed by NJ Transit GP40s Nos. 4209 and 4200 and had 8 coaches. It utilized the seldom used Hawthorne Jct. trackage connection straight through from NJT to the Susquehanna (which seriously damaged the buffer plate of one of the cars). (Jersey Central News) (RailPace, Dec. 1995; Jan. 1996) (NJ Transport Heritage, Vol. 4, No. 4 – w/Trip Flyer)

(Oct. 18) A Morristown & Erie inspection tour Morristown-Bartley-Hibernia for NJ CTA, Freeholders and other invited guests was operated. (Frank T. Reilly)

(Oct. 22, 28 & 29) The NYS&W RR operated passenger excursions over Sparta Mountain to Baird's Farm, Warwick, NY with NYS&W E8s Nos. 2400 and 2402. (RailPace, Dec. 1995)

(Nov. 11) RailPace invited their readers to a "freebie" Field Day hosted by the Southern RR of NJ on SRNJ's Salem Branch (to Swedesboro and return) for photo opportunities, but no rides. The Anthracite Railroads Historical Society supplied their orange-and-blue CNJ-painted F3s No. 56 and 57. (RailPace, Dec. 1995)

(Nov. 17-27) Privately owned Pullman car NYC 3 was operated from Bethel, CT – New Haven – New York – Washington – Philadelphia – Boston – Philadelphia – Washington D.C. – New York – New Haven – Bethel, CT via Amtrak and Providence & Worcester RR. (NYC 3 website)

1996

(March 16) The NRHS Jersey Central Chapter toured NJ Transit's Meadows Maintenance Complex and rode a chartered PCC car on the Newark City Subway. (Jersey Central Lines)

() Conrail took their Operation Lifesaver train, which had been stored at Whippany by the Morristown & Erie Railway, to Stroudsburg, PA for a Memorial Day celebration. They also took Tri-State Railway Historical Society's restored DL&W RR baggage car #2038. The routing was via Allentown, so the train passed through Phillipsburg four times (twice each on the former Jersey Central & Bel Del lines). [Bill McKelvey]

(Apr.) Privately owned Pullman car NYC 3 was operated from Bethel, CT – New Haven – New York – Boston – New York – Morristown via Amtrak and Morristown & Erie RR. (NYC 3 website)

(Apr. 13) Conrail Historical Society sponsored a NY Harbor Railfan Cruise from Hoboken with narration and maps provided. (Jersey Central News) (RailPace, Feb. - March 1996)

(Apr. 27-28) The Canal Society of NJ sponsored a bus field trip of the Delaware & Hudson Canal from Scranton to Cuddebackville, including coal mines, Carbondale, Gravity Railways, Honesdale, Lackawaxen, and more. Leaders: Bob Barth and Linda House. (On the Level No. 62)

(April 27-28) Privately owned Pullman car NYC 3 was operated from Morristown – New York – Toronto - New York – Morristown via Amtrak and Morristown & Erie RR. (NYC 3 website)

(May 30) A Morris County Inspection train was operated to Bartley by Morristown & Erie locomotive No. 19, which was subsequently purchased by Liberty Historic Railway for preservation by Tri-State Railway Historical Society. (Frank T. Reilly in NJ Transport Heritage, Vol. 32, No. 2, June 2022)

(May 31) A Conrail Office Car Special was operated to show prospective buyers two of the South Jersey lines the company had for sale. Also on board were local, county, and state politicians and public transportation officials to gather support for the two proposed passenger service routes. The lines were Trenton to Camden on what would become the River Line light rail, and the Camden to Glassboro line which was proposed for extension of the PATCO line. The OCS was powered by CR E8As 4020 and 4021. (Crew Caller) (West Jersey Rails Quarterly, Sept. 1996) (Conrail Business & Research Trains) (NRHS Bulletin, Vol. 77, Winter, 2012)

() Northlandz, created by Bruce Z. Williams, opened their 52,000 square foot exhibition building and three foot gauge outside railway ride in 1996. It has 8 miles of model railroad track, 100 operating trains and Northlandz is in the Guinness Book of World's Records as the largest model railroad – boasting hundreds of bridges, tunnels, canyons, and mountains some as high as 3.5 stories – it is an amazing display of creativity, completely handicap accessible, Northlandz has something for everyone, model railroad enthusiast or not – plus an outside three-foot gauge railway ride.

(June 8-9) Privately owned Pullman car NYC 3 was operated from Morristown – New York – Boston - New York via Amtrak and Morristown & Erie RR. (NYC 3 website)

(June 11-18) Privately owned Pullman car NYC 3 was operated from Morristown – New York – Philadelphia - Savannah - New York - Morristown via Amtrak and Morristown & Erie RR. (NYC 3 website)

(June 20 to July 8) The Canal Society of NJ sponsored their ninth overseas trip - a Canal Study Tour to England – Canals Trams & Steam Railways – covering the Warwickshire Ring of canals with 131 locks in 100 miles, plus visits to 6 railways. Leader: Capt. Bill McKelvey; 33 participants. (On the Level Nos. 61 & 66) (American Canals No. 101 & 102)

(June 23) The North Jersey Electric Railway Historical Society sponsored a Philadelphia Peter Witt Excursion with vintage trolley car No. 8534. They began from the SEPTA Elmwood Depot – with auto and mass transit directions sent to participants who ordered tickets @ \$25 each. They covered many miles of out of service track, including rail on Erie Ave. and trackage on 58th St. in West Philadelphia, from which blacktop (applied nearly 40 years ago) was removed to expose rails used for a detour route during a bridge reconstruction project... (trip flyer, McKelvey collection)

(July 9-10) Privately owned Pullman car NYC 3 was subchartered to an All-Star game and operated from Morristown – New York – Philadelphia - New York - Morristown via Amtrak and Morristown & Erie RR. (NYC 3 website)

(July 21) URHS owned, Budd-built Rail Diesel Car (RDC) M-1 (leased to NY S&W T&H Society) operated four public trips on the Dover & Rockaway in conjunction with the Chester Lions Flea Market in downtown Dover. The four trips ran between Rockaway and the line's junction with NJ Transit at Wharton. [RailPace, V. 15, No. 10, October, 1996]

(July 28) The Canal Society of NJ sponsored their third The Morris Canal Across Lake Hopatcong – aboard the Jefferson House tour boat from Nolans Point to Brooklyn Lock, narrated/interpreted by Martin Kane. (On the Level No. 63)

(Aug. 3-4) Privately owned Pullman car NYC 3 was subchartered to Railroad Passenger Services – Peter Caleo and operated from Morristown – New York – Albany - New York - Morristown via Amtrak and Morristown & Erie RR. (NYC 3 website)

(Aug. 9-12) Railroad Passenger Services, Peter Caleo – Rail & Cruise Travel Center, Union, NJ organized “Oswego Canal Adventure”, an Escorted Vacation Tour, from Metropark (Iselin, NJ; Newark and NYC via Amtrak connecting train and a special car on Amtrak Empire Service train No. 281 to Syracuse. The canal trip was two days aboard the Emita II with Capt. Dan Wiles (founder Peter Wiles had passed away the previous year). A side trip on the Adirondak Scenic Railroad was included. (Charles Leemans)

(Aug. 22) Privately owned Pullman car NYC 3 was operated from Morristown – New York – Albany - New York - Morristown via Amtrak and Morristown & Erie RR. (NYC 3 website)

(Aug. 29 – Sept. 14) Privately owned Pullman car NYC 3 was operated from Morristown – New York – Washington – Chicago - Seattle – Vancouver – Seattle Oakland – Chicago -Washington - New York - Morristown via Amtrak and Morristown & Erie RR. Total mileage for this trip was 8,380... (NYC 3 website)

(Sept. 21 or 23?) The “Dry Run” of C&O No. 614 steam excursion was operated from Hoboken to Port Jervis to confirm logistics and scheduling for the six autumn foliage trips which followed. The Iron Horse Rambles were operated by NJ Transit, produced by Iron Horse Enterprises (Ross Rowland), co-sponsored by the NJ RR & Transportation Museum

Commission, URHS and "Friends". They ran between Hoboken and Port Jervis, NY behind C&O RR 4-8-4 No. 614 with air-conditioned coaches, snack/souvenir car, and several first-class parlor/lounge cars. The locomotive was turned on the former Erie RR turntable at Port Jervis on each trip. The first trip was operated from Hoboken to Port Jervis with 28 cars. A total of 7,277 passengers were carried and seats on all excursions were sold out well before the first trip operated. URHS gained \$30,000 toward equipment restoration from the excursion effort. (Bill McKelvey collection - Trip flyer and Welcome Aboard brochure) (RailPace, Nov. 1996)

(Oct. 4-6) Privately owned Pullman car NYC 3 was operated from Morristown – New York – Albany – Boston – New York – Morristown on a special Mass Bay Amtrak excursion via Morristown & Erie and Amtrak. (NYC 3 website)

(Oct. 6) Painters Express, sponsored by URHS, was operated on the Black River & Western RR between Lambertville and Three Bridges, with former CNJ GP7 N0. 1523 to raise funds to restore the locomotive back into the green and yellow CNJ paint scheme. (Jersey Central News)

(Oct. 12, 13, 19, 20, 26, 27) Fall Foliage Steam Excursions by Iron Horse Enterprises between Hoboken and Port Jervis. Note: There was a very heavy rain storm on the 19th (Mark Schmitt) (Jersey Central News) (Promotional Flyer; Letter to ticket purchasers; Ticket No. 5039, Oct. 26; Welcome Aboard Brochure; Iron Horse Rambles Dining Car Menu and NJ Transit 7 Oct. Memorandum of the Special Movement: C&O 614 Steam Train Excursion from S.T. Lofthouse archives) <https://youtu.be/WiVKi25NM7Q> Note: On Oct. 12-13, Privately owned Pullman car NYC 3 was operated from Morristown – Hoboken – Port Jervis – Hoboken – Port Jervis – Hoboken on a special a special sub-charter to Iron Horse Enterprises, Inc. via Morristown & Erie and NJ Transit. (NYC 3 website)

(Oct. 14-17) Privately owned Pullman car NYC 3 was operated New York – Pittsburgh – New York on a sub-charter to Railroad Passenger Services Corp. – Peter Calleo via Amtrak. (NYC 3 website)

(Oct. 17-Nov. 6) Privately owned Pullman car NYC 3 was operated from New York – Washington – Huntington – Hinton – Huntington – Hinton – Huntington – Chicago – San Antonio – Houston – New Orleans – Washington – New York – New Haven – Bethel, CT via Amtrak and Providence & Worcester for a total of 5,157 miles. (NYC 3 website)

(Nov. 2) A night photo session was staged on the 2' gauge Haluwas Shoreline RR, at Hammonton, NJ. The railroad had three gasoline powered locomotives, one doodlebug, one inspection car, 6 riding cars, two cabooses, three flat cars, and two M of W cars. At the time the railroad had 2 miles of track, sixteen switches, four passing sidings, four trestles, a Wye for turning entire trains and a turntable for turning single pieces of equipment. (Railpace, April 1997 - with map)

(Nov. 18) The NYS&W T&HS sponsored rare-mileage trips over the former CNJ Chester and High Bridge Branches using NYS&W RDC-1 M1. (Jersey Central News)

(Nov. 21) A special excursion was arranged on the Belvidere Delaware River Railroad to carry members of the NJ Conservation Foundation and local officials from Center Square, Phillipsburg to Carpentersville, NJ to celebrate the first preservation easement on an historic and archeologic site in NJ. The 45-acre site contains 15 historic lime kilns along the railroad. (NJ Transport Heritage, Vol. 6, No. 1)

1997

(Feb. 18) NYS&W Ry inspection train WSPX operated from Resource Terminal, North Bergen, NJ to Binghamton, NY. It was led by their resplendent EMD E9s, Nos. 2400 and 2402 and the consist included business car Otto Kuehler and dome-observation 509 – the Popemobile. (RailPace, April 1997) (NY Susquehanna & W Ry 2020 Calendar)

(March 18) Former Lisbon, Portugal trolley car No. 346, which was built by John Stephenson in Elizabeth, NJ in 1906 for export, was purchased by the Friends of the NJ Transportation Heritage Center and transported by Atlantic Container Line M/V ATLANTIC COMPASS to Elizabethport. On this date, Joseph Supor Trucking and Rigging moved the car to their yard at Harrison, NJ. (NJ Transport Heritage, Vol. 6, No. 3)

(April 5) Privately owned Pullman car NYC 3 made a maintenance move for PC-2A inspection from Bethel – New Haven - New York – Morristown via Providence & Worcester, Amtrak and Morristown & Erie. (NYC 3 website)

(April 12) The NY Harbor Rail Facilities Cruise, sponsored by Conrail Historical Society, from Brooklyn and Hoboken was a six hour cruise/tour of Upper NY Bay, Newark Bay, Hackensack and Passaic Rivers, and Arthur Kill/Kill van Kull to Perth Amboy and return. (Jersey Central News) (RailPace, Mar. 1997)

(April 13) A four hour motor-coach tour of Conrail's Oak Island Yard facility in Newark was sponsored by the Conrail Historical Society, honoring the 70th anniversary of Oak Island. (RailPace, Mar. 1997)

(April 15) Conrail's Office Car Special, OCS-101 carried an inspection party from CSX touring its new properties past NK tower in Newark on the Lehigh Valley Line. (RailPace, June 1997)

(April 19-20) The Canal Society of NJ sponsored a bus tour of the Delaware & Raritan Canal from New Brunswick to Bordentown and the Feeder Canal to Raven Rock. Leaders: Linda House & Bob Barth. (On the Level No. 65)

(Apr. 26) Tri-State Chapter, NRHS and the URHS, in cooperation with the Morristown & Erie Ry, Conrail and NJ Transit fielded a colorful Operation Lifesaver train for the Borough of Lincoln Park's 75th anniversary on this Saturday. The consist included the URHS-owned pair of Lehigh Valley F-7 locomotives & RDC M-1; Morristown & Erie caboose & two first class coaches; Operation Lifesaver box car; and Tri-State's restored Lackawanna baggage car. The train backed from Morristown to Denville and then headed east on the Boonton Line to Lincoln Park. At the conclusion of the Lincoln Park festivities, the Operation Lifesaver special continued east Saturday evening to make a Sunday appearance at Franklin Street in Belleville on the former Erie RR Orange Branch, for the annual Cherry Blossom Festival. [RailPace, V. 16, No. 17 July, 1997]

(April 26-27) The Phillipsburg RR Historians, Friends of the NJ RR & Transportation Museum, The URHS of NJ, the Phillipsburg RR & Transportation Heritage Center Committee, and the Town of Phillipsburg jointly hosted an open house and tour for the public this weekend. Events included a bus tour of the Phillipsburg-Easton Two Rivers area, touting its potential as the prime site for the NJ State RR & Transportation Museum. Highlight of the weekend were inaugural rides on the Centerville & Southwestern RR miniature train which PRRH volunteers had set up on several hundred feet of track. Ultimately the C&S RR may serve to carry riders from the PRRH museum site on private right-of-way to the proposed 50-acre site of the State Museum. The 2" to one-foot scale C&S RR (9-7/16" gauge) train, which originally operated at the Henry Becker Dairy Farm in Roseland, NJ, was acquired by the Town of Phillipsburg from Monmouth County, where it had languished in storage since 1974. (RailPace, June 1997)

(Apr. 30) The Norfolk Southern track geometry train traveled east through Pattenburg Tunnel on a 33-day tour of Conrail lines, which began at Hagerstown, MD the day before. The special was on its way to Oak Island Yard thence to Reading via the West Trenton, Morrisville and Harrisburg lines. Conrail C40-8 No. 6039 led NS cars 52 and 31. (RailPace, June & July 1997)

(May 2) Privately owned Pullman car NYC 3 was moved Morristown – New York – Chicago – Amtrak Beech Grove Shop via Chicago "hospital train" via Morristown & Erie and Amtrak. Car was subsequently moved on Oct. 3 from Beech Grove – Chicago – Philadelphia – Wilmington where Delaware Car performed an Amtrak 40-year inspection on new trucks, completed on April 12, 1998. (NYC 3 website)

(May 10) The Ringling Brothers, Barnum & Bailey circus train went west through Phillipsburg.

(May 15) C&O No. 614 deadheaded from Lebanon to Hoboken. (Mark Schmitt)

(May 17) Haluwasa Shoreline RR Rail Expo at Camp Haluwasa, 4 miles west of Hamonton, NJ – Open house with train rides on their 2' gauge; 2-mile-long railroad which provides transportation for youth at this Christian summer camp. During Summer Camp the railroad is used to transport campers to the three camping areas: Frontier Village, Tepee Town and

Wilderness outpost. On a typical registration day, the railroad transports as many as 400 campers during a three-hour period. (Jersey Central News) (Railpace, April 1997 - with map)

() In 1992 the Centerville & Southwestern RR equipment was moved to Phillipsburg and in 1997 the Phillipsburg RR Historians had their first open house when the C&S was operated for the public. (RailPace, June, 2014)

(June) Conrail operated an Altoona to NY OLI trip via the Lehigh Line through Phillipsburg, Aldene, Oak Island, P & H Branch, Journal Square, and north on the River Line to Selkirk. The train was led by No. 4022 and was hauling five cars. (Conrail Business & Research Trains)

(June 7) The Friends of the NJ Transportation Heritage Center's recently repatriated Lisbon, Portugal car No. 346, built by Stephenson in Elizabeth, NJ for export in 1906 was exhibited in the Portugal Day Parade in Harrison, NJ. Joseph Supor Trucking & Rigging transported it on one of their low-buy tractor-trailer rigs the full length of the parade. We had arranged to have former Lisbon motorman, Acacio Pinto, stand in as "motorman" in the car in the parade. (Bill McKelvey – The Campaign to Save Lisbon / Carris / Strepheenson Trolley) (Also in NJ Transport Heritage)

(June 7, 8 & 14, 15) Additional Port Jervis Iron Horse Rambles with C&O 614 similar to those of 1996 were operated. (Jersey Central News) (Mark Schmitt)

(June 28 – July 7) The Canal Society of NJ sponsored a bus tour of Canals of Ohio, including the Allegheny Portage Ry; Ohio & Erie Canal Cleveland to Akron; Miami & Erie Canal – Toledo to Cincinnati; a train ride along the Whitewater Canal in Indiana; cruises in Cleveland, Toledo, & Cincinnati; plus four animal-drawn canalboat rides and more. Total 36 participants. Leaders Linda House and Bob Barth. (On the Level No. Nos. 66 & 71) (American Canals No. 104) (NJ Transport Heritage, Vol. 6, No. 4)

(July 11-13) The Anthracite Railroads Historical Society 1997 Convention was headquartered at the Holiday Inn North, Newark Airport. Their Saturday presentations focused on the harbor operations of the CNJ, LV, DL&W and RDG car floats, tugs, etc. On Sunday they sponsored a Boat Tour of NY Harbor area from Newark Bay to South Amboy. (Flags, Statues and Diamonds, Vol. 13, No. 2)

(July 27th) The Canal Society of NJ sponsored their fourth The Morris Canal Across Lake Hopatcong – aboard the Jefferson House tour boat from Nolans Point to Brooklyn Lock, narrated/interpreted by Martin Kane. (On the Level No. 60)

(Aug.) The Belvidere & Delaware River Ry. received a contract to move 6,400 carloads of dirt from the Baer Aggregates Carpentersville quarry to Hudson Yard, for interchange to Conrail for movement to the former Hyatt Bearing complex in Clark, NJ. A new switch was installed into the quarry and track rehabilitation begun from that point northward. Rail for

the new siding consisted mostly of two strings of welded rail which were dragged south from Phillipsburg by the BDRV locomotive.

(Aug. 9 & 23) The Dinner Train Express operated from Kenil, NJ to Bartley and return on the former CNJ High Bridge Branch. The First Class, three-course, dinner in restored passenger cars and 2 hour rail trip was \$79. (Jersey Central News)

(Aug. 30 – Sept. 4) The Canal Society of NJ sponsored a cruise on the Trent-Severn Waterway aboard the KWARTHA VOYAGER between Big Chute and Peterborough, Ontario, Canada. Leader: Linda House. (On the Level No. 64)

(Sept. 7) The Netcong-Port Morris Site Committee (for the NJ RR & Transportation Museum), in cooperation with NJ Transit, the NY S&W T&H S, Morristown & Erie Ry, and the International Trade Center sponsored rail excursions out of Netcong, NJ as part of that town's "Netcong Day" festivities on September 7th. The URHS-owned RDC car operated alternating round trips to Dover and Hackettstown on NJ Transit throughout the day. [RailPace, V. 16, No. 12, December, 1997]

(Sept. 10) The 10 car Conrail business train traveled east through Phillipsburg powered by all three of their former EL (#4020 & 4021) and PC (#4022) E-8 diesels.

(Oct. 4, 5, 11, 12, 18, & 19) Additional Port Jervis Iron Horse Rambles with C&O 614 similar to those of 1996-7 were operated. Note: No. 614 blew her piston rings on one of the Saturday trips and a loose trailing truck wheel tire was discovered in this period as well. (Jersey Central News) (Mark Schmitt)

(Oct. 4) The Conrail Historical Society sponsored a Hudson River Railfan Cruise from Hoboken to Poughkeepsie and return for \$50. (Jersey Central News) (RailPace, Sept. 1997)

(Oct. 10, 11, 17, 18, 31, & Nov. 1)

(Oct. 18) Lancaster Chapter, NRHS sponsored an Amtrak chartered train, their Hudson River Valley Fall Foliage Excursion, from the Harrisburg Line, NE Corridor, and the Hudson Line to Albany and return, the same day. (RailPace, Sept. 1997)

(Oct. 25-26) The URHS and Volunteer Railroaders Association sponsored Susquehanna Fall Foliage Streamliner Excursions from Hawthorne and Pompton Lakes, NJ to Baird's Farm in Warwick, NY. The train was powered by the URHS Lehigh Valley F7s and passed over the highest point reached by rails in NJ – 1025' above sea level at Stockholm – as well as through some of its most beautiful scenery. (Jersey Central News – October 1997) (RailPace, Jan 1998) (Susquehanna Reflector, Vol. 8, No. 2)

(Nov. 15) The Rockland County Historical Society sponsored a Suffern-Port Jervis-Hoboken-Suffern round trip utilizing URHS Erie E8 No. 835 and Morristown & Erie Ry C430 No. 17.

The consist of the Rockland Express included NYS&W? RDC M-1 and coach GOOD VIBRATIONS. (RailPace Feb. 1998)

1998

(Feb. 4) A joint CSX, NS, and NJ Transit inspection train was operated from Port Jervis, NY to West Trenton, NJ. Motive power included Morristown & Erie C424 No. 18 and a NYS&W B40-8. The consist included former PRR Broadway Limited observation MOUNTAIN VIEW, NYS&W diner No. 507 and NYS&W dome-observation No. 509. (Jersey Central News) (RailPace March 1998)

(Feb. 8) The NYS&W operated an Office Car Special with NYS&W No. 4004 and Morristown & Erie ALCO No. 18 with the following itinerary: Port Jervis, NY; Croxton Yard; Northern Running track to North Bergen which parallels the NYS&W; River Line at CP-2; MP 6 next to the NYS&W Little Ferry engine terminal; River Line south through Weehawken to Jersey City; ex-PRR Passaic & Harsimus Line; thru Journal Square alongside PATH; South Kearny; CP-STOCK; CP-Valley; CP-Aldene; NJT Raritan Valley Line; Bound Brook Station; Lehigh Valley Line; Port Reading Jct.; West Trenton; Bound Brook; Lehigh Line; CP-Valley; South Kearny Yard; Croxton; NJT @ HX interlocking; Bergen County Line; BT; and ended at Midland Avenue Crossing. Participants included officials from NYS&W, CSX, NS, NJT, Metro North; NJ state officials; and various labor reps. (Susquehanna Reflector, Vol. 8, No. 4)

(March 30) Conrail Office Car Special 101-30 was operated from Philadelphia to Selkirk Yard.

(April 16-19) Privately owned Pullman car NYC 3 was moved from Wilmington – Philadelphia – Boston – New York - Morristown via Amtrak and Morristown & Erie. (NYC 3 website)

(April 18-19) The Canal Society of NJ sponsored bus tour of the Morris Canal. Leaders: Bob Barth and Linda House. A three-day tour by the Canal Society of NJ covered the remains of the Morris Canal. On April 18th two buses brought 85 members to Phillipsburg/Easton followed by a visit to Jim Lee's Plane No. 9W and stops at the following Morris County sites: Lake Hopatcong, Powerville - Boonton, Port Morris, and Stanhope. A 68-page soft cover guide booklet was produced for the event. [Bill McKelvey collection]

(April 22) The former oyster schooner, A. J. Meerwald, was officially named New Jersey's Tall Ship by Governor Whitman on Earth Day. The Meerwald was built as a Delaware Bay oyster dredge in 1928 at Dorchester, NJ. She is a two-masted gaff schooner with an oak hull, 85' long, 22' at beam and drawing 6' of water. In 1986 the vessel was donated to the Bayshore Center at Bivalve on the Maurice River. In 1995 the fully restored vessel was relaunched, given her original name: A. J. Meerwald, and added to the National Register of Historic Places. Meerwald goes on annual sails which have included Liberty State Park / Jersey City, Perth Amboy,

Barnegat Light, Atlantic City, Cape May, Trenton and other ports offering sail trips for groups. (Bayshore Center website)

(April 30) Conrail operated a two car Office Car Special (OCS 104) from Philadelphia to Camden – Pavonia Yard for a facilities inspection tour, with E8A 4020 as power and No. 1 & 5 business cars. (West Jersey Rails Quarterly, Sept. 1998)

(May 6) Conrail operated Office Car Special 101-06, a Risk Management Trip from Philadelphia, across NJ, to Boston South Station. (Crew Caller)

(May 16) The Haluwasas Shoreline Railroad at Hammonton, NJ, had a Rail Expo with rides on their 2' gauge railroad. (RailPace April 1998)

(May 22-June 1) Privately owned Pullman car NYC 3 was operated Morristown - New York – Montreal – Quebec City – Montreal – Toronto – Sarnia – Chicago – Washington – New York – Morristown via Amtrak, Via Rail and Morristown & Erie. (NYC 3 website)

(May 24) The Canal Society of NJ sponsored a Delaware River cruise.....

(June 18 to July 5) The James E. Strates carnival train was parked in Secaucus while their show played at the Meadowlands from June 18 through July 5. (RailPace, Sept. 1998)

(June 19) A motorcoach tour of the Delaware & Raritan and Delaware Canals with a ride on the Josiah White II canalboat at Hugh Moore Park in Easton, PA was arranged and led by Capt. Bill McKelvey for the First Congregational Church of Union (Rev. Nancy Forsberg). Itinerary included Weston Canal Road, Griggstown Canal Road, Griggstown Canal Museum, Rocky Hill, Lunch at Lambertville Station, Lumberville, PA, Durham Creek Aqueduct, Raubsville Lock, and Easton Guard Lock. (McKelvey collection)

(June 28) A Joint Canal Society of NJ / Roebling Chapter, Society for Industrial Archeology sponsored bus tour of the Morris Canal in Hudson County, including parallel railroads, industries and the Hudson Bergen Light Rail System under construction. Leaders: Ron Rice and Tom Flagg. (On the Level No. 70)

(July) NJ Governor Christine Todd Whitman rode a Black River & Western train from Flemington to Lambertville for a festival celebrating canals and recreation. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(July) A Conrail OLI trip began at Harrisburg, dropped off Car No. 1 at 30th Street Station, Philadelphia and then headed up the Northeast Corridor. At Waverly they passed under the Lehigh Line and proceeded to the P&H Branch, vis Journal Square and up the River Line to Selkirk. At Ridgefield Park they passed some NYS&W power. Including an SD45 and an MLW M636. (Conrail Business & Research Trains)

(July 18) The Friends of the Morris Canal in Warrren County held a Morris Canal Greenway Preservation Fund Raiser with wine and cheese – a 2 ½ hour ride on the canalboat Josiah White II at Hugh Moore Park on the Lehigh Canal at Easton, PA. (Trip flyer, McKelvey collection)

(July 18 & 19) West Jersey Chapter, NRHS and Cape May Seashore Lines presented Railroad Days Excursions between County Park & Zoo to Cold Spring, sponsored by Historic Cold Spring Village. (Bill McKelvey collection – promotional flyer)

(July 26) The Canal Society of NJ sponsored their fifth The Morris Canal Across Lake Hopatcong – a boat tour from Nolan’s Point to Brooklyn Lock, narrated/interpreted by Martin Kane. aboard the Jefferson House tour boat. (On the Level No. 66)

(July 27-Aug. 8) Privately owned Pullman car NYC 3 was operated Morristown – New York – Toronto – Montreal – Montebello (Montebello special train for Genesee Rail 1 board of directors meeting) – Montreal – Toronto – New York – Albany – New York -Rutland – New York - Morristown via Amtrak, Morristown & Erie, VIA Rail and Gen. Rail. (NYC 3 website)

(Aug. 27 – Sept. 16) The Canal Society of NJ sponsored their tenth overseas trip: Canals, Steamboats, Steam Railways and Trams focusing on the Leeds & Liverpool Canal in England, the Blackpool Illuminations and York. Leader Capt. Bill McKelvey. (On the Level Nos. 66 & 71)

(Sept. 19) The URHS sponsored an all-day Erie Streamliner Excursion over NJ Transit lines using repainted “Erie” E8s 835 and 834 pulling URHS Lounge Car and five Bombardier coaches. Photo stops were executed at Kingsland, Waldwick, the lunch stop at Ridgewood, Harmon Cove, (passing by the former Erie RR Orange Branch Junction at North Newark) Boonton, and at the Trade Center in Roxbury, west of Netcong. [RailPace, July & Vol. 17, No. 11, November, 1998] (Jersey Central News)

(Sept. 7-17) Privately owned Pullman car NYC 3 operated from Morristown - New York – Chicago – Kansas City – Minneapolis (via Milwaukee No. 261 steam excursion) – Chicago – New York - Morristown via Amtrak, Burlington Northern and Morristown & Erie. (NYC 3 website)

(Sept. 25-27) Privately owned Pullman car NYC 3 operated from New York – Pittsburgh – New York via Amtrak. (NYC 3 website)

(Sept. 26) The North Jersey Electric Railway Historical Society sponsored a Charter Tour of the Newark City Subway which included a shop tour, several private trips on the line in their own PCC car, and a visitor pass for all-day riding / photographing / movies. Tickets were \$25 each. (Prof. / Dr. Bill Keigher)

(Oct. 10, 11, 17, 18, 31, & Nov. 1) Additional Port Jervis Iron Horse Rambles with C&O 614 similar to those of 1996-7 were operated. (Jersey Central News) (Mark Schmitt)

(Oct. 24) The Lancaster Chapter, NRHS sponsored an Autumn Foliage Excursion from Harrisburg and other stations to Mystic Seaport in CT on a chartered Amtrak train. (RailPace, Oct. 1998)

(Oct. 24 & 25 and Nov. 7 & 8) Steam on the Susquehanna Excursions on the Susquehanna RR from North Bergen to Bairds farm were powered by 2-8-2 No. 142 on the west end and E9s No. 2400 and 2402 on the east end. The trips were sponsored by the NYS&W T&HS. (NYS&W Ry 2016 calendar) (Jersey Central News) (RailPace, July, Oct. 1998)

(Dec.) A Christmas charter to Lambertville, consisting of leased United Railroad Historical Society of NJ GP7 No. 1523, coaches and a caboose. The RR took that segment out of service when the FRA declared the Ringoes-Lambertville line as excepted track in 1999, not fit for any passenger service. Therefore, this charter marked the final excursion to Lambertville. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(Dec. 18) Cape May Seashore Lines re-opened their line into Cape May. It was the first passenger train since October, 2, 1981 when NJ DOT discontinued BUDD RDC commuter service between Cape May and Lindenwold. It was an eight-car train including a parlor car for local and state V.I.P.s, and assorted guests and rail fans numbering over 340. They departed the 4-H Fairgrounds Rail Station, near the Cape May County Zoo to make the inaugural, triumphant journey over the thirteen miles to the station in Cape May City, where inaugural speeches were made and a luncheon served. (The High Line, Vol. 17) (West Jersey Rails Quarterly, March 1999) (RailPace, Feb. 1999) (NJ Transport Heritage, Vol. 8, No. 1) (Brochure of VIP Inaugural Train to Cape May City, McKelvey collection)

() Air Products and Chemicals Inc. had been manufacturing large heat exchangers at their plant near Wilkes-Barre, PA beginning circa 1968 and they were shipped via Allentown, PA to Port Newark by rail. In this year the destination was changed to the Port of Fairless Hills, PA. In stead of continuing from Allentown to Port Newark the shipments backtracked from Manville to Woodburn, PA and Fairless Hills. (NRHS Bulletin, Vol. 85, No. 3)

1999

(Feb. 26) Conrail OCS-302 train passed through Bound Brook on a Selkirk-Altoona run with CR No. 4030 leading. (RailPace, May 1999)

(March 20) Murder To Go Interactive Dinner Theater, Mystery Express – 008, A Ride on Vintage Train Cars into Intrigue and Mystery! Become a Spy and Solve WHODUNIT! Three trips – 4:30, 6:30 and 8:30 PM 4hr event began at Madison Hotel, Madison, NJ. Note: This was the 8th annual Mystery Express dinner and mystery train ride. (Ad, McKelvey collection)

(April 17-18) The Canal Society of NJ sponsored a bus tour of the Delaware & Hudson Canal from Port Jervis to Kingston, NY, including Wurtsboro, Summitville, Phillipport, Spring Glen, Ellenville, and High Falls to Rondout. Leaders: Linda & Bob Barth. (On the Level No. 71)

(May) Friends of the RR Museum of PA Spring Ramble rode the Cape May Seashore Lines and a cruise on the Delta Lady riverboat. (Milepost, Vol. 17, No. 3)

(May 7-10) "The King Coal" (Farewell to Conrail #2), an excursion train sponsored by The Buy Miles Group of High Iron Travel Corp., Minneapolis, MN, was operated in cooperation with Conrail, Reading, Blue Mountain & Northern RR, Canadian Pacific and Amtrak by Bennett Levin on May 7-10. The routing was 30th St. Station, Philadelphia; Reading; Port Clinton; Carson; Packerton; M&H Jct.; Crestwood; DuPont; Pittston; Minooka; Steamtown (with a side excursion to Analomik and return on 5.8 on the Delaware-Lackawanna RR using 8 of the PV's); Binghamton; Cooperstown Jct., Albany; Rensselaer; Kingston; West Point; over the connection from the West Shore to former Erie Northern Branch; through Erie Bergen Tunnel; onto National Docks RR; Oak Island Yard; former LV RR to Bound Brook; and the Reading route back to Philadelphia. Power for the train was Amtrak Genesis locomotive #111 to Albany and #106 & 109 on return to Philadelphia. A Reading & Northern diesel was used as a pilot over their lines. The private cars in the train were: FRANCIS L. SUTER; CITY of MILWAUKEE; DOVER HARBOR; CHAPEL HILL; NORTH STAR; CIMARRON RIVER; PINE TREE STATE; CARITAS; OHIO RIVER; and PENNSYLVANIA 120. The nearly 700-mile, 4-day trip cost \$2,000. Friends member Charlie Leemans and about a hundred others were on board. (Honoring the Old *King Coal* by John J. Harmon in RTN, 599, May 15, 1999 provides the complete story in detail) (The King Coal, An Excursion Train Sponsored by The Buy-Miles Group brochure, Charles Leemans collections)

(May 8) The Canal Society of NJ sponsored a 25th Anniversary bus tour of the Delaware & Raritan Canal (Part 1) from New Brunswick to Port Mercer; beginning and ending at the Princeton Junction railroad station. Leaders Linda & Bob Barth, Capt. Bill McKelvey. (On the Level No. 72) (Trip itinerary, McKelvey collection)

(June 4) The James E. Strates Shows traveling carnival train arrived at Burlington, NJ two days late due to the tumult of the breakup of Conrail. There it was unloaded and moved to Willingboro Plaza for setup. The nearly mile-long train consisted of 49 – 86-foot flat cars carrying the rides and support equipment, ten sleeping cars and Strates' own bay window caboose. (West Jersey Rails Quarterly, Vol. 5, Issue 1, Autumn 1999)

(June 5) A group of North Jersey Electric Railway Historical Society members were given a tour of the Hudson Bergen Light Rail Project. They departed Newark Penn Station in a chartered bus driven by member Mike Glikin and drove to the Vehicle Base Facility in Jersey City where 21st Century Corp. staff hosted a thorough inspection of the shops and one of the new cars which had been delivered for inspection, testing, training, and qualification. They then traveled in their bus

to inspect numerous locations under construction along the route from Exchange Place to 34th Street, Bayonne and the West Side Branch. (Destinations No. 28, Vol. 14, No. 2, December 1999)

(June 12) Inauguration of Regular Service into Cape May City on the Cape May Seashore Lines from 4H Fairgrounds. This was a joint operation with West Jersey Chapter, NRHS providing car hosts. (Bill McKelvey collection – trip flyer) (West Jersey Rails Quarterly, Vol. 5, Issue 1, Autumn 1999 by Alan Marian)

(June 12) The Canal Society of NJ hired in a special canalboat for Waterloo Canal Day. A replica canalboat, the NEVERSINK KATE was trailered down from Cuddebackville, NY on the Delaware & Hudson Canal and put into the watered section at Waterloo. Over 400 were given mule-drawn rides. The event was coordinated by CSNJ President, Bob Barth. [On the Level] [Barth]

(June 24 – July 11) When the James E. Strates carnival visited the NJ Meadowlands, an eleven-car portion of the train was kept at the farthest (south) reach of the unused Lodi Branch of the NYS&W Ry. The Strates carnival regularly travels the country in a 61-car train comprised of 50 flat cars, 10 sleeping cars and a caboose. The portion stored on the Lodi Branch was the sleepers and the caboose – home for over 100 members of the carnival. (RailPace, Sept. 1999)

(July 2-11) The Canal Society of NJ sponsored a bus tour of Amazing PA Canals: Delaware Division Canal @ New Hope, Lehigh Canal @ Hugh Moore Park, Schuylkill Canal, Union Canal, Wisconisco Canal, Allegheny portage RR, Main Line Canal, West Branch Canal, a cruise on the Juniata Division of the PA Mainline Canal; a dinner cruise aboard the replica steamboat Lorena on the Muskingum River at Zanesville, OH; and more. Leaders: Linda & Bob Barth, 28 participants. (On the Level Nos. 71 & 73) (American Canals Vol. 28, No. 4)

(July 25) The Canal Society of NJ sponsored their sixth The Morris Canal Across Lake Hopatcong – a boat tour from Nolans Point aboard the Jefferson House tour boat to Brooklyn Lock, narrated/interpreted by Martin Kane. (On the Level No. 66)

(Aug. 9) The seven car CSX Office Car Special P-950-27 (and while on former Conrail Lines was symbolized OCS-301) traveled south on the River Line. The purpose of the trip was for testing and evaluation of the fuel efficiency and fuel consumption of the two former Amtrak F40PH-2s, Nos. 9992 and 9993, which had been freshly painted in CSX colors to pull the train. (RailPace, Oct. 1999)

(Aug. 10-15) The Canal Society of NJ sponsored a boat tour on the Trent-Severn Waterway in Ontario, Canada aboard the KWARTHA VOYAGER from Kingston to the Thousand Islands to Peterborough. Leaders: Bob & Linda Barth. (On the Level No. 70)

(Aug. 15) URHS sponsored the Onion Festival Excursion from Hoboken and Ridgewood to the Onion Harvest Festival at Florida, NY via a NJ Transit train with bus connection at Campbell Hall. (RailPace, Aug. 1999) Did it Run???

(Sept. 18) The Canal Society of NJ sponsored a Delaware & Raritan Canal bus tour (Part 2) from Trenton to Bordentown and the Feeder Canal. Leaders Linda & Bob Barth. (On the Level No. 72)

(Sept. 24 -26) The Erie Lackawanna Historical Society Annual Meeting in Parsippany included a photo freight trip on the New York & Greenwood Lake Railway between Garfield and Passaic and a night photo session on Friday. On Sunday an excursion was operated on the Morristown & Erie Ry using restored Tri-State NRHS DL&W caboose No. 896, EL C356 and Tri-State DL&W baggage car. (ELHS Extra Board No. 60, November 1999) (RailPace, Aug. & Sept. 1999) (The Diamond, Vol. 35, No. 1, Extra Board No. 139, Feb. 2021)

(Sept. 25) The Canal Society of NJ participated in Delaware & Raritan Canal Day in Celebration of the 25th Anniversary of the D&R Canal State Park at Prallsville Mills, Stockton, NJ which included a cruise on the Feeder Canal in a replica canalboat NEVERSINK KATE and several canoes, plus songs, stories, tours and entertainment. (On the Level No. 73)

(Sept. 27) NJ Transit Newark City Subway car No. 108 was loaded onto J. Supor Trucking & Rigging Co.'s 150' long tractor trailer rig at Harrison and began its long journey to Orlando, FL for display at the American Public Transit Assn. conference and exposition. Due to the rig's 15'9" height and 250,000-pound weight the routing included Bloomfield Avenue; Newton, NJ; Port Jervis; Hagerstown, MD; Morgantown, WV; Charlestown, SC; Kentucky; Knoxville; Chattanooga; Atlanta; & Tampa. The same route was followed back, arriving at the Bloomfield Vehicle Base Facility on Oct. 26th. (NJ Transport Heritage, Vol. 9, No. 1)

(Oct. 16) The Susquehanna Spectacular Steam Excursion was sponsored by the NY Susquehanna & Western Technical & Historical Society powered by Susquehanna 2-8-2 No. 142. The trip operated from Susquehanna Transfer to Baird's Farm and return. The train had two dining cars, a snack bar and a gift shop. (Trip Itinerary courtesy of S.T. Lofthouse archive)

(Nov. 6) A Jersey Central Flemington Branch Special was sponsored by the Jersey Central Railway Historical Society to photograph former CNJ GP7 No. 1523 and former CNJ passenger cars on the former CNJ Flemington Branch in daylight and night photo sessions. (RailPace, Sept. 1999, Jan. 2000)

(Nov. 10) A repeat of the PCC charter trip on the Newark City Subway done on Sept. 26, 1998, again with Prof. / Dr. Keigher as organizer / guide.

2000

(April 15) The first operating segment of the Hudson Bergen Light Rail system opened from Exchange Place to E. 34th Street, Bayonne with a grand ceremony at Liberty State Park Station. Following speeches by Governor Whitman, NJT Exec. Dir., Jeffrey Warsh, & NJ Transportation Commissioner Jim Weinstein and many politicians, a ribbon was cut and commemorative tickets for gratis rides were offered. (Hudson-Bergen Light Rail Launch program, Bill McKelvey collection) (Headlights, July-Dec. 2000)

(April 22) A repeat of the 1998 and 1999 Newark City Subway charter trips by NJ ERHS.

(May 4) The Susquehanna's pair of E9 diesels lead an executive train underneath Amtrak's Northeast Corridor bridge, returning from the Resources Container terminal. In a stroke of luck the photographer also able to catch a NJ Transit Arrow III multiple unit train heading south out of New York while an inbound Amtrak train, led by AEM7 electric locomotive No. 913 passes in the opposite direction. (Susquehanna Trackage 1954-1968 w/Zullig and Holtz)

(May 6 & 7) The New England Rail Car Association sponsored excursions over the Black River & Western Railroad on May 6 and the first ever over the Belvidere & Delaware River Railway on May 7. The cars were put on the track at the Carpentersville quarry siding and nearby grade crossing. The group of 28 cars first went North to Phillips Junction (just South of Union Square, Phillipsburg), stopped for lunch, and then headed South. Several stops were made, including the Lopatcong Creek viaduct and at a spring South of Carpentersville. Just below Pinchers Point the group reversed and returned to the quarry. (NJ Transport Heritage, Vol. 9, No. 3)

(May 13) The Washington, DC Chapter, NRHS sponsored a Mystic Flyer Excursion from Washington, Baltimore and Philadelphia to Old Saybrook and Mystic, CT with the option of visiting either the Mystic Seaport Museum or the Valley Railroad. (RailPace, May 2000)

(June 24 & 25) URHS sponsored the Sea Train Excursion at Naval Weapons Station – Earle in cooperation with the U.S. Navy. The trains of URHS coaches were pulled by U.S. Navy locomotives out onto the 2.9-mile-long piers in Raritan/Sandy Hook Bay. This was the first opportunity since 1981 to ride a train within this famous facility. The Welcome Aboard brochure had passenger safety and guidelines for photo stops; History and current info, and Loco roster. (Jersey Central News) (RailPace, April, May & Aug. 2000) (NJ Transport Heritage, Vol. 9, No. 4) (35mm Color Slide Show – Tom Nemeth) (Welcome Aboard brochure from S.T. Lofthouse collections)

(July 6-8) The Canal Society of NJ sponsored an Erie Canal Cruise aboard EMITA II from Syracuse to Albany, through Oneida Lake and down the 400' drop of the Little Falls Locks and the Waterford Flight to the Hudson River. (On the Level No. 77)

(July 22) Tri-State sponsored a motor coach trip from Convent and Rockaway Mall to Steamtown and the Lackawanna Coal Mine, both in Scranton. (Block Line, July 2000)

(August) The Canal Society of NJ sponsored canal and railway tours of Germany, France & Belgium including Henrichsburg, Germany; the Mittelland Canal; Bruchhausen-Vilsen; Bremen; Scharnebeck; Uelzen; Elbe-Seiten Canal; Lauenburg; Harz Mtn. Ry; Main-Danube Canal; 2 Ry museums; King Ludwig Canal; Arzviller; Ronquires and others. Leader: Fred Heide. (On the Level No. 77)

(Aug.19) West Jersey Chapter members with family and friends had a most wonderful picnic and rides on the Riverview and Woodside Railroad located on the Robert Stanton farm in Woodstown/Piles Grove, NJ. E. Lewis Pardee, past president of the NRHS, spoke at a short ceremony and then drove the golden spike. (West Jersey Rails Quarterly, Winter 2000)

(Sept. 9 & 10) The NYS&W T&HS and the Dunellen Merchants Association sponsored excursions with NYS&W steam locomotive No. 142 on the NJ Transit Raritan Valley Line to High Bridge; rides for kids; railroadians vendors and food vendors on both days. Four round trips with the steam train were run each day of Dunellen Railroad Days. (Jersey Central News) (YouTube) (RailPace, July & Nov. 2000) (Frank T. Reilly)

(Sept. 16) The NJ Transit "Try Transit Festival" was held at their Hoboken Terminal after an absence of two years. Among the equipment displayed was URHS LV-painted F7s Nos. 576 and 578; CNJ GP7 No. 1524 and NJ Transit Newark City Subway PCC No. 11 on the adjacent plaza. (RailPace, Dec. 2000)

(Sept. 23 & 24) The North American Rail Car Owners Association (NARCOA) and the Volunteer Railroaders Assn. sponsored a round trip run on the NYS&W RR between Pompton Station and Warwick, NY (Baird's Farm) on day one and from Pompton Station to Little Ferry. A NJ record total of forty-three track cars or speeders were on the Sept. 23rd & 24th run. (RailPace, Dec. 2000)

(Sept. 23 & 24) The U.S. Postal Service and the Morristown & Erie Ry presented the Celebrate the Century Express traveling display train at the Whippany Railway Museum. It supported a commemorative stamp release, which was available for sale at the event. The specially painted and decorated Amtrak Genesis locomotive P42 No. 100 was posed for night photos on Saturday night. (RailPace, Sept. & Dec. 2000) (Whippany Ry Museum 2021 Calendar – photo taken by Steve Hepler on Sept 22)

(Oct. 14-15 & 28-29) Fall Steam Train Ride over the NYS&W Southern Division to Baird's Farm sponsored by the NYS&W T&HS. (RailPace, Oct. 2000)

(Nov. 16) Amtrak introduced its new Acela Express High Speed Trainset with a series of ceremonies and a pair of inaugural trips. Kickoff ceremonies commenced at Washington's Union Station where invited guests were treated to a nonstop run to NYC, and Boston. Revenue runs began on December 11. (RailPace, Jan. 2001) (The Metroliners: Trains That Changed the Course of American Rail Travel, by Goldberg & Warner)

2001

(Feb. 3-6) Motorcoach Expo 2001, was sponsored by the United Motorcoach Assoc. (their 30th anniversary and first time in NJ), at the Atlantic City Convention Center. There were 47 motor coaches on display, including NJ Transit MCI No. 7592; a Yellowstone Park tourbus built in 1924 by the White Motor Co., seating 12 on bench style seats; a 1936 Fitzjohn 6 door Chevrolet sedan/bus; and a 1947 Flexible Clipper. (NJ Transport Heritage, Vol. 10, No. 4, Sept. 2001)

(Mar. 3) Public Service streetcar No. 2651, owned by North Jersey Electric Railway Historical Society was moved from Ringoes to the Phillipsburg RR Historians site continuing restoration indoors. The car had been on the property of the Black River and Western RR for 26 years. The move was made by Jim Lilly's low-boy tractor – trailer rig. By afternoon 2651 was inside the engine / car shop which had been constructed with UEZ grant money provided 50/50 to PRRH and Friends of the NJ Transportation Heritage Center. (Destinations Vol. 15, No. 2, Dec. 2000)

(Mar. 31 – Apr. 1) The Canal Society of NJ sponsored a Behind the Scenes tour of the Delaware & Raritan Canal by motor coach to New Brunswick locks; South Bound Brook; Water Treatment Plant; Zarephath; Griggstown; Kingston; and Trenton. Leaders: Bob & Linda Barth. (On the Level Nos. 77, 79) (American Canals, Vol. 31, No. 1)

(April 17) The fourth trip on the Newark City Subway by NJERHS as in 1998, 1999, and 2000. (Bill Keigher) (West Jersey Rails Quarterly. Autumn 2001)

(May 10-28) The Canal Society of NJ sponsored their 11th overseas trip - a tour to Ireland aboard canalboats on the Royal Canal (first through cruise in many decades) to the World Canal Conference at Dublin. Leader: Capt. Bill McKelvey. (On the Level Nos. 72 & 80)

(May 12) The Wilmington Chapter, NRHS (c/o Steve Barry) promoted the Cape May Seashore Lines Railfan Day which featured an excursion on a pair of matching ex-PRSL RDC cars on ex-PRSL trackage between Cape May Court House and Cape May City. Two complete round trips were made and a night photo session was included. Steve Barry was the coordinator. (Jersey Central News) (RailPace)

(June 9) A 50th Anniversary of Budd Rail Diesel Cars (PRSL M-408 thru M-413) at Cape May City Rail Terminal co-sponsored by West Jersey Chapter, NRHS and Cape May Seashore Lines. Anniversary Festivities and Ceremony was held at the Cape May Station and several trains were operated between the 4-H Fairgrounds Rail Station and Cape May City Rail Terminal during the day. (Bill McKelvey collection – Program)

(July 6-8) The Canal Society of NJ sponsored a trip on the Erie Canal aboard the EMITA II, from Syracuse to Troy.

(July 12) The Morristown & Erie's new business car 364, OHIO RIVER, made its debut trip over the Morris County-owned Dover & Rockaway RR to inspect work done on the \$1 million upgrading of the 7-mile branch. The train consisted of M&E C424 No. 18, SW1500 No. 20, ex-PRR lounge car ALDER FALLS and ex-L&N business car OHIO RIVER. (RailPace, Oct. 2001)

(July 15) The 50th Anniversary of the NJ Turnpike was celebrated with a parade/convoy of historic and vintage cars, trucks led by three vintage police cars from Exit 8A to Exit 9 at the Turnpike Administration building. The Metro Jersey Chapter, American Truck Historical Society and the Antique Truck Historical Society made a good showing with about two dozen antique trucks as did NJ Transit with historic buses PSCT E313 and L627. A good picnic / time was had by all. (NJ Transport Heritage, Vol. 10, No. 4)

(August 4-22) The Canal Society of NJ sponsored their 12th overseas trip - a tour focusing on canals and railways of Europe, including Berlin area and Niederfinow and a boat cruise on Poland's Elblag Canal - with operating inclined planes patterned on our Morris Canal. Leaders: Fred Heide & Piotr Kumelowski. (On the Level Nos. 77 & 78)

(Aug. 8th) The Canal Society of NJ sponsored a Sunset Cruise on the Hackensack River. Leaders Bob and Linda Barth. (On the Level Nos. 78 & 81)

(August 15) Canal Society of NJ sponsored another Hackensack Meadowlands cruise.

(August 24) At a ceremony at Branch Brook Park Station, the PCC cars were officially retired from service on the Newark City Subway. (RailPace, Oct. 2001)

(Sept. 8) The last Hoboken Terminal Festival featured two rail excursions, rail displays including an Amtrak Acela train, a pair of Lackawanna RR livery E-8 diesel locomotives, NJ Transit, URHS, Tri-State Railway Historical Society, Morristown & Erie and PATH equipment. Newark City Subway PCC car #6 was on exhibit on the plaza north of the Terminal. The URHS supplied Lehigh Valley painted F7s Nos. 576 & 578 along with URHS's Heritage coaches for use on three specials operating from Hoboken to Milburn. (RailPace, Nov. 2001)

(Sept. 11) A special Morristown & Erie Railway train of NJ County Transportation Association members and their guests (including the Editor) were awaiting departure from Whippany Railway Museum. They were to proceed to Hoboken where a tour boat was to give them a cruise around NY Harbor with lunch aboard. Unfortunately, cell phones of passengers began ringing as early details of the horrendous events of the day began to unfold. The train never departed Whippany... (RailPace, Dec. 2001) Islamic/Muslim terrorists had hi-jacked four commercial passenger jet planes and crashed two of them into the twin towers of the World Trade Center in NYC. The resulting fires caused the collapse of both 110 story WTC towers as well as four adjacent office buildings. Many other nearby buildings were damaged. About twenty-eight hundred lives were lost and 700 of these were New Jerseyians. At least 45 of the victims were residents of Morris County. Bridges and tunnels were closed, halting rail and road

service into and out of Manhattan for hours and days. Twenty-three NY Waterway ferries rushed to the scene aiding in the rescue effort. In that first terrible day, NY Waterway evacuated 160,000 people from Manhattan, many of them injured. All air service was grounded for nearly two days. PATH service to WTC and Exchange Place was terminated. Rail freight service into and out of the NY area was immediately suspended, but resumed the following day. The Holland Tunnel was closed to normal traffic for weeks. It was used exclusively for emergency vehicles and trucks removing debris for many days. Many NJ truckers helped bring in emergency supplies and remove the 25,000 loads of debris. NJ Transit buses were operated as emergency services vehicles for the Salvation Army and others. Randy Emr of Roxbury, future president of the Military Transport Association of North Jersey, volunteered and drove his 1967 M35A2 2½ ton Army truck to deliver (via the GWB) donated sweat-suits, socks and underwear to EMT and rescue workers at Ground Zero. Randy was waved through several checkpoints where all other traffic was stopped. In following days he also transported exhausted firemen and emergency workers north to active transportation hubs so they could get home to rest and re-cooperate. [Bill McKelvey]

(Sept. 15 & 16) CANCELLED The NYS&W T&HS and the Dunellen Merchants Association sponsored excursions with NYS&W steam locomotive No. 142 on the NJ Transit Raritan Valley Line to the west; rides for kids; railroadiana vendors and food vendors on both days. Four round trips with the steam train were to have been run each day. (Jersey Central News) (Susquehanna Steam Spectacular Trip Itinerary & Steam On The Susquehanna Menu)

(Oct. 27) URHS sponsored The Chocolate Festival Express from Hoboken to the Chocolate Festival at Hackettstown with URHS coaches pulled by the recreated Lehigh Valley F7 locomotives 575 & 576. The Chocolate Festival attractions were baking contests, games, cemetery tours, Revolutionary and Civil War encampments, food vendors, clowns, musical performances, demonstrations, art shows, antique merchants, antique motorcycle show, & train rides. (Jersey Central News) (Bill McKelvey collection – trip flyer) (RailPace)

(Dec. 8) Tri-State Railway Historical Society operated Santa Trains between Netcong, Hsackettstown, and Dover. (Ticket Order Form)

2002

(Feb. 4) Retired Newark City Subway PCC car No. 14, which made the last revenue run on Aug. 24, 2001, was trucked from the Bloomfield Vehicle Base Facility to Muni Metro at San Francisco, CA. The move, the first of eleven, was made by Silk Road Transport of Arkport, NY. The cars have subsequently been repainted in the colors of PCC cars which formerly operated in NJ; MN; Mexico City; El Paso, TX; Toronto; Cleveland; Washington, D.C.; Birmingham; San

Diego; Detroit; and Los Angeles. They are an outstanding tourism hit. (NJ Transport Heritage, Vol. 11, No. 2 and Vol. 15, No. 1)

(March 16) West Jersey Chapter, NRHS sponsored a photographer's excursion on Cape May Seashore Lines using a pair of RDC cars and the URHS-owned GP7 No. 7000. (RailPace, May 2002)

(April 6-13) Canal Society of NJ sponsored cruise on the Columbia and Snake Rivers aboard the QUEEN of the WEST.

(April 8) The 57-car Ringling Brothers and Barnum & Bailey Circus Blue train moved to Atlantic City for the first time in 46 years. It had arrived at Pavonia Yard the previous evening and was moved to Winslow Jct. by CSX. There the Southern RR of NJ took over and moved it to Pleasantville. The mile-long train carried about 225 employees, 42 wagons on 16 flat cars, and four cars containing the animals. (West Jersey Rails Quarterly, Summer 2002) (NJ Transport Heritage, Vol. 11, No. 3, Pg. 6)

(April 15) The two sections (19 and 57 cars) of the Ringling Brothers, Barnum & Bailey circus train departed Atlantic City. (West Jersey Rails Quarterly, Spring 2008)

(Apr. 28 & 29) The Colorado Railcar diesel multiple unit car and companion Comet V cab car were placed in demonstration revenue service on NJ Transit's Princeton Branch. At the time it was the first and only self-propelled commuter railcar in the world qualified for use on mixed freight and passenger service in the US. (NJ Transport Heritage, Vol. 13, No. 3)

(May 10-12) "Tour of the Morris Canal for the Canal Society of NY State."

(June 2002) A final train was operated by the Black River & Western RR to Lambertville to collect some stored equipment, altho several cars remain in the area to this day. (The Black River & Western Story, NRHS Bulletin, Vol. 83, No. 3)

(June 16) The Phillipsburg Railroad Historians sponsored a trip by motorcoach, train, and boat to the Hudson River Valley. They rode Metro North from Croton-Harmon to Poughkeepsie, lunch at Cold Spring Station and then cruised on the Hudson to West Point and Bannerman's Castle. (RailPace)

(June 20) One of the NYC fire trucks destroyed in the collapse of the World Trade center on 9-11 was loaded on a trailer at Port Newark to be towed across the country by truckers Donnie and Diane Harper. They were part of a convoy which stopped in 18 states and 11 state capitals en-route to Rancho Cucamonga, CA, the ultimate destination where the wreckage was to become part of a planned memorial.

(June 26) CSX played host for a business presentation and overnight rail trip for members of the investment community during the last week of June. More than 40 financial analysts, including some of CSX's largest shareholders. Joined CSX senior managers for an informational tour of

CSX facilities from Pittsburgh to Philadelphia, and the Shared Assets area of Northern NJ. On the 26th they observed operations at the CSX intermodal facility in South Kearny, and a Transflow terminal in Elizabeth, NJ. The consist of the train included 27 CSX, NS, and private passenger cars. (RailPace, August 2009)

(July 5) A two car Funeral Train was operated on the Black River & Western RR for Nicholas Burenga, Jr., who led the development of the railroad. He became involved in the operation of the line, eventually becoming chairman and the largest stockholder. His grandson, Kean continues to operate the railroad. (RailPace, Sept. 2002)

(August 7) The Canal Society of NJ sponsored another Hackensack Meadowlands cruise.

(Aug. 14) A giant Russian cargo plane landed at the Atlantic City International Airport with a passenger train in its belly. The Antonov An-124 aircraft of Volga-Dnepr Airlines had loaded the train at Berlin's Schonefeld Airport and carried it across Europe, the Irish Sea and the Atlantic Ocean to New Jersey. The 54-ton 102-foot-long train was destined for the Southern New Jersey Light Rail Transit System. It was manufactured by Bombardier/Stadler in Germany and was trucked to the Berlin Airport. At the AC airport a special ramp with tracks was assembled so the diesel-electric multiple unit train could be rolled out. The three sections of the articulated train (3504 A&B, plus the two-axle central power unit, 3504 C) were separated and placed by crane on three separate trucks for the road journey to the Camden shops of the SNJLRTS. The first unit was flown over to save time as the car needs to be test operated and for crew training. The balance of the 22-car order was transported by ship + highway. (NJ Transport Heritage, Vol. 11, No. 6, Dec. 2002)

(Sept. 7 & 8) Dunellen Railroad Days featured train rides between Dunellen and North Branch using NYS&W Mikado No. 142; E9 locomotives 2400, 2402; and GP20 2064. (YouTube) (RailPace, Nov. 2002)

(Sept. 16 to 21) The Canal Society of NJ promoted a cruise on the Rideau Canal from Ottawa to Kingston, Canada aboard the Kwartha Voyager. Leaders: Linda & Bob Barth. (On the Level No. 79)

Sept. 28?) After a five year \$650,000 plus restoration by StarTrak, Inc., the HICKORY CREEK, the former NY Central RR observation lounge car of the 20th Century Limited train had its "coming out party" at the Hoboken Terminal Festival with more than 500 visitors. (A Comeback of the Century, by Karl Zimmerman in Classic Trains, Spring 2006)

(Sept 28) The NY Railroad Enthusiasts Annual Meeting Trip and Banquet was to the Lambertville Station Restaurant with a ride on the Black River & Western RR. The trip was by train from NY Penn Sta. or Hoboken to Raritan, where a charter bus would take them to and from Lambertville. (NY RRE Bulletin, August 2002)

(Sept. 28 & 29) NYS&W RR GP38 No. 2912 led the Susquehanna excursion consist into Dover during the "Lincoln Park Days" trips on NJ Transit's Boonton Line. The Susquehanna E8s and 2-8-2 No. 142 were also used. [RailPace, V. 22, No. 1, January, 2003 & Dec. 2002] (YouTube)

(October 11) A demonstration run of the new diesel MU Colorado Rail Car was held on the NYS&WRR from Hackensack, to the west and return. It was the first rail diesel multiple unit railcar to be certified by the FRA to operate on lines with freight service. At the time there was a proposal for passenger rail service between Paterson, Hackensack and Susquehanna Transfer. Later there were similar demonstration runs on the NJ Transit Princeton Branch. (S. David Phraner) (RailPace, Dec. 2002) (NJ Transport Heritage, Vol. 13, No. 3)

(Oct. 20) Tri-State Chapter, NRHS operated a series of caboose trips on the former CNJ Dover & Rockaway Branch, in conjunction with a giant flea market in downtown Dover. Originating at the Dover town hall, the morning trips went west to D&R Junction in Wharton and at 1pm the train of three cabooses ran east to the end of the line in Rockaway. The line was built in 1881 to serve the iron mines at Hibernia. [RailPace, V. 21, No. 12, December, 2002]

(Dec. 13-15) NJ Transit was test operating their new diesel multiple unit cars (DMU) on the streets of Camden to check traffic signal interfaces there. The Southern NJ Light Rail Transit system became known as the RIVER Line. (RailPace, Feb. 2003)

2003

(Feb. 2) NYS&W snow plow No. 91 worked their main line through NJ. (Susquehanna Reflector, Vol. 14, No. 2)

(Feb. 18) The 1920 vintage NYS&W Russell snowplow cleared the NJ main line of 20+ inches of snow accumulations. (Susquehanna Reflector, Vol. 11, No. 2)

(April 2) CSX operated the two-car track geometry train, W-001 through NJ and up the River Subdivision to Selkirk, NY. (RailPace, June 2003)

(April 13) Baldwin Field Day was hosted by SMS Rail at Pureland Industrial Park at Bridgeport, NJ gave opportunity to photograph the largest collection of Baldwin locomotives in the world. The event was sponsored by URHS with locomotive/crew costs donated by Railfan & Railroad Magazine and RailPace. At the time SMS had 13 vintage Baldwin locomotives on their roster. (RailPace, June 2003)

(April 25-27) The Canal Society of NJ sponsored a motor coach tour of the following canals with several boat rides: Chesapeake & Delaware Canal; Susquehanna & Tidewater Canal; Rehoboth Canal; and Point Pleasant Canal. Leaders: Linda & Bob Barth. (On the Level No. 83) (American Canals, Vol. 32, No. 1 & 3)

() The American comedy - drama film, The Station Agent, starring Peter Dinklage was released. The film was shot on a shoestring budget of \$500,000 in a limited amount of time at the NYS&W Newfoundland Station, Lake Hopatcong, Dover, Hibernia, Rockaway Township, Rockaway Borough and other locations. The filming which included NYS&W trains, Morristown & Erie locomotives and Morris County Central coaches produced a box office take of \$8,000,000. [Wikipedia] [RailPace, V. 23, No. 6, June, 2004]

(July 18 to Aug. 3) The Canal Society of NJ sponsored their 13th overseas trip - a tour of Canals & Railways in Germany (including Berlin, Magdeberg, Rothensee, Niederfinow, Scharnebeck, and Lauenburg) and Poland's Elblag Canal with operating inclined planes. Leaders: Fred Heide and Piotr Kumelowski. (On the Level Nos. 83, 85, & 86) (American Canals, Vol. 32, No. 4) (NJ Transport Heritage, Vol. 13, No. 2, April 2004)

(Aug. 6) The Canal Society of NJ sponsored a Sunset Cruise on the Hackensack River, including the Berry's Creek Canal. Leader: Linda Barth. (On the Level No. 84)

(Aug. 13) NY & Greenwood Lake Ry operated a special train for a local Freeholder during the evening of Aug. 13. The RR parked GP9 No. 1268 and passenger car CHESTNUT HILL on the Half Moon Bridge, where dinner was served to guests on board. (RailPace Oct. 2003)

(Aug. 29 - Sept. 1) The New York Railroad Enthusiasts sponsored a Labor Day Weekend trip to Altoona & Johnstown, PA to visit the Horseshoe Curve and East Broad Top RR. (NY RRE Bulletin, July/August 2003)

(Sept.) The Morristown & Erie Ry purchased the six rebuilt, but retired EMD FL9 locomotives from Amtrak and they were moved to Morristown. Two of them were repainted into a quasi-C&O RR scheme for use on a business car special that made a round trip to Port Jervis, NY in Sept. In 2005 two other FL9s were re-painted into a handsome cream and green scheme for the M&Es Maine Eastern operation. (NRHS Bulletin, Spring 2010)

(Sept. 13) Dunellen Railroad Days special trips were operated with NYS&W 2-8-2 No. 142 and NJT No. 4209.

(Sept. 15) "Erie Canal Delivers For Bridge Work" is the title of an article in the Sept. 15th issue of Constructioner magazine. It described the use of the Erie canal, Hudson River, Arthur Kill, Kill Van Kull and Raritan River to deliver steel re-bar cages used to reinforce the 52 supports for the then new Garden State Parkway bridge over the Raritan River. The cages which were 80 to 100 feet long and weighed nearly 40 tons each, could be shipped by water much more economically than by truck. The route was popular during the canal era when NJ's Delaware & Raritan Canal was in use. (NJ Transport Heritage, Vol. 14, No. 2)

(Sept. 21) The Volunteer Railroaders Association sponsored rides on their track car / speeder on the track segment on the north side of the CNJ Terminal train shed at the second annual CNJ festival at Liberty State Park. (RailPace Nov. 2003)

(Oct. 2) The North Jersey Electric Railway Historical Society organized a chartered bus excursion to the Electric City Trolley Museum @ Scranton, PA. The trip coincided with their Annual Trolley Meet. (Trolley Lines, Vol. 1, No. 1, Spring 2004)

(Oct. 4) The Morristown & Erie Railway operated a “Welcome Aboard the Watson, Stevens, Fiorilla & Rutter Customer Appreciation Train Trip” from Hoboken to Port Jervis, NY and return aboard the M&E Ry’s Ohio River, 7936 Coach, Morris County and Kitchi Gammi Club cars. (Promo piece: Frank T. Reilly)

() Lincoln Park Railroad Days NYS&W T&HS 8 car excursions were operated with 2-8-2 No. 142 and NJT No. 4301 between Lincoln Park and Dover. (YouTube)

(October 21) Norfolk Southern ran an inspection special for directors to view the NJ Transit River LINE from Trenton to Camden. It had NS locomotives 3027 and 5532 with business cars 21, WEST VIRGINIA, and 23, BUENA VISTA (the theater car). (West Jersey Rails Quarterly, Winter 2003)

(Oct. 16 - 18) Two Amtrak P42 locomotives and two Amfleet coaches had special Monopoly board-game decals applied for an October 16-17 charter train from Chicago to Philadelphia and Atlantic City for a national Monopoly tournament. Preliminary rounds were conducted on the train; the October 18 finals were in Atlantic City, the town upon whose streets and sites the game is based. (LHRy website / Histories / NJ Transportation Chronology)

(Nov. 1) West Jersey Chapter, NRHS hosted the Cape May Branch F7 Excursion over Cape May Seashore Lines between Cape May Zoo and the Cape May City Terminal. The train consist was the URHS two Lehigh Valley RR liveried F7s, 576 and 578; URHS lounge car ALEX DeCROCE, two URHS Heritage coaches, and PRSL RDC M-1 M-407. (RailPace Jan. 2004) (West Jersey Rails Quarterly, Vol. 9, No. 3, Spring 2004)

(Nov. 15) The grand opening of the Hudson-Bergen Light Rail extension to 22nd St., Bayonne occurred. (River LINE, by Al Fazio)

(Dec. 6) The NY RR Enthusiasts Traditional Holiday Trip to lunch at Rod’s Restaurant at Convent Station and then by charter motor coach to Whippany Railway Museum for a ride on their Holiday (Santa) Train and return to Convent. Travel to and from NY Penn Station or Hoboken was by NJ Transit train. (NY RRE Bulletin, Nov., 2003)

(Dec. 21) A walking tour of the Erie Orange Branch led by Bill McKelvey, Ron Rice and the late John Drennan began at Forest Hill, utilized the new Newark Light Rail from Branch Brook Park station to Grove Street, Bloomfield and continued by foot to the former Edison Plant in West Orange. Photos taken by Ronald Lee Rice are available at <https://photos.app.goo.gl/955tNY1NH5E1gh6U8> (RLR Archives)

2004

(March 13) The Trenton to Camden River LINE diesel light rail system opened and gratis rides were offered to the public.

(Mar. 23) The Siemens Exider exhibition train passed through NJ on its journey between Washington, DC and NYC. It was a 1000-foot long train consisting of 14 specialized walk through containers on flat cars – each container containing a built-in exhibit. The containers carried a total of 224 plasma screens, 189 DVD players, 4 servers, 9 miles of electrical cable, and almost two miles of data cable. The train visited over 130 cities in over 24 countries. (RailPace, May 2004)

(Apr. 2-4) The Mystic Valley Railway Society sponsored their Washington Cherry Blossom Special from Boston, South Station, via the Northeast Corridor through NJ, to Washington, DC, departing Friday evening and returning Sunday evening. Complete package with lodging, meals, and transportation to view cherry blossoms, monuments, and more cost \$450 pp. (Railpace March 2004)

(April 17) A special excursion trip for the attendees of the American Public Transit Association's Commuter Rail Conference at Atlantic City was operated from Atlantic City to Secaucus Transfer and the ROC and return to AC. Two NJ Transit diesels and three Comet 5 coaches were the consist. (Bill McKelvey)

(Apr. 20) NYS&W RR 2-8-2 steam locomotive No. 142 arrived at Dover from Butler. On the following day it was moved by NS and delivered to the Bel-Del at Phillipsburg. [Bill McKelvey]

(April 24) Cape May Seashore Lines operated their "21st Century Limited" for the first passenger train from Tuckahoe to Woodbine Jct. In the new century. The consist included PRR GP9 No. 7000, cafe-lounge car ALEX De CROCE and ex PRSL Budd RDC No. M-407.

(April 29-30) The Colorado Railcar demonstration DMU was operated on the NJ Transit Princeton Branch. (West Jersey Rails Quarterly, Summer 2004) (RailPace, June, 2004)

(May 1) Steam tourist trains began operating on the Belvidere & Delaware River Railway between Phillipsburg and Carpentersville with NYS&W Mikado No. 142. (RailPace, June 2004)

(May 18) A four-car inspection train was operated by NYS&W Ry from Binghamton, NY to Little Ferry, NJ with officials as a precursor to a July resumption of CSX intermodal detour trains. (RailPace, Aug. 2004)

(May 22) Cape May Seashore Lines Railroad VIP Outing. Passengers boarded at Cape May Courthouse and Cold Spring Village to destination: downtown Cape May. Photo stops and run-bys were scheduled for: CMSL yard at Rio Grande, Cape May Canal bridge, and at other locations. Frank T. Reilly was the Trip Chairman. (Welcome Aboard trip brochure)

(June) The North Jersey Electric Railway Historical Society sponsored a chartered bus excursion to the Warehouse Point Trolley Museum in Connecticut. Member Al Arocha arranged for the bus charter and was the driver as well. (Trolley Lines, Vol. 1, No. 22, Summer 2004)

(June 12) A CSX military special train moved north on their River Subdivision powered by a single new CSX SD70MAC, No. 4734, pulling 39 loads. (RailPace, August 2004)

(June 27) The NYS&W operated an inspection tour between Little Ferry and Warwick, NY. (Frank T. Reilly)

(July 3) CSX Military equipment special train W-682 was moved north from Little Ferry on CSX's River Subdivision. (RailPace, Oct. 2004)

(July 10) Funeral services for Kerry Austin Day were held at the Bailey Funeral Home in Mendham, NJ. Following which his casket was placed on the back of a 1927 Model AC Mack tractor originally belonging to NJ Chemical Co. and acquired / restored by Leon Schnepfer of Whippany Sand & Gravel Co. It was finally acquired by Gary Mahan and used in his wedding with the signboard "The Wedding Truck". For Kerry's funeral the signboard was changed to "The Last Ride" and the truck, with Gary Mahan driving, moved the casket to the Mass of Christian Burial at St. Joseph's R.C. Church in Mendham along with the flowers on a specially prepared bed on the back of the 1940 Model EF Mack which Kerry owned and restored with much help from Tom Amaducci. The EF was driven by Tom Amaducci with Kerry's grandson, "little Kerry" riding shotgun. Following the Mass both trucks operated in a procession / convoy from the church to the nearby Hilltop Cemetery, also in Mendham. (The Newark Star-Ledger) (Timothy B. Day)

(July 31) A trainload of military vehicles headed north on the CSX West Trenton line. (RailPace, Oct. 2005)

(August) Thomas the Tank Engine trains operated out of Cold Spring on the Cape May Seashore Lines. The event was not repeated. (West Jersey Rails Quarterly, Vol. 11, No. 2, Winter 2005)

(Aug. 14) The first River Line LRV was delivered by air in a Russian freighter from Europe to Atlantic City Airport and was trucked to Camden for initial testing and acceptance. (River LINE, by Al Fazio)

(Oct. 8-11) The Canal Society of NJ sponsored a bus tour of New England canal sites including: a boat ride on the Blackstone Canal; Farmington Canal; a canal boat ride at Lowell (MA) Historic Park; Middlesex Canal Museum; and a boat ride on the Cape Cod Canal. Leader: Jakob Franke. (American Canals, Vol.33, No. 1)

(Dec. 28) The first four new Kawasaki double-decker commuter coaches for MBTA Boston arrived at Port Newark by ship and were being transported by rail to Boston. The remaining 29

cars were to be assembled in the USA at Kawasaki's facility in Lincoln, NE. (RailPace, Apr. 2005)

2005

(Jan. 11) NJ Transit PCC cars, Nos. 4, 7, 13, 14, 24, 25, 26 & 28, were being delivered by truck from the Bloomfield Vehicle Base Facility to the Hudson-Bergen Light Rail Caven point, Jersey City facility for proposed future shuttle use in the redevelopment of the Military Ocean Terminal Bayonne (MOTB). The Bayonne shuttle line for the PCC cars was never built and the cars were eventually acquired as follows: No. 4 - Illinois Ry Museum; No.7 – NY Museum of Transportation; No. 13 – NJERHS to Boonton; No. 14 – Municipal Railway of San Francisco; No. 24 - Private Owner in CA; No. 25 – Shore Line Trolley Museum, CT; No. 26 – Baltimore Streetcar Museum; No. 28 – Repainted and displayed at Kinkisharyo in Piscataway. (RailPace, Mar. 2005 & March 2008)

(Jan. 14-16) The Morristown & Erie Ry hosted the 2005 Railroad Passenger Car Alliance convention in Morristown. Activities included a special passenger train on Jan. 15th operating from Whippany to West End in Jersey City, powered by M&E FL9s 488 and 489 and included both M&E and privately-owned cars. (RailPace, March 2005)

(March 8) The 135th Edition of the Ringling Brothers, Barnum & Bailey Circus rolled into NJ for its first tri-state appearance. From March 9 – 14 the circus was at Continental Airlines Arena in East Rutherford. The animal and flat cars were brought to the Pascack Valley Line. On March 15th the Red Unit Circus train moved to Nassau Coliseum via Amtrak and NY Penn Station. Following that show it went to Madison Square Garden and then back through NJ to State College, PA. (RailPace, June 2005) (Jersey Central News, Vol. 24, Issue 4, April 2005)

(April 15) A car-pool / hike of the abandoned Erie RR Caldwell Branch was organized by Mark Schmitt primarily for Tri-State Railway Historical Society members. A 22 page guide with maps, descriptions of points of interest, etc. was edited by Mark. They started at Great Notch, leaving most cars there and carpooled to Caldwell to begin the hike east and finished at Great Notch. (Gary Kazin) (Mark Schmitt)

(April 16) The NY Railroad Enthusiasts sponsored a ride on the RiverLINE DMU Light Rail from Trenton to Camden and return. (RailPace, March 2005)

(June 8) Morristown & Erie Ry hosted a meeting of the NJ Short line Railroad Assn. and provided an inspection train to tour Northern NJ short lines. The motive power was M&E C-424 No. 18 and Maine Eastern F40 No. 265, while the consist included Maine Eastern Coach PINE, Lounge Car ALDER FALLS, M&E Parlor Car MORRIS COUNTY and Business Car OHIO RIVER. Lunch was served to passengers en-route from Morristown to Garfield where they boarded buses to inspect the NY & Greenwood Lake Ry; the rehabilitation work on the Rahway

Valley RR and the Staten Island RR; then to the Port Jersey RR and finally the Cross Harbor RR. (RailPace Aug. 2005)

(June) The Volunteer Railroaders Assn. operated speeder trips for the public between Bridge Street, Lambertville and Holcombe Jimison Farm Museum @ Rt. 29. (RailPace)

(June 12) Tri-State Railway Historical Society sponsored caboose hops and a rare mileage trip on the Dover & Rockaway from downtown Dover to the end of the line in Rockaway. (Block Line, June 2005)

(June 12) The Phillipsburg Railroad Historians operated their Annual Field Trip by motor coach to the Western Maryland Scenic Railroad and Hagerstown Roundhouse Museum. (PRRH Newsletter)

(June 26 - 29) After seven years and \$650,000 worth of effort, the URHS's HICKORY CREEK (the signature car of the NYC RR 's 20th Century Limited train) restoration was complete and the historic car made its inaugural run, starting in NJ with a NJ Transit shuttle move from Lebanon to Hudson Interlocking and an Amtrak move to Sunnyside Yard on Long Island. The first public trip, the Niagara Weekender, sponsored by Railroad Passenger Services of Union, NJ, began at Penn Station, NYC. They were at the rear of Amtrak train 287, Amtrak's *Lake Shore Limited* to Niagara Falls, and were taken to a hotel in Canada where they spent two days visiting local attractions. The return to NY Penn Station was 3 hours late, but no one cared... URHS obtained the car from the Ringling Brothers and Barnum & Bailey Circus in 1991 and it was restored by StarTrak, Inc. The Hickory Creek has subsequently made trips to Albany, NY; Chicago, IL; Montreal; Boston; Washington, DC; Savannah, GA; Los Angeles; and New Orleans. (RailPace, Oct. 2005) (Block Line, Dec. / 4Q 2005) (A Comeback of the Century, by Karl Zimmerman in *Classic Trains*, Spring 2006)

(July 23 & 24) The NY Susquehanna & Western Technical & Historical Society sponsored their Railfan Weekend on the Bel-Del at Phillipsburg. An intensive schedule of trains was operated with their 2-8-2 Mikado steam locomotive, No. 142, and their 1930 Brill Model 55 motor car. The above were joined by Black River No. 8142, an EMD SW-1200 for the photo sessions on Saturday night. (Event brochure – Bill McKelvey Collection)

(August) Thomas the Tank Engine (operating under steam) visited the Cape May Seashore Lines. Fifty volunteers were needed to staff the various required positions and operate the trains, which were all sold out. The extensive preparations and logistics requirements are described in an article by Ron Baile. (West Jersey Rails Quarterly, Winter 2005)

(August 4-21) The Canal Society of NJ sponsored tours of the Llangollen Canal & Pontcysyllte Aqueduct in Wales and the great little railways of Wales including the Ffestiniog, Tallylyn and many others. Leader: Capt. Bill McKelvey. (On the Level Nos. 86,89, 91) (*American Canals*, Vol. 36, No. 1, 2, 4, Vol. 37, No. 1, 2, 3, 4, and Vol. 38, No. 1 - all by Bruce J. Russell)

(Aug. 7-8) The URHS-owned HICKORY CREEK traveled to Albany, NY and return. On the following day, the 8th, the HICKORY CREEK traveled to Chicago as part of Amtrak's *Lake Shore Limited*. (A Comeback of the Century, by Karl Zimmerman in *Classic Trains*, Spring 2006)

(Aug. 13) A Surprise 60th Birthday Party was arranged for Bob Barth aboard the Josiah White II on the Lehigh Canal at Hugh Moore Park, Easton, PA. Bob is President Emeritus of the Canal Society of NJ; has been a long time Director of the American Canal Society; and has been a major canal history tour leader and enthusiast both in the US and with the World Canal Society.

(Aug. 14) An annual picnic at the NJ Live Steamers facility at Liberty Corner was jointly sponsored by Tri-State, Central RR of NJ Veteran Employees Assn., and the CNJ Historical Society. Train rides were available on numerous small-scale live-steam, internal combustion and battery powered trains. (Block Line, 3rd Q/Sept. 2005)

(Sept.) The HICKORY CREEK was operated on a round trip to Savannah on the hind end of the Amtrak *Palmetto*. (A Comeback of the Century, by Karl Zimmerman in *Classic Trains*, Spring 2006)

(Sept. 16 - 18) The Canal Society of NJ September 16 meeting was held aboard the new-build replica sailing canal schooner, LOIS McCLURE, from the Lake Champlain Maritime Museum, at the Morris Canal Big Basin at Liberty State Park, Jersey City. The journey was termed "The Grand Journey from the Green Mountains to Manhattan" which began at Burlington on May 1, visited numerous ports along Lake Champlain the Champlain Canal and the Hudson River, including Greater New York, Liberty State Park, North Cove, Battery Park City, Kings Point and ending at Waterford, NY. The replica canal schooner, Lois McClure, 88 feet long and 14.5' at beam was constructed over a four-year period from more than 20,000 feet of white oak. White pine was used for the decks, while masts, booms and gaffs were hewn from white spruce. (On the Level No. 91) (*American Canals*, Vol. 33, No. 4; Vol. 34, No. 1 & 4) (*From the Green Mountains to Manhattan: The Grand Journey of the Canal Schooner Lois McClure* 2005) (*NJ Transport Heritage*, Vol. 14, No. 6, Dec. 2005)

(Sept. 27) The Morristown & Erie operated an inspection tour of the High Bridge Branch with M&E No. 18 and Maine Eastern locomotives. (Frank T. Reilly)

(October 8) The North Jersey Electric Railway Historical Society operated a deluxe motorcoach excursion from Metropark Rail Station to the Baltimore & Ohio Railroad Museum and the Baltimore Streetcar Museum. (*Trolley Lines*, Vol. 1, No. 4, Winter 2004 – flyer insert)

(Oct. 27) The final Metroliner trip was made with 133 passengers on Amtrak train No. 2300. Two AEM-7s pulled the train into New York Penn Station at 12:59 p.m. "on the advertised". That evening, the final all-reserved Mertoliner to Washington departed at 6:00 p.m. for

Washington with AEM-7 No. 947 and 6 cars. (The Metroliners: Trains That Changed the Course of American Rail Travel, by Goldberg & Warner)

(Dec. 3) The Railroad Museum of PA sponsored a Ramble to the Cape May Seashore Lines RR at Cape May. (Milepost, Mar. 2005)

(Dec. 10) The NY Railroad Enthusiasts Holiday Trip was from NY Penn Station or Hoboken to Convent to have lunch in one of the private railcars at Rod's Steak House. Afterwards they rode back to Hoboken on NJT to take a round trip ride on the new Northern Extension of the Hudson-Bergen Light Rail Line. (RailPace, Dec. 2005)

2006

(March 7) The Ringling Brothers and Barnum & Bailey Blue unit circus train animal cars were backed into a siding on the Pascack Valley line by two NS locomotives still in their Conrail blue paint. (RailPace, July 2006)

(Mar. 13) The Ringling Brothers and Barnum & Bailey Blue unit circus train was at North Elizabeth awaiting Amtrak locomotives for a move to Long Island City. (RailPace, July 2006)

(Apr. 7-9) The Mystic Valley Railway Society sponsored their Cherry Blossom Special, an Amtrak trip from Boston to Washington, DC. (RailPace, Apr. 2006)

(April 18) The Ringling Brothers and Barnum & Bailey Blue Unit circus train moved from NYC to Philadelphia via North Elizabeth. (RailPace, July 2006)

(April 21-23) A joint bus tour of the Canal Society of NJ and the Pennsylvania Canal Society assembled in Easton, PA to cover the Morris Canal from Lake Hopatcong westward via Saxton Falls, Waterloo Village, Hackettstown, Port Murray, Port Colden, Washington, and the Highlands Project Museum and Learning Center at Lock 7 W. Leaders: Bob Barth and Glenn Wenrich. On Sunday many of the participants traveled by car to Jim Lee's Plane 9W, Plane Tender's house and the turbine pit. (Canal Currents No. 138)

(May 1) The Ringling Brothers and Barnum & Bailey Blue Unit circus train was at West Trenton, NJ with CSX locomotives en-route to Providence, RI for a venue. (RailPace, July 2006)

(May 5-9) The Canal Society of NJ sponsored a bus tour of canals of NY state, including the Delaware & Hudson, Champlain, Erie, Black River, Oswego, and Chenango. Leader Jakob Franke. (On the Level Nos. 91 & 92) (American Canals, Vol. 37, No. 3 & 4, Vol. 38, No. 1, 2, 3, and 4 – all "Eleven Canal Adventure in Upstate NY" by S. David Phraner)

(June 15) The Railway Age Sesquicentennial Limited was a Private Varnish special Inspection Train commemorating the 150th birthday of Railway Age magazine which operated from Hoboken to Bay Head and return. It benefited the American Public Transportation Foundation

Transit Hall of Fame Scholarship Program. The train was powered by Bennett and Eric Levin's Juniata Terminal Company PRR E8A locomotives No. 5809 and 5711 with Bob Lewis on board and was photographed by numerous railfans all along the route. Approx. 125 guests from 18 corporate sponsors were on the trip, which raised \$20,000 for the American Public Transit Association's scholarship fund. The private cars were provided by Juniata Terminal Company and Morristown & Erie Railway fleets. Catering services, which included Passed Hors D'oeuvres, a Pasta Station, a Carving Station and Deserts were provided by Joe Leone's Catering of Point Pleasant Beach, NJ. Corporate Sponsors were: Alstom, AnsaldoBreda, Inc., Bombardier, CSX, DMJM Harris, Kawasaki, Norfolk Southern, The Okonite Co., Pandrol, Parsons, Parsons Brinckerhoff, Siemens, STV, Simmons-Boardman, Systra Consulting, Railroad Financial Corp., Wabtec, Washington Group International, and hosts were: Railway Age, Juniata Terminal Co., Morristown & Erie Ry., NJ Transit, and American Public Transit Association. (Bill McKelvey) (RailPace Aug. 2006) (Route Guide, Railway Age Sesquicentennial Limited Inspection Train, courtesy of Bennett Levin)

(July 8) A group of New York Metropolitan Bus Association members arrived at the Friends Lakewood Garage for an inspection tour and opportunity to photograph as many of the buses as possible. They arrived in a modern MCI charter coach owned by Coach Tours, Ltd. of Danbury, CT, driven by owner Ira Steinberg, a motor coach enthusiast himself. This tour marked the first official exhibit event for the Friends collection. (NJ Transport Heritage, Vol. 15, No. 5, Oct. 2006)

(Aug. 19) Tri-State sponsored a tour of NJ Transit's RiverLINE shops in Camden (Block Line, Sept. / 3Q, 2006)

(Sept. 9) A NJ Transit test train was operated on the Atlantic City Line as a trial for the new bi-level Bombardier equipment which will be assigned to the new NYC-Atlantic City weekend service expected to start in late 2007. (West Jersey Rails Quarterly, Winter 2006)

(Sept. 28) CSX operated a geometry train north on the River Subdivision. (RailPace, Dec. 2006)

(Oct. 4) A freight train crossed the Arthur Kill Lift Bridge for the first time in 15 years. NY Container Terminal GP38-2 began its run in Elizabeth, NJ, at the new Chemical Coast Line connection and ended at Arlington Yard on Staten Island. (RailPace, Dec. 2006)

(Oct. 11) A VIP demonstration trip with the Colorado Railcar Company's self-propelled diesel MU car was operated on the NYS&W RR between Bogota, Hackensack and Hawthorne. (Frank T. Reilly) (NJ Transport Heritage, Vol. 28, No. 2, June 2018)

(Oct. 20) A three car Office Car Special train was operated over the NY S&W RR from Syracuse via Binghamton to Northern NJ. At Marathon, NY, executives from NS, CSX, and NY S&W RRs boarded on the rainy Friday. (Operating on the NYS&W, 2-8-2 Productions video/DVD, 2006)

(Oct. 28) The annual Far Hills Steeplechase was held with NJ Transit providing a dozen special trains to the event on the Gladstone Branch. (RailPace, Jan. 2007)

(December) The NYS&W T&HS partnered with Warner Brothers to run Polar Express trains for the first time. Their timely planning paid off – they sold out 12 of 15 trains and carried 8,500 passengers with smiling faces. (Susquehanna Reflector, Vol. 13, N0. 1)

(Dec. 11) After months of extensive testing, NJ Transit placed the first train of multilevel coaches in service on the Northeast Corridor between Trenton and New York. (NJ Transit press release of Oct. 11, 2006)

2007

(Jan. 28) His Royal Highness, The Prince of Wales (Charles), and the Duchess of Cornwall (Camilla) were the guests of the Levin family (Eric, Nicole, Vivian and Bennett) aboard three Juniata Terminal Company cars, ALDER FALLS, WARRIOR RIDGE, and PRR 120. They traveled from Philadelphia to NYC and return. (RailPace, Mar. 2007)

(March 6+) The Ringling Brothers and Barnum & Bailey circus train made several trips through the northeast in 2007, performing at the NJ Meadowlands; on Long Island at the Nassau Coliseum in March; Philadelphia in April; and Providence, RI, in early May. On this day, the Red Unit animal cars were spotted on the Pascack Valley Line for unloading. On March 13, NS brought the Red Unit circus train south to Lane interlocking in Elizabeth for Amtrak to pick up and move through NY Penn Station for delivery to the LI RR. On April 30 the Red Unit circus train passed through Bridgewater on its way from Philadelphia to Providence, RI. (RailPace)

(March 25) The Ringling Brothers and Barnum & Bailey circus train, which appeared in Atlantic City, departed from the Pleasantville Industrial track via the Southern RR of NJ. (RailPace, June 2007)

(Apr. 20-22) The Canal Society of NJ sponsored a joint Spring Field Trip with the PA Canal Society, following the Main Canal south from New Brunswick by bus, including a ride on the NJ Transit River LINE Light Rail alongside the Delaware & Raritan Canal north of Bordentown. Leaders: Linda & Bob Barth. (On the Level No. 95) (Canal Currents No. 139)

(May 6) The URHS of NJ – owned Pullman car Hickory Creek was on Amtrak train No. 444, the Pennsylvanian at Harrisburg, PA. (Robert Vogel)

(May 20) The annual NJ Association of Railroad Passengers patron's lunch was held in Tuckahoe, hosted by Cape May Seashore Lines. After lunch aboard the URHS former NY Central lounge car No. 37, the ALEX DeCROCE, patrons and guests boarded former PRR P70 coach No. 1706 for an inspection trip of recently installed freight sidings at Woodbine Junction. (West Jersey Quarterly Autumn 2007)

(May 22) Norfolk Southern F9A No. 4270 and F7Bs Nos. 4276 and 4275 powered a three car Office Car Special from Croxton Yard, NJ on this day to Chicago. (RailPace, July 2007)

(June) The Friends of the NJ Transportation Heritage Center participated in the annual Spring Fling at the Museum of Bus Transportation in Hershey, PA. The lone bus which made the lengthy round trip from Lakewood was: P 700. (NJ Transport Heritage Vol. 18, No. 4, August 2009)

(June 23) NS 951, a deadhead Office Car move to Croxton, Secaucus, NJ passed through Manville. It was the first run of the freshly outshopped F9A, providing a classic A-B-A lashup. (RailPace, Aug. 2007) Also photographed passing east at Neshanic Station??? (RailPace, Sept. 2007)

(Sept. 23-24) The North American Rail Car Owners Association (NARCOA) and the Volunteer Railroaders Assn. sponsored a round trip run on the NYS&W RR between Pompton Station and Warwick, NY (Bairds Farm) on day one and from Pompton Station to Little Ferry with a side trip on the remnants of the former Erie RR Greenwood Lake Branch at Pompton on day two. A total of twenty-four track cars or speeders were on the run. (NJ Transport Heritage, Vol. 17, No. 1)

(Sept. 30) Tri-State sponsored a tour of NJ Transit's Hudson Bergen Light Rail shops and control center in Jersey City. (Block Line, Dec. / 4Q, 2007)

(Oct. 5-8) The Canal Society of NJ sponsored a bus tour of the canals of eastern NY state, including: The Delaware & Hudson, Champlain, Glens Falls Feeder, Erie, Black River, Chenango, etc. Leader: Jakob Franke. (On the Level No. 95)

(Oct. 6) The Eastern Long Island Ramble was an all-day tour from NY's Penn Station to Eastern Long Island's North Fork and a day in Greenport. Attractions were the RR Museum of Long Island; a ride on the 16" gauge Peconic County Miniature RR; and a Greenport Harbor cruise aboard the ex-LV RR tug CORNELL. The trip was organized as a fundraiser for the November Camden & Amboy symposium at Bordentown, sponsored by the Camden & Amboy RR Historical Group. (NJ Transport Heritage, Vol. 16, No. 5, Oct. 2007 and Vol. 17, No. 1, Feb. 2008)

(Oct. 20-21) The Volunteer Railroaders Association (of Hawthorne, NJ) sponsored a North America Rail Car Owners Association speeder trip on the NY S&W RR for 24 rail cars. On Saturday the group began at the unused transload facility at Pompton station on the former Greenwood Lake Branch of the Erie RR and headed west over Sparta Mountain with a lunch stop at the Deli by the Tracks in Vernon and the turn-a-round was at Baird's Farm. On Sunday the group traveled east on the NYS&W main line, with a break at Hawthorne Station and lunch break and turn-around was at the NYS&W turntable at Little Ferry. It was dark by the time we returned to Pompton. (NJ Transport Heritage, Vol. 17, No. 1, Feb. 2008) (NARCOA website)

(Nov. 2) The Susquehanna Limited, all private car special train traveled north from Philadelphia to Easton / Phillipsburg and on to the Delaware Water Gap and Scranton. This was an AMTRAK train and was operated by AMTRAK. It operated over trackage owned, operated, maintained, and dispatched by AMTRAK, NORFOLK SOUTHERN, CANADIAN PACIFIC, as well as the WESTERN NEW YORK & PENNSYLVANIA RR and the DELAWARE LACKAWANNA RR. This train was NOT subsidized by either the Federal appropriation for Amtrak or by the funding provided by the Commonwealth of Pennsylvania to sustain then passenger train service between Philadelphia and Pittsburgh. This train covered its own costs and provided a positive cash return to AMTRAK. It was powered by Bennett and Eric Levin's Juniata Terminal Company PRR E8As No. 5809 and 5711 and Amtrak P42 No. 91 leading 13 Amtrak coaches and three tuscan red PRR private varnish cars. The coach consist included: AMTK No. 81524 (Amfleet I Coach), AMTK No. 28012 (Amfleet II Cafe), AMTK 62009 (Viewliner Sleeper EVENING VIEW), PPCX No. 800073 (DOVER HARBOR). PPCX No. 800059 (CIMMARRON RIVER), PPCX No. 800045 (CARITAS), PPCX No. 80482 (OLIVER HAZZARD PERRY), CNRY 85 (CHAPEL HILL), PPCX 800708 (MOUNT VERNON), VIRC7 (KITCHIE GAMMI CLUB), M&E No. 2001 (OHIO RIVER), PPCX No. 800403 (KATY 403), JTFS No. 4940 (LITTLE JUNIATA RAPIDS, JTFS No. 1157 (WARRIOR RIDGE), and JTFS No. 120 (PENNSYLVANIA). While the train only traveled in NJ from Phillipsburg, along the Delaware River, to the Martins Creek Bridge, it definitely qualifies for inclusion in this database. (by Dale W. Woodland in RailPace, Jan. 2008) (Route Guide, The Susquehanna, prepared by Passenger Rail Today, courtesy of Bennett Levin)

(Dec. 28) The Friends of the NJ Transportation Heritage Center, Lakewood Bus group entertained a group of Motor Bus Society members with a tour of the garage and the collection. Highlight of their visit was a "chartered" trip to the pancake house in Bricktown in bus G572. (Joe Mahawash) (NJ Transport Heritage, Vol. 17, No. 2, April 2008)

2008

(Feb. 4) Morris County Central steam locomotive No. 385 was moved from Harrison to the Morristown & Erie Ry by Joe Supor & Son Trucking and Rigging, Inc. who donated it to Whippany Railway Museum. A long convoy of vehicles was assembled at Supor Industrial Park in Harrison to accompany and provide protective escort for the two big rigs carrying the locomotive and tender. The route from Supor Boulevard was through Harrison to Rt. 280 for a short distance and over the Stickel Bridge, then onto Newark Streets to Bloomfield Avenue. Then up Bloomfield Avenue through Bloomfield, Glen Ridge, Montclair, Verona, Caldwell and finally onto Rt. 46 West in Pine Brook. The convoy continued through East Hanover and turned onto Rt. 10 West, and ended up at Cargille Tap-Pro Corp. on East Frederick Place in Cedar Knolls. The unloading took place on a rarely used industrial siding. That afternoon there was a surprise donation / delivery of an additional locomotive, former Texaco 0-4-0 "fireless cooker"

No. 7240 by Supor. No. 7240 last worked at Texaco's Bergen Point Refinery in Bayonne. Both locomotives had been moved from Bergen County Technical School to Supor's Harrison property for safekeeping years ago. (RailPace, April 2008) Steven Hepler) (Whippany Ry Museum website) (NJ Transport Heritage, Vol. 17, No. 2, Apr. 2008)

(May 17) The Canal Society of NJ sponsored a bus trip to Lebanon, PA to explore and ride a boat through the Union Canal Tunnel – the oldest existing transportation tunnel in the US. Leader: Mark Hammill. (On the Level Nos. 98 & 99)

(May 20?) Conrail Shared Assets ran an Operation Lifesaver special in south Jersey between Pavonia Yard and Milmay with Norfolk Southern units for power. Federal, state and local governments and the railroad industry sponsor this national program to promote grade crossing safety and pedestrian trespass prevention. (West Jersey Quarterly, Vol. 14, No. 1)

(June) The Friends of the NJ Transportation Heritage Center participated in the annual Spring Fling at the Museum of Bus Transportation in Hershey, PA. The buses which made the lengthy round trip from Lakewood in a mini-convoy were: P 700 and G 572. (NJ Transport Heritage Vol. 18, No. 4, August 2009)

(July 10) CSX pulled the James E. Strates Carnival train into Croxton Yard after a much delayed trip from New England. Norfolk Southern pulled the train north for the next venue at Middletown, NY. (RailPace, Sept. 2008)

(July 12 & 19) Twin Forks Chapter, NRHS sponsored a NY Harbor Cruise aboard the privately owned restored former Lehigh Valley RR tugboat CORNELL. Trip visited many historic and some abandoned rail-marine sites including ferry terminals, floatbridge sites. (RailPace, June 2008)

(Aug. 12) The Morristown & Erie RR and Norfolk Southern operated a joint office car special inspection train between Dover and Washington to view the route currently served by NS Dover local HO-2. M&E was pursuing a lease of NS Washington Secondary trackage at the time. [RailPace, V. 27, No. 10, October, 2008]

(Aug. 30-31) The URHS owned Pullman car Hickory Creek traveled from NJ to Steamtown National Historic Site in Scranton.

(Oct. 4) The annual convention and trolley meet of the NYC Model Transit Assn. and the Shore Line Trolley Museum was held at the Rutgers University Gymnasium, 130 College Avenue, New Brunswick. In coordination with the interior show, the Friends of the NJ Transportation Heritage Center brought three of their historic buses up from Lakewood for exterior display. They were: ex-PSCT G572; ex-PSCT P700 and ex-PSCT Z546. This topped the prior year when only two of the Lakewood buses were brought up to New Brunswick. (Joe Mahawash) (NJ Transport Heritage, Vol. 17, No. 6, Dec. 2008)

(Dec. 13) The 22nd annual Browns Yard Santa Train brought an early Christmas present in the form of NS GP-38-2 No. 5290, still wearing its Conrail Operation Lifesaver paint. A long line of children waited to see Santa at the Freehold, NJ stop. In addition to NS 5290, CSZ GP\$)-2 and a red caboose comprised the nicely decorated train. (RailPace, Feb. 2009)

2009

(Jan. 15) **US Airways Flight 1549**, an **Airbus A320** on a flight from New York City's **LaGuardia Airport** to **Charlotte**, North Carolina, **struck a flock of Canadian Geese** shortly after take-off, losing all engine power. Unable to reach any airport for an emergency landing, pilots **Chesley Sullenberger** and **Jeffrey Skiles** glided the plane to a **ditching** in the **Hudson River** off **Midtown Manhattan**, roughly opposite West 50th Street (near the **Intrepid Sea, Air & Space Museum**) in **Manhattan** and **Port Imperial** in **Weehawken, New Jersey**. All 155 people on board were rescued by nearby boats, with a few serious injuries. This water landing of a powerless jetliner became known as the "**Miracle on the Hudson**", and a **National Transportation Safety Board** official described it as "the most successful ditching in aviation history". Flight attendants compared the ditching to a "hard landing" with "one impact, no bounce, then a gradual deceleration Sullenberger had ditched near boats, which facilitated rescue. Two **NY Waterway** ferries arrived within minutes and began taking people aboard using a **Jason's cradle**; numerous other boats, including from the US Coast Guard, were quickly on scene as well. About 140 New York City firefighters responded to nearby docks, as did police, helicopters, and various vessels and divers. Other agencies provided medical help on the **Weehawken** side of the river, where most passengers were taken.

The recovery of the damaged and half sunken Miracle on the Hudson aircraft was led by J. Supor Trucking & Rigging Co. of Harrison, NJ and Weeks Marine, Inc. of Cranford, NJ. The recovery mission involved 22 hours of round-the-clock work and a rigging plan using a 500-ton Clyde model 52 crane and a 115-ton Dravo model 37 marine crane. The airliner was loaded onto a 250' x 75' barge and transported to the Weeks' Jersey City marine yard. There the wings were removed and the tail section was cut down so that Supor could move the plane to safe storage for further study by investigators. Later, Supor was chosen to move the plane via road to the Carolinas Aviation Museum. The high, wide and lengthy oversize load required detailed coordination with local officials, law enforcement and DOT's along the route through NJ, DE, MD, WV, and NC. (J. Supor & Son Trucking & Rigging Co. website) (Wikipedia)

(Feb. 6) NJ Transit began their Atlantic City Express Service (ACES) from NY Penn and Newark Penn Stations. The last trains were operated on Sept. 18, 2011 and the service was formally discontinued in 2012 due to low ridership. (RailPace, Feb. 2009)

(May 13) Norfolk Southern operated an Operation Lifesaver trip for public safety officials from Manville to Oak Island to showcase the new "Quiet Zone" crossing construction underway in Edison Township. NS Nos. 3352 and 5826 let the consist. (RailPace July 2009)

(May 13) Extra NS 097 trailed an Association of American Railroads load test car west on the Lehigh Line through Phillipsburg. The test vehicle was built from the frame of Southern Pacific SD45X locomotive; it tests track strength and wheel performance to preclude possible derailments. (RailPace July 2009)

(June 5 & 6) The Friends of the NJ Transportation Heritage Center participated in the annual Spring Fling at the Museum of Bus Transportation in Hershey, PA. The buses which made the lengthy round trip from Lakewood in a mini-convoy were: PSCT Z603; Transport of NJ Z546; PSCT M720; plus a MCI-MCI Cruiser owned by Jason Davis and a restored Canadian-built 1989 MCI "Classic" TC-4102A Suburban. On the return trip on Saturday afternoon, June 6th, the three "Friends" buses traveled from Hershey to the Hampton Inn @ Clinton, NJ for an overnight stop and on Sunday morning, June 7th traveled together to the Metro Jersey Chapter American Truck Historical Society Show at Automatic Switch, Florham Park, NJ where they were on display. That afternoon they returned to Lakewood. (NJ Transport Heritage Vol. 18, No. 4, August 2009)

(June 6) The NY Chapters of the Electric Railroaders Association and the Railroad Enthusiasts jointly planned and sponsored their Erie Limited, Port Jervis, NY trip. They planned to have lunch in the Erie Hotel and later stroll around town. Travel was by regularly scheduled NJ Transit / Metro North trains departing Hoboken @ 9:21 am and returning @ 5:33 pm. Riders were provided with a packet of information including notes on Erie Main Line, a map, the Iron Horse Rambles & locomotive No. 614. (Charles Leemans via Angela Leemans)

(June - late) The Volunteer Railroaders Assn. hosted a North American Rail Car Operator's Assn. (NARCOA) motorcar excursion on the NYS&W Ry Southern Division. On day one they began at the Riverdale trans-load facility (actually former Erie RR, Greenwood Lake Branch trackage) and traveled to Baird's Farm and return. On day two they traveled from Riverdale to the Little Ferry turntable, where all the cars were turned, (including side trips to the west end of the Edgewater tunnel and the Lodi Industrial track) and back to Riverdale. (RailPace, Oct. 2009)

(July) The NYS&W T&HS hosted their first Day Out With Thomas (Thomas the Tank Engine) tours on two three-day weekends at Phillipsburg. Eight trains operated on each of the six days, carrying a total of about 23,000 passengers. Needed to pull it off: 140 volunteers per day; 2 large circus tents; 8 smaller tents; video viewing area; live musicians; on-site food court; miles of wiring; 15 portable toilets; a Thomas & friends department store; a fire dept. pumper; rescue squad; a 40 foot inflatable pumpkin; model train layouts; a hay bale maze; Sir Toppem Hat; story telling; coloring book area; spin art; two live steam trains; police dept.; the gem stone mine; a

\$100,000 line of credit; a warehouse; picnic tables; a PA system; and a petting zoo. (Susquehanna Reflector, Vol. 14, No. 2)

(July 20) The new Meadowlands rail station opened with a ceremony. Dignitaries and invited guests were transported from Hoboken and Secaucus in a special train. (RailPace, Sept. 2009)

(Aug. 8) A Weeks barge-load of NYS subway cars was in the Hudson River, ready to be moved out to the Atlantic Ocean where they are typically dumped off the NJ shore to serve as artificial reefs to enhance marine life. Over the years, hundreds of NYC subway cars have gone the same route. (RailPace, Oct. 2009)

(Sept. 20) Direct Metro North/NJ Transit rail service from Connecticut to Meadowlands sports venues began – via a connecting shuttle at Secaucus Junction. (RailPace, Nov. 2009)

(Oct. 23) The annual Mass Transit Modelers Convention and Trolley Meet was again sponsored by the NYC Model Transit Assn. & The Shore Line Trolley Museum at the Rutgers University Gymnasium at New Brunswick. This year the Friends of the NJ Transportation Heritage Center brought two of their buses up from Lakewood: Z546 and Z603. In addition, a 1970 Mid-Island, NY Flexible Transit No. 699 and an Eagle M-15 were also on display. (NJ Transport Heritage, Vol. 18, No. 6, Dec. 2009) (NYC Model Transit Assn. website)

(Oct. 29) A newly constructed replica narrow-gauge troop car joined the narrow gauge locomotive on tracks outside the Army Reserve Mobilization Museum on Army Support Activity, Joint Base McGuire-Dix-Lakehurst (ASA JB MDL). The exhibit preserves the history and heritage of the 2-foot gauge railway system which hauled troops and supplies to and from the training ranges. It operated during World Wars I and II and ran until the 1950s. (West Jersey Rails Quarterly, Spring 2010)

(Nov. 1) Tri-State Railway Historical Society sponsored Caboose Trips from Sussex St., Dover to nearby Wharton, and between Wharton and Rockaway. (RailPace, Nov. 2009)

(Nov. 7) West Jersey Chapter, NRHS celebrated its 65 anniversary with an Excursion on the Cape May Seashore Lines between Richland and Woodbine Jct. with the cooperation of the Volunteer Railroaders Assn. The historic train consist was mostly made up of URHS equipment. (RailPace, Nov. 2009)

(Nov. 18) Two Silk Road Transport tractor-trailer rigs arrived at the NJ Transit Bloomfield Vehicle Base Facility to load two vintage Public Service work trolleys. They were PSCT / Transport of NJ / NJ Transit line car / locomotive / snow plow No. 5221, which saw service on the PS *FAST LINE* between Trenton and Newark and PSCT 5223 which was a cut down former double ended passenger car made into a work / flat car with only the partial front end of the former car remaining. The cars were heading south to the National Capital Trolley Museum near Washington, DC for temporary storage in the spacious new carbarn. (NJ Transport Heritage, Vol. 18, No. 6, Dec. 2009)

(Dec. 6 through 9) Forty-six members of the Collis P. Huntington Railroad Historical Society (a NRHS Chapter) traveled from Huntington and Charleston, W.V. to NJ. They traveled in luxury aboard their society-owned private lounge/rail cars, BRADDOCK INN and NYC-38 (sister to the NYC 37 owned by URHS of NJ) which were attached to Amtrak's CARDINAL. They departed their train at Newark and were transported back to the Hampton Inn at Linden. The Inn was convenient to NJ Transit train service to NYC and most members did just that during their two-day stay. Chef Duane Legg prepared meals during the day-long trip each way, and passengers enjoyed the snow-covered landscape during the entire trip. The package deal included the round trip by rail with meals, motor coach shuttle, two days at the Inn, and a NYC Grey Line sightseeing tour – all for \$579. (Bill McKelvey) (NJ Transport Heritage, Vol. 19, No. 2, April 2010)

(Dec. 12-13) The Military Transport Assn. Sponsored Operation Toy Train for the US Marine Corps Toys for Tots drive. They operated a train with a locomotive, baggage car, two vintage passenger cars and a caboose over the Morristown & Erie on Saturday and over the NYS&W on Sunday. (RailPace, Nov./Dec., 2009)

(Dec. 13) The Santa Express visited the Raritan Central Railway at Raritan Center, Edison as part of the US Marine Corps Toys for Tots drive and the Helping Hands Food Pantry. (RailPace, Dec., 2009)

2010

(March 8) The Ringling Brothers and Barnum & Bailey "Blue Unit" circus train traversed NJ Transit's new Meadowlands spur for the first time to directly access the Meadowlands Sports Complex. (Railpace, May 2010)

(April 5) The Atlantic City Line trackage was inspected by the FRA with car DOTX 217 pulled by NJT locomotives Nos. 4139 and 4209. (W Jersey Rails Quarterly, Winter 2011)

(April 24-25) The Anthracite Railroads Historical Society held their weekend convention at the Holiday Inn in Parsippany, NJ. (ARHS Extra)

(June 4 & 5) The Friends of the NJ Transportation Heritage Center participated in the annual Spring Fling at the Museum of Bus Transportation in Hershey, PA. The buses which made the lengthy round trip from Lakewood in a mini-convoy were: PSCT G572; P700; and Z603. Bus G572 was placed on display at the Museum of Bus Transportation until October. On June 6th buses P700 and Z603 were driven from Hershey to the American Truck Historical Society Metro Jersey Chapter Truck Show at Automatic Switch, Florham Park, NJ. (NJ Transport Heritage Vol. 20, No. 2, April 2011)

(July 4+) The Hudson River Sloop CLEARWATER visited the south end of Liberty State Park in Jersey City to give public cruises. This vessel is a replica of an historic sailing vessel which traveled the Hudson River, the Champlain Canal and Lake Champlain. These vessels were fitted with centerboards to assist navigation in open water with their flat bottoms. Clearwater's centerboard is 13' deep. This 106' long, 25' beam wood hull replica, drawing 8' of water, was built and launched at the Harvey Gamage Shipyard in South Bristol, ME in 1969. She has a 108' tall mast and is equipped with an auxiliary diesel engine. She is based on the Hudson River with a homeport of Kingston, NY. (NJ Transport Heritage, Vol. 19, No. 5, Oct. 2010) (Clearwater website – www.clearwater.org)

(July 25) NJ Transit moved URHS equipment (Erie E-8s No. 834 & 835; PRR GG-1 No. 4977; Reading No. 284; PRR coach No. 1547; PRR baggage car No. 9286; URHX tool cars No. 404, 491, & 494; and former DL&W covered hopper car No. 19525) from Lebanon to Boonton Yard.

(Sept. 11) Friends of the NJ Transportation Heritage Center buses Nos. 6106 and 3778 were driven from Lakewood to and displayed at the SEPTA Bus Rodeo in Philadelphia, PA. (NJ Transport Heritage, Vol. 20, No. 2, Apr. 2011)

(Sept. 24) Norfolk Southern brought its Office Car Special train to northern NJ to showcase its investments in its Crescent Corridor, which extends from the North Jersey Terminal to Atlanta, New Orleans, and other southern markets. NS hosted shippers, elected officials and VIPs on a round trip from Croxton Yard through the newly enlarged Bergen Hill freight tunnel (the former 1861 Long Dock Co., later Erie RR, then Conrail), across Newark Bay to Oak Island Yard, then south through Port Elizabeth via the Conrail (former CNJ) Chemical Coast Line to Port Reading, NJ and return. (RailPace, Dec. 2010)

(Oct.) StarTrak, contract operator of the URHS-owned HICKORY CREEK leased the MOUNT VERNON to accompany the HICKORY CREEK on a charter run from NY Penn to Chicago and return via the Lake Shore Limited and the Cardinal.

(Oct. 8) The \$24 million project to improve clearances through Conrail's (former Erie RR) Bergen Hill Tunnel was completed. A huge tunnel rock grinder and explosives were used to bore through and increase clearances in the 4,000-foot-long tunnel to 20' 6". The Liberty Corridor improvement which was funded through a public-private partnership between CSX and the State of NJ also benefited NS. (RailPace, Dec. 2010)

(Oct. 16) Friends of the NJ Transportation Heritage Center buses Nos. E313, a 1951 Old Look; M720, a GM Old Look; P700, a 1960 GM Suburban; and NJT No. 6106, a 1982 MCI 9-A, were driven from Lakewood to and displayed at the NJT Bus Rodeo at the Howell, NJ garage. (NJ Transport Heritage, Vol. 19, No. 6, Dec. 2010 and Vol. 20, No. 2, Apr. 2011)

(Oct. 23) Friends of the NJ Transportation Heritage Center buses Nos. E313, M720, 6106 and 3778 were driven from Lakewood and displayed at the Mass Transit and Trolley Modeler's

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Show at Rutgers University, New Brunswick, NJ. (NJ Transport Heritage, Vol. 19, No. 6, Dec. 2010 and Vol. 20, No. 2, Apr. 2011)

(Dec. 11 & 12) The NY Susquehanna & Western Ry and the Morristown & Erie Ry hosted Toys for Tots Trains for the Military Transport Assn. which ran on the NYS&W on the 11th and the M&E on the 12th. The NYS&W train had NYS&W SD40-2 No. 3022 and NS GP40-2 No. 3010 for power and consist included M&E business car Ohio River; a specially outfitted box car for the toys; Whippany Railway Museum's restored Erie Lackawanna caboose and M&E's wide-vision caboose No. 100. (RailPace, Feb., 2011)

2011

(Jan. 19) Tom O'Kane made arrangements with NJ Transit for a tour of the Newark Light Rail (Newark City Subway) Bloomfield Vehicle Base Facility for members of the Lakewood Bus Crew and "Friends" members. We toured the Dispatch Center, the shop, and were given a tour of the system in our own private train. (NJ Transport Heritage, Vol. 20, No. 2, April 2011)

(April 9) The LORAM rail grinding train worked the Lehigh Line from Port Reading Jct. to Easton, PA in one day. Periodic rail grinding restores the proper profile to the head of the rail, which reduces friction for rail traffic. The process is periodically repeated on heavily trafficked rail routes. (RailPace, June 2011)

(April 9) The NY Division of the Electric Railroaders Association toured PATH's Harrison, NJ shop facility. (RailPace, June 2011)

(April 20 & 21) The hazardous materials (hazmat) training train visited Woodbury and Bristol. The name of the operation is TRANSCAER meaning TRANSportation Community Awareness and Emergency Response. The multi-car train is sponsored by Dow Chemical, CHEMTREC (the people you call when there is a tank car disaster), The Firefighter's Education and Training Foundation and Dana Tank Lines. The local host was Norfolk Southern. (West Jersey Rails Quarterly, Summer 2012)

(May 11) The Morristown & Erie Ry hosted a three car inspection train for Morris County, allowing elected officials and VIPs to view the rehabilitated county-owned Chester and High Bridge Branches. There was a ceremony at the Holland Manufacturing site at which golden spikes were driven. (RailPace July 2011)

(Aug. 5 to 8) High Iron Travel sponsored a Hoboken – Philadelphia all private car charter behind Juniata Terminal Company's elegant PRR E8s Nos. 5711 and 5809. The routing of the "Pacific Express" was from Hoboken was the former Erie main line through Hornell and Meadville to Youngstown, returning to Philadelphia via Pittsburgh, Altoona and Harrisburg.

Side trips were made to Bath, NY to visit a winery, and to Franklin, PA on the Western NY & Pennsylvania's Oil City Branch. (RailPace, Nov. 2011) (Dominion.com website)

(Aug. 7) CSX OCS P951 passed west through So. Plainfield led by CSX F40PHs No. 9999 and 9992 on a train filled with CSX officials. (RailPace, Oct. 2011)

(Sept. 12) Friends of the Railroad Museum of PA had an opportunity to view historic railroad sites in NY / NJ Harbor aboard the 100-foot schooner, MYSTIC WHALER. (Milepost, Apr. 2011)

(Dec. 7 – Pearl Harbor Day) A convoy of trucks carrying wreaths from Maine, heading to Arlington National Cemetery in Virginia stopped in NJ. The Wreaths Across America convoy which was escorted by 14 Gold Star Families as well as Police units from Maine and other states made many stops to remind people “To Honor, Remember and Teach.” The first NJ stop was at the Liberation Monument at Liberty State Park and at noon; at the Vietnam Veterans' Memorial in Holmdel lunch was served and wreaths were placed. (Google / Bill McKelvey)

2012

(May 12) URHS and StarTrak participated in National Train Day at Grand Central Terminal with NYC RR 20th Century Limited tavern lounge car, HICKORY CREEK and NYC RR No. 43 on public display.

(June 2) The Friends of the NJ Transportation Heritage Center drove a convoy of five of their historic buses from their Lakewood, NJ garage to the annual Museum of Bus Transportation Spring Fling at Hershey, PA. The buses included PSCT L627, a 1957 GMC PD 4104, a 35 foot Cruiser, known as NJT-1 driven by Joe Mahawash; PSCT P700, a 1960 GMC SDM-5301, a 40' Suburban - (the first bus of its type built) driven by Jim Skelton; NJT 2625, a 1995 NOVA / RTS 40' Transit, driven by Tony Merced, Troy Beverett and Derek Wade; Classic Tours '59, a 1959 GMC TDM 4515 35' Suburban, driven by ; PSCT/NJT/R&T 720B, a GMC S8M-5303A 40' Suburban driven by Classic Tours owner Mark Waterhouse. Four of the five buses were older than 50 years and were driven on a 300-mile round trip at speeds of 60 mph without a single problem... (NJ Transport Heritage, Vol. 21, No. 3, Aug. 2012)

(June 20) NJ Transit ALP45DP (dual power) locomotives were built by Siemens in Germany and delivered to Port Newark by Atlantic Container Line RORO (roll-on, roll-off) vessels Atlantic Companion and others in their fleet. W.J. Casey Trucking & Rigging of Branchburg, NJ moved the locomotives with their special tractor-trailer rig down the stern ramp of the vessel and a few hundred feet to a rail siding where cranes lifted the loco off the trailer and placed it on the track for movement to NJ Transit. The operation was photographed on several delivery days by Bill McKelvey. Note: The first unit was received in March 2011 and was loaded on a heavy-

duty rail flat car for movement to the AAR Transportation Test Center in Pueblo, CO. (RailPace, June 2011 and Sept. 2012)

(July ?) Canadian Pacific made its final passage through Bound Brook on Conrail Shared Assets Lehigh line after picking up the last 44 Transload America (TA) gondolas from Oak Island Yard. The bankruptcy of TA, CP's last customer at Oak Island, spelled the demise of CP service to the NY metro area. CP trackage rights dated back to the Delaware & Hudson RR at the formation of Conrail in 1976; they were acquired by CP in 1991. (RailPace Sept. 2012)

(July 4) A special gathering of the Norfolk Southern Heritage Fleet of SD70ACe units was assembled at the Spencer, NC shops. Among the units were the following which represented railroads which operated in NJ: No. 1065 New York Central; No. 1067, Reading; No. 1068 Erie; No. 1071, Central RR of NJ; No. 1073, Penn Central; No. 1074, Lackawanna; No. 1079, Erie Lackawanna; No. 8098, Conrail; No. 8102, PRR; and No. 8104, Lehigh Valley. (RR Video Quarterly, Issue No. 80, Summer, 2012 by Revolution Video)

(July 25) The 10-car CSX OCS P911-25 departed Newark at 11 am, with a stop in North Bergen before sprinting up to Selkirk Yard pulled by F40PHs 9999 and 9993. The executives and guests left the train at Albany Division Building and departed for the airport; the train returned to NJ by 3:22 pm. (RailPace Sept. 2012)

(Sept. 16) The first annual NJ Transportation Heritage Festival sponsored by URHS was held at Boonton Yard. (Festival Flyer by Frank T. Reilly) The United RR Historical Society of NJ – owned HICKORY CREEK observation lounge car was operated by StarTrak, Inc. to Montreal and return.

(Oct. 20) The Friends of the NJ Transportation Heritage Center participated in the annual Mass Transit & Trolley Modeler's Convention and Meet at the Rutgers Gymnasium at 130 College Ave., New Brunswick with a bus exhibit.....

(Oct. 27) A Conrail Board of Directors inspection train was run to Deepwater with NS GP 38-2 No. 5645 and business cars No. 5, Maryland; and No. 23 Buena Vista. (West Jersey Rails Quarterly)

(Oct. 29) The full fury of Hurricane Sandy was bearing down on the NJ National Guard armory in Teaneck just after 4 am when the call came in. A burst levee 10 miles away was sending a torrent from the Hackensack River into the towns of Moonachie and Little Ferry and lives were in danger. A convoy of 10 military trucks raced through blinding rain and howling winds from Teaneck to reach a Bergen County Emergency Management command center within 28 minutes. Within minutes National Guard Soldiers began helping people into trucks to escape the rising floodwaters. They remained on storm duty for six straight days. (National Guard News)

(Nov. 1) A NJ National Guard convoy patrolled Long Beach Island following Hurricane Sandy. (Down the Shore) (www.almy.com)

(Dec. 8) The US Marine Corps “Toys For Tots” train operated on the NYS&WRy between Maywood and Butler. (RailPace, Nov. 2012 & Feb. 2013)

(Dec. 15) The US Marine Corps “Toys For Tots” train operated on the Morristown & Erie Ry between Flanders, Ledgewood, Dover and Rockaway. (RailPace, Nov. 2012 & Feb. 2013)

(Dec. 17) During the week of December 17th, NJ Transit moved a string of 28 ALP44 locomotives onto the Lackawanna Cutoff at Port Morris for storage. This was the first train to occupy the Cutoff since the last segment was taken up in 1984. [RailPace Newsmagazine, V. 32, No. 3, March, 2013]

2013

(May 11 & 12) Special train trips were operated on the Cape May Seashore Lines between Tuckahoe and Milmay on National Train Day, the 11th benefitting URHS and on the 12th benefitting the Volunteer Railroaders Assn.

(June 5) The late Senator Frank Lautenberg, an Amtrak supporter, took one last train trip from the NJ Transit Secaucus Junction Station, which is named after him to Washington, DC. Since Amtrak normally doesn't ship human remains from NY Penn Station, Secaucus was the default choice. Also, Amtrak does not normally stop at Secaucus, so, this may have been a first. (grist.org)

(June 19-20) Conrail ran an Operation Lifesaver train over the Conrail Shared Assets Pennsgrove Secondary on the 19th and the Vineland Secondary on the 20th. The trips originated from Conrail's Pavonia Yard in Camden, using two OL-painted locomotives and two NS coaches. The trains brought the message of grade crossing and right-of-way safety to local elected officials, press, and law enforcement personnel on board. (RailPace, Aug. 2013)

(July 21) The American Association of Railroad Superintendents 117th Annual Meeting Tour departed Newark Penn Station; the Lehigh Line to Manville; Port Reading; North on the Chemical Coast line; Oak Island Yard; across the upper Newark Bay bridge; thru Bergen Tunnel; Croxton Yard; former PRR Passaic & Harsimus line; and back to Newark Penn Station. The trip was operated by Conrail Shared Assets and Amtrak for the benefit of AARS using Bennett and Eric Levin's Juniata Terminal Company PRR E8s Nos. 8571 and 5809 plus two of their luxury coaches and 4 luxury coaches from the Morristown & Erie.

(July 25) Norfolk Southern operated a five car office car special on the NE Corridor between Washington, DC and Newark/Croxton Yard. The train was powered by an impressive A-B-B-A set of NS F-units, Nos. 4270, 4276, 4275, and 4271. The equipment was later deadheaded west to Altoona via the Lehigh, Reading, Harrisburg, and Pittsburgh lines. (RailPace, Oct. 2013)

(August 24) The Morristown & Erie Ry successfully operated a 175-mile round-trip passenger excursion over the tracks of NJ Transit, Amtrak, Conrail Shared Assets, and Norfolk Southern. Named the Lehigh Limited, the 16-car train was operated in partnership with Norfolk Southern in celebration of the M&E's 110th year of operation since its inception in 1903. Motive power for the trip was M&E C424 No. 18, NS GP40-2 No. 3031, and NJT P40BH No. 4802. NS also supplied three coaches for its employees and guests and the M&E leased three NJT Comet V coaches. The remainder of the equipment was comprised of 10 privately-owned historic passenger cars that had been upgraded to current Amtrak and FRA standards. The 9.5-hour trip from Hoboken via the CR/NS Lehigh Line to Bethlehem (where lunch was served under tents to the almost 700 passengers) and return via the NS Washington Secondary (at a greatly reduced speed) and the NJT Morristown Line. (Rudy Garbely) (RailPace, Vol. 32, No. 10, October, 2013) (Lehigh Limited ticket No. 11138, 110th Anniversary Excursion flyer, and 21-page collector's edition, *Lehigh Limited Route Guide* from the collections of S.T. Lofthouse)

(Sept. 21-22) Norfolk Southern SD70ACe Heritage unit No. 1079 in Erie Lackawanna paint was on hand at Boonton Yard for the URHS Museum For A Day event on the 22nd. (Richard Wisneski) (Pete Hasler)

(Dec. 7-8 & 14-15) Numerous stops were made for the US Marine Corps Reserve Toys For Tots campaign by Operation Toy Train, a part of the Military Transport Assn. The train operated on the NYS&W Ry on Dec. 7; the Middletown & NJ RR on Dec. 8; and the Morristown & Erie Ry on Dec. 14-15. The URHS-owned former NYC observation-lounge-sleeper HICKORY CREEK and PRR baggage car were used on all trains. (RailPace, Feb., 2014)

2014

(Jan. 24 – Feb. 3) As part of the Transportation Plan associated with Super Bowl XLVIII, NJ Transit offered a "Fan Pass" for \$50 which was good for travel on all NJT rail, light rail, & bus routes. One individual parlayed the \$50 investment into 31 rail and light rail trips valued at almost \$240... and packing it all into 3 days! (RailPace, April 2014)

(Feb. 14) NYS&W RR operated a snow plow extra, No. 91, pushed by NS GP38-2 No. 5294 from Ridgefield Park to Warwick, NY and return. (Susquehanna Reflector Vol. 15, No. 4)

(April 26) Retired PA farmer C. Ivan Stoltzfus began a cross country trek at 6am at Manasquan, NJ beach. He was driving his unusual, customized 1948 John Deere Model A farm tractor pulling a 24-foot camping trailer. With the help of the Waterloo Boys at Rough and Tumble Engineers Historical Society of Kinzers, PA, Ivan mounted a 1948 Peterbilt 359 semi cab over the traditionally exposed driver's seat and rear axle. His mission was to raise money for the Wounded Warriors Project. The roughly 3,200-mile trip at 14 mph reached the edge of the Pacific Ocean at Crescent City, CA in three months. (Daily Journal, Watseka, IL, May 22, 2014)

(May 13) Norfolk Southern northern NJ local freight H-02 moved Reading Company-liveried F7a No. 284 from the United Railroad Historical Society's storage facility in Boonton to Dover, NJ. The cab unit was enroute to the Streamliner Festival in Spencer, North Carolina via Allentown, PA. [RailPace Newsmagazine, V. 33, No. 7, July, 2014]

() Lake Hopatcong Cruises, begun in this year, offered lunch, dinner and specialty cruises during summer months. Their 57-foot cruise vessel, MISS LOTTA, the largest boat on the lake, accommodates up to 45 guests. It has a full dining room, bar, and upper deck and sails from Alice's restaurant at Nolan's Point. [LakeHopatcongCruises website]

(May – June) Norfolk Southern sponsored a special gathering of E and F unit "Streamliners" at the Spencer, NC Shops. Included was the URHS Reading F7 No. 284.

(June 6) Five buses from the Friends of the NJ Transportation Heritage Center collection departed from the Lakewood Garage in a convoy to the annual Spring Fling (Saturday the 7th) of the Museum of Bus Transportation in Hershey, PA. The participating NJ historic coaches included: G572, a 1953 GMC TDM-4512, a 35' PSCT Deluxe Transit; L672, a 1957 GMC PD-4104 35' PSCT Cruiser; No. 190, a 1981 Grumman 879 40' Transit (former NJT Police); No. 2625, a 1995 40' Transit (NJT); and No. 103, a 1984 MCI-9, 40' Cruiser (former Classic Tours) owned by Mike Sabia. (NJ Transport Heritage, Vol. 23, No. 3, Sept. 2013)

(June 30) NS Office Car Special No. 951 departed Croxton Yard after spending the weekend. (RailPace, Sept. 2014)

(Sept.) The Friends of the NJ Transportation Heritage Center board member Joe Mahawash drove their NJT-1 historic bus from Lakewood to Boonton for the URHS Open House. (NJ Transport Heritage, Vol. 29, No. 4, Dec. 2014)

(Sept. 29-30) Tests of the new Acela trainsets between New Brunswick and Trenton on the Northeast Corridor were clocked at "over 165 mph" in the Princeton Jct. area. (RailPace, Dec. 2014)

(Oct. 4) The Warren County Morris Canal Committee sponsored a bus tour of the canal in Warren County, with a box lunch at Plane 9W, the Jim and Mary Lee Museum. (On the Level Nos. 117 & 118)

(Oct. 16) The CSX office car special passed through Ridgefield Park on its way from an inspection of a new intermodal facility in the Massena, NY area to its home base of Jacksonville, FL. (RailPace Jan. 2015)

(Oct. 17-18) The Pennsylvania Canal Society toured the eastern section of the Morris Canal. They toured Waterloo Village, Liberty State Park, a ride on the Newark City Subway - built in the bed of the Morris Canal, Great Falls National Historical Park & Paterson Museum,

Griffin Park on the Rockaway River, Lock 2E @ Wharton & their canal park, Plane 2E, King Store & Salt Box Museum @ Ledgewood. [Canal Currents No. 170, Winter 2015]

() A GE 45 ton switching locomotive was acquired by LHRy Chair, Bill McKelvey and moved from the Detroit area to Boonton Yard by truck. It was restored, repainted, named "*Capt. Bill*" / "*William*", and donated to URHS.

2015

(Apr. 4-5) URHS sponsored a D.C. Cherry Blossom Special aboard ex-NYC Hickory Creek and lounge car N0. 43 from NY Penn to Washington, DC. (RailPace, Apr. 2015)

(Mar. 16) The Ringling Brothers and Barnum & Bailey circus train came to the IZOD center at the Meadowlands for the last show before that venue closed.

(June 14) The Phillipsburg Railroad Historians sponsored a field trip from Phillipsburg to Rockhill Trolley Museum and the East Broad Top Railroad at Orbisonia, PA in a rented 11 passenger van. (PRRH Monthly Newsletter, Vol. XXV, No. 7, July 2015)

(July 20) Robert Paul (Butch) Hubert was a revered and much loved tow truck operator (Butch's Wrecker Service in Whippany, NJ) who died on July 14th. More than 40 vehicles took part in a procession / convoy from the Par-Troy Funeral Home to his final resting place at Restland Memorial Park in East Hanover. The vehicles included 2, 3, 4, and 5-axle tow trucks, wreckers and tilt bed recovery vehicles; three antique fire engines; EMS and police vehicles. (Ben Horowitz - NJ Advance Media for NJ.com)

(Sept. 12) Each year, Southeast Pennsylvania Transportation Authority (SEPTA) holds a bus rodeo for their drivers to demonstrate their skills in negotiating an obstacle course with very tight and twisting turns and maneuvers. They have to back up without hitting any traffic cones and drive through a narrow course of white plastic barrels at speeds of up to 25 mph with only inches to spare. This year the Friends of the NJ Transportation Heritage Center sent five of their historic buses to the event from Lakewood garage. They were No. 2501, a 1999 Nova B Transit, driven by Troy Beverett; No. 3778, a 1994 Flxible Metro D, driven by Derrick Wade; No. 2625, a 1995 Nova A Transit, driven by Tony Merced; No. P700, a 1960 GMC SDM 5301, driven by Mike Muncenski; and No. Z603, a 1968 GMC PD 4003, driven by Steve Zimenoff. The rodeo took place at the SEPTA Cornwells Heights Park & Ride lot. The NJ buses which were parked, secured, and opened to the public were swarmed by enthusiasts and many hundreds of exterior and interior photos were taken. The convoy of buses which departed Lakewood garage at 7 am, arrived at the rodeo by 8:15 and returned to Lakewood by 2 pm. (Steve Zimenoff) (NJ Transport Heritage, Vol. 24, No. 4, Dec., 2015)

(Oct. 31) The Lexington Group chartered a trip over various Conrail Shared Assets lines in northern and central NJ as part of their annual convention. The excursion train, billed as the "Jersey Devil" was composed of Juniata Terminal Company (Bennett and Eric Levin) E8As No. 5711 and 5809, one Amfleet Lounge, four Amfleet coaches, parlor car WARRIOR RIDGE, and former PRR business car PENNSYLVANIA. After deadheading up the Northeast Corridor from Philadelphia to Newark, where NJ passengers boarded, the train backed west from Newark Penn Station to Hunter interlocking at CP-Newark on Conrail's Lehigh Line. It then proceeded east via the Lehigh Line and Passaic & Harsimus branch and across Point No-Point moveable bridge, through Kearny and Meadows Yard to the Northern Branch at Marion Jct. In Jersey City, and north to Croxton Yard. The consist turned on the Croxton Wye/Croxton Runner/3rd track. It departed Croxton for the National Docks Line passing through the former Erie freight tunnel adjacent to the former Erie "Bergen Archways", then the elevated trestle and embankment through Jersey City, passing west of Liberty State Park, alongside and over the Hudson-Bergen Light Rail, then turning west to cross Newark Bay on the Upper Bay Bridge to CP Fran at Oak Island. Then it was south over the Garden State Secondary (former Chemical Coast, nee-Jersey Central Perth Amboy and Elizabethport Branch) past Elizabethport, Bayway, and Port Reading to CP WOOD in Perth Amboy. Entering the NJ Transit North Jersey Coast Line at WOOD, the train crossed Raritan River on the NY&LB moveable bridge and diverged at ESSAY, at the west (compass south) end of the bridge, onto the running track to WILLIAM in South Amboy. From WILLIAM on the (ex-PRR, nee-original Camden & Amboy RR) Amboy Secondary the trip continued west (south) through Brown's Yard, Spotswood and Helmetta to the Wye at Jamesburg.

There the train was shoved around the west leg of the Wye and parked between East and West Railroad Avenue and Gatzmer Ave. and Augusta St. where passengers detrained for lunch. Arrangements were made by Bennett for the group to eat in the Jamesburg Elks Lodge 2180 at Grand St. & RR Ave. Levin pre-ordered 200 pounds of Sy Ginsberg brand Pastrami; Jewish rye bread, and Dr. Brown's Black Cherry soda. After lunch, cheese cake was served in the AMCAFE and The WARRIOR RIDGE on the return trip.

Passengers re-boarded after lunch and departed Jamesburg retracing the route to Port Reading. After backing in to Port Reading Yard at CP RON, the train was positioned for a head-out move west over the Port Reading Secondary to Bound Brook. After running around the train on the Lehigh Line between CP BOUND BROOK and PORT READING JCT (Bridgewater/Manville), the train headed east to CP NEWARK (former "NK") and down the Raritan Valley Line connector to HUNTER, discharging passengers at Newark Penn Station in the evening before deadheading back to Philadelphia. (RailPace, Jan. 2016) (Route Guide, "The Jersey Devil" - 148 pages & covers, softbound, courtesy of Bennett Levin)

2016

(April 23) URHS/CMSL Festival Excursions were operated between Tuckahoe and Richland with URHS locomotives LV 576, PRR 7000 and 4 coaches. (RailPace)

(June 3-5) On this weekend the Friends of the NJ Transportation Heritage Center, Lakewood bus crew took seven of their historic buses to the annual “Spring Fling” at the Museum of Bus Transportation in Hershey, PA. NJ has one of the most extensive operational collections of historic buses and motor coaches in the US. (NJ Transport Heritage, Vol. 25, No. 2, June, 2016)

(June 16) Norfolk Southern’s Operation Awareness & Response (OAR) train visited Oak Island Yard in Newark. The train consists of a specially decorated GP-38-2 No. 5642, two boxcar classrooms, and three tank cars. (RailPace, Sept. 2016)

(Sept. 19) NJERHS members toured the Kinkisharyo International LLC/NJ Transit Hudson-Bergen Light Rail Shops at Jersey City and viewed the work in progress on PCC No. 28. (Trolley Lines, Vol. 13, Run #27 – 2016)

(Sept. 23) Short Caboose hops were operated on the BelDel from Milford north, 2 miles, utilizing Don Chaudruc’s GE 45 tonner, “MILLIE”.

(Oct. 16) Friends of the NJ Transportation Heritage Center displayed their Z603 and a second more modern bus at the NYC Model Transit Association meet at the PAL Building at Parsippany, NJ. (Trolley Lines, Vol. 13, Run #27)

(Oct. 29 & Oct. 30) The Amtrak *Autumn Express* operated through parts of New York, New Jersey and northeastern Pennsylvania. Once again, the train operated through small towns, historic tunnels and past key landmarks including parts of Pennsylvania’s Lehigh Valley not traversed by passenger trains since the 1960’s. The train operated with the support of Norfolk Southern – Harrisburg Division and Conrail – North Jersey District. (Amtrak Autumn Express 2016 Points of Interest: NY – Easton – Allentown – Reading courtesy of S.T. Lofthouse collections)

The *Autumn Express* departed New York Penn Station, passing under the Hudson River and stopping in Newark, N.J. to accept passengers and transition from electric to diesel power. From Newark, the train heads west along the former Lehigh Valley Railroad, through the famous Musconetcong Tunnel, opened in 1875, and across the Delaware River en route to Allentown.

Following the former route of the *Queen of the Valley* passenger train, which hasn’t seen regularly scheduled passenger service in decades, the train changed direction in Harrisburg and returned to Philadelphia along the route of the Pennsylvania Railroad’s Blue-Ribbon Fleet. The train then rejoined the Northeast Corridor at Zoo

Tower for a high speed run back to Newark and New York. Tickets were \$149 for adults. Children aged 2-12 ride for half price with each adult ticket. Customers also received a boxed lunch, souvenir tote and complimentary lapel pin with the purchase of their ticket. (Amtrak website Oct. 3, 2016) (Iron Hills Express, Summer 2021, Tri-State Chapter, NRHS)

(Nov. 5) The remains of Private First Class William V. Giovanniello were escorted from Newark Airport to Port Jervis, NY for burial on November 5th by 100 motorcycle police officers. He was killed in action in Korea on April 25th, 1951 and his remains were only recently recovered. The route they took was 78, 24, 287,80, 15 and 206 into NY. [NJ Herald] [John Sobotka]

(Dec.) Morristown & Erie Ry Polar Express trains operated from the renovated Whippany RR station on weekends in December. The train, which made 43 sold out trips consisted of 10 coaches with Maine Eastern FL9 locomotives on either end carried a total of well over 22,000 passengers. (Bill McKelvey)

2017

(Feb. 2) The Morristown & Erie Ry operated a special train for the Western NY and PA RR board of directors. It ran from Morristown to Succasunna on NJ Transit's Morris & Essex Line and the M&E operated Chester Branch with M&E ALCO C424 No. 18, Maine Eastern FL 9 No. 489 and three M&E passenger cars. [RailPace]

(May 6) URHS sponsored the South Jersey Rail Fest on the Cape May Seashore Lines at Tuckahoe with train and speeder rides, loco cab tours, vendors and a night photo session. (RailPace, May 2017)

(May 10) Curtain Call for "The Greatest Show on Earth" - The Ringling Brothers and Barnum & Bailey Blue Unit circus train made its last appearance in North Jersey. Following the last appearance in Uniondale, LI, NY on May 21, the 146 years of live performances came to an end. (RailPace, July 2017)

(May 24) Final movements of the Ringling Brothers, Barnum & Bailey Circus trains were made through NJ bringing to a close 146 years of their circuses. (RailPace)

(June 2) Six of the historic buses of the NJ Transportation Heritage Center collection departed the Lakewood Garage for the annual Spring Fling of the Museum of Bus Transportation at Hershey, PA. This year the convoy included their 1957 GM PD 4104; a 1964 PD 4106; 1968

GM 4903; 1982 MCI MC-9A; 1987 MCI MC9-B and MCI 96-A3. (Tom Hellyer) (NJ Transport Heritage, Vol. 26, No. 2, June 2017)

(June 4) A Farewell to Morristown & Erie ALCO C424s excursion was run on the Morristown to Roseland line. No. 18 had been acquired by the Illinois Railway Museum and No. 19 was acquired by Tri-State Railway Historical Society with a grant for the entire purchase price given by Liberty Historic Railway. The trip, which had four coaches and was powered by both No. 18 and No. 19 made several photo stops. The nearly 200 guests, including LHRy Trustees were carried on coaches MORRIS COUNTY, PASSAIC RIVER, ALEXANDER HAMILTON, and BIRKEN. (RailPace, Aug. 2017) (The Block Line, Summer 2017) (Iron Hills Express, Summer 2021, Tri-State Chapter, NRHS)

(June 16) The 116th and last massive heat exchanger built at the Air Products and Chemicals manufacturing site near Wilkes-Barre, PA departed for Allentown, PA; Manville, NJ; and back to Woodburn and Port of Fairless Hills, PA. (NRHS Bulletin, Vol. 85, No. 3)

(Sept. 8 - Friday) In advance of the Hurricane Irma landfall in Florida, a convoy of 40 heavy trucks of the NJ Army National Guard's 253rd Transportation Company departed the Cape May Armory with more than 100 members. The trucks were mostly LMTVs a/k/a M1083s. They did NOT take the ferry (their convoy could not fit on one ferry) south to DE, but traveled north and then west to I 95 near the Delaware Memorial Bridge. They were well along on their 1,000-mile journey south on I 95 when the hurricane struck Florida on Sunday the 10th. They were expected to stay in Florida for at least 14 days. (WHYY.Org) (253rd Sgt. Poley)

(Sept. 17) Caboose Hops were sponsored by Tri-State Railway Historical Society for Rockaway Day on the Dover & Rockaway branch with Morristown & Erie power. (Gary Kazin)

(Oct. 14 & 15) Amtrak operated two daylong, round-trip excursions—from New York City up **through the Hudson Valley**, chugging along a forgotten route that hasn't seen regular passenger service in decades. It's considered one of the best rail trails on the East Coast—especially in the fall—and tickets (which include a souvenir tote bag, lapel pin and lunch aboard) were **available for \$169**. The Autumn Express will leave from Penn Station at 8 a.m., then trek 40 miles alongside the west bank of the Hudson River and

run past landmarks like Bear Mountain Bridge, Storm King Mountain and the Walkway over the Hudson, before traveling another 50 miles through the sleepy communities of Catskill, Athens and Ravena. The return trip will hug Amtrak's Hudson Line on the west side of the Hudson, a route dotted with views of Rhinecliff, Peekskill, the Spuyten Duyvil movable bridge and Bannerman's Castle on Pollepel Island. You'll arrive back in the city shortly after 6 p.m. (Trip Press Release; eTicket reservation; Amtrak Autumn Express 2017 Route Guide; Operating Schedule; and Amtrak System Operations Transportation Notice 805-15-0 Version No. 1 from the S.T. Lofthouse collections)

(Oct. 14) CMSL operated their Fall Foliage Express between Tuckahoe and Richland. (RailPace)

(Nov.) This second year of *The Polar Express* event at Whippany was directly managed / coordinated by the licensee, Rail Events Incorporated (REI) of Durango, CO, rather than the Morristown & Erie. Between November 18th and December 31st, 126 trains were operated on 29 days for a total of over 51,000 guests. The M&E again provided the site, infrastructure, train and operating crew but this year REI managed and operated the event directly. They are in the business of coordinating licensed special events, event promotions, merchandising and related activities to railroad and museum operators throughout the United States (36), Canada (6), and the United Kingdom (3).

(Dec. 2) The Fiftieth Anniversary of the NY Central 20th Century Limited trains was celebrated with a round trip from NY Penn to Rensselaer, NY.

(Dec. 2-3 & 9-10) Operation Toy Train operated on three different railroads on two weekends with the help of two additional railroads, historical societies and volunteers. The ninth annual OTT traveled over the NYS&W Ry, the Middletown & NJ RR, and the Dover & Rockaway River RR. The deadhead move between the NYS&W /M&NJ and the D&RR was assisted by Norfolk Southern, operating over NJ Transit. A record 25,454 toys were collected for the U.S. Marine Corps Reserve Toys for Tots Foundation over the two weekends. (RailPace, Feb. 2018)

2018

(Jan.) The Morristown & Erie Railway Morristown shop was enlarged to allow tenant Alstom more inside space to work on the installation of Positive Train Control systems onboard NJ Transit Comet V cab cars.

(Jan. 24 & 25) The TV show *Quantico* taped Episode 8 on the Morristown & Erie Railway. Maine Eastern FL9 No. 489 starred in the show, masquerading for the fictional Maine Western, pulling passenger cars and a Maine Eastern caboose.

(Feb. 14) The 16” spare gun barrel from the Battleship USS New Jersey arrived at the Mahan Collection Foundation site in Basking Ridge, NJ. Three such barrels had been moved from Portsmouth, VA by rail to Camden & Philadelphia. At Philadelphia one barrel was moved to a display location at the Philadelphia Naval Yard. At Camden, one barrel was moved to a display location near the Battleship New Jersey. The final barrel was moved from Camden to Basking Ridge by road – mostly on Rt. 130. Supor Trucking and Rigging did the road move using a Schuerle two-section hydraulic modular trailer with a total of 32 tires, which was manufactured in Germany. The weight of the 68-foot-long barrel was 267,904 pounds (with breech). The entire move of the three barrels was managed by the Mahan Collection Foundation. Liberty Historic Railway donated \$10,000 to the cause. (Bill McKelvey) (Mahan Collection Foundation website)

(Apr. 28) The URHS hosted an open house on the Cape May Seashore Lines in Tuckahoe, NJ. The festival featured hourly train rides, speeder rides, equipment displays, and a night photo session. (RailPace, July 2018)

(May 9) Conrail Office Car Special, OCS-101 moved east over the Conrail Lehigh Line with a pair of NS and CSX locomotives pulling a single car – NS office car No. 23, BUENA VISTA. (RailPace, July 2018)

(May 10-11) The DOW Safety Train visited Whippany on the Morristown & Erie Ry. First Responders from throughout Northern NJ attended the classes. M&E GP7u was attached to the east end of the train and was part of the training classes. On May 14th the train was moved to Center Street Branch in Kearny and handed back to CSX. (RailPace, July 2018)

(June 1) Drivers and members of the Friends of the NJ Transportation Heritage Center assembled at the Lakewood Garage on Friday morning to prepare eight historic buses for departure to the annual Spring Fling at the Museum of Bus Transportation at Hershey, PA. This was the largest bus convoy ever attempted from NJ to Hershey. For the second time bus G-572, a 1953 GM TDM-4513 won the Best in Show trophy. (Jason Davis) (NJ Transport Heritage, Vol. 28, No. 2, June, 2018)

(June 3) The Union Pacific Railroad operated a 9 car (including two dome cars) Office Car Special train through NJ to Harriman, NY for a ceremony connected with the Harriman family and their legacy with the UP. The train was then used for private dinner trips between Harriman and Campbell Hall, NY. The sponsor was Brown Brothers Harriman, the oldest private bank in the US. The train was powered by UP SD70AH's No. 1943, "Spirit of the Union Pacific" and No. 9082. UP and NS operated the train as a deadhead move between Omaha and Harriman, NY. (RailPace Aug. 2018) (The Diamond, Vol. 32, No. 3, 2018)

(June 14) Two Silk Road Transport extended length, 7 axle, low-bed tractor-trailer rigs were photographed at the NJ Turnpike Vince Lombardi Travel Plaza in Ridgefield, NJ awaiting the required late-night trip over the George Washington Bridge for delivery to NYC Transit. The

R179 cars were manufactured by Bombardier in Plattsburgh, NY. Three hundred sixteen similar moves were made for this order of cars. Thousands of such moves of trolley cars, light-rail vehicles, and rapid transit cars have been made through NJ by Silk Road, Supor Trucking and Rigging and others over the years. In 2013 Silk Road transported 57 new PATH PA-5 cars from NJ back to the manufacturer, Kawasaki's Yonkers facility, for repairs due to damage done by Super Storm Sandy. (RailPace July 2013, Aug. 2018)

(July 4) Pullman cars Hickory Creek and Dover Harbor shared the bumpers at South Station, Boston, MA, on Independence Day. Both had traveled through NJ en-route. Dover Harbor was built by the Pullman Co. in 1923 (81' long and 80 tons – later increased to 87 tons) and was first used on the PRR Broadway Limited and Spirit of St. Louis. DH was extensively rebuilt in 1934 and assigned to the NYC RR. After Pullman sold the car and several private owners, the NRHS Washington, DC chapter purchased the car in 1979 and has owned and operated DH ever since. (Dominionrail.com website)

(Sept. 8) Tri-State Ry Hist. Soc. Operated Chester Branch Excursions with the Dover & Rockaway River RR in conjunction with the Old Suckisunny Day street fair, marking the first public train rides operated on the Chester Branch since passenger service was discontinued during the steam era. (Iron Hills Express, Sept. 2021 – Tri-State Ry Hist. Soc.)

(Sept. 16) Caboose Hops were sponsored by Tri-State Railway Historical Society for Rockaway Day on the Dover & Rockaway branch with Morristown & Erie power. (Gary Kazin)

(Nov. ?) NJ Transit extra MM-02 was operating on the Raritan Valley Line on a PTC test run between MMC and Queen Interlocking with Metro North diesel locomotives. (RailPace, Jan. 2019)

(Nov. 30) NYS&W RR locomotive No. 3040 and Chesapeake & Delaware No. 1853 powered the Toys for Tots Special on the NYS&W RR main line. Included in the consist was the URHS-owned former NYC RR observation/lounge/sleeper HICKORY CREEK.

(Dec. 3) Two NS diesel locomotives led a Toys For Tots train consisting of Juniata Terminal Company's PRR E8s Nos. 5809 and 5711 and three passenger cars west on the Lehigh Line on their return to Philadelphia. The train had operated on Dec. 1 between Binghamton and Delanson, NY on Dec. 1st. (RailPace, Jan. 2019)

(Dec. ?) The NJ Transit Police Rescue Unit provided passenger train rescue specialized training to members of the Stirling Volunteer Fire Co. and the Basking Ridge Fire Dept. Following a one-hour classroom presentation, the firefighters were shown the almost full-sized simulated railroad passenger car lying on its side inside a container on a tractor-trailer rig specially designed for training first responders. The injured included several life-sized child and adult mannequins that weighed as much as live people. (Frank T. Reilly/RailPace Feb. 2019)

2019

(Feb. 28) The NJ Chamber of Commerce 82nd annual “Walk to Washington” special train rolled south from Newark, NJ to Washington, DC. This year the train was only 14 cars, down from 18 in recent past years. (RailPace, April 2019)

(April 8 & 17) NJ Army National Guard soldiers with the 253rd Transportation Company performed tactical convoy training on Joint Base McGuire – Dix – Lakehurst, NJ. (www.almy.com)

(April 16) US Army soldiers test fired M240B machine guns prior to tactical convoy exercises during the First Battalion, 254th Regional Training Institute (Combat Arms), NJ Army National Guard’s Infantry Advanced Leader Course at Joint Base McGuire – Dix – Lakehurst, NJ. From April 1 to 19 the 254th trained 28 soldiers from GA, IA, MA, MI, NH, NJ, PA, RI, VT, & VA. (NJ National Guard)

(May 18) The Delaware & Raritan Canal Watch organization sponsored a dinner cruise fundraiser on the JOSIAH WHITE II mule-drawn canalboat on the Lehigh Canal at Hugh Moore Park, Easton, PA. (Linda Barth)

(May 31) After months of preparation, a convoy of eight buses from the Friends of the NJ Transportation Heritage Center departed from the Lakewood garage for the Annual Spring Fling at Hershey, PA. (NJ Transport Heritage, Vol. 29, No. 2, June, 2019)

(June 15) The Tuckahoe Transportation Heritage Festival with train rides was held on the Cape May Seashore Lines. (Paul Mulligan)

(Sept. 15) Caboose Hops were sponsored by Tri-State Railway Historical Society for Rockaway Day on the Dover & Rockaway branch with Morristown & Erie power. (Gary Kazin)

(Sept. 21) As part of the NJ Transit 40th anniversary celebration a bus rodeo was held at their Howell Bus Garage. The Friends of the NJ Transportation Heritage Center was invited to bring buses so that attendees could see the evolution of bus technology over the years. Nineteen buses from the “Friends” collection at nearby Lakewood were driven up to the event and back in convoy without a glitch. Their buses on display ranged from the oldest, a former PSCT 1951 GMC 35-footer to a pair of 1999 RTS’s. (NJ Transport Heritage, Vol. 29, No. 4, Dec. 2019)

(Oct. 5) As part of the NJ Transit 40th anniversary celebration, their Rail Operations-Meadows Maintenance Complex, held a huge event with over 1,000 attending. To commemorate the heritage of NJT’s commuter rail service, NJT painted three of their locomotives and six double deck commuter rail cars into schemes of NJ predecessor railroads. NJT No. 4109, an EMD GP40P which was originally acquired for the CNJ in 1968 was repainted in the as-delivered dark blue paint scheme. Two ALP-46A locomotives were also repainted – one in Pennsylvania RR Tuscan Red with pin stripes and another in the Erie Lackawanna Maroon, Yellow and Grey. In

addition, six double deck commuter coaches received heritage schemes of Conrail, Erie Lackawanna, Jersey Central Lines, Pennsylvania RR, Pennsylvania Reading Seashore Lines and NJ DOT. Also on display were URHS CNJ EMD GP7 No. 1524, EL EMD E8 No. 5243, and the Friends had two vintage buses on display. (NJ Transport Heritage Dec. 2019)

(Oct. 18, 19 & 20) The Canal Society of NJ joined with the Pennsylvania Canal Society for a Fall Tour of the Morris Canal from Easton to Lake Hopatcong and a guided tour of Waterloo Village. (On the Level, No. 133) (American Canals, Vol. 49, No. 1)

(Dec. 28-30) The URHS-owned HICKORY CREEK was operated by StarTrak to New Orleans and return on the rear of Amtrak's *Crescent*.

2020

(Jan. 18) A group of West Jersey Chapter NRHS members departed from the Pennsauken Transit Center on their Lansdale Trip. They rode NJT to 30th St., Phila.; SEPTA to Doylestown, stopping at Lansdale to photograph Pennsylvania Northeastern locomotives; then after lunch returned to Pennsauken. (Photos by Dave Homer and John Burlage) (www.westjersey-nrhs/news)

(Feb. 6) CSX operated an Office Car Special from Selkirk Yard to Philadelphia via Manville, powered by F40PH locomotives 9992 & 9993. Cars on the train were the KENTUCKY, WEST VIRGINIA, INDIANA, TENNESSEE, MICHAEL J. WARD, E. HUNTER HARRISON, NEW YORK, and ALABAMA.

(Sept. 13) Amtrak operated a five car charter train for the Baltimore Orioles baseball team from NYC to Baltimore. (RailPace, Nov. 2020)

(Sept. 19 or 28?) The Acela Avelia Liberty 21 trainset which had been testing between Washington, Harrisburg, and NYC left NY Penn Station for its first test run to Boston. It returned south on Oct. 2. (RailPace, Nov., Dec. 2020)

(Oct. 3) The Morristown & Erie Ry SW1500 No. 20 moved 13 pieces of NY&GL Ry equipment from Island Yard in Passaic to Passaic Jct. on the NYS&W RR for the new owner Operation Toy Train, a part of the Military Transport Association of North Jersey. On Oct. 3, No. 20 powered the "scrap" train, utilizing two URHS flat cars, an M&E gondola and bulkhead flat, which completed the salvage of rail and ties from Island Yard. Thus draws to a close the last segment of street running trackage (the Dundee Spur on Monroe Street in Garfield) in NJ. (Block Line, Vol. 17, No. 6 for history in the Conrail era) (RailPace, Dec. 2020)

(Oct. 4) A Hospital Train moved 15 pieces of former NY&GL equipment from NJ to Lackawaxen, PA by CSX locomotives Nos. 4423 and 2722. The consist included 3 locomotives, and 4 cabooses. (Internet video)

(Nov. 28) The only Christmas trains operated in the state of NJ during this year were the Kringle Railway Adventure thematic Christmas trains operated by the Morristown and Erie Railway out of Whippany. The Whippany Railway Museum assisted and leased some coaches to the M&E. On weekends before Christmas, six trains were operated each day with a M&E locomotive on one end and a cab car on the other. Due to the Covid 19 pandemic, each coach was limited to 25% of capacity and there were strict precautions taken for social distancing and sanitization standards.

(Dec. 5, 6, 11,12, 13, 18, 19, 20) Revolution Rail, in cooperation with Cape May Seashore Lines offered rail biking between Cape May Terminal and the Cape May Canal, a round trip of four miles. Each two-axle, pedal-powered vehicle carries 2 or 4 riders. Revolution Rail is based and operates in the Adirondacks in North Creek / Johnsonburg, NY. They plan to return to Cape May in May of 2021. (The Star-Ledger, Dec. 4, 2020 via Bob Barth) (Paul Mulligan) (www.revrail.com)

2021

(Feb. 10) Norfolk Southern geometry train 905 headed east past CP-SULLY on Main 2 approaching the Roycefield Road grade crossing in Hillsborough, NJ. NS DASH 9-44CW No. 9575 led NS Research Platform 38, also known as “The Brick” and NS Research Car 36. The coach contained technical equipment receiving information provided by NS 38 related to track geometry and rail wear. This was one of two NS trainsets used for track geometry inspection. (RailPace Apr. 2021)

(May 1) To celebrate the Morris County “Pathways of History” the first public showing of the restored DL&W Subscription Club car No. 2454 occurred at Whippany Railway Museum. (RailPace, July 2021)

(May 10) NY & Greenwood Lake Railway equipment formerly displayed at Port Jervis was moved to Croxton Yard and later to SMS Rail Lines at Bridgeport, NJ. (RailPace, July 2021)

(May 19) NS weed spray train WS-1 traveled east over the Lehigh? Trenton Line through Hillsborough, NJ with NS ES-44DC 7608 leading the Asplundh’s Railroad Division train of tank and box cars. (RailPace, Aug. 2021)

(June 5/6) The CSX OCS train in freshly painted B&O livery made its first appearance in NJ. (RailPace, July & August 2021)

(June 20) Following an outstanding 7-year exterior and interior restoration Lackawanna commuter subscription car No. 2454 entered service with first public rides following a celebration at Whippany Railway Museum. Sitting in for Phoebe Snow, the Lackawanna RR advertising /icon, at the Whippany celebration was Lauren Stauffer, granddaughter of the Morris

County Central Railroad founder, Earle H. Gill, who began New Jersey's first standard gauge steam preservation railroad at Whippany in 1965. Liberty Historic Railway was a substantial provider of funding for the restoration work. (Whippany Railway Museum website) (Skylands Visitor, Vol. 31, No. 3, Autumn 2021)

(Sept. 18) The Friends of the NJ Transportation Heritage Center held its first annual Historic Bus Festival on the Starr Tours property in Hamilton, NJ. It was a resounding success with over 400 people attending. "Friends displayed 17 of its own buses in addition to 20 historic, privately-owned buses also on display. One bus came from California! (NJ Transport Heritage, Vol. 31, No. 3, Sept. 2021)

(Sept 25) Hudson River Rail Excursions kicked off operations. The new service is a project of United Railroad Historical Society of NJ, based at Boonton, NJ. The URHS-owned sleeper-lounge, Hickory Creek and tavern lounge NYC 43 will be running along the Water Level Route between NY Penn Station and Albany, NY every weekend in October. (Iron Hills Express, Sept. 2021 – Tri-State Ry Hist. Soc.)

(Oct. 8 – 10) Eric Payne and partners at Executive Rail acquired private railcar RPCX 800081, the *Morris County* and remodeled it this year. The 28-seat parlor car, now named *Chester County*, made its first Amtrak trip for its new owners October 8 – 10 as the "Whistle Stop Tour" on the rear of Amtrak's *Pennsylvanian*. In collaboration with Virtual Railfan; the *Chester County* and Executive Rail's other private car, *Catalpa Falls*, rode from NYC to Pittsburgh and return. (RailPace Newsmagazine, Dec. 2021)

(Oct. 12) Conrail OCS 131 operated between Millville and Philadelphia with three of the Juniata Terminal Tuscan Red (PRR) fleet powered by NS 5278 and CSX 6212. (Paul Mulligan)

(Dec. 31) Bob Lowe took his three private Pullman cars for a friends and family excursion from New York to Pittsburgh and back, westbound on New Years Eve and eastbound on New Year's Day. His former Boston & Maine *Salisbury Beach*, ex-PRR *Colonial Crafts*, and ex-N&W *Lamberts Point* rode behind the motor of Amtrak's *Pennsylvanian* between New York and Philadelphia, and carried the markers between Philadelphia and Pittsburgh. Only the *Crafts* was at home on former PRR rails. (RailPace Newsmagazine, March 2022 – Robert L. Sartain)

2022

(Jan. 22) Private Pullman car CATALPA FALLS (built 1948 for PRR's Broadway Limited) was operated from NY Penn Station to New Orleans and return for a private group. The owners and trip sponsors were Robert C. Andrews (host) and George Payne (car manager). Fran Phillips was the Chef and Matthew Loser was steward. Four passengers were carried south and six north. (PULLMAN Ed. No. 65, March & April 2022)

(Jan. 23) A NJ Transit “Hoboken Extra” rail train was laying down new welded rail along stretches of the NJT (former Erie) Main Line to Waldwick. The train was powered with all three GP40PH-2s, 4206, 4211, and 4105. For the shove move east from Allendale to Laurel Interlocking in Secaucus, a distance of 20.5 miles, the conductor and another crew member rode on the leading end rail car, mercifully within an enclosed cabin during 35-degree temperatures at 20 MPH. The train dropped rail as far as Waldwick, but had to pull west to Allendale to clear the interlocking at WC to allow the welding truck and crane to be set off on Track 5 in Waldwick Yard. The rail train, consisting of the three GP 40s, one buffer car, and 30 rail cars was approximately 2,100 feet long, about 700 feet longer than Waldwick Yard, which is why they chose to return the consist to Laurel Interlocking where there is ample storage for such a long train. (RailPace Newsmagazine, Vol. 41, No. 4, April 2022)

(Jan. 25) Former Hoboken Manufacturers / Hoboken Shore RR GE 44 ton No. 700 arrived back in NJ. Tri-State Ry Historical Society / Operation Toy Train acquired the locomotive from East Penn Railroad’s Tyburn RR in Morrisville, PA, where it was Tyburn’s No. 400, and switched the Morrisville transload facility. It was moved by truck to the Morristown & Erie Ry’s Troy Hills Team Track, and they will move it to the URHS’s Boonton restoration facility. (RailPace Newsmagazine, March 2022 – Carl Perelman)

(Feb. 5) On this Saturday, the NJ Transit rail train and crew was dropping ¼ mile-long sections of new welded rail along the single track Pascack Valley Line, which meant the line had to be shut down for regular revenue passenger service for the day. (RailPace Newsmagazine, Vol. 41, No. 4, April 2022)

(March 6 - 7) Decrying vaccine and masking mandates, hundreds of trucks and other vehicles rolled through NJ on a NJ Trucker Freedom Convoy. The primary routes followed were (from Mahwah) 17, 3, 46, I 80, I 287 through Morristown, I 195, I 295 and on to the New Egypt Speedway in Ocean County for a rally. Another route followed the Garden State Parkway to Rt. 322 in Galway and Rt. 40 to Salem, NJ. The Official NJ Convoy Finale Event and Concert stated that “the New Jersey Convoy begins and finishes in NJ”. (nj.com; northjersey.com; CBS News; YouTube)

(April 2) The Black River & Western hosted a steam freight photo charter with their 2-8-0 No. 60 between Ringoes and Flemington which included a night photo session at Ringoes. (RailPace Newsmagazine, June 2022)

(April 20/21) Liberty Historic Railway funded the move of the eight Erie Lackawanna Dining Car Preservation Society cars from Scranton, PA to Binghamton, NY by NS and the 20th / 21st move by the NY Susquehanna & Western RR from Binghamton to Little Ferry, NJ, and back to Port Jervis, where they will be a major part of the grand opening and continuing exhibits of the Port Jervis Transportation Heritage Center. The two moves through New Jersey were both at nighttime. (Rudy Garbely) (RailPace Newsmagazine, June 2022)

(April 25-27) DL&W MU motor car No. 2628 owned by the Rochester & Genesee Valley Railroad Museum was acquired and moved from the former Erie RR station at Industry, NY to NJ to be restored for display at Lackawanna Plaza, the Montclair, NJ former terminus of the DL&W Montclair branch. Tri-State Railway Historical Society, working with the R&GVRM and BDP Holdings, LLC, which owns Lackawanna Plaza, arranged for the return of 2628 to NJ by Daily Trucking of Carlisle, PA. Tri-State will oversee its professional interior and exterior restoration at the Morristown & Erie Ry Morristown Shop by BDP. Mike DeVecchio, Director and long-time past president of Tri-State is the project leader. He said: "The 2628 was the last car on the last train to leave Hoboken for Gladstone on the last night of service of the vintage *Edison Electrics* and hopes to see the car restored as-built by 2024 in time to celebrate the 40th anniversary of the retirement of this grand and famous fleet". (RailPace Newsmagazine, Vol. 41, Nos. 6 & 7, June & July, 2022)

(May 9) The Police Unity Tour began at the Parsippany Hilton. Their primary purpose is to raise awareness of Law Enforcement Officers who have died in the line of duty and secondly to raise funds for the National Law Enforcement Officers Memorial and Museum. The effort was begun in 1997. On this day they departed from the Parsippany, NJ Hilton with about 100 motorcycles, two ambulances and two repair trailers. The four-day tour ended in Washington, DC with about 400 motorcycles. (Larry Gross)

(May 10) The CSX OCS train operated on the West Trenton line and through Clark, NJ led by CSX F40PH-2s Nos. 1, 2, & 3. with 12 cars in tow from Jacksonville, FL to Chicago, IL. CSX officials aboard were making their annual inspection of key points throughout their system. (Walter Switz) (RailPace Newsmagazine, Vol. 41, No. 7, July 2022)

(May 12-13) URHS arranged / operated a private charter of the Hickory Creek from NY Penn Station to Pittsburgh and return. Aboard were family and friends of Henry Posner. (Kevin Phalon)

(May 10) The CSX OCS train operated on the West Trenton line and through Clark, NJ led by CSX F40PH-2s Nos. 1, 2, & 3. with 12 cars in tow from Jacksonville, FL to Chicago, IL. CSX officials aboard were making their annual inspection of key points throughout their system. (Walter Switz) (RailPace Newsmagazine, Vol. 41, No. 7, July 2022 and Vol. 41, No. 8, Aug. 2022)

(May 19) Conrail Shared Assets Operations operated a two-car Office Car Special, OCS-101, in the North Jersey Terminal Region. The train consist was Norfolk Southern GP-38-2 No. 5636 (nee PC 7692, GP 38) and CSX GP-38-2S No. 6159 (nee WM GP-40-2 No. 4260); NS 24 (Delaware, Super Dome, ex AT&SF) and NS 23 (Buena Vista Theater Car, ex Southern Ry. (RailPace Newsmagazine, Vol. 41, No. 7, July 2022)

(May 21) The CNJ Veteran Employees Assn. sponsored a VIP Train Trip over the entire Chester Branch RR and the High Bridge Branch RRs courtesy of the Dover & Rockaway River

RR, arranged by CNJ Vets Director John Sobotka. (Incidentally, John began his career with the Reading RR, gravitated to the Jersey Central, then Conrail, Norfolk Southern, and now is an executive with the Chesapeake & Delaware, LLC.) The trip which began at Succasunna traveled to Chester Jct., Ferromonte Jct., and Bartley, with a lunch stop at the Flanders Fire house. The consist of the special train included CNJ Club Car No. 1201 “jersey coast”; DL&W RR Subscription Club Car No. 2454; CNJ Caboose No. 91259; and Belvidere & Delaware RR No. 1888, and EMD GP7u. At three pm a second trip was operated for the general public – it was packed! (Welcome Aboard Brochure with map and histories) (Steve Hepler) (John Sobotka) (CRR of NJ Historical Society, CNJ Journal No. 91 Apr.-June 2022) (RailPace Newsmagazine, Vol. 41, No. 8, August 2022) (Veteran Employees Association of the Central RR Co. of NJ Newsletter No. 124, Sept. 2022)

(May 25) Liberty Historic Railway – owned Trenton trolley car No. 288 was moved from Columbus, NJ to the Merola Tile rail siding at Farmingdale, NJ by Flynn’s Towing of Mount Holly. It was placed on trucks from a CNJ box car which was scrapped at Boonton Yard. (J.R. May & Bill McKelvey)

(June) MTA NY City subway system retired R-32 cars (Brightliners) were secured to Trailer Train flat cars and carried across NY/NJ Harbor on carfloats of NY NJ Rail from Brooklyn to the Greenville Yard in Jersey City. They were on their way to a scrapper in Ohio. (Associated Press)

(June 3-4) The Friends bus collection participated in the Museum of Bus Transportation Spring Fling at Hershey, PA with a new record of 12 of their buses making the round trip from Lakewood and return. They even won a prize! (NJ Transport Heritage, Vol. 32, No. 2, June 2022)

(June 11-12) The Black River & Western Railfest Weekend event was the first time since the 1970’s that two trains were operated – steamer No. 60 along with BR&W SW9 No. 438 did the honors. (RailPace Newsmagazine, Vol. 41, No. 8, August 2022)

(June 23) Two tractor-trailer loads of pre-fabricated turnouts, rail, steel ties and track materials were delivered by Kovalchick Corporation of Indiana, PA to the future 2 foot gauge Mahan Lake & Mack Pines Ry at the Mahan Collection in Basking Ridge, NJ. Previously delivered by the American Industrial Mining Museum were a fully restored former NJ Zinc Co. battery locomotive from the Stirling Mine @ Ogdensburg, NJ and a steel coach from Rick Rowlands of the Youngstown (OH) Steel Heritage Foundation. (Bill McKelvey)

(August 8) Ithe inaugural run of SMS Rail Lines on the Salem County-owned Salem Branch occurred. SMS acquired operating rights on the former PRSL branch between Swedesboro and Salem from the county. This first test run was made with rebuilt SMS Baldwin S12 No. 304 and Reading caboose No. 92857 with the CEO and other SMS employees. SMS plans to bring rail freight service back to Salem County as well as to operate tourist trains under the name

Woodstown Central Railroad. SMS is in the final stages of restoration of former Army Alco 0-6-0 which was formerly used in tourist service on the New Hope & Ivyland RR and it is planned to operate it on the Woodstown Central in tourist service. (RailPace Newsmagazine, Oct. 2022)

(Oct.) Retired NYC Transit Authority retired R-32 subway cars were being placed on TrailerTrain flat cars in Brooklyn, minus their trucks for shipment via NY NJ Rail from 65th Street Yard, Brooklyn on carfloats to the NY NJ Rail Greenville Yard in Jersey City for shipment to Frontier Industrial in Ohio via CSX for scrapping. (RailPace Newsmagazine Vol. 42, No. 2, Feb. 2023)

(Oct. 14+) Two college friends (urban planning majors) spent 19 hours riding 10 NJ Transit local buses across NJ. They started their journey at Cape May and rode via various local routes through Pleasantville, Atlantic City Old Bridge, Elizabeth, Newark, and Wayne, to Warwick, NY. The trip took them 19 hours, 43 minutes and 17 seconds, avoiding major highways and cost them together less than \$100. However, they could have made the journey using just three NJ Transit express buses, or via car in less than four hours. But they claimed their way was "more fun". The same was likely true for those who made similar long journeys via trolley cars over a hundred years ago. (by Colleen Wilson, NorthJersey.com, Nov. 23, 2022)

(Nov. 5) Woodstown Central Railroad, a subsidiary of SMS Rail Lines, operated inaugural trips, open to the public on the Salem Branch between Swedesboro and Salem, NJ. (Denis Connell) (RailPace Newsmagazine, Vol. 42, No. 1, Jan., 2023)

(Nov. 15) A CSX geometry train operated from Woodbourne, PA to Oak Island Yard in Newark and return with two coaches painted in CSX's current B&O tribute paint scheme. (RailPace Newsmagazine, Vol. 42, No. 1 & 2, Jan. & Feb, 2023)

(Nov. 26 – Dec.) The United Railroad Historical Society of NJ and the Railroad Museum of New England @ Thomaston, CT partnered to create a unique offering for the holiday season by transporting the URHS former NYC Pullman car Hickory Creek and NYC Tavern Lounge car No. 43 from Boonton to CT. (RailPace Newsmagazine Vol. 42, No. 2, Feb. 2023)

(Dec. 2) A NJ Transit rail train passed through Mount Tabor, powered by three NJT Geeps, headed by No. 4300. The rail was dropped along the Morris & Essex Line. (RailPace Newsmagazine Vol. 42, No. 2, Feb. 2023)

(Dec. 2) The annual Railmen for Children train operated from Hoboken to Harriman, NY powered by NJ Transit GP-40-2s 4109 (CNJ heritage) and 4101 (NJDOT heritage), paired up for the first time since they were both repainted. This was the 40th annual train organized by NJ Transit Rail employees to create a special environment for the attendees who were selected classes of children who attend certain local schools. While on board, the children were served lunch, entertained by characters and given special gifts. Railmen for Children is an organization that provides recreation, entertainment and charity to exceptional children of all ages. Train

conductors, engineers and others volunteer their time for this event. (RailPace Newsmagazine Vol. 42, No. 2, Feb. 2023)

(Dec. 10) The annual Tri-State Railway Historical Society "Santa Train" was operated on the Boonton line, powered by NJ Transit GP-40-2s 4109 (CNJ heritage) and 4101 (NJDOT heritage). Both locomotives were delivered in 1968 for the CNJ. (RailPace Newsmagazine Vol. 42, No. 2, Feb. 2023)

(Dec. 17) NJ Transit operated a welded rail train on the Raritan Valley Line, west of Raritan. It was powered by locomotive 4106 and two companions. (RailPace Newsmagazine, Vol. 42, No. 3, March, 2023)

2023

(Feb. 3) Some 50 cars of 150-cat Norfolk Southern train 32N derailed in East Palestine, PA, causing massive damage there and detours through NJ. Some trains detoured via the former Erie RR Southern Tier, former L&HR, and the NYS&W RR to Croxton Yard. Other trains detoured via CSX over the former NYC Buffalo-Selkirk-North Jersey main line which included the West Shore Line. (RailPace Newsmagazine, Vol. 42, No. 4, April 2023)

(April 18) NY Susquehanna & Western RR

LOOKING FOR VERIFICATION / MORE INFO;

Date unknown: An undocumented story tells of a charter of multiple Public Service All-Service Vehicles to Ebbetts Field in Brooklyn. En-route, the drivers spotted trolleybus overhead wires in Brooklyn, so they raised their poles and were able to travel faster on direct electric current than by using their gasoline engines.

1966: Newark had its 300th anniversary and there was a big parade. Public Service entered some 30 buses in a parade and we suspect that 1966 was when this occurred...

Date of Operation of the HICKORY CREEK on a round trip charter to Los Angeles.

Jersey Central Chapter group trip via Amtrak to Baltimore to visit the B&O RR Museum and the Baltimore Streetcar Museum for about 30 members. (Mitchell Dakelman)

* * * *

A special recognition to John Brinckmann, Edward T. Francis, Thomas J. McConkey, Bob Pennisi, Peter Hasler, S. David Phraner, Walter Kierzkowski, Curtis Carlough, Frank Miklos, Tony Hall, Mitchell Dakelman, Joseph E. Boscoe, Steve Hepler, John Wilkins, Stephen T. Loffhouse, David Pearce, Philip G. Craig, and dozens of other researchers and contributors, Carl Perelman, Frank T. Reilly, and many other editors and authors for the hundreds of photo reports and stories they have produced for RailPace Newsmagazine (RailPace) and other journals, bulletins, periodicals, newsletters, etc. over the years. And to the late Robert E. Farrell and Charles Leemans for saving full series of RailPace, and many other periodicals, bulletins, journals, newsletters, etc. which were donated to Liberty Historic Ry by their families and used to “beef up” this database. Farrell’s and Leemans’ collections and many others have subsequently been donated to the National Museum of Industrial History and Industrial Archive & Library archives and libraries, both in Bethlehem, PA. And, last, but not least, thanks to the Somerset County Library System, Bridgewater Branch for their hospitality, technical assistance, and use of their computers during the Covid 19 Pandemic and to the Berkeley Heights Public Library.