



WEST JERSEY RAILS QUARTERLY

OFFICIAL PUBLICATION of the WEST JERSEY CHAPTER, N.R.H.S. INC.

SUMMER 2000

VOLUME 5 NUMBER 4

\$3.00



Some headend business is unloaded from Pennsylvania Railroad Sunday morning Camden to Long Branch train No. 2681 while stopped at the Whitings, NJ station in the mid 1930s. The weekday morning train handled considerable mail, which was worked aboard a BM70k RPO baggage mail car. The high-wheeled Atlantic had been built by Juniata (Construction No. 1345) in August 1905 as class E2a and was later upgraded to class E3sa in June 1919. No. 5294 was scrapped in October 1937.

F. C. Kozempel collection

MY FIRST TRIP ON THE BACKROAD

By Donald B. Wentzel

Working the Post Office Railway Mail Service sub list was the same as working the railroad extra list. You could be called to work anywhere within your district at any time. Old District Five of the Second Division with headquarters in the 30th Street Post Office, Philadelphia covered the Pennsylvania-Reading Seashore Lines, the Pennsylvania RR Atlantic Division and the entire Reading Company with the exception of the Allentown-Harrisburg run.

I was notified to cover the Point Pleasant & Philadelphia RPO 988 and 997 on Monday,

October 18, 1948. This job was a Point Pleasant headout so I deadheaded up Sunday night via the PRR to New York and the New York & Long Branch back down to Point Pleasant, NJ. There was no Sunday evening train to the "Point" from Camden. I had been given an address where Railway Postal clerks could sleep that did not exceed the P.O. Department \$1.50 a day allowance. An elderly couple showed me the room, which was quite large containing two beds, two dressers and two chairs. They told me that the New York &

(Backroad Continued on page 4)

**June Meeting Saturday the 24th
Trip to the Lindenwold PATCO Shop**

Published by the
 WEST JERSEY CHAPTER,
 NATIONAL RAILWAY HISTORICAL
 SOCIETY, INC.
 Copyright, 2000
 Post Office Box 647
 Palmyra, NJ 08065-0647
<http://www.nelliebly.com/westjersey>

Chapter Meetings

4th Monday of the month
 September through June, 7:30 P.M.,
 at the Haddonfield Borough Hall,
 242 Kings Highway East, Haddonfield, NJ
 Guests are always welcome

Chapter Officers

President..... Richard J. Magee
 Secretary.....Ron Paul
 Corresponding Sec.....Ron Baile
 Treasurer Bill Sweeney
 Historian..... John Burlage

West Jersey Rails Quarterly Staff

Managing Editor William J. Coxe
 Associate Editor Albert T. Holtz
 Production Manager Fritz Plenefisch
 Circulation Manager..... Dave Thompson
 Printer B & R Photo Offset Printers
 Ewing, NJ

Membership

Chairman.....Bob Vogel
 Current Membership 256

We welcome the following new members:

Tony M. Beatrici Redding, CA
 Ronald DeGraw.....King of Prussia, PA
 Basil P. GugliottaAtco, NJ
 Glenn W. Kindle Clayton, NJ
 Jack Sarhage..... Piscataway, NJ
 Alfred M. Schuler, Jr Barrington, NJ
 Thomas J Wager Barrington, NJ

Membership applications are available by
 mail or from our web site.

Please CHECK THE ADDRESS on the
 envelope that contained this issue of the
Quarterly. If there are any errors or
 corrections, send the information to:

Fred Ciocciola, 209 Orchard Ave.
 Somerdale, NJ 08083-2523

President's Message

By Richard J. Magee

June Meeting: There will be no regular meeting in Haddonfield in June. The PATCO Lindenwold Shop tour on Saturday, June 24th is our June program. If you want to go and haven't signed up, contact Jim Morgan, Program Chairman, at (856)-547-5203.

Vice President Al Gorney Resigns:

With regret I accepted the resignation of our Vice President for the last two years. Al's employer offered him a transfer, necessitating his relocation to Upstate New York, but back home as Al is originally from Utica NY. We will miss his thoughtful contributions at board meetings and his friendly face behind the Chapter sales table at membership meetings. Thanks, Al, and Good Luck!

Chapter Picnic Set for August 19:

Member Bob Stanton, has again offered his Salem County farm and the Riverview & Woodside Railroad as the site of our annual picnic (see enclosed flyer for details).

Man Behind the Screen, Dick Makse:

Nearly two years ago, the Chapter's website appeared on computer screens. This was possible due to the skills and volunteer efforts of member and webmaster, Dick Makse. Working with John Burlage, Chapter Historian, Dick combined his expertise in web design with Chapter materials to create the website. We currently have a home page and pages for a membership application, Chapter calendar, Chapter books, *West Jersey Rails Quarterly*, Trebino Collection photos, and an "About the Society" page. The book page contains full color covers of Chapter books and short biographies of Chapter authors. Dick wrote the text for the "home" and "About the Society" pages, scanned in photos from the Trebino Collection, designed the membership application and order forms for the *Quarterly* and books. When needed, he creates order forms for Chapter trips, which can be activated from the calendar page, and places hyperlinks in the text to other sites such as the NRHS home page, Middletown & Hummelstown RR, etc. Dick and John are working on ideas for future expansion. Thanks for your contributions of talent and time to benefit the Chapter.

A TALE OF TWO CABIN CARS

by Frank C. Kozempel

The expanding Pemberton, NJ station museum operated by the Pemberton Township Historic Trust recently acquired two former Pennsylvania Railroad cabin cars. (Note, the PRR always referred to a caboose as a cabin car.) Sunday, April 2nd, an N6B steel-framed wooden cabin was loaded on a low boy at the home of Chapter member William Birchall in Hainesport. He had owned the N6B for 20 years. The previous owner purchased it from the PRR in 1965 and delivery was made May 8, 1965. It bore the number 980721.

According to a May 15, 1957 system cabin car assignment list, N6B 980721 was listed on the New York Region and utilized by crew 817C at Morrisville, Pennsylvania. This list shows 867 class N6B cabins still in use over the entire system. N6B cabin cars were adopted by PRR Lines West in 1914. They had steel underframes with wooden superstructures built in two styles, offset and center cupola. They were equipped with four wheel trucks and were 30' 8" in length over the coupler faces.

Early Monday April 3rd, the cabin was moved to Pemberton and placed on a length of track near the station on the old Kinkora

Branch right-of-way. Following placement of 980721, the riggers returned to Mt. Holly to load the second cabin car. It is a class N5C all-steel car built in 1942 by the railroad. This car, CONRAIL 23147, was delivered the previous Friday by local C792(WPCA20). It had been previously lettered Penn Central with the same number. Originally PRR 478016, it was built in August 1942. Class N5C cabins were built between February and August, 1942. A total of 200 were built numbered between 477820 and 478019. The N5C differed from the more common N5 by having round windows and a much larger streamlined cupola. They were slightly over 33 feet in length over the coupler faces. The May 1957 list indicated all but one N5C still in service. Cabin 478004 had been retired prior to that date.

Cabin 23147 was moved to Pemberton early on Tuesday April 4th, and placed behind the N6B. Both cars require considerable work to restore them to a pristine condition. They provide a nice adjunct to the beautifully restored Pemberton station which is normally open on Saturdays during the spring, summer and early fall.



Pennsylvania RR class N6B cabin car No. 980721 is in member Bill Birchall's backyard on April 2nd just before it was moved to Pemberton.

R.E. Farrell photo



Conrail No. 23147, a former PRR class N5C cabin car, had been placed in the Mount Holly yard four days before the move to the Pemberton station museum.

R.E. Farrell photo

(Backroad continued from page 1)

Point Pleasant RPO clerk slept there during the day. I never met him as he departed on his return trip to Jersey City before I got back from Camden. I in turn left in the morning before he arrived.

The bridge across Barnegat Bay had burned on December 1, 1946 and the trains from Camden terminated at Barnegat Pier on the west side of the bay. Service was still maintained to Point Pleasant by a bus connection, which met the train at Toms River. The Railway Mail Clerk sat in the front of the bus sorting mail on the seat.

I reported to work at the Point Pleasant Post Office at 6:23 AM and was informed that the bus had broken down the night before. The local Superintendent of Mails called a taxi to take me to Toms River. Loading the first class pouches into the cab we took off for the Bay Head Post Office. "Where is that?" the cab driver asked. My reply was, "I don't know - it's my first time here." We eventually found the Post Office and continued our search downbeach for offices in Lavallette, Mantoloking, Seaside Heights and Seaside Park, arriving at the Toms River station almost 15 minutes late. The waiting train, No. 988, consisted of two P-70 coaches and a BM70k baggage-mail car pulled by an E-6 Atlantic. I don't need to tell you that this was a ride I will never forget. Speed limits were most certainly ignored until we reached Birmingham 28 miles to the west. There were eight catches to be made on the fly.

Barnegat Pier, Point Pleasant and Toms River to Philadelphia (Market Street Wharf)						
Train No.....	980	982	984	988	992	996
When Run.....	Except Sundays and Nov. 25, Dec. 25, Jan. 1	Except Sundays and Nov. 25, Dec. 25, Jan. 1, Feb. 22	Except Sundays and Nov. 25, Dec. 25, Jan. 1, Feb. 22	Except Sundays and Nov. 25, Dec. 25, Jan. 1, Feb. 22	Except Sundays and Nov. 25, Dec. 25, Jan. 1, Feb. 22	Sundays and Nov. 25, Dec. 25, Jan. 1, Feb. 22
Eastern Standard Time						
	AM NB	AM NB	AM NB	AM	PM	PM
Lv Barnegat Pier, N. J.....				7.46	3.10	6.00
▪ Ocean Gate, N. J.....				f 7.49	f 3.13	f 6.03
▪ Pine Beach, N. J.....				f 7.52	f 3.16	f 6.09
▪ Beachwood, N. J.....				f 7.55	f 3.19	f 6.12
Ar Toms River, N. J.....				7.58	3.34	6.22
Lv Point Pleasant, N. J.....				^ 6.58	^ 2.26	^ 5.05
▪ Bay Head, N. J.....				7.03	2.31	5.10
▪ Mantoloking, N. J.....				7.07	2.36	5.15
▪ Lavallette, N. J.....				7.15	2.44	5.23
▪ Ortley, N. J.....				7.18	2.47	5.26
▪ Seaside Park, N. J.....				7.25	2.56	5.37
▪ Berkeley, N. J.....				7.27	2.58	5.40
▪ Seaside Heights, N. J.....				7.29	3.00	5.43
Ar Toms River, N. J.....				7.53	3.29	6.17
Lv Island Heights, N. J. (Com. House) (Bus)				^ 7.42	^ 3.18	^ 6.06
Ar Toms River, N. J.....				7.53	3.29	6.17
Lv Toms River, N. J.....				7.58	3.34	6.22
▪ Keswick Grove, N. J.....				f 8.11	f 3.44	f 6.33
▪ Whittings, N. J.....				8.14	3.47	f 6.37
▪ Upton, N. J.....				f 8.26	f 3.57	f 6.49
▪ Browns Mills, N. J.....				f 8.32	f 4.01	
▪ New Lisbon, N. J.....				f 8.36	f 4.05	f 6.58
▪ South Pemberton, N. J.....				f 8.43	4.11	f 7.05
Lv Pemberton, N. J.....	6.11	6.47	7.15			
Lv Birmingham, N. J.....	f 6.16	f 6.52	f 7.20	8.46	4.15	f 7.08
▪ Ewansville, N. J.....	f 6.19	f 6.55	f 7.23	f 8.49		
▪ Smithville, N. J.....	f 6.22	f 6.58	f 7.26	f 8.52	f 4.20	
▪ Mount Holly, N. J.....	6.27	7.03	7.31	8.57	4.29	7.15
▪ Hainesport, N. J.....	f 6.31	7.07	7.35			
▪ Masonville, N. J.....	f 6.35	7.11	7.39		f 4.35	
▪ Hartford, N. J.....	6.38	7.14	7.42		f 4.41	
▪ Stanwick Ave., N. J. (Moorestown)	6.43	7.19	7.47	f 9.08		
▪ Moorestown, N. J.....	6.45	7.21	7.49	9.11	4.58	f 7.29
▪ West Moorestown, N. J.....	6.47	7.22	7.51	9.14	5.01	
▪ Lenola, N. J.....	6.50	7.26	7.55	f 9.17	f 5.05	
▪ Maple Shade, N. J.....	6.53	7.29	7.58	f 9.20	f 5.09	
▪ Pensauken, N. J.....	f 6.56	7.32				
▪ Merchantville, N. J.....	6.59	7.35	8.02	9.25	5.16	7.39
▪ West Merchantville, N. J.....	7.01	7.37	f 8.04			
▪ Broadway, Camden, N. J.....	7.09	7.45	8.12	9.34	5.25	7.49
Ar Camden, N. J.....	7.12	7.48	8.15	9.37	5.28	7.53
Ar Philadelphia, Pa. (Market St. Whf.)	7.22	7.55	8.22	9.48	5.35	8.02
	AM	AM	AM	AM	PM	PM

REFERENCE NOTES

- ^ Bus on public highway between Toms River and Island Heights and Toms River, Seaside Park and Point Pleasant.
- NB No checked baggage handled on this train.
- f Stops only on signal or notice to agent or conductor to receive or discharge passengers

Osage station with just a shelter was last served April 28, 1961 when Camden-Hammonton local service was discontinued. New York to Atlantic City train No. 1073 passes on Tuesday, October 7, 1952. At this time three Hammonton locals in each direction served this Station.

R. L. Long photo

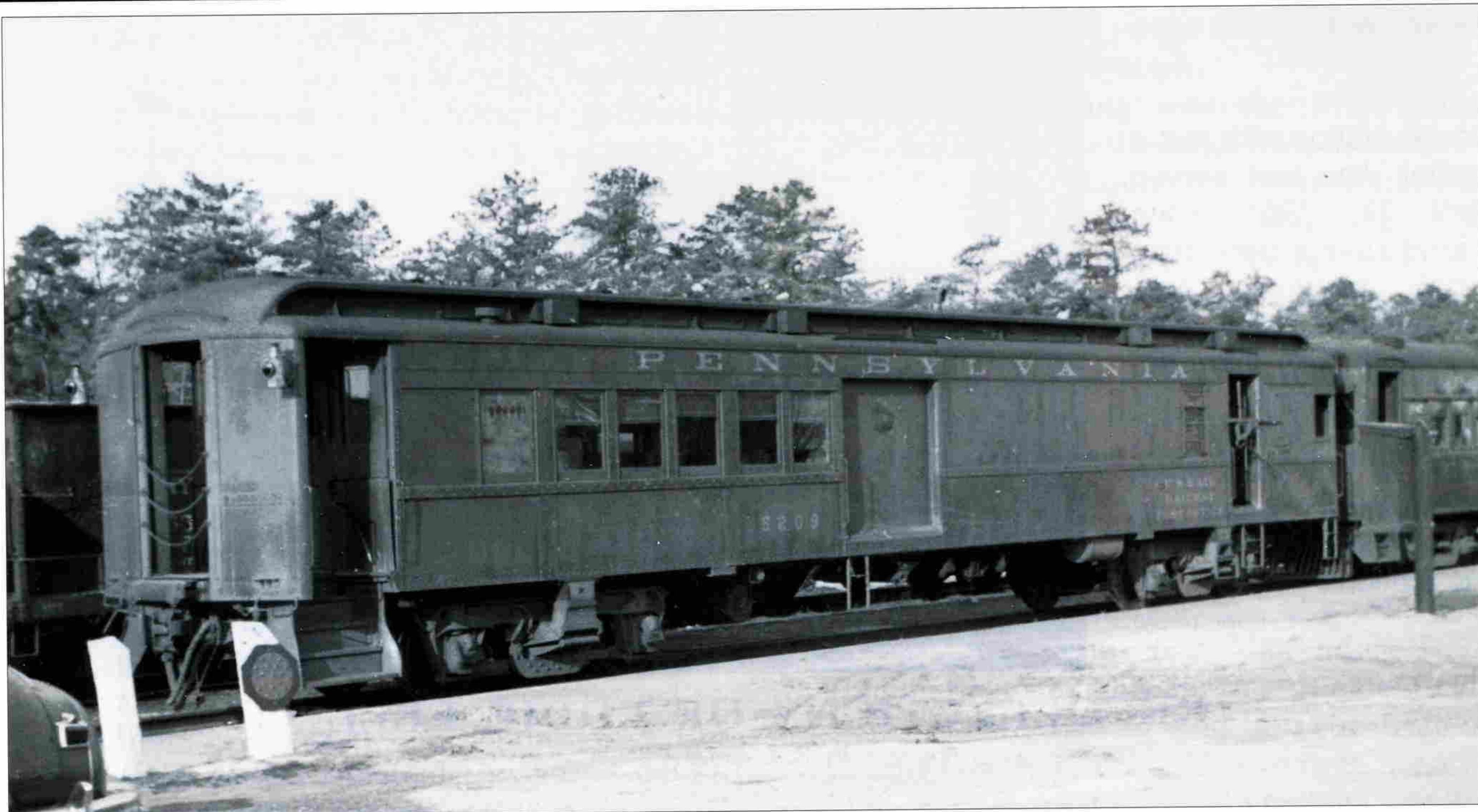


RECOLLECTIONS OF EDDIE FELL

by R. L. Long

Eddie Fell began working for the West Jersey & Seashore (PRR) in 1908, and started engine service in 1911. He retired from the Pennsylvania-Reading Seashore Lines in 1957 and joined the Chapter in 1961. Due to his considerable knowledge, he became our historian in 1965 until his death in 1972. His recollections of long gone stations follow. Member Bob Long, a long time friend of Eddie, recorded these recollections adding additional information.

- Starr's Station, named for the nearby Star (Wood) Iron Foundry, was at Haddon Avenue and Line Street, Camden.
- Harleigh Cemetery had a station near Haddon Avenue and Route 130.
- Two Sticks Station was at Zane Avenue north of Collingswood and is said to have been named by Camden & Atlantic conductor Charles Layer because of two ties alongside the track that were used for removal of handcars.
- Glenwood Station is now Westmont. There is a Glenwood Avenue nearby.
- Pikes Peak Station was changed to Woodcrest. Does anyone know the origin of this name?
- Walford's Station was changed to Osage.
- Lakeside Station was three tenths of a mile south of Kirkwood where there was an amusement park. Church and other groups came by the train load. Private cottages were here until the PATCO yard and shop facilities were built in the mid 1960s.
- Norcross Gate Station was at the undergrade bridge south of Lindenwold over the Clementon-Gibbsboro Road.
- Willett's Station was later changed to Lucaston.
- Trout Run Station was at small stream south of Lucaston. Not much around here even today.
- Johnson's Station was north of where the West Berlin station used to be near the present Franklin Avenue, County Road 692, overpass.
- Haddonfield Road Station was at the present overgrade bridge north of Reed Crossing. The Route 561 grade crossing, along with the Cross Keys Road crossing about one quarter mile south, was taken out when the bridge was built. This grade crossing was re-opened when the Atlantic City Line was rebuilt by Amtrak! Imagine the "music" from the steam whistles as they were blown for three close crossings and then three more a half mile south in Berlin before the bridges were built!
- Cain's Crossing was just south of the old White Horse Pike Bridge below Atco where the pike crossed at grade before the overgrade bridge was built. W. L. Cain,



PRR Class PBM54T passenger-baggage-mail car No. 5209 was assigned to the Toms River & Philadelphia RPO when photographed at Toms River, NJ behind the motor car of train No. 992 in 1952. Built in 1916 as a standard locomotive-hauled car, it was later modified for use as a trailer. In 1948 the Camden-Toms River service was changed from a locomotive-hauled train to a rail motor car, which was able to tow one of these relatively lightweight cars. The mail service ended June 21, 1952 and car 5209 was scrapped during 1953.

D. B. Wentzel photo

I knew the station order but not the landmarks necessary to raise the catcher arm in time to "hook" the mail pouch. Fortunately, the RPO section of the car at the rear of the train was turned toward the coaches. A knock on the end door by one of the train crew probably saved me from many demerits and a trip on the carpet at 30th Street. The Trainman told me when to tie out the mailpouch, which he then threw off the train from the rear passenger trap while I caught the hanging pouch in the RPO. Although this procedure was strictly against Postal Rules and Regulations, no catch was missed and all mail was worked up upon arrival at Camden Terminal right on the advertised.

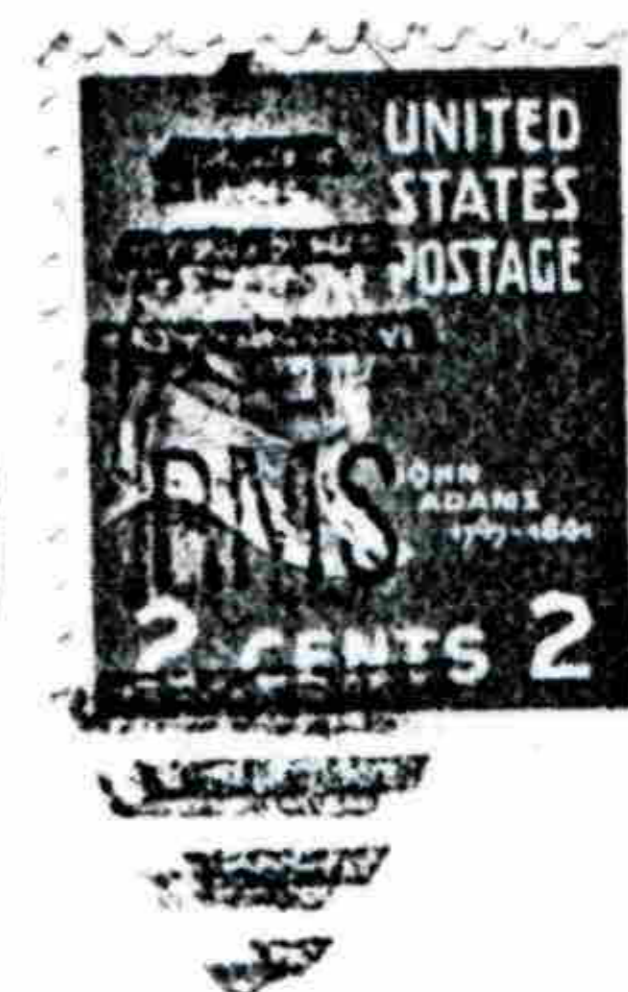
The Point Pleasant bus connection made its last trip on December 14, 1948 and the RPO was changed to the Toms River & Philadelphia RPO, which was discontinued after June 20, 1952. I worked the last day of service on this line for one of the regular clerks who did not wish to work the final trip.

LAST TRIP

TOMS RIVER & PHILA RPO 988

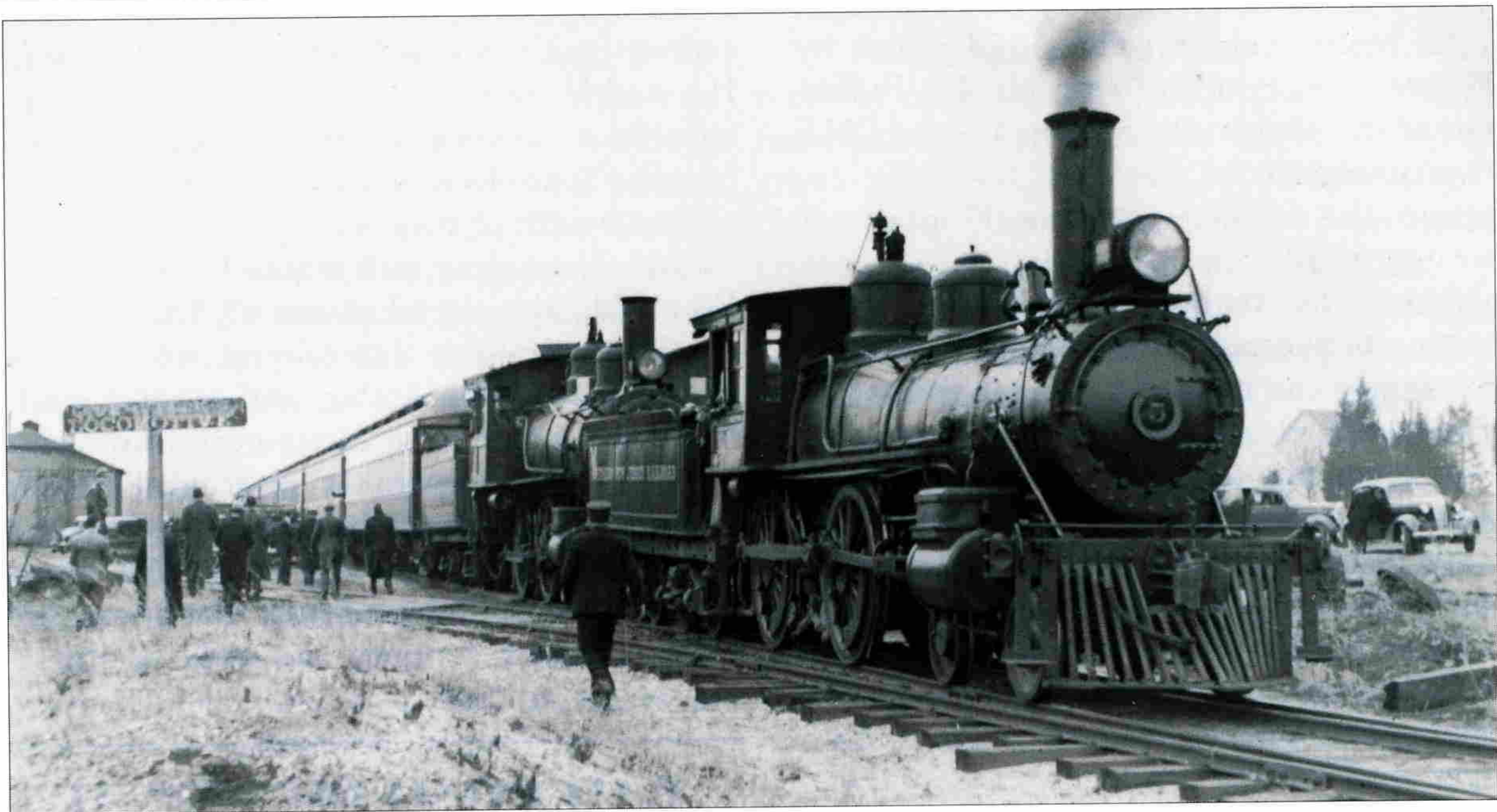
JUN 21 1952

D. B. WENTZEL



former master carpenter, and E. L. Cain, fireman, were from this locality. The bridge is still used and is long because it crosses railroad on about a 45-degree angle.

- Spring Garden Station was opposite a farm house, which was a former tavern and stage coach team changepoint. It still stands as a private home on the south side of the tracks south of the Wharton Ave bridge, between Waterford and Ancora. There were never any platforms or station signs during Eddie's time. The bridge is long gone.
- Sanitarium Station, once the site of a sanitarium, was located about two miles north of Winslow, near the Ancora track pans located off Spring Garden-Winslow Road. The station name was changed to Bellhurst, so as not to conflict with the Camden County tuberculosis sanitarium at Ancora. Later it became a Camden County prison farm.
- Murphy's Station was about 1-½ miles south of Winslow station.
- Caldwell's Crossing was the first street crossing at the north end of Hammonton.
- DaCosta, East Hammonton and Magnolia were located at road crossings between Hammonton and Elwood. As far as Eddie knew, there were never any stations between Elwood and Egg Harbor.
- Doughty's Station was at a road crossing about halfway between Pomona and Absecon. There are no houses visible from the railroad.
- Freeman Station was named for a former president of the Camden & Atlantic RR and was the first station on the Medford Branch, a little over a mile from Haddonfield probably by the Haddonfield-Berlin Road. Gravel and ice cut from a nearby lake were once shipped from here.
- Lodi Station the next stop on the way to Medford was later changed to Orchard.



The Tuckerton Railroad went broke and stopped running January 31, 1936, it was revived as the Southern New Jersey RR and started operations on August 3, 1937. As the SNJ began to plan for abandonment, the North Jersey Chapter, NRHS chartered a CNJ train of Blue Comet equipment for an outing from Jersey City on Sunday, April 16, 1939. Routed to Barnegat via Lakehurst, the special went to Tuckerton over SNJ rails, pulled at low speed by their 4-4-0's, Nos. 5 and 6. Overcast skies enveloped the scene by departure time but professional photographer Frank Seiffert gained several views, this one showing the full train from its right side. The train returned to Barnegat, swapped locos with CNJ camelback No. 758 and went to Bivalve on Delaware Bay before a fast return to Jersey City. Passengers never again rode to Tuckerton, the rails were gone by October, 1940.

Contributed by John Brinckmann. Photo from North Jersey Chapter, NRHS collection

A BACKGROUND ON THE MONMOUTH-OCEAN-MIDDLESEX LINE CONTROVERSY

by Robert G. Hoeft

It has been more than 25 years since the first effort was made to restore passenger rail service to inland Ocean County. The first effort was made in 1973 at the behest of a member of the State Legislature, George Buckwald, who had been mayor of Lakewood. The late Senator Richard Stout backed Buckwald's efforts as did the New Jersey Department of Transportation. This addressed service from Lakewood to Newark via the Central Railroad of New Jersey's Southern Division between Lakewood and Red Bank. The last regularly scheduled weekday passenger trains on this line were withdrawn in late October 1952. They operated between Barnegat and Red Bank and Lakehurst and Red Bank. At Red Bank, passengers changed to connecting trains that operated between Bay Head and Jersey City with ferry connections to New York. Sunday only service between Jersey City and Barnegat lasted six more months. The 1973 effort by NJDOT was referred to Gordon R. Fuller, Manager of Passenger Operations on the CNJ, for cost estimates to:

- 1) Upgrade the track to permit a 60 miles per hour operation.
- 2) Operate two trains per day in each direction between Lakewood and Newark.

Fuller assigned the task of track rehabilitation estimates to Charles H. Allen, Chief Engineer, and I was given the task of estimating the cost of operations. My title was Director of Operating Rules and Time Table, I reported to Gordon. With the CNJ financially on its death throes, I had been given other hats to wear and one of them was operations-planning in the passenger department. Having worked both passenger and freight trains on the Southern Division made this assignment a delightful task for me.

To accomplish this, it was necessary to schedule the trains, locate and program the equipment to operate them, program the train and engine crews, along with equipment maintenance costs. Chuck and I gave Gordon our figures which were submitted to NJDOT, who was quick to respond that the \$1.25 million figure to upgrade the track to 60 mph

was prohibitive and the proposal was scrapped. Even when you add in inflation from 1973 to 1996, that price was a bargain compared to NJ Transit's estimate of \$129 million, which was part of their June 1996 report recommending enhanced bus service on Route 9.

After the 1973 cost study, the issue was quiet until the mid 80's when it again emerged. The Red Bank route was still suggested. Monmouth County Freeholder Theodore Narozanic advised that any restoration of service must include Freehold, the county seat. Freehold had CNJ passenger service to Jersey City until the end of April 1953. However, service to Trenton over the PRR hung on to the end of May 1962. Freeholder Narozanic had proposed the line be run from Lakewood via the former CNJ to the former PRR at Farmingdale and then to Freehold, then follow the former CNJ to Matawan where it would connect with NJT's North Jersey Coast Line. He had a practical plan except that heavy opposition emerged from Marlboro, where housing had located adjacent to the former railroad right-of-way.

Mr. Narozanic still wanted train service to Freehold, but via what route? The answer? It would continue to Jamesburg, where it could go either to South Amboy and connect with the NJCL or continue to Monmouth Junction and connect with Amtrak's Northeast Corridor. Both of these routes have produced their own opponents. The result is a conflict between Monmouth and Middlesex Counties. Meanwhile, Ocean County is still waiting for passenger rail service.

RAILROAD DICTIONARY

(Norfolk Southern web site)

Carload – A shipment of not fewer than five tons of one commodity.

Haulage rights – Rights obtained by one railroad to have its trains operated by another railroad over that lines tracks.

Trackage rights – rights obtained by one railroad to operate its trains over another railroad's tracks.

VIDEO REVIEW: "THE PENNSY IN NEW JERSEY"

By Alan Marian

This tape is one of the series of PRR videos from Digital Image Works of Wayne, PA that you've seen at shows with the dark red covers and nice artwork. It's 45 minutes of color plus black-and-white film, and the interesting subtitle is "New York and Long Branch/Pennsylvania-Reading Seashore Lines". Narration is unobtrusive, and the music selections are varied but pleasant.

The first ten minutes is NY&LB featuring a cab ride from Red Bank south to Bay Head. There are nice views of Long Branch station and the Brielle bridge. Much of the action takes place at Bay Head where the photographer is riding a GP7 yet we see PRR K-4s 1361 under steam, a unit that would later be preserved. The view of the yard from the loop track circling the storage tracks clearly shows curved strings of coaches.

The next 35 minutes are pure vintage PRSL, poignant no doubt to rail veterans, and sadly appealing to those of us who never rode the real thing. A steam engine departs 30th Street to the strains of bluegrass picking and passes over the Schuylkill River bridge. The Delair Bridge is crossed with the camera on the rear deck, past JERSEY tower while a static view shows a vessel clearing the swing span. The northbound Nellie Bly on the C&A connection completes the Delair scenes.

Fiddle tunes with whistling lead into a wonderful segment along the Main Line and we smile to hear the narrator say that population east of Haddonfield was "sparse". The track water pans at Ancora are hit at speed which must have drenched the camera. Winslow views include passenger and light engines plus a long string of silver RDCs. A videographer's dream is the shot of the steam engine on the CNJ interchange curve while a PRSL freight passes over the bridge by the tower. There are window shots of stations further east, followed by film from the beach toward the famous old hotels of Atlantic City.

The rest of the film jumps around in locale although a computerized map guides any viewer who does not have southern New Jersey's geography memorized. We see scenes

of autos and trains at Wildwood Crest in the late 1940's, and two steamers interchanging cars at Tuckahoe. Outside Ocean City a steam engine crosses Crook Horn Bridge after which the cameraman stands on the span as it opens. Texas swing music leads into Pavonia Yard scenes including a PRR gas-electric "doodlebug", most likely an outbound Pemberton local. Warm jazz ends the piece with lots of short Camden scenes of steam trains, Broadway Station, and an unexpected snow scene to lower the curtain.

The length of this tape is just right for an evening's relaxed viewing, production values are solid, and the topic can't be beat. I give this film an unqualified recommendation.

STACK TALK

by Neil Moran

Pennsylvania Governor Tom Ridge recently released a \$600,000 grant for the full restoration of Pennsylvania RR K4 #1361. The grant provided by the PA Department of Community and Economic Development Community Revitalization Program will assure completion of the eight-year long restoration project which was in jeopardy due to lack of financial support. The restoration is 60% done, and has been in progress at the Steamtown National Historic Site in Scranton since 1996. After completion of the work and testing, #1361 will be returned to the Altoona Railroaders' Memorial Museum, hopefully in the fall of 2001. The museum plans to use the Pacific (4-6-2) as both a tourist attraction and a working classroom, with limited excursions planned for 2002.

Ross Rowland is selling his ex-Chesapeake & Ohio 4-8-4 #614. Debts incurred on the Hoboken to Port Jervis excursions have not been paid. NJ Transit reportedly impounded the engine; and proposed trips out of Chicago were nixed by Amtrak. The sale, to qualified bidders only, will be July 15th with a minimum bid of \$500,000, is listed in the D.F. Barnhardt Associates railways equipment catalog.

'I TOUGHT DEY VANT US TO CALL'

Robert G. Hoefft, Conductor, Extra 1542 East

I hope that no reader takes offense to the title of this story. I feel that I can get away with poking fun at the heavy German accent of my engineer as I am of German descent, although Ludwig was actually born and raised in Germany. The point of this story is that the frequent misuse of a system can lead to a serious consequence if an individual does not fully understand the system or systems. During the 1950's and 1960's the Central Railroad of New Jersey's signal systems on the single-track NJS Main Line between Red Bank and Lakehurst and the Seashore Branch between Matawan and Atlantic Highlands were actually very different.

The Centralized Traffic Control System between Red Bank and Lakehurst was manually controlled by the train dispatcher who was located in Long Branch. The controlled home signals were located at each end of the passing sidings with an additional westward home signal to protect the PRR crossing at Farmingdale Interlocking. There were no visible intermediate block signals, but in their place were 'block markers' which were a signal instrument case with a number plate affixed to it. As per the rule book definition, this instrument case was a 'fixed signal'. After passing such a 'block marker' on the NJS Main Line between Red Bank and Lakehurst and the Seashore Branch, the cab signal on the locomotive would duplicate the aspect that would have been displayed if a visible signal was present.

For example, the train dispatcher desires an eastward train to take the siding at Lakewood. The dispatcher would code the eastward home signal at the West End of Lakewood Passing Siding to display 'Take Siding'. This aspect was Red over Red over an illuminated white letter 'S'. The eastward train, descending the heavy grade from South Lakewood, would pass Block Marker R592, located 7200 feet west of the signal displaying 'take siding' and the cab signal on the locomotive would change from a 'clear (green)' to 'approach (yellow)'. The engineer could not see the signal at the West End of Lakewood but he knows it displays either 'stop' or 'take siding' and controls his

train accordingly. When it comes into view, and he can see the illuminated 'S', he now knows he must take the siding.

The Automatic Block System between Matawan and Atlantic Highlands was actuated by conditions affecting the blocks and not by the train dispatcher. The block signals were all automatic. The automatic signals at the leaving ends of passing sidings were commonly called 'head block signals' and would automatically 'set up' a direction of traffic to the opposing head block signal at the next passing siding when actuated by an approaching train.. An exception was the eastward distant signal to "MR", Matawan Interlocking, east of Keyport Station. The operator at "MR" could manually set up a westward direction of traffic to this signal which would prevent it from giving an eastward proceed indication. The only similarity to the CTC signal system between Red Bank and Lakehurst is that there were no intermediate signals and we again find the use of 'block markers'. They served the same purpose, except that on the Seashore Branch, the system displayed an additional aspect, 'approach medium'.

The CTC system between Red Bank and Lakehurst conveyed operating authority. The employee's time table specified that Rule 261 was in effect which reads "Block signal indications supersede the superiority of trains for both opposing and following movements on tracks and between points specified by Time Table or General Order". The Automatic Block System between Matawan and Atlantic Highlands did not convey any operating authority. The signals only conveyed the conditions of 'blocks'. A regular train received authority from the Time Table and an extra train required a Train Order for authority.

How can the employees subvert this to create a problem? When the train dispatcher in Long Branch desired to convey a message to a train operating between Red Bank and Lakehurst, it was a common practice for the dispatcher to drop the code from the rails and then quickly restore it in the area where the train was operating. This would cause the cab

signal on the locomotive to display 'restricting' while the code was removed and then return to a 'proceed' aspect when the code was restored. It was understood that the train would then stop at the next trackside telephone where a crew member would call the train dispatcher for instructions. There was no rule to permit this misuse of the system.

Ludwig was a nice guy but his difficulty with the language caused him to not fully understand the difference in the signal systems and some of these 'shortcuts' taken by employees of the railroad. On Tuesday, February 16, 1965, I was the regular conductor on the freight run identified as QV-X, affectionately known as the 'Beach Freight'. Ludwig was my regular engineer and on this day, traffic was light as we had a relief (another train) working part of our assigned territory between Matawan and Freehold. Our trainmaster, Ed Jeffrey, would mark up a relief on days that did not have a sand train running between Red Bank and South Lakewood, as he did not want the brass in Jersey City to know he had a surplus engine. Otherwise they would take the engine and Ed could not get it back when he needed it.

We switched a couple customers going west from Matawan to Atlantic Highlands and there had a car of hardwood flooring to place. After having lunch, it was about 1:30 P.M. and all we had going east was the 1542 (RS-3) and the caboose. We had one stop to make at Atco Tile in Keyport to pick up an empty and then run straight into Matawan. No. 4002 (an eastward First Class passenger train to Jersey City) was due out of Atlantic Highlands at 2:05 P.M. We had our running orders, a half hour on No. 4002 and only the one stop, so I signed the Register Book and we headed east.

The head brakeman and engineer were on the engine and the flagman and I were in the caboose. About 15 minutes later there was thunderous noise and bouncing around as the engine tore up rail and ties and the caboose bounced over the derail at the west end of Keansburg Passing Siding. I did not wait for the caboose to stop as I did not want to be on it if it turned over. I jumped off the back and ran to the nearest phone to tell the dispatcher (West Jersey Chapter member, Les Whitfield) to hold No. 4002, as we had just derailed and

had torn up 'his' railroad at the West End of Keansburg Passing Siding.

The crew now joined me and we determined that the passing siding switch had been 'cocked' (partially thrown). The front truck of the engine derailed and this pushed the heel of the switch to line the points into the siding and the rear truck of the engine and the caboose stayed on the rail but went into the siding and over the derail. I asked Ludwig what his cab signal indicated. He replied, "I thought dey wanted us to call". The cab signal had dropped to 'restricting' a half mile back when the kids 'cocked' the switch and instead of slowing to 'restricted speed' to determine the cause, Ludwig kept going at 30 MPH with the idea of stopping at Keansburg station for me to call the dispatcher. While this might have been the case over on the NJS Main Line, it was not so on the Seashore Branch. The signal system was working as intended, however, the engineer misread the intent and failed to comply with the indication displayed by the cab signal.

I advised Ludwig not to tell anybody else his 'theory' but to say it was too late to get stopped when his cab signal dropped. He would have been dismissed if he ever told his original story to management. The head brakeman was no help as he was a yardman who had moved from Jersey City to the shore and knew nothing about signals. That night the commuters were bussed from Matawan and Keansburg to stations on the Seashore Branch.



During the mid 1960s, Red Bank-based local freight QV-1 usually was powered by an Alco RS3 and had a wood caboose as shown in this July 1966 scene in Matawan yard.

C.T. Baer photo

CURRENT EVENTS

NJ Transit reported in March that full notice had been given to the Bechtel-lead consortium to proceed with the Trenton-Camden light rail line and that the purchase of Conrail's Bordentown Secondary line had been completed. Negotiations are in progress for the purchase of about 100 properties. A ground breaking ceremony was held on May 8th at the site of the Camden terminal along Delaware Ave. between Federal and Market streets. The first significant construction is expected to begin late summer with:

- A car maintenance facility and storage yard north of Pavonia Yard near 36th street in Camden.
- Bridges over Rancocas and Crosswicks Creeks.

The Hudson-Bergen light rail line opened April 17th between Jersey City and Bayonne.

NJT conveyed a portion of the former PRSL Ocean City Branch to the city for a new highway.



Former CNJ Southern Division mainline trestle BR 108/95 over Hospitality Branch of the Great Egg Harbor River as it appeared on February 29th. The trestle collapsed on August 12, 1999. As of late April, NJDOT has not indicated disposition of the trestle. See story in Current Events , Winter 1999 *Quarterly*.

D. B. Wentzel photo

Cape May Seashore Lines resumed operations on April 21 and 22 with the Easter Bunny Express. Regular weekend service began April 29 with the same schedule as last season. Daily service starts June 12th. Total ridership last year was 18 % greater than the previous year.



CMSL GP9 No 7000 and RDCs M407 & M410 on the Cape May connecting track to NJT at Winslow Jct. The equipment was on its way to Atlantic City for display at the "TransAction 2000" conference from April 25 to 27 . Conrail hauled the train from Tuckahoe to Winslow Jct. where NJT forwarded it to Atlantic City.

R. E. Farrell photo

A new siding was put in service to Warren Distributors, a beer wholesaler, at MP22.76 on the Beesleys Point Secondary north of Blue Anchor on February 26th.

On April 4th, the crew of a CSX (76) car coal train ran out of time two miles short of Beesleys Point blocking morning traffic on Old Tuckahoe Road for several hours. The train was pulled in segments into the power plant by Conectiv's switcher. CSX reported they are currently running one train a week, however during the hottest summer weather there are up to five trains a week.

Current Event contributors:
Bob Farrell, Frank Kozempel, Jerry MacDonald,
Tony Macrie and Bill Vigrass.