

RAILPACE NEWSMAGAZINE



**PHILLIPSBURG, NEW JERSEY
—YESTERDAY AND TODAY**

WELCOME SPRING!

TROLLEY MUSEUM OF NEW YORK

U.S. \$5.95



RAILPACE NEWSMAGAZINE

RAIL COMPANY PACE

RAILPACE NEWSMAGAZINE (ISSN 0745-5267) is published monthly, 12 times per year, by Railpace Company, Inc. Registered office of publication at 257 Oak Ridge Road, Clark, NJ 07066. Second class postage paid at Rahway, NJ 07065 and at additional mailing office. Copyright 2014 by Railpace Company Inc.

POSTMASTER: Send address changes to Railpace Newsmagazine, Business Office, PO Box 229, Greentown, PA 18426

SUBSCRIPTIONS: USA: One Year (12 issues) via 2nd class mail \$55 • One Year via 1st class mail \$80 • Canada & International: One year via 2nd class mail \$69 • Canada: One Year via 1st class mail, \$86 • US Funds only.

TO SUBSCRIBE: On the Web at www.railpace.com/store By mail: Railpace Co. Inc., PO Box 229, Greentown, PA 18426 Phone 252.249.0275

SEND CHANGE OF ADDRESS NOTICE 4 weeks prior to moving. Write Railpace Company Inc., ADDRESS CHANGE, PO Box 229, Greentown, PA 18426 Phone 732.388.4984 e-mail: railpace@comcast.net

INDIVIDUAL COPIES BY MAIL: \$5.95 per copy, plus \$2.50 (per order) postage.

RETAILERS: Retail price \$5.95 per copy. Dealer new account set-up, event sales, and to adjust monthly dealer quantity, contact, Railpace Company Inc., PO Box 229, Greentown, PA 18426 Phone 252.249.0275 e-mail: railpace@centurylink.net

RETAILER MAGAZINE RETURNS: Return magazine mastheads only, showing cover date, to Railpace Company, Inc. PO Box 229, Greentown, PA 18426

RETAILER ACCOUNT STATUS: For retailer account status and billing issues, contact Bill Chaplik, Railpace Company, PO Box 229, Greentown, PA 18426 Phone 252.249.0275 email: railpace@centurylink.net

ADVERTISING: Ad Deadline **21st of the Month**. Ad Rate Card No. 7 is in effect. Contact Bill Chaplik, Railpace Company, PO Box 229, Greentown, PA 18426, Phone 252.249.0275 e-mail: railpace@centurylink.net

PRESIDENT	Tom Nemeth	railpace@ptd.net
V.P. DISTRIBUTION	Denis Connell	railpace@comcast.net
V.P. FINANCE - ADV.	Bill Chaplik	railpace@centurylink.net
OFFICE MANAGER	Phyllis Chaplik	railpace@centurylink.net
EDITOR-IN-CHIEF	Tom Nemeth	railpace@ptd.net
NEWS EDITOR	Carl Perelman	railpace@optonline.net
ASSOCIATE EDITOR	Alan Bellis	alan.bellis@verizon.net
WEBMASTER	Paul Tupaczewski	railpaceweb@comcast.net

PHOTO AND FEATURE CONTRIBUTIONS: Address photo and feature contributions to the Editor in Chief, Railpace Newsmagazine, PO Box 229, Greentown, PA 18426. FedEx–UPS–Couriers use: 130 Beechwood Cove Road, Greentown, PA 18426. Enclose SSAE for return of materials. Not responsible for unsolicited materials.

E-mail your low-res "For Approval" News Photos to: railpace@ptd.net

Address Regional News contributions to the contributing editors listed below:

CONTRIBUTING EDITORS:

Amtrak	Andy Kirk	askirk@bellsouth.net
Canada	Jason Noe	jasonnoe@hotmail.com
DelMarVa & Southern NJ	Dale W. Woodland	RDG803@yahoo.com
Eastern Pennsylvania	Dale W. Woodland	RDG803@yahoo.com
G&W Railroads	Mike Zollitsch	BPRR3000@aol.com
Lake Shore (Ohio-IN-MI)	Jerry Jordak	lakeshorenews@windstream.net
Long Island	John Krattinger	crt5@optonline.net
MD-VA-WV & Western PA	Lee Gregory	gregory1947@comcast.net
New England	Jack Armstrong	vtr310@hotmail.com
New York State	Stephan M. Koenig	smkoenig@roadrunner.com

Printed with Pride in USA by Rick Stryker and his Crew at GRIT Commercial Printing, Montoursville, PA
Printed in the United States of America

RAILPACE NEWSMAGAZINE

JUNE 2014 • Volume 33 • Number 6

Publication Date: May 21, 2014

On The Front Cover

TOP: VISITORS WELCOME— CSX 3106, wearing the contemporary "Boxcar" logo, leads an eastbound CSX detour train beneath the South Main Street "Black Bridge" in Phillipsburg, NJ, June 2, 2013. At right is the former CNJ "PU" Tower, now being restored by Ron and Jeane Titus; it will eventually open to the public. Behind the tower is the former CNJ-DL&W Union Station, also under restoration. Join us on a tour of the historic rail town of Phillipsburg, beginning on page 22. Connor Frasier

LEFT: LAST DAY— The final eastbound CNJ Allentown–New York passenger train arrives Phillipsburg station on Saturday, April 29, 1967. The inception of the "Aldene Plan" which rerouted CNJ trains into Newark Penn Station the following day saw passenger service cut back to Hampton, NJ. Commuter service to Phillipsburg was resurrected by NJ DOT in early 1983 but was lightly patronized and was discontinued December 30, 1983. Andrew N. Svachak

EDITORIAL

Title

Text

— Tom Nemeth —

On The Rear Cover

TOP: SPRING IS FINALLY IN THE AIR as the NS Reading heritage unit plies the former Reading Lurgan Branch at Lee's Crossroads, PA, just north of Shippensburg. The handsome locomotive leads empty hoppers back to the Appalachian coal mines Wednesday, April 9, 2014. Jonathan Wright

BOTTOM: "KERMIT" TO HARRISBURG, PA— Norfolk Southern SD60E 6963 wears a special paint scheme to commemorate the 10th anniversary of GoRail, a consortium organized to promote freight rail investment and utilization. NS 6963 leads manifest NS 12R around the curve after crossing the Rockville Bridge, and is about to enter Enola Yard at CP-HIP in Marysville, PA, March 27, 2014. Raifans have given the unique unit the nickname "Kermitt" due to its green paint giving it a frog-like look. Seth M. Eberly

In This Issue

RAILPACE DEPARTMENTS

Editorial	3
Railpace Color Newsphotos	4-5
Calendar	6
RAILPACE NEWS	7
Interchange Track	43

RAILPACE COLUMNS

Seashore Lines by Dale W. Woodland	8
Amtrak News by Andy Kirk	11
The Keystoner by Dale Woodland	13
Allegheny Observer by Lee Gregory	18
Lake Shore News by Jerry Jordak	32
New England Dispatch by Jack Armstrong	34
News From Canada by Jason Noe	40
Empire State Limited by Stephan M. Koenig	44

FEATURES

A (Not so Fond) Farewell to Winter by Chase Gunnoe	11
Phillipsburg, New Jersey— Yesterday and Today by Connor Frasier	22
The Trolley Museum of New York by Michael Foley	24



PHILLIPSBURG, NEW JERSEY –YESTERDAY AND TODAY BY CONNOR FRASIER

WHEN THE TOPIC OF NORTHEASTERN “RAILROAD TOWNS” IS DISCUSSED among rail enthusiasts, immediate thoughts include famous locations such as Altoona and Harrisburg in Pennsylvania; Selkirk, New York; or Roanoke, VA. Rarely would the town of Phillipsburg, New Jersey rise as a true “rail town.” Situated at the confluence of two rivers, the Lehigh and Delaware, and their historic canals, Phillipsburg cemented itself on the map with a multitude of rail lines converging in within a compact area. Lines of the former Central Railroad of New Jersey, the Delaware, Lackawanna & Western, Lehigh Valley, Lehigh & Hudson River, and Pennsylvania Railroad had a major impact on the town and its manufacturing base. Phillipsburg has maintained its reputation as a riverside transportation hub, still with an assortment of rail lines that lead in each direction on the compass. The following pages offer a guide to an exciting, and often times overlooked rail destination; with a tribute to the men and women who work tirelessly toward bringing Phillipsburg’s transportation heritage back to life. Enjoy!



Phillipsburg's Rail Heritage

Of the five former companies that passed through Phillipsburg, the Central Railroad of New Jersey dominated the scene. The CNJ left its mark by constructing a yard of notable stature, totaling nearly a mile in length, complete with a roundhouse and wooden coaling station which stretched across most the length of the yard tracks in a populated area of town. This yard provided local freight service to customers in Phillipsburg and neighboring Easton, PA. Well after the demise of the CNJ, New Jersey DOT, and subsequently NJ Transit, established Phillipsburg as its westernmost commuter rail terminus until operations west of High Bridge, NJ ceased on December 30, 1983.

Thanks to the efforts of local historians, the remains of the CNJ yard have been retrieved from years of overgrowth, and can now be enjoyed as the Phillipsburg Railroad Historian's museum site. Concrete foundations that supported structures throughout the yard, as well as the turntable pit, can be easily seen. Despite the absence of “Lady Liberty,” the influence of the CNJ can still be discovered by the modern-day visitor. Phillipsburg’s Union Station and “PU” Tower are still intact and very much alive as restoration efforts continue on these structures. Today, Norfolk Southern’s Lehigh Line main crosses the Delaware River on trackage formerly operated by the CNJ, as a result Conrail’s decision to move from the former Lehigh Valley to the CNJ right-of-way in 1989 due to the greater structural integrity of the CNJ Delaware River span.

ABOVE: Union Pacific GE 7465 leads eastbound NS 212 under the South Main Street “Black Bridge” past PU Tower and alongside Phillipsburg Railroad Historians’ Centerville & Southwestern miniature train.
Rick Gossler

LEFT: The final CNJ Allentown–New York passenger train arrives at Phillipsburg station on Saturday, April 29, 1967. At the time, CNJ yard trackage extended under the South Main Street bridge.

Andrew N. Svachak



The former Lehigh Valley Railroad main line, later Conrail's "Lehigh Line" and now a vital link for Norfolk Southern to the ports of New York from points west, took a circuitous route around Phillipsburg. Initially, the "Valley" alignment entered the east side of town at Greens' Bridge, where the right of way paralleled the Jersey Central with only a few yards separating the two lines. While the CNJ maintained its direct route towards Easton, PA, the Valley main line dipped to the south before again paralleling the Jersey Central trackage across the Delaware River.

The Lehigh Valley routing through Phillipsburg stood atop of its class as perhaps the most photogenic route through a small area—complete with a picturesque rock cut through Mount Parnassus, a diamond crossing of the CNJ-PRR interchange near Union Station, and an impressive trestle linking New Jersey with Pennsylvania. Unfortunately, as time has passed, so did the relics of the "Route of the Black Diamond" found throughout town.

RIGHT: The Pennsy maintained a significant presence in Phillipsburg with two yards located on the south side of town. The property also included a locomotive facility with a roundhouse, turntable and coaling tower. Alco RS11s were common power on the Bel-Del; here PRR RS11 8620 poses at the coaling tower in July 1966. *Andrew N. Svachak*

BOTTOM LEFT: CNJ 0-6-0 103 drills cars past the CNJ station and under the "Black Bridge" in Phillipsburg in the late 1940s. Sister CNJ 0-6-0 113 survives and operates out of Minersville, PA. Note the CNJ brakeman riding in the gondola!

Clifton Stott/ PRRH Collection

BOTTOM RIGHT: The CNJ Phillipsburg locomotive facility is seen in this late 1940s view.

Clifton Stott/ PRRH Collection



ABOVE: The NS Washington Job, H65, passes DL&W milepost 80 on Sunday, April 27, 2014.

Connor Frasier

Now, all that remains is a decaying signal bridge eerily towering above the overgrowth that has reclaimed the once thriving two-track main line.

Few railroad towns in the Northeast would be complete without an imprint left by the "Standard Railroad of the World." The Pennsylvania Railroad left its mark on Phillipsburg with its Bel-Del Division, the north-south line from Trenton to Belvidere, NJ (and at one time, northward to a DL&W connection at Manunka Chunk, NJ). Pennsy's "Bel Del" line hosted an active yard and engine terminal (replete with turntable, roundhouse and coaling facilities) on the south side of

ABOVE LEFT: NS 9446 leads three Canadian Pacific units eastward on an ethanol train in October 14, 2013. The view is from the Phillipsburg Railroad Historians' museum site, while a portion of PRRH's Centerville & Southwestern miniature train "mainline" is visible at extreme left. The roof of former CNJ "PU" Tower, currently undergoing restoration, can be seen behind the fourth unit in the consist.

Connor Frasier





LEFT: The NS Southern Railway heritage unit proudly leads NS 212 east past Union Station, viewed from the South Main Street "Black Bridge" on the morning of March 9, 2014. *Connor Frasier*



BELLOW LEFT: Pennsy heritage unit NS 8102 rolls west past Union Station in this recently tidied-up view on the afternoon of January 19, 2014. *Connor Frasier*

town. Although the line between Riegelsville and Trenton was severed and most of it abandoned by Conrail, the portion between Milford, Phillipsburg and Belvidere is still intact, with Phillipsburg-Belvidere serviced by Norfolk Southern, while Carpentersville-Phillipsburg is serviced by Black River and Western's Belvidere & Delaware River Railroad.

The fourth railroad that operated through Phillipsburg was the Delaware Lackawanna & Western. The "Phillipsburg Branch" joined the CNJ at the Union Passenger Station and extended north to Washington, NJ, where it connected with the Lackawanna's "Old Road." The entire section between Phillipsburg and Washington (and eastward to Port Morris) is still operated by NS as the Washington Secondary. A small yard and engine facility (in comparison to the CNJ and PRR) once held cars east of Stockton Street.

The fifth railroad in Phillipsburg was the Lehigh & Hudson River Railway. The road utilized trackage rights on the former PRR Bel-Del line south of Belvidere to Phillipsburg, but utilized its own span to cross the Delaware River to access its connection with the CNJ in Easton, PA. The former L&HR span is now a portion of Norfolk Southern's Portland Secondary.



ABOVE: H65, the NS Washington Job, eases through CP-Phillipsburg from the NS Lehigh Line onto the Washington Secondary in September 2013. *Connor Frasier*

ABOVE RIGHT: Westbound ethanol train 68Q rolls beneath the South Main Street "Black Bridge" behind NS SD60M 6774 and two CSX GE units in October 2012. The switch at CP-Phillipsburg leading to the NS Washington Secondary is right below the pilot of the lead unit. This area has been cleared of overgrowth. *Connor Frasier*

RIGHT: Late in the day during the longer days of the year, the sun crosses over to the north side of the CNJ bridge, enabling images such as this colorful lashup crossing the Delaware River entering Phillipsburg. The former Lehigh & Hudson River Railway bridge, now part of NS' Portland Secondary, stands overhead.

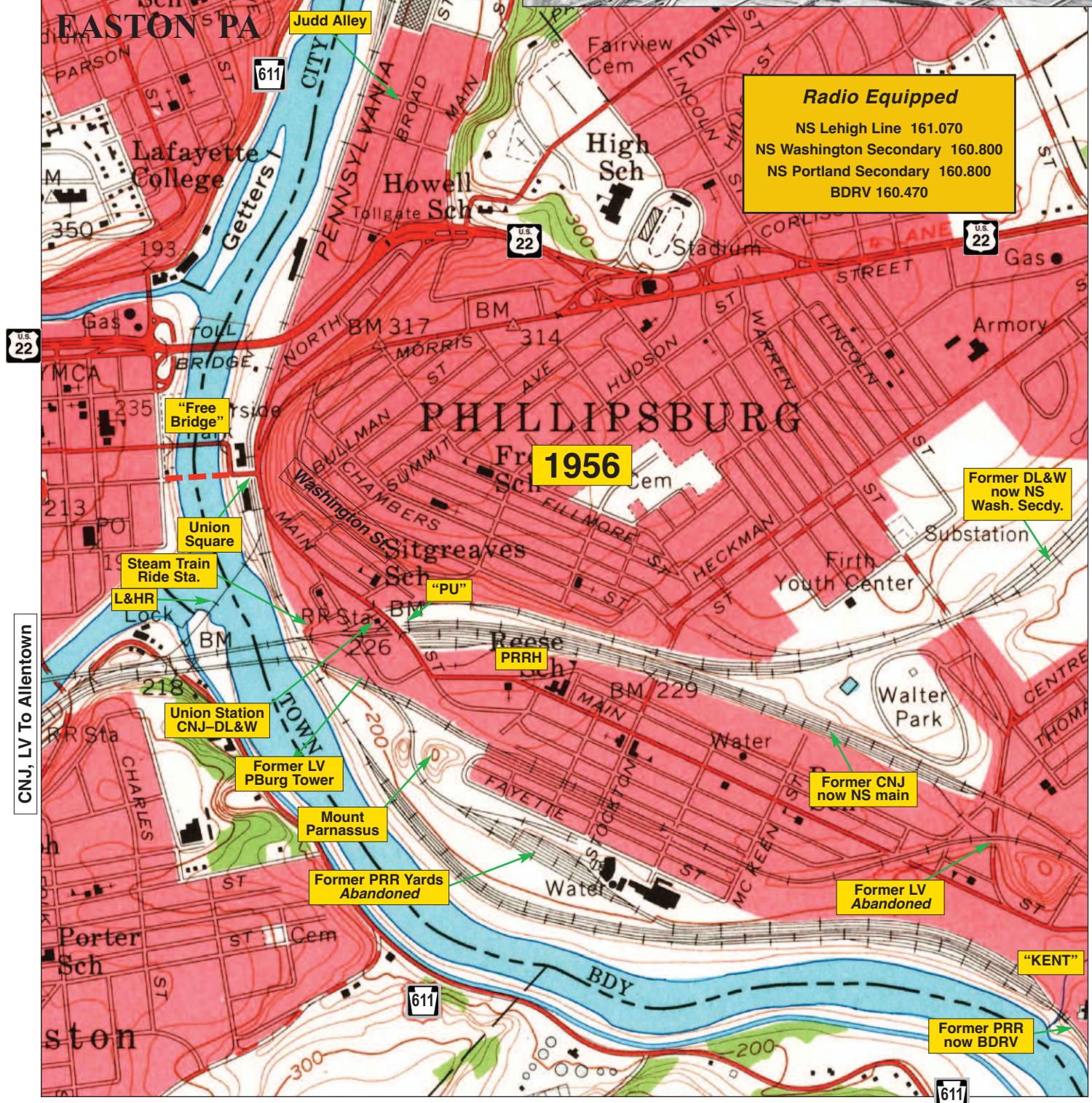
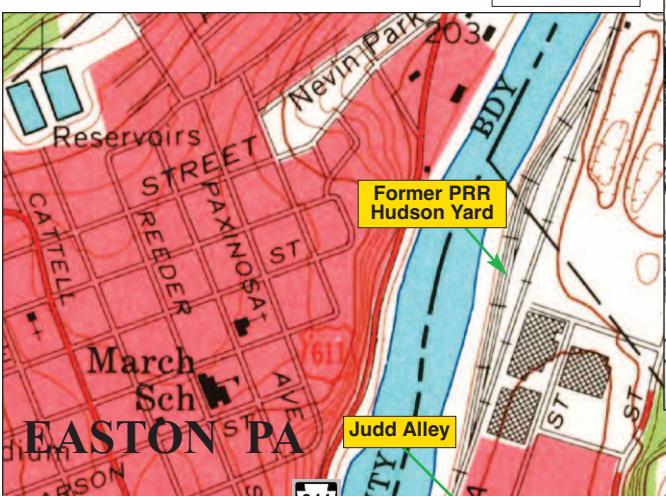
Ron Tilley

OPPOSITE PAGE: This 1956 Topo map illustrates trackage of the five heritage railroads prior to Conrail. The Phillipsburg-Easton "Free Bridge" is shown to the north of its present location, which is indicated by the dotted red line. Only a single track remains between Union Square and Kent, where once the PRR maintained both an "Upper Yard" and "Lower Yard" on its Bel-Del line. **INSET PHOTO:** Phillipsburg Union Station area is seen looking east in this early-1900s view.

Clifton Stott/PRRH collection



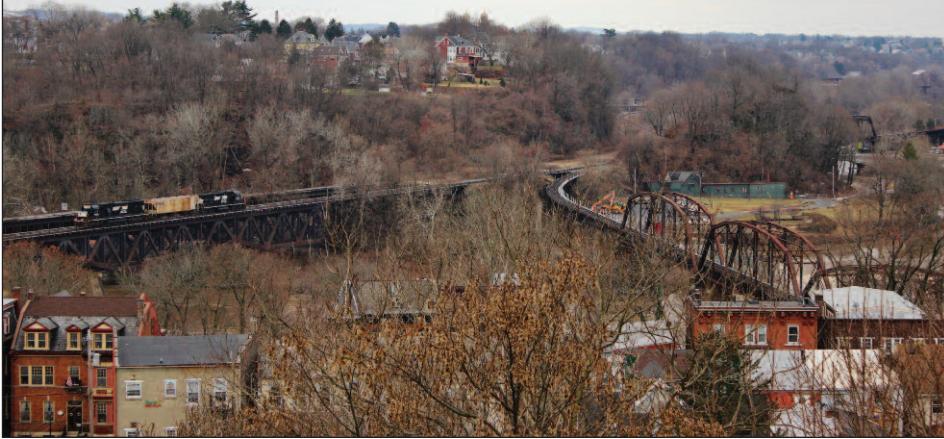
PRR To Belvidere



CNJ, LV To Allentown

DL&W to Washington

CNJ, LV To Jersey City



LEFT: This overhead view of the three rail bridge crossings of the Delaware River is available from Washington Street, high on the ridge in Phillipsburg. The NS local is on the former CNJ bridge; the abandoned LV bridge is parallel behind it. To the right is the L&HR bridge which connects the present NS Lehigh Line (former CNJ) with the NS Portland Secondary (PRR Bel-Del). *Connor Frasier*



BELLOW: The NS Allentown-Manville local rolls across the former CNJ bridge over the Delaware River into Phillipsburg on the morning of April 9, 2013, with the City of Easton, PA, providing the backdrop. The vantage point is from the top of Mt. Parnassus in Phillipsburg. *Andrew King*

Current Rail Operations

Today, as we near 40 years after the demise of Phillipsburg's five "heritage" railroads, most of these historical routes are still in operation.

The centerpiece of the present-day Phillipsburg mainline railroad scene is Norfolk Southern's Lehigh Line. The former Lehigh Valley (CNJ alignment through Phillipsburg) main line now hosts an average of 20-25 trains daily and is especially active in the morning hours between sunrise and noon. Visitors can expect a mix of intermodal, manifest, trash, ethanol, and auto rack trains, plus occasional dimensional moves, in addition to several locals servicing the region. Foreign power often leads on trains coming up from the south via the Lurgan Line through Harrisburg; while trains to and from the west via the Pittsburgh Line require an NS cab-signal-equipped locomotive west of Harrisburg, and most lash-ups remain intact for the duration of their journey to the east coast, rarely bringing foreign power leaders into the Garden State. BNSF, Canadian National, CP Rail, Union Pacific, KCS, and CSX, along with the occasional NS Heritage locomotive find their way through Phillipsburg on a regular basis. Early-morning eastbound intermodal train, 212 from Atlanta is often a good bet (although not a guarantee) to catch a colorful unit leading.



ABOVE: PU Tower is undergoing complete restoration inside and out by the husband-and-wife team of Ron and Jeane Titus. The former CNJ tower controlled movements through Phillipsburg on the Jersey Central main line. *Andrew King*



ABOVE RIGHT: The Reading heritage unit brings NS 11J west in this view from the second floor of PU Tower. *Rick Gossler*



RIGHT: The indoor restoration of PU Tower includes brand new wood flooring in the operator's room. *Ron Titus*

FAR RIGHT: The cabinets housing the electronics for the tower interlocking machine have been completely refurbished. *Ron Titus*



RIGHT: A morning Allentown-New York CNJ passenger train rumbles through an uncommonly deserted Phillipsburg yard in August 1965. The massive concrete "coal pocket" still stands today, a centerpiece of the Phillipsburg Railroad Historians' museum site, which today occupies the grassy area to the left of the main tracks. *Paul Carpenito*

BELOW RIGHT: Passengers enjoy a ride aboard the 9-7/16 inch gauge Centerville & Southwestern Railroad, which has grown in length each year. The ex-Chestnut Ridge Railway Mack railbus can be seen in front of the Museum's two-track enginehouse/restoration building. *Paul Carpenito*

BELOW: Lehigh & Hudson River Railway caboose #18 is presently undergoing a complete rebuild inside the PRRH restoration building. *Connor Frasier*



ABOVE: PRRH member Glenn Terminelli is at the throttle of Centerville & Southwestern engine 1503 during PRRH Spring Open House in May 2004. *Andrew King*

ABOVE LEFT: The Delaware River Joint Toll Bridge Commission graciously donated labor and equipment to affix PRRH's professionally made sign to the "coal pockets" welcoming visitors to the Museum site. *Andrew King*

LEFT: Norfolk Southern's Sunday morning "Washington Job" climbs the grade on former DL&W iron passing PRRH's C&SW miniature train. NS's Lehigh Line main is the third track in the center. *Paul Carpenito*



RIGHT: Jersey Central operated passenger service between Allentown, PA and Jersey City until the inception of the Aldene Plan on April 30, 1967, when service was cut back to Hampton, NJ and rerouted into Penn Station, Newark from CNJ's legacy Communipaw Terminal on the Hudson River. The New Jersey Department of Transportation restored weekday service from Phillipsburg to Newark in 1983. The lightly-patronized service continued until it was discontinued by NJDOT successor NJ Transit December 30, 1983. Here the mid-day roundtrip from Newark arrives Phillipsburg with a (mostly empty) eleven car consist on July 9, 1983. NJ Transit retained ownership of the former CNJ trackage through Phillipsburg. Today NS leases this trackage from NJT.

Andrew Svachak



"Four Points of Light"

The Phillipsburg Railroad Historians museum site provides an excellent venue for photographing Norfolk Southern Lehigh Line trains from a variety of angles as the sun moves through the sky during the day.

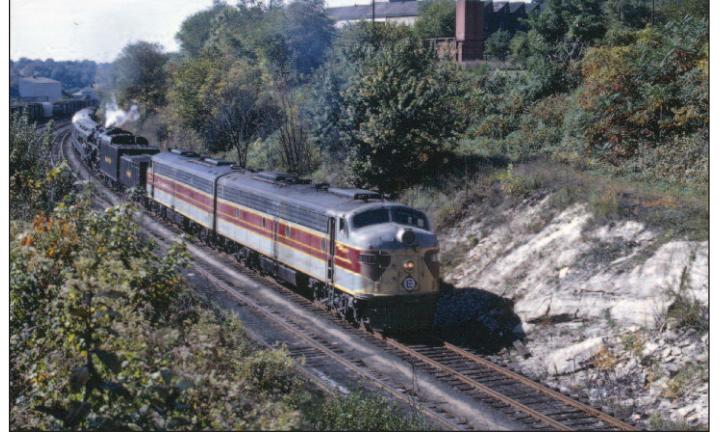
LEFT: Early morning during the longer days of the year enables well-lit photos from the north side of the track. Here NS 212 ducks under the "Black Bridge" in a 500-mm telephoto view, June 2013. An excellent 3/4 view is also available with a standard lens here.
Andrew King

BELLOW LEFT: The traditional year-round mid-morning photo angle finds an eastbound NS high-and-wide passing the PRRH museum site behind a pair of SD40-2s.
Connor Frasier

ABOVE: Mid-afternoon provides well-lit views of westbounds from the PRRH museum site. The large parking area allows visitors to wait in the comfort of a heated car during colder months.
Connor Frasier

BELOW: Early evening during the longer days finds the sunlight back over on the north side of the Lehigh Line main, offering this view with the museum site and the stacks of the Atlantic States Pipe foundry as the backdrop.
Andrew King





The area between PU Tower east toward the Phillipsburg Railroad Historians' museum site provides rail fans with a safe and rather photogenic location to view and photograph NS traffic. An expansive parking area, several quality photo angles, and a nearby eatery (Joe's Steak Shop) make this location Phillipsburg's prime train-watching location. Norfolk Southern police regularly patrol the area, however with the amenities offered, there is no reason to trespass on NS property. Photo angles on the north side of the main line (opposite the PRRH museum site), as well as access to PU Tower, can be reached by parking in the small lot in front of Union Station, and walking east across South Main Street and down to track level. Trains can be photographed with strong side lighting from the north side of the track only during the longer days of the year.

Norfolk Southern runs a local freight on the ex-DL&W Phillipsburg Branch (NS Washington Secondary). Eastward movements can be seen Sunday through Friday as train H-65 (H-74 on Sundays). This local services consignees between Phillipsburg and Washington, NJ, where it interchanges with NS Dover local H-02. Several angles are available on the Washington Secondary; the

ABOVE LEFT: The DL&W freight station, shown here in May 1967, stood at South Main Street in Phillipsburg behind CNJ "PU" Tower. The brick structure was demolished in the 1970s and today only the concrete base remains. *Andrew Svachak*

ABOVE RIGHT: Two Erie Lackawanna E8s tow NKP Berkshire 759 and an excursion trainset uphill on the Phillipsburg Branch (today's NS Washington Secondary) in October 1969. The view looking west is from the footbridge at Walters Park.

Andrew Svachak

RIGHT: Two NS SD40-2s lead a Sunday H74 through the cut on the Washington Secondary in December 2013.

Connor Frasier

BELLOW LEFT: Belvidere & Delaware River RR GP9 752 waits under the former LV and CNJ bridges for the conductor to "bend the iron" before shoving a lumber car on the former Pennsy Bel-Del line at "Lehigh Junction" in Phillipsburg, NJ, April 22, 2014. To the left is the entrance arch to the former Morris Canal from the Delaware River. *Rick Gossler*



ABOVE: The Delaware Steam Train Ride departs "Lehigh Junction," the riverside boarding area in Phillipsburg and passes beneath the CNJ and LV bridges on the way south to Carpentersville on the former PRR Bel-Del. *Connor Frasier*



LEFT: NS Allentown-Slateford local H-76 crosses the Delaware River into Phillipsburg on the former Lehigh & Hudson River Railway bridge in June 2013. The bridge is built on a significant grade descending from the CNJ connection in Easton to the PRR Bel-Del connection in Phillipsburg. *Connor Frasier*



LEFT: The recent upsurge in traffic to the Delaware-Lackawanna Railroad through the Slateford interchange has resulted in NS road units regularly handling the H76 Allentown-Slateford local. Witness NS SD70M 2632 leading the local off the L&HR Bridge into Phillipsburg on December 9, 2013. The track at left is the former PRR Bel-Del, now operated by the Belvidere & Delaware River Railroad.

Connor Frasier

BELOW LEFT: Belvidere & Delaware River Railroad interchanges with Norfolk Southern at former PRR Hudson Yard, located on the Portland Secondary north of US 22. Here BDRV SW1200RS 8142 picks up a freshly painted coach for the NYSWTHS steam train operation along with boxcar of lumber for Pro Build, in March 2014.

Alec Frasier



first being the area at CP Phillipsburg, west of Union Station. Approximately a tenth of a mile east, the railhead is visible again across the Lehigh Line from the Phillipsburg Railroad Historians' museum site. A short distance east, eastbound trains can be photographed passing former DL&W milepost 80 before the track plunges into the overgrowth.

East of Stockton Street the Washington Secondary passes beneath a pedestrian footbridge leading to Walters Park. The span was once the bridge of a Lackawanna turntable.

The NS (former PRR) Portland Secondary exits Pennsylvania via the ex-LH&R Bridge, and enters New Jersey via the ex-PRR Bel-Del line in Phillipsburg. Continuing north, Hudson yard can be found behind Broad Street (accessed via Judd Alley). The small yard serves as an interchange between NS and short-line Belvidere & Delaware River Railway (BDRV).

Currently, the Portland Secondary sees only two trains after having recently suffered the loss of its largest customer, the coal-fired Portland



ABOVE: Pennsy RS1 5622 idles at Union Square while the crew grabs a bite for lunch in May 1965. The iconic Wardell Hotel can be seen in the background.

Andrew N. Svachak



ABOVE RIGHT: Pennsy Burro crane 7885 assists in the cleanup after the trackside Wardell Hotel at Union Square burned down in January 1967. Note the Rambler sign and billboard at the former Phillipsburg Motor Company!

Andrew N. Svachak

RIGHT: A significant diesel locomotive terminal remained in service at Phillipsburg through the Pennsy years (and through the Penn Central era, until the advent of Conrail). Here PRR RS11 8636 gleams in the sun on a warm September 1966 morning.

Andrew N. Svachak



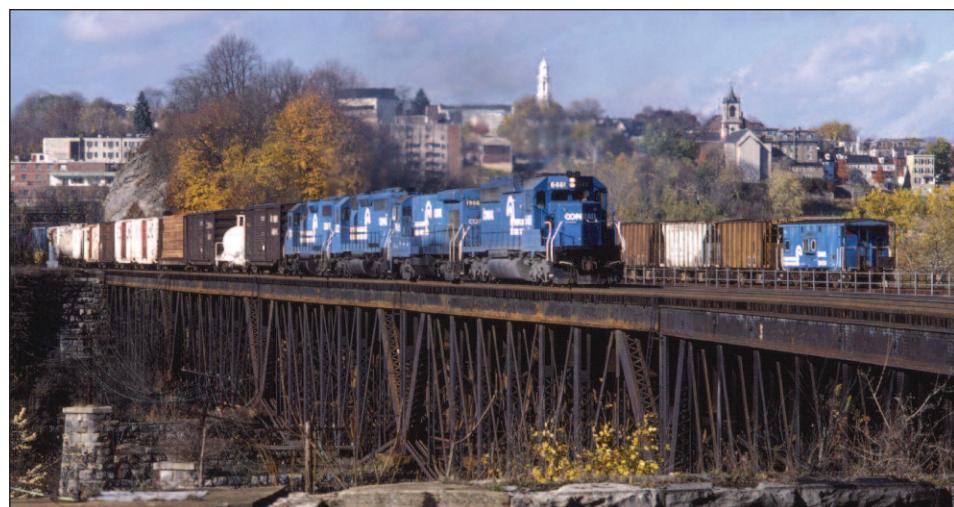
RIGHT: An unusual lashup of A-B-B-B-A F7s leads a Lehigh Valley coal train east through Phillipsburg approaching the Stockton Street crossing in December 1966.
Andrew N. Svachak

BELLOW RIGHT: This c.1950 view from Mount Parnassus shows the two connecting tracks which fed into Pennsy's Upper Yard, one from the Lehigh valley and one from the CNJ. Lehigh Valley's Phillipsburg Tower is visible in the center of the photo. Mount Parnassus is named for its counterpart mountain of limestone in central Greece that towers above Delphi. Clifton Stott/PRRH Collection

Power plant. Locals symbolized H74/H76 run north-south to the Delaware-Lackawanna interchange at Slateford, PA, on a Tuesday/Thursday/Saturday schedule, usually beginning its journey north of Phillipsburg between 9:00 and 10:00 a.m., with its return trek south from Slateford beginning in mid-afternoon. Nocturnal H71 runs Monday-Friday, often entering Phillipsburg around 8:00 p.m., returning early the next morning after serving customers in Martins Creek, PA and the surrounding area. If a scanner is available, pay close attention for transmissions involving these train symbols being given a track warrant at CP-Easton.

The fourth active line in Phillipsburg is the former PRR Bel-Del which begins at Phillipsburg and extends southward to Milford, NJ (formerly to Trenton, NJ, before being severed by Conrail). The line is used by Black River & Western subsidiary Belvidere & Delaware River Railroad and by the New York Susquehanna & Western Technical and Historical Society (NYSWTHS) tourist trains

Phillipsburg story continues on page 46...



ABOVE LEFT: Lehigh Valley's Phillipsburg Tower stood west of Stockton Street. Here a group of LV trackworkers align a switch without the aid of mechanized equipment. Clifton Stott/PRRH Collection

ABOVE RIGHT: In October 1987 Conrail began work to relocate its Lehigh Line trains from the Lehigh Valley alignment to the CNJ alignment in Phillipsburg. To provide adequate clearance for high cars, former CNJ trackage was removed and undercut beneath the "Black Bridge". Tom Nemeth

LEFT: Both the Lehigh Valley and CNJ rail bridges were in service in December 1985, when this well-timed "meet" was recorded. Conrail SD40-2 6461 leads an eastbound manifest across the former LV span as a westbound Conrail ballast train holds on the CNJ bridge. Tom Nemeth

Please send information on New York State railroads to: ESL c/o Stephan M. Koenig, 239 Crisfield Avenue, Cheektowaga NY 14206-1957 or e-mail: smkoenig@roadrunner.com

E-mail low-res "For Approval" digital images directly to railpace@ptd.net

Phillipsburg, NJ

continued from page 31 ...

presently to a point north of Riegelsville. BDRV connects to NS's Portland Secondary at Union Square in Phillipsburg, and typically operates on a Tuesday/Thursday basis to deliver lumber loads to consignee Probuild, one mile south in the former PRR yard, and as-needed to the Baer Quarry at Carpentersville. BDRV operations can be photographed in the area of Union Square, Hudson Yard, Lehigh Junction Station, and very occasionally crossing over the Delaware River into Easton, PA to serve Imperial Oil in West Easton via the former CNJ mainline right-of-way.

Delaware River Railroad Excursions

The most active operation on the former Bel-Del line is the Delaware River Railroad Excursions, which is operated by the New York Susquehanna & Western Technical and Historical Society (NYSWTHS). Riders can enjoy the natural beauty of the Delaware River Valley from May through December. During the summer and fall months, power is most often 25-year old Mikado 2-8-2 steam locomotive #142. The hour and 15 minute ride moseys south from Phillipsburg through Carpentersville, NJ to south of Carpentersville on a scenic journey along the east bank of the Delaware River. Since its inception in 2004, the Delaware River Excursions has improved ridership annually by 15%, with the 2013 operating season surpassing 80,000 patrons. Several popular "themed" train rides throughout the year include the Easter, Pumpkin, and Wine trains. "A Day Out With Thomas" and "The Polar Express" specials often bring the largest group of customers, with tickets selling out within a day of availability.

Currently, a number of projects are being performed by the society to improve appearance and operations. A primary task is extending the line to Riegelsville, approximately five miles south of Carpentersville, NJ, the line's current terminus. New ties and welded rail were added south of Carpentersville in 2013. The NYSWTHS recently made the line accessible to Pinchers Point, an interesting narrow area between the Delaware River and the base of Musconetcong Mountain. Several other projects of merit include restoration of NYS&W RDC M-1; the ex-Morris County Central Plymouth diesel; and repainting several ex-NYS&W (nee-LIRR) passenger cars. Volunteers began clearing brush on the right of way in March 2014 in an effort to enhance this scenic ride. "River Ride" trains begin in early May, 2014, while steam operations commence on May 23, 2014. For more information, including operating schedules, tickets, and pricing; or if you're interested in volunteering, visit 877trainride.com.

Scanner Frequencies

Rail operations around Phillipsburg can be heard on three scanner frequencies. Norfolk Southern's Lehigh Line utilizes 161.070 MHz, while the Washington and Portland Secondary transmissions can be heard on frequency 160.800, with occasional chatter at 160.860 MHz. A hotbox/defect detector alerts of approaching westbound trains six miles east of Phillipsburg at Bloomsbury, NJ, milepost MP 68.8), while eastbound trains can be heard as far west as CP-Richards (MP 83.1). Crews are required to call signal indications. Milepost 74.2 (referred to as "742" on radio transmissions) is the next signal immediately east of Phillipsburg, while CP Easton (MP 77) can be heard just to the west. BDRV operations can be heard on 160.470 MHz.

Restoration

There are several notable rail artifacts under restoration in Phillipsburg. Working from west to east by location, the former CNJ Union station is in the process of being brought back to its former glory by the Friends of NJ Transportation Heritage Center. A new roof was added a few years ago and interior work is presently being performed. Brush has been cleared from the west end of the building and platform permitting views of both active NS lines.

Former CNJ "PU" Tower adjacent to Main Street's "Black Bridge" is in the process of a full interior and exterior restoration thanks to the exceptional work performed by husband-and-wife team Ron and Jeane Titus. The once-abandoned tower has been given a full "face lift" with a new roof, stair case, doors, windows and wood flooring. Currently, work is being done to revive the interlocking model board to full operation. The grounds surrounding the tower have also been cleared of all debris and unsightly vegetation.

Phillipsburg Railroad Historians Museum

Along with the Union Station and PU tower, Phillipsburg Railroad Historians have their own collection of predecessor railroads equipment under restoration and on display. This dedicated group of volunteers is currently in the process of restoring former Lehigh & Hudson River Railway caboose #18. PRRH also owns a second caboose (#16), flanger, and low-side gondola, all of Lehigh & Hudson River heritage.

Other items belonging to the group include a wooden CNJ caboose and GE 44-ton, and 25-ton locomotives from former area manufacturer Ingersoll-Rand. A modern two-track engine house/restoration shop was constructed at the east end of the PRRH property in 2000. In 2002, the Lehigh Valley Chapter of NRHS moved its 1922-built Chestnut Ridge Railroad Mack Railbus to the PRRH engine house, where it is now displayed in operating condition.

The centerpiece of the PRRH museum site is the ride-aboard 9-7/16 inch gauge, Centerville & Southwestern Railroad, which runs the length of the PRRH property. This unique treasure was acquired by PRRH in 1993 and eventually brought to Phillipsburg from the Henry Becker Farm in Roseland, NJ. It now features two working locomotives and various pieces of rolling stock that attract big crowds on weekends during the warmer days of the year. This year work will include installation of another short segment of track, and placement of a working turntable. Long-term plans include extending the miniature train ride west to the banks of the Delaware River to provide a "destination" journey.

PRRH also recently acquired ownership of the former CNJ 40-foot X29 boxcar from the Anthracite Railroads Historical Society, that has been on site for several years.

Inside the PRRH museum building, one can find various items of local historical significance, including a large collection of area photographs, as well as items donated by the Becker family related to the Centerville & Southwestern miniature train. A gift shop is also located on the premises. Snacks and great food is located across South Main Street at Joe's Steak Shop.

PRRH also has a significant railroad library with much available on local railroad history. The group also maintains a free shaded picnic ground for all to use, with a ringside seat of the Centerville & Southwestern and Norfolk Southern main lines.

The Phillipsburg Riverfront Heritage Trail was approved in early 2014. To be built in conjunction with the National Park Service, the walkway will include a railroad heritage segment that will link the Delaware Canal entrance arch, the NYSWTHS steam train ride station at Lehigh Jct., the former CNJ-DL&W Union Station and PU Tower, and will terminate at the PRRH Museum.

For more information on the Phillipsburg Railroad Historians, including upcoming events and to request a membership application, visit www.prrh.org.

Looking ahead, the future is bright for Phillipsburg's four active rail lines and its rail-oriented volunteer organizations. With a high volume of freight traffic on the Lehigh Line, the Portland and Washington secondary lines, strong patronage of the NYSWTHS scenic rides, and a group of dedicated men and women working tirelessly to preserve the town's history, Phillipsburg, New Jersey, will remain an active, pivotal, and historic railroad town that deserves recognition amongst its peers.

Thanks to the many friends who contributed information and photos to this story, notably Paul Carpenito, president of the Phillipsburg Railroad Historians, Ron and Jeane Titus, Pete Blaess, Rick Glosser, Andrew King, and the NYSWTHS. This feature would not have been complete without your generous assistance.

• RAILPACE ORDER FORM •

SUBSCRIPTIONS

USA — 1 Year — 2nd Class mail • \$55.00
USA — 1 Year — First Class Mail • \$80.00
Canada/Foreign — 1 Year - 2nd class • \$69.00
Canada only — 1 Year — 1st Class mail • \$86.00

U.S. FUNDS ONLY!

BOOKS • NJ Addresses add 7% sales tax •
All Books Add \$6.00 per order for Priority Mail Shipping
NS HERITAGE UNITS - ONE YEAR LATER (Jahn & Pancavage)
Perfectbound \$49.95 + \$6.00 Priority Mail shipping
Hardcover \$59.95 + \$6.00 Priority Mail shipping
RARITAN RIVER RAIL ROAD (Deibert) \$29.95 + \$6.00 shipping
ALL ABOARD AMTRAK (Schafer) \$49.95 + \$6.00 shipping
NEW HAVEN RR (Hartley) \$49.95 + \$6.00 shipping
BROADWAY LIMITED (Rosenbaum-Gallo) \$24.95 + \$6.00 shpg

MAGAZINE BINDERS

1/ \$15.00 (+ \$4 shipping) • 2/ \$25 (+ \$4 shipping)
3/\$37.50 (+ \$5 shipping) 4/ \$49 (+ \$5 shipping)
10/ \$99 (+ \$6 shipping)

NJ add 7% sales tax • Foreign inquire shipping

BACK ISSUES:

See complete listing, feature story description, and pricing on our website, www.railpace.com

3 Convenient Ways to Order!

1. THE RAILPACE STORE

Order securely on the Web at:

www.railpace.com/store

use your VISA - MasterCard - Discover - PayPal

2. MAIL

Complete this coupon or a facsimile and mail with your check, Money Order, or credit card info to:

RAILPACE COMPANY INC.
PO Box 229, Greentown, PA 18426

Name _____

Address _____

City/State _____

ZIP _____ VISA MasterCard

DISCOVER

Card# _____ Expires _____

3-digit Security Code on back of card—**REQUIRED** _____

Signature _____

3. PHONE (570) 252-4302

• Automated phone/FAX answering system

• Credit cards only - Minimum \$10.00

• Have credit card info ready when calling

• Please speak slowly and clearly. Spell out your name, ship-to address, state product(s) desired, credit card type, card #, expiration date and **3-digit security code** (on back). Telephone number is for ordering only, not general information.

• If your order inquiry requires a response, please communicate in writing and enclose an SSAE, or e-mail customer service at:

railpbiz@ptd.net

• If you are sending a gift, please provide both your and the gift recipient's name and address.

RAILPACE COMPANY INC.

P.O. Box 229, Greentown, PA 18426

www.railpace.com

customer service: railpbiz@ptd.net