

Photograph by Michael Del Vecchio

DL&W No. 896 glides past with brakeman Rich Wisneski on the rear steps during a private night shot held at the Whippany Railway Museum to celebrate its post-restoration unveiling in 1999. This caboose and four of its brethren will participate in the upcoming Caboose Hop in Dover.

**Caboose Hop
 Commemorates Historic
 Accident**

by Anthony L. Troha

This Summer's Caboose Hop, scheduled to take place at the Dover Flea Market on Sunday, June 12th, takes on extra significance as this date coincides with the centennial anniversary of one of the most unusual crashes in the history of railroading. On June 12, 1905, a Central Railroad of New Jersey (CNJ) Camelback, Locomotive No. 410, with Engineer Henry Schaefer of Mauch Chunk, PA at the throttle, was leading a consist of nine gondolas, apparently laden with gravel, along the Dover & Rockaway (D&R) Railroad towards Hibernia Junction. As the train descended the grade from Wharton, the locomotive's brakes malfunctioned and the train quickly gained speed as it approached the heart of Dover with its myriad of grade crossings. Engineer Schaefer, in a desperate attempt to save the

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RAILWAY NEWS

Edited by Tom Scheffer

ENOLA YARD TURNS 100—In January, Norfolk Southern's Enola yard in Enola, PA, just north of Harrisburg, turned a century old. In 1902, Enola was a small railroad station surrounded by farms, orchards, and a few houses. The Pennsylvania Railroad announced plans to build a freight yard just south of the station for a cost of \$7 million, which was completed in 1905. At its peak, the yard, roundhouse, and steel car shop employed 2,000 workers. After 1950, with the completion of Conway Yard near Pittsburgh, Enola began to decline, hitting rock-bottom around 1976 with the formation of Conrail. However, with the NS purchase of the CR lines around Harrisburg, Enola has been restored as a classification yard and has had a \$21 million upgrade to install automated switching and control systems. The yard now handles about 1,000 freight cars a day.
 (Norfolk Southern, Harrisburg Patriot-News)

NJ TRANSIT PCC UPDATE—As reported in a previous *Block Line*, eleven PCC cars used in the Newark City Subway have been sold to San Francisco's Municipal Railway for use on their "F" Embarcadero line. The cars, with NJT numbers 2, 9, 11, 12, 14, 17, 19, 20, 21, 22, and 23, will be repainted into various liveries of transit systems that ran PCC cars, including Minneapolis / St. Paul where the NJT fleet originally started their long careers. (Market Street Railway, "Trolley Lines" from NJ ERHS)

PATH—Effective January 30th, the formerly free ride between Harrison and Newark is no more. New turnstiles have been installed, similar to the kind used in the "temporary" World Trade Center station. The new turnstiles accept cash, New York City Metrocards, and PATH "Quick Cards". (PATH)

NORFOLK SOUTHERN—NS has reported a record year for earnings in 2004, with a net of \$923 million, up from \$535 million in 2003. The boost is attributed to an increase in traffic in metals, coal, and intermodal. Coal exports through harbors in Baltimore and Norfolk surged 35%, as coal mined on NS routes will be used in European steel production. Automobile revenue, usually a high point, was weak, particularly in the fourth quarter due to slumping car sales by Ford and GM. However, the railroad warns that their first quarter of 2005 will not be as good due to the January accident in South Carolina that spilled chlorine gas, killing nine and injuring hundreds. NS estimates the accident will cost \$30 to \$40 million.
 (Norfolk Southern, Virginian-Pilot)

Norfolk Southern and Motiva Enterprises has built the largest rail-served Ethanol terminal at New York Harbor, in Sewaren, NJ. This terminal, built to serve the New York and Connecticut ethanol market (in Winter, ethanol is blended into gasoline in these two states instead of the MTBE used in New Jersey) can unload 40 freight cars at a time. This expansion has doubled the capacity of the plant.
 (Norfolk Southern)

COMMUTER RAIL—New Mexico has purchased 18 miles of track from Santa Fe to Lamy from the Santa Fe Southern for future commuter rail. This is in addition to the trackage rights already in place on the BNSF from Bernalillo through Albuquerque south to Belen. They hope to start commuter rail to the capital, Santa Fe, by 2008. Trains are set to run from Belen to Bernalillo in the Fall. An order has been placed with WABTEC for five MPXPress locomotives similar to the type operated by CalTrain between San Jose and San Francisco. For more details, visit www.wabtec.com or www.mrcog-nm.gov. Ten bi-level commuter cars (six cab cars, four coach only) have also been ordered from Bombardier.
 (Mid-Region Council of Governments, Wabtec, "Transnet")

READING AND NORTHERN—Beginning in late May, the newly named Lehigh Gorge Scenic Railroad, operated by the R&N, will operate weekend excursion trains between Jim Thorpe and the Lehigh Gorge, a sixteen-mile round-trip ride. This line was run by George Hart as "Rail Tours" through 2004. They are planning on running three trips each day at 11:00 AM, 1:00 PM, and 3:00 PM.
 (Morning Call)

NEW MEMBER—Please welcome David Seger of South Orange, NJ as Tri-State's newest member!

SAVE THE DATE! — Caboose Hop, June 12th, in Dover, NJ

See the article on Page 1 for more information.

THE BLOCK LINE PUBLICATION STAFF
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 The *Block Line* is published quarterly by The Tri-State Railway Historical Society, Inc. Material originating in *The Block Line* may be quoted if proper credit is given. Address all requests for complimentary exchange copies to Barry Levitt, P.O. Box 243, Pine Brook, NJ 07058 or blevitt@prodigy.net. All contents © 2005 The Tri-State Railway Historical Society, Inc., unless otherwise noted. All Rights Reserved.

Founded in 1964, **The Tri-State Railway Historical Society, Inc.** is a registered, tax-exempt, non-profit educational organization under Section 501(c)(3) of the Internal Revenue code. Donations are tax deductible to the extent permitted by law.

Our goals:
 To preserve historical railway materials;
 To collect and to publish meaningful historical railway data;
 To encourage and support the increased use of rail transportation;
 To provide a monthly membership forum for ideas and projects.

THE TRI-STATE RAILWAY HISTORICAL SOCIETY, INC.	
Elected Officers 2005	
President	Mike Del Vecchio
Vice-President	Bill Derringer
Treasurer	Bob Bodenstein
Sergeant-at-Arms ...	Lou Capawana
Secretary	Dick Brown
Elected Directors 2005	
Board Members	Term Ends
Tom Scheffer, Chairman	12 / 2006
John Drennan	12 / 2005
Barry Levitt	12 / 2005
Ann Miller	12 / 2006
Don Smith	12 / 2006
Joe Van Hoorebeke	12 / 2005
Appointed Chairpersons 2005	
Committee	Chairperson
Elections	Rich Wisneski
Refreshments	Bill Derringer
Entertainment	<i>None Appointed</i>
Santa Train	John Drennan
Budget	Barry Levitt
Publications	Anthony Troha
<i>The Block Line</i>	Barry Levitt
Archives	Barry Levitt
Membership	Tom Scheffer
Equipment	Don Oberding
Sparta Station	Charles Smith
Delegate to NRHS ...	Don Smith
<p>The Tri-State Railway Historical Society is a chapter of The National Railway Historical Society (NRHS) and serves the Greater New York Metropolitan Area.</p>	

Meeting Notes

January Board Meeting — Attendees: Scheffer, Levitt, Del Vecchio, Drennan, Miller, D. Smith, Van Hoorebeke, Bodenstein, Capawana, Brown, C. Smith, Troha, Oberding Schmitt, Wisneski. The Directors unanimously elected Scheffer to be the new Chairman. The minutes of the December 2004 meeting were approved. Mr. Bodenstein reported that as of January, the total of cash-on-hand and investments is \$36,864.35. Mr. Wisneski presented a written report which tabulated the votes cast in the recent election. Mr. Drennan stated that the Santa Train went very well, and he thanked all the volunteers who worked on the trains and made it so successful. A financial report was not yet ready, but clearly the results were very good as compared to past years. Mr. Drennan recommended that a pizza dinner for the volunteers be held on January 30th and that the cost of this party would be around \$200.00. Mr. Van Hoorebeke noted that Mr. Rob O’Grady, although not a member of the Society, served as a Santa Claus on all of the trips, and did so with great skill and enthusiasm throughout the day. In appreciation, the Board decided to reward Mr. & Mrs. O’Grady with a dinner certificate. Mr. Oberding reported that the Committee was in the midst of its Winter slowdown and little work was in progress. He noted that Eastrail 2005 will be held at Warren Hills Regional High School, Washington, NJ on March 12th. Mr. Drennan tabled a report prepared by Jeffrey Porte, the Railcamp 2004 attendee, who was sponsored and supported by Tri-State. After discussion, the Board decided that a Caboose Hop would be held on May 15th. Mr. Levitt adjourned the meeting at 10:30 PM.

January Chapter Meeting — The meeting venue was permanently changed to the Larry Bossidy Learning Center. John Drennan discussed the unparalleled success of the 2004 Santa Train excursion. Dave Phraner presented his research on the obscure Rockaway River & Montville Railroad, which helped build the Jersey City Reservoir in Boonton, NJ and served the local Turkey Mountain Quarry.

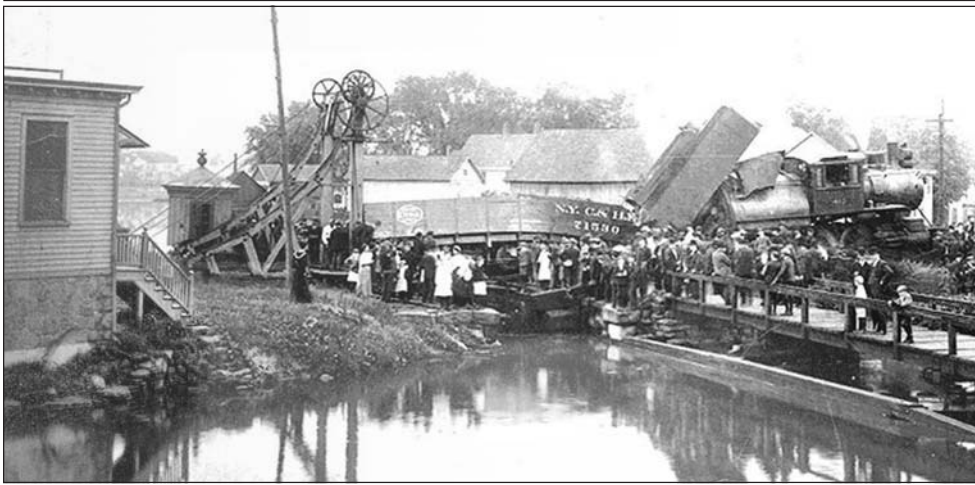
February Board Meeting — Attendees: Scheffer, Levitt, Del Vecchio, Drennan, Miller, D. Smith, Van Hoorebeke, Derringer, Bodenstein, Capawana, Brown, C. Smith, Troha, Oberding, Schmitt, Wisneski. The minutes of the January meeting were approved. Mr. Bodenstein reported that there was no change in the Society’s financial condition from the previous month. Don Smith was reappointed as the NRHS delegate. Eastrail 2005 will be held on March 6th at Warren Hills Regional High School. The budget forecasted an income of \$31,000 with expenditures (exclusive of railroad-equipment restoration costs) of \$32,000, indicating a projected deficit of \$1,000. It was proposed that the deficiency be covered using cash-on-hand. Erie No. 10 is slated to move to Madison in May. Mr. Drennan reported that the pizza dinner for the Santa Train volunteers cost \$220.00, and was greatly enjoyed by the 26 adults and 5 children who attended it. Barry Levitt reported that a new *Block Line* issue is planned for late March. It will be available as a PDF file that can include color pictures and similar material. There was considerable discussion of the re-write of the “Iron-

Mine Railways” book now in progress. Dr. Troha also reported that Kevin Olsen, author of the proposed Greenwood Lake Branch book, wished to have guidelines as to the scope and time period to be covered by the book. After debate, Dr. Troha was told to tell Mr. Olsen that the coverage should end by the time of Conrail’s takeover. There was extended discussion of the cost of storing the Archives, during which it was noted by several attendees that the Lackawanna material had never been evaluated. It was generally agreed that these papers should be appraised by an outside expert, but in the meantime input by knowledgeable Society members would be useful. Mr. Van Hoorebeke agreed to form and lead such a group, and to report back to the Board in writing. The Board accepted this idea. Mr. Scheffer adjourned the meeting at 10:10 PM.

February Chapter Meeting — Gary Kazin announced that he would be leading a hike along the Erie’s Caldwell Branch in May. Likewise, Dr. Troha stated that he was organizing a tour of the Ferromonte Railroad to be held in April. Mitch Dackelman screened the 1935 short film, *A Cycle of Service*, which featured New Jerseyans commuting via Public Service’s trolleys and ferries, together with an assemblage of home movies by the late George Meyer depicting tourist operations across America in the 1960’s, courtesy of the NRHS Film Library.

March Board Meeting — Attendees: Scheffer, Levitt, Del Vecchio, Drennan, Miller, D. Smith, Van Hoorebeke, Derringer, Bodenstein, Capawana, Brown, Troha, C. Smith, Oberding. The minutes of the previous meeting, held in February were approved. Mr. Bodenstein reported that as of February 28th the total of cash-on-hand and investments is \$42,165.07. Mr. Don Smith reported the chief agenda item for the next NRHS Board Meeting, to be held in Cumberland, MD, would be the need to modernize and amend its bylaws. In brief, restoration projects on all cars are proceeding. Work on cleaning out the interior of the Reading Railroad F-7 has started. An Amtrak representative is scheduled to inspect the newly re-worked Hickory Tree trucks, which will then be installed. The Winter shutdown of work on the Port Murray cabooses continues. Erie No. 10 had been broken into, but the damage is not severe. The car has been moved to a safer location. A Caboose Hop is scheduled for June 12th. Two hikes on the right-of-way of the abandoned Ferromonte Railroad to be led by Dr. Troha are scheduled for April 3rd and 10th. A guidebook will be prepared. It was announced that Mr. Scott Snow would present the entertainment at the March Chapter Meeting. Mr. Levitt reported that it is planned to publish an issue of *The Block Line* in late March, with a mock-up meeting on March 16th. Mr. Drennan announced that a candidate for the NRHS Rail Camp at Steamtown has applied to the Chapter for financial assistance. The meeting was adjourned at 9:30 PM.

March Chapter Meeting — It was announced that Tri-State had arranged to hold a Caboose Hop at the Dover Flea Market on Sunday, June 12th. This day coincides with the centennial anniversary of the famous crash between a runaway CNJ locomotive and a Morris Canal boat, so the Dover Area Historical Society will be holding a commemoration of the event. Hence, we expect heavy foot traffic and elevated interest, both favorable conditions for a successful Caboose Hop. Noted railroad photographer Scott Snell presented a program entitled “Remnants of the Rio Grande”, concentrating on the active portions of the Denver & Rio Grande standard-gauge freight line.



Photograph courtesy of the Dover Area Historical Society

The Aftermath of the Crash. The damaged Camelback belches steam as the curious congregate at the accident scene. The crumpled New York Central & Hudson River Railroad (the NYC & HR RR shortened its name to the "New York Central" in 1914) gondola is seen resting atop the submerged canal boat in the center of the image. The footbridge filled with spectators on the right is actually the Morris Canal's mule bridge spanning the Rockaway River. The only structure still standing at this location is the Schwarz Block Building, the southeastern corner of which can be seen in the foreground on the extreme left. The view is to the northeast from a vantage point on the southern bank of the river approximately thirty feet east of the North Sussex Street bridge. *Special thanks to George Laurie of the Dover Area Historical Society for providing The Block Line with this picture and the kind permission to reproduce it here.*

Caboose Hop Commemorates Historic Accident (continued from Page 1)

life and limb of any unfortunate soul who should happen to be in the path of the runaway juggernaut, frantically blew warning tones on his whistle as the train thundered along the tracks.

Several blocks away, a more tranquil scene was unfolding on the Morris Canal. As he had done countless times before, Captain George Meyer guided his canal boat into Lock 7 East, which was a "guard lock". Unlike a typical canal lock, a guard lock did not act as the marine equivalent of an elevator, lifting or lowering boats passing between two different water levels, but instead it was used to control the amount of effluence from the man-made channel into a river it intersected, while also preventing debris that might hamper navigation from entering the canal. This particular guard lock stood at the mouth of the canal along the northern side of the Rockaway River, which was traversed by canal boats on a dammed slackwater.

When the D&R was built in 1880, the prescribed course took it across the canal at precisely the point where the guard lock lay. To accommodate canal boats, a small railroad drawbridge was installed at this location. Since the volume of traffic on the railroad was greater than that on the canal, the drawbridge was only opened when a boat needed to pass through the lock, thereby allowing the nearly unfettered flow of railcars along the D&R. In an age before common-sense safety regulations mandated that designers install derails on both sides of a drawbridge to prevent any potential minor mishap from snowballing into a major catastrophe, it never occurred to the CNJ's civil and mechanical engineers that this crossing was an accident just waiting to happen.

On board Meyer's boat were his wife and four-year-old daughter, Katherine, together with a cargo of coal, the latter of which caused the boat to ride low in the water. The mules pulling the boat would have been waiting, along with their attendant driver and the captain, for the lock tender to open the gate to allow the boat to continue on its journey, when the quadrupeds' keen sense of hearing probably picked up the first inklings of impending doom. The skittish animals would have alerted their masters to the whistle-strains of a locomotive in distress. But the reaction time of those nearest the lock was no match for the speed accumulated by the runaway iron horse.

The train barreled past the Ulster Iron Works and the CNJ freight depot along Clinton Street, startling a group of children playing baseball in a nearby field in its wake, then it shot by the passenger station on North Sussex Street, before crashing headlong into the open drawbridge and Lock 7 East with its hapless occupant. The momentum carried the Camelback and its tender, along with the remnants of the shattered drawbridge, completely across to the opposite bank of the canal. The derailed engine came to a rapid halt and was immediately rear-ended by its tender which climbed up the back of the locomotive, dumping its load of coal into the lock in the process. The trailing gondolas struck the accumulating wreckage in front of them, with the lead gondola

coming to rest atop the canal boat, which now began sinking under the weight of the uninvited guest. Pure pandemonium broke out as the impact reverberated across Dover. The ballplayers near the freight station reported seeing telegraph poles violently swaying to-and-fro, with their wires vibrating so wildly that they threatened to snap loose from their insulators, while the remaining residents glanced about frantically in an effort to discern what sort of cataclysm had befallen their town.

Engineer Schaefer quickly climbed down from his cab, unharmed but fearful for those whose lives might have been taken in the calamity that he was helpless to prevent. Fortunately, his worse fears were unfounded, as miraculously no one was killed or even injured in the accident. His fireman, M. C. Holman, also from Mauch Chunk, had safely jumped from the train just before the collision and those standing by the lock were unscathed. Meyer's terrified wife, who was nearly flattened by the locomotive as she manned the tiller, instinctively began to scramble off the boat, but then realized their daughter was still aboard, trapped below deck by one of the lead gondola's trucks. Somehow, Mrs. Meyer and her husband were able to reach in and snatch little Katherine from the flooded compartment. Although unhurt, it was said that the child was so frightened by her narrow brush with death, that she did not utter a solitary word or sound for three whole days following the incident. A large crowd soon descended on the scene of this peculiar event, including a few of the local photographers, who recorded the milling throng of gawkers for posterity.

Today, the canal has been gone for over eighty years, and this stretch of the D&R might soon follow it if the currently proposed Route 46 bridge-replacement project comes to fruition. A concrete slab along the edge of the river behind the third parking space from the Schwarz Block Building now marks the end of the guard lock, and a historical marker commemorating the accident stands on North Sussex Street, a few hundred feet west of the actual site of the mishap.

This Caboose Hop will feature jaunts from the North Sussex Street grade crossing to the D&R bridge over the Rockaway River in Wharton, between 10:30 AM and 12:30 PM. These short trips will cost \$5.00 per person with a maximum charge of \$20.00 for a family. Following this, the Dover Area Historical Society will host a commemorative presentation at the accident site from 1:00 PM to 2:00 PM. At around 2:00 PM, the Tri-State train will leave on a Rare Mileage Tour of the D&R and portions of the old Hibernia Mine Railroad, from Dover, through Hibernia Junction (once located along Franklin Avenue in Rockaway), and ending at the present terminus near Morris Avenue in Rockaway. Tickets for the Rare Mileage Tour are \$25.00 per person until June 9th, and \$30.00 after that date. All trains leave opposite the Dover Municipal Building, located at 37 North Sussex Street. Tickets can be purchased ahead of time by calling (973) 656-0707.

Tri-State Railway Historical Society

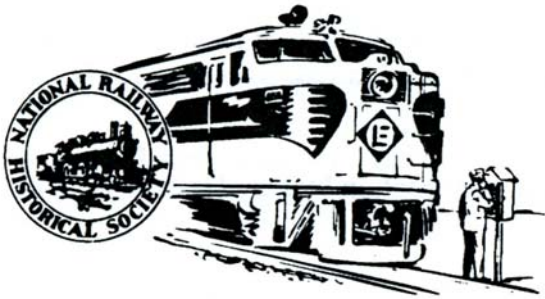
presents

2005 Caboose Hop & Rare Mileage Tour

on the

Dover & Rockaway Railroad
in Dover, N.J.

Sunday, June 12, 2005



Caboose Hop:

Leaves from 37 N. Sussex Street
(across from the Dover Municipal Building)

First trip departs at 10:30 AM

Trips leave often

Last trip departs at 12:30 PM

Fare: \$5 per person;

Maximum of \$20 for a Family

Rare Mileage Tour:

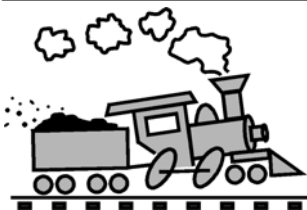
Leaves from 37 N. Sussex Street
(across from the Dover Municipal Building)
at approximately 2:00 PM.

The Rare Mileage Tour goes to the
end of the line in Rockaway, N.J.

Fare: \$25 thru 6/9/05

\$30 after 6/9/05

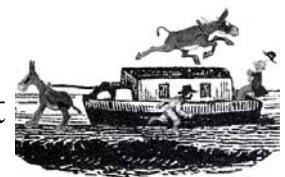
Go to our website to purchase tickets with your
credit card (Visa, MasterCard, or American
Express) or send a check to the address below.



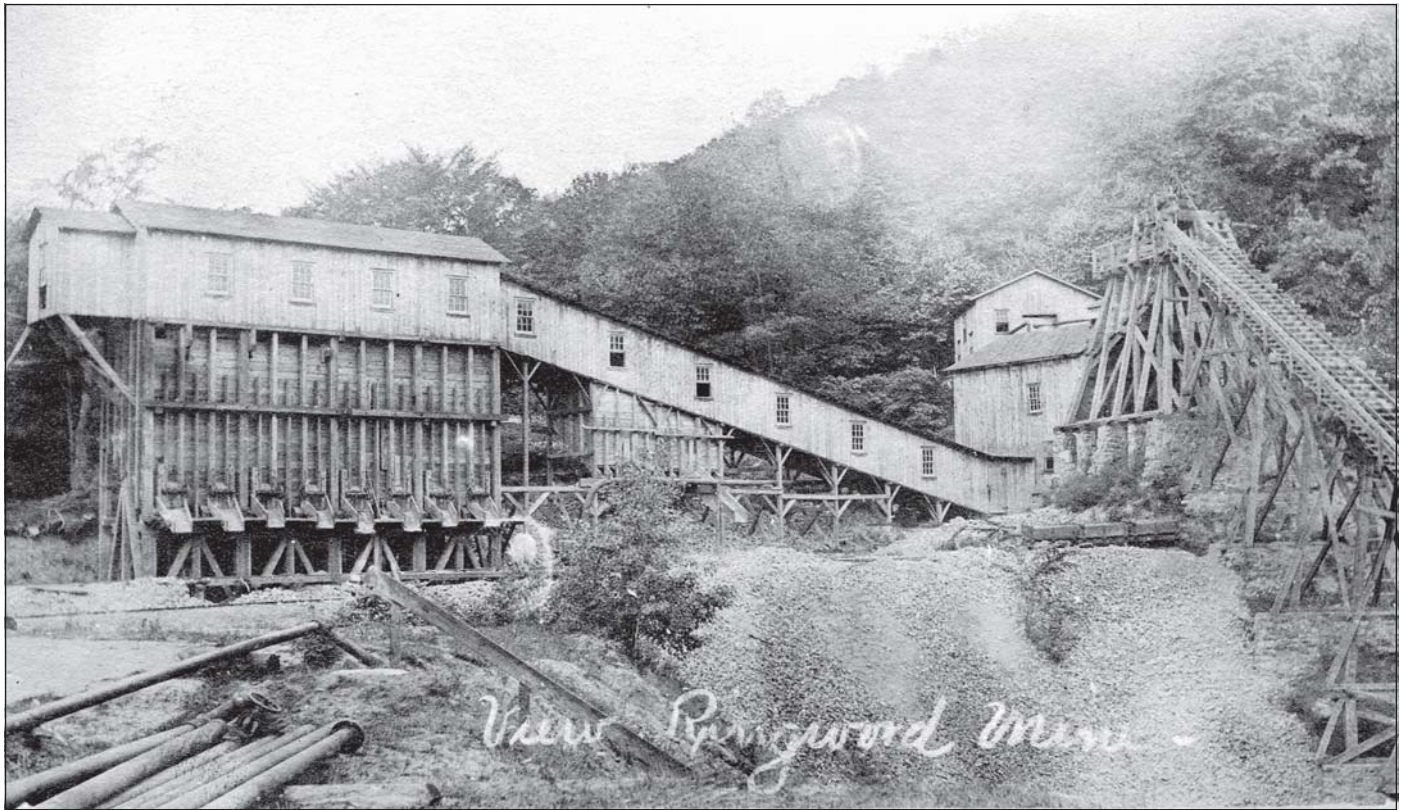
100th Anniversary

of the Famous Crash Between

CNJ Locomotive and a Morris Canal Boat
Presentation from 1:00 PM to 2:00 PM



For more information, contact the Tri-State Railway Historical Society at (973) 656-0707 or by mail at P.O. Box 1217, Morristown, NJ 07962-1217. We are on the Internet at www.Tri-State-Rail-History.org. We accept checks and credit cards (Visa, MasterCard, and American Express). All graphics © 2005 by the Tri-State Railway Historical Society, Inc.



Photograph courtesy of Michael Hetman

Peters Mine in Ringwood, NJ, c. 1890. Shown is the tibble and the ore bins for the narrow-gauge tramway that brought the ore from the mines to the standard-gauge branch of the Montclair & Greenwood Lake Railway (later known as the New York & Greenwood Lake Railroad). Three narrow-gauge ore cars can be seen on the right, just above the aggregate pile and below the stone piers of the tibble. The narrow-gauge tracks pass beneath the ore bins on the left.

Iron Mine Railroads in Passaic County, Part I

by Anthony L. Troha

In this installment of our series on the new material to be incorporated into the second edition of Lowenthal's *Iron Mine Railroads of Northern New Jersey*, we will outline the history of the iron mines and the related railroads in Passaic County. Iron production in the Ramapo Mountains dates back to 1736, and it was this history that enticed Peter Cooper and Abraham S. Hewitt to purchase the Long Pond Ironworks and the mines near Ringwood in 1853.

During the Civil War, the ironworks were rejuvenated and improved through the construction of charcoal-fired blast furnaces with compressed air provided by waterwheels and a casting house. These upgrades led to a lucrative contract with the Union Army to produce arms and other items using ore from the Ringwood mines. Due to the poor condition of local roads, alternative modes of transporting the ore to the processing facilities and the resultant iron products to market were sought. Hewitt, still reeling from his experience with the Sussex RR, spent several years imploring the Morris Canal (MC) to ship his ore and ironwork via the Pompton feeder canal. The MC remained uninterested, and Hewitt finally conceded that a railroad was his only option. At first, it was hoped that a connection could be established with either the Erie mainline at Sloatsburg, NY or the New Jersey Midland RR (later, the New York, Susquehanna & Western) at Pompton, but neither were realized. Hewitt then latched onto the Montclair RY (later, the New York & Greenwood Lake RR), which ran from a junction with the Erie in the meadows near Jersey City through Mountain View, originally

intending to extend into New York State to join the New York & Oswego Midland Railroad, a rôle that was usurped by the NJ Midland. In 1870, the Montclair RY went into receivership with Hewitt as one of the trustees.

The financial history of the line over the next few years is quite muddled, but it was extended through Pompton and Wanaque-Midvale to Monks by 1874 before being completely bogged down fiscally. The delay was the last thing that Hewitt needed while trying to keep the ironworks operational and competitive as the iron industry moved west, so he purchased the railway in 1875. Finally, in 1878, the line was completed, ending at State Line (later, Sterling Forest, NY) on the eastern shore of Greenwood Lake with a branch to Ringwood, where a narrow-gauge tramway led down from the mines to an ore pocket near the standard-gauge station. A sweeping construction project was undertaken at the ironworks, including the foundation for a 60-foot waterwheel and the railbed for a siding from the nearby aptly named Hewitt Station, but none of these structures were completed. By 1880, it was apparent that the facilities at Long Pond could not compete with the newer furnaces in Pennsylvania, so the site was all but abandoned.

In Part II, we will see how the struggling line survived into the 1900's thanks to ore shipments, the ice-cutting industry, and the resorts on Greenwood Lake.

If you have anything to contribute to the second edition of Lowenthal's *Iron Mine Railroads of Northern New Jersey*, please E-Mail Dr. Troha at altroha@ieee.org.

TRI-STATE RAILWAY HISTORICAL SOCIETY, INC.,

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Contact E-Mail: info@Tri-State-Rail-History.org

GLEANINGS FROM PAST ISSUES *Edited by Dick Brown*

From the April, 1979 Issue: The "lead article" was a report on a Tri-State sponsored excursion from New York City to Montréal and return. The two dozen or so Tri-State attendees rode in two private cars (*The Shenandoah* and *Pennsylvania 103*) owned by George Pins that were tacked onto the rear of Amtrak's *Montrealer*. This train, powered (after the electrics were dropped) by an F-40PH and an E-8, left Penn Station, New York at 11:00 PM February and arrived in Montréal mid-morning the next day. It was extremely cold all during the trip; the temperature in Montréal at arrival time was 30 degrees below. After a day and a half of very interesting railfanning around Montréal and dinner on *Pennsylvania 120*, the return trip left Montréal in time for an on-time arrival about 7:30 AM at Penn Station. The extremely cold temperatures were too much for the two Tri-State cars. The electrical heating system was not up to the job of heating the cars properly, and the bathrooms froze up on the two private cars, as well as on the Amtrak cars. In spite of this, the whole trip was termed highly enjoyable and had rave reviews in *The Block Line*.

From the October, 1980 Issue: It was reported in this issue that the Board of Directors appropriated the sum of \$6,000 to cover the cost of the publication of a book, tentatively titled "Iron Mine Railroads of Morris County, New Jersey", by Larry Lowenthal.

From the May, 1987 Issue: The cover photograph (a nice one by Bob Pennisi) of this issue depicted Tri-State's ex-Bangor & Aroostook F-3 leading an M & E train as it was on a short-term lease to that line. The loco was later lent to Streamtown, for use by them during its 1987 summer season schedule.

Equipment Restoration Activity

Updated March 2005 by Don Oberding

Equipment	Location	Next Milestone
DL&W Caboose 896	Whippany, NJ	Caboose Hop 2005.
Raritan River Caboose 10	Port Murray, NJ	Move to Whippany.
L&NE Caboose 580	Port Murray, NJ	Move to Whippany.
Baggage Car 2038	Madison, NJ	In Storage.
Baggage Car 2037	Whippany, NJ	Remove Stored Items.
Erie 10 Safety & Tng. Car	Cedar Knolls, NJ	Move to Madison, NJ.
Ex-B&A F-3 Diesel Locomotive	Jim Thorpe, PA	Renew lease with Anthracite RR His. Soc.
Flat Car E-L 9621	Wh.-M'town	Leased to M&E RR.

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TRI-STATE CALENDAR OF EVENTS SPRING 2005

April 3 and 10 — Anthony Troha's Ferromonte Railroad right-of-way tour at 10:00 AM. For more information, contact Anthony via e-mail at altroha@ieee.org.

April 14 — monthly meeting of the Tri-State Railway Historical Society at Honeywell, Columbia Turnpike, Morristown, NJ. Mitch Dakelman will be presenting a combination slide and movie show on the Western Maryland.

May 1 — Phillipsburg Railroad Historians' Open House. Centerville & Southwestern will be operating, and ex-PS2651 trolley being restored by the North Jersey Electric Railway Historical Society will be open for tours.

May 12 — monthly meeting of the Tri-State Railway Historical Society at Honeywell, Columbia Turnpike, Morristown, NJ.

May 15 — Gary Kazin's Caldwell Branch hike. Meet at Great Notch station at 1:30 PM. A 5.5-mile hike on the Caldwell Branch right-of-way.

June 9 — monthly meeting of the Tri-State Railway Historical Society at Honeywell, Columbia Turnpike, Morristown, NJ.

June 12 — Dover & Rockaway Caboose Hop. Short public trips depart from 10:30 AM. Centennial commemoration of a runaway CNJ locomotive crash into a Morris Canal boat at 1:00 PM. Dover & Rockaway rare mileage trip to Rockaway at 2:00 PM.