

New Jersey Short Line Railroad Association

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Meeting Minutes July 27, 2001

Celebrating Ten Years



Of Working Together 1991-2001

The New Jersey Short Line Railroad Association is an organization made up of railroads serving the Great State of New Jersey. The purpose of the Association is to address concerns and problems which face Short Line Railroads and to find means of mitigating problems and finding solutions through collective effort and cooperation.

Visit our website: www.njshortline.com

This month's meeting, Friday, July 27, 2001, was held on a special train on the New York, Susquehanna, & Western Railway. The Association would like to thank **Walter Rich** and **Bill Bloomfield** of the NYS&W for providing the train and lunch.

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Next Meeting: Friday, August 24, 2001 (Tentative)

**Location: NJ DOT Headquarters
1035 Parkway Avenue
Trenton, New Jersey**

Members NJSLRRA:

While my predecessor would use this space to point out something that had gone on in the news or in our industry, I think that it would be appropriate to quote Artie on the two words he wants us to take with us as we go about our daily activities:

WORK SAFE

S.R.F.

Attending:

<u>Name</u>	<u>Company/Organization</u>	<u>Telephone Number</u>
Walter Rich	NYS&W	607-547-2555
J. R. Wilson	NY&GL	973-743-5300
Tom Collard	SRNJ	609-871-8699
Chad R. Tromblay	SRNJ	609-871-8699
Jerry Madden	Manageering Associates/JM Cain	215-545-5900 PA 856-866-0500 NJ
Mark R. Mastro	CSX Transportation	215-209-1359
Jeffrey Sutch	SMS/Penn Jersey Lines	856-467-4800
John McCreavy	Canadian Pacific	610-832-9181
Jack O'Connor	Consultant	609-871-7507
Bill Bloomfield	NYS&W	201-845-6818
Tiffany Bohlin	MBA Inc.	732-616-0542
Rod Fisk	Eastern Railroad Investment Corp.	908-872-4592
Tom Noon	FRA	732-438-6843
Joseph A. White	NYS&W	607-771-3140/3141
Paul Schneider	NJDOT	609-530-5681
Ann Relic	NYS&W	607-547-2555 X295
Bill Wright	Union County	908-272-5968
John Fiorilla	WSFR	732-545-2250
Joseph Mele	P&O Nedlloyd	201-896-4023
Rich Wisneski	NJ Transit	973-491-7808
Paul Gessner	Port Authority of NY&NJ	212-435-4086
Frank Reilly	Morris County DOTM	973-829-8101
Debbie Reilly	Chief Bagel Cutter & Helper	
Nathan Fenno	NYS&W	
Anthony Vitale	NYS&W	908-713-0176
Eric S. Strohmeier	Somerset Terminal Railroad Co	908-927-0910
Steven Friedland	M&E	973-267-4300
Wes Weis	M&E	973-267-4300
Bob Bailey	PJRR	201-434-8373
R. L. Batory	Conrail	856-231-2003

Secretary's Note: Due to the brief nature of the meeting, as well as the fact that your scribe was trying to write while on a moving train, this month's minutes will be in more of a summary format. We will return to the normal format next month.

Bob Bailey called the meeting to order at 9:30AM. Bob thanked everyone for attending, and the election of the officers of the Association was conducted. The following people were elected officers by unanimous decision:

President Bob Bailey
Vice President Jeff Sutch
Secretary/Treasurer Steven Friedland

Following the election, Bob thanked **Bill Bloomfield** and **Walter Rich** of the NYS&W for providing the train and lunch.

Bob also took time to thank **Mark Mastro**, who will be retiring from CSX in three weeks, for his service to the Short Lines.

Bob then told the assembled of his discussion with **Ed Harbaugh** of Norfolk Southern. Ed works for **Steve Tobias**, and reported to Bob that Mr. Tobias is working on a Short Line issue resolution process with CSX. The process being worked on at the moment will have **Ron Batory** of Conrail as the point of contact, and Ron is to work with **Al Groh** of CSX, and **Steve Tobias** of NS to come to a joint resolution. As to the M&E access situation, Ed reported that he would be talking with **Tony Ingram's** office, and Tony should be reporting to the M&E the current status of their situation in the next few days.

Bob next reported on a discussion he had with NS CEO **David Goode** at the Cooperstown Conference at West Point. In his remarks, Mr. Goode had made a comment about the short lines having "access mania". To clarify his point, Mr. Goode said that a resolution process needed to be put in place for issues between the Class 1s and the short lines. This process must also have a mechanism in it to allow both sides to revisit any agreements, as our industry is changing so quickly that in many cases we are bound by agreements that really don't reflect the current state.

Walter Rich then reported on current and future issues facing the American Short Line and Regional Railroad Association (ASLRRA). The biggest issue is the departure of **Alice Saylor** for a position at the Surface Transportation Board at the end of August, and the future (date undetermined) retirement of **Frank Turner** present the membership of the ASLRRA with a unique opportunity to shape the future direction of the Association. As part of this dialog, Walter is looking for comments and ideas from the membership, and encourages people to e-mail him at wrich@nysw.com.

Members in the audience suggested to Walter that any changes that are made must protect the voice of the smaller railroads, which Walter acknowledged would happen. Also suggested was that the ASLRRA look at how other similar organizations are operated and arranged professionally. Walter replied that this will probably happen, and the organization would possibly bring in outside help to assist with this project.

Bob next reported on a NS meeting in Roanoke that he and **Jeff Sutch** attended recently. The focus of the meeting was on marketing the short lines, and what NS and the short lines could do to work together as a common sales force. Bob and Jeff said that since the NS sales force is a lot smaller than just a few years ago, they need our help as a local extension of their forces. Both Bob and Jeff pointed out that they found **Tom Brugman** of NS particularly willing to work with the short lines, something that **Steven Friedland** seconded, stating that Mr. Brugman had been very helpful with the M&E's Toys R Us traffic.

The meeting was concluded at 10:30AM, and the rest of the trip was devoted to the presentation of the first Benjamin J. Friedland Award to Bob Kurdock.

Next Meeting: Friday, August 24, 2001 (Tentative)

**Location: NJ DOT Headquarters
1035 Parkway Avenue
Trenton, New Jersey**

The New Jersey Short Line Railroad Association

and the

New York, Susquehanna & Western Railway Corporation

announce

The First Annual Presentation of

The Benjamin J. Friedland Award
for Meritorious Service to the Short Line Industry

to

Robert A. Kurdock,
Vice-President, NYS&W Railway

Friday, July 27, 2001

aboard a special train on the NYS&W Railway

The NYS&W Railway Corporation



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NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD
WALTER KIDDE, TRUSTEE

Annual Locomotive Inspection and Repair Report

194

LOCOMOTIVE { NUMBER
INITIAL

In accordance with the act of Congress approved February 17, 1911, as amended March 4, 1915, and the rules and instructions issued in pursuance thereof and approved by the Interstate Commerce Commission, all parts of locomotive No., including the boiler and its appurtenances, were inspected on, 19, at, and all defects disclosed by said inspection have been repaired, except as noted on the back of this report.

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. Date of previous hydrostatic test,, 19 2. Date of previous removal of caps from flexible staybolts,, 19 3. Date of previous removal of flues,, 19 4. Date of previous removal of all lagging, 19 5. Hydrostatic test pressure of pounds was applied. 6. Were caps removed from all flexible stay bolts? 7. Were all flues removed? Number removed 8. Condition of interior of barrel 9. Was all lagging removed? 10. Condition of exterior of barrel 11. Was boiler entered and inspected? | <ul style="list-style-type: none"> 12. Was boiler washed? Water glass cocks and gauge cocks cleaned? 13. Condition of crown stays and staybolts, 14. Condition of sling stays and crown bars, 15. Condition of firebox sheets and flues, 16. Condition of arch tubes, Water bar tubes, 17. Condition of throat braces, 18. Condition of back head braces, 19. Condition of front flue sheet braces, 20. Were fusible plugs removed and cleaned? 21. Were steam leaks repaired? |
|---|--|

I certify that the above report is correct.

- 22. Were steam gauges tested and left in good condition?
- 23. Safety valves set to pop at pounds, pounds, pounds.
- 24. Were both injectors tested and left in good condition?
- 25. Were steam leaks repaired?
- 26. Hydrostatic test of pounds applied to main reservoirs.

I certify that the above report is correct.

STATE OF }
COUNTY OF } ss:

....., Inspector.

Subscribed and sworn to before me this day of, 19
..... Company.

by { } inspectors of the

The above work has been performed and the report is approved.

..... Notary Public.
..... Officer in Charge.

The New Jersey Short Line Railroad Association and the New York, Susquehanna & Western Railway welcome you aboard this special trip honoring Bob Kurdock. We hope you enjoy your trip.

Tentative Schedule

Depart Rochelle Park 0930

Arrive Hawthorne 0945

Depart Hawthorne 1015

Arrive Sparta Junction 1130

Depart Sparta Junction 1200

Arrive Hawthorne 1330

Arrive Rochelle Park 1345

The New Jersey Short Line Railroad Association
"Your Local Link to the Global Market"

Our Mission

The New Jersey Short Line Railroad Association is an organization made up of railroads serving the Great State of New Jersey. The purpose of the Association is to address concerns and problems which face Short Line Railroads and to find means of mitigating problems and finding solutions through collective effort and cooperation.

Association Profile

The NJSLRRA is the association of New Jersey's smaller railroads, who provide valuable service to their customers, who range from small local firms to Fortune 500 companies, such as Marcal or Toys R Us.

Most of our members also belong to the American Short line and Regional Railroad Association which is the national association of the smaller railroads in North America. The ASLRRA's web site can be found at www.aslrra.org .

Association officers:

President -Bob Bailey, Vice President Port Jersey Railroad Company

Vice President -Jeff Sutch, President SMS Rail Service Inc.

Secretary -Steven Friedland, Director -Operations Services, Morristown & Erie Railway

Contact Information

Please look at our members page to contact the railroad in your area, but if you have any general questions about the New Jersey Short Line Railroad Association, we can be contacted at the below phone or fax numbers, or at the e-mail addresses.

Telephone 732-264-7264

FAX 732-264-2557

Electronic mail

General Information: info@njshortline.com

Webmaster: webmaster@njshortline.com

Frequently Asked Questions

What is a short line railroad?

A short line railroad provides the same services as a larger railroad, just over a smaller area than one of the Class 1 railroads (such as Norfolk Southern or CSX).

If a short line provides the same services as a larger railroad, why should I use a short line?

The short line is a local company with local offices, and people who pay personal attention to your shipments and needs. This personal attention allows you to better schedule your material movements, and manage your transportation costs.

My supplier isn't located on the short line. Can I still use the short line ?

Absolutely. All of New Jersey's short lines connect with the North American rail network, allowing shipments from the US, Canada, and Mexico to be shipped both in and out of the state. The short line can help you with setting up rates and getting cars to move your shipment in, and many of the railroads are served by more than one Class 1 carrier, so competitive rates can be created.

I don't have a rail siding at my business location; can I still get rail service?

Yes. If your business is located next to a railroad, but you don't have a siding to unload on, the short line can help your business to build a siding. If your business is not near a railroad, many short lines have public team tracks available at little or no cost that your business could use to receive, and unload cars. A short-haul trucker can be used to move your shipments to your place of business.

Why don't I just use truck for the whole shipment?

A railcar can hold three to four times what a single truck can hold. The railcar does not have the same unloading time cost requirements that a truck has, so you can unload the car to your schedule, not the trucker's. The freight rate for a single car is usually very competitive to the three or four truck load equivalents, and when combined with the ease of scheduling and the superior service provided by the short line, the scales are usually tipped in the short line's favor.

Members -New Jersey Short Line Railroad Association

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The Benjamin J. Friedland Award for Meritorious Service to the Short Line Industry

In recognition of its tenth anniversary, the members of the New Jersey Short Line Railroad Association decided to create an award to be presented annually. The award would recognize an individual who had promoted and served the short line railroad industry with merit and honor over their career.

When it came time to decide whom to name the award after, only one person's name was considered: Benjamin J. Friedland. In addition to being president of the Morristown & Erie Railway, Ben was one of the founding members of the NJSLRRA and a director of the American Short Line and Regional Railroad Association. His promotion of the industry raised the public's awareness, as well as improved relations between the larger Class I railroads and the short lines of New Jersey. The sudden passing of Ben in 1998 was a great shock to the railroad industry, but the Association has moved forward in the time since his death to become one of the more highly regarded state rail transportation associations in the country.

It is with great honor that the New Jersey Short Line Railroad Association names this award the "Benjamin J. Friedland Award for Meritorious Service to the Short Line Industry."

Robert A. Kurdock, the recipient of the 2001 Benjamin J. Friedland Award for Meritorious Service to the Short Line Industry

The New Jersey Short Line Railroad Association has selected Robert A. Kurdock, Vice President of the New York, Susquehanna & Western Railway (NYS&W), to be the recipient of the first annual Benjamin J. Friedland Award for Meritorious Service to the Short Line Industry. The NJSLRJ recognized Bob Kurdock's role in helping to keep the NYS&W a viable railroad during its dark days in the 1970's, and for his continuing role during the subsequent rebirth of the railroad in the 1980's and 1990's. Bob also has been a very public champion of rail freight in general, and short lines in particular, in numerous public forums, such as before local, county and state political bodies transportation boards and organizations, and at the annual Transaction Conference.

Bob Kurdock was born into a railroad family, his father being employed by the NYS&W as a maintenance of way worker. Bob was born and raised in Paterson, NJ, which was home to the general offices of the NYS&W during the 1950's. He first began working for the NYS&W during the summer of 1955, while a student at Seton Hall University. Soon thereafter, much to his parent's dismay, he left Seton Hall and began full time employment with the NYS&W. At this time he was serving as Assistant to the President, Ralph Sease. The mid-1950's were the end of the NYS&W's "glory days" of heavy passenger and freight service. The economic downturns of the late 1950's and the loss of significant customers such as Ford Motors in Edgewater would have a negative impact on the financial position of the company.

By the early 1960's, the railroad had been purchased by Irving Maidman. Bob worked in a number of capacities during this time, spending time in purchasing, freight claims, mechanical, and electronic data machines (computers). He later became the Assistant to President Frazier. Throughout this time, Bob was in the "white collar" side of the business. After the departure of Frazier, Maidman's wife Edith became more involved in the company, and Bob assumed a new role assisting her in operations and governmental relations. This being his first real operating experience, he remembers arriving at a derailment site located at a curve on the line, noting a pile of stick rail waiting to be used, and remarking "this rail won't help; where do we keep all of the curved track?" While Bob was quickly educated in the use of rail, he had to endure years of "barbs" from employees regarding this incident.

At this time Bob began to get more involved in dealing with local and state elected officials and the staffs. The railroad was slowly deteriorating, and as the government became more involved overseeing safety and other issues, Bob became the railroad's point person in dealing with them. He had grown up in Paterson, a strong point for Democratic politics in the state, and began capitalize on relationships in the political arena. He credits former Congressman Bob Roe for having the vision to help to keep the Susquehanna operating as a railroad, instead of it being broken up or sold off/abandoned as most had anticipated.

The railroad entered bankruptcy in the 1970's, and Walter Scott was appointed Trustee. While Kurdock had been close with the Maidman family, he impressed Scott, a self-made, no-nonsense businessman, with his tenaciousness and his understanding of both railroading and the politics of New Jersey. Kurdock eventually became Vice-President under Scott, and spent many days working in Trenton and other places to find the funding to keep the NYS&W operating.

After the purchase of the Susquehanna by Walter Rich's Delaware Otsego Corporation, Bob continued as Vice President and focused on governmental relations. Bob recalls one of the first rehabilitation projects under the DO leadership as the replacement of the grade crossing of the NYS&W Lodi Branch and NJ Route 17, which would involve a weekend closure of the highway. Kurdock had made the necessary arrangements with NJDOT and local governments for the project to move ahead, his customary responsibilities in projects of these types. Walter Rich informed him that DO operated differently, and he wanted his management to follow through with the construction efforts. Walter Rich indicated that he had arranged to have tents brought in and set up on the median of Route 17 for Bob to sleep in. Bob was shocked at the thought of sleeping in the middle of Route 17, so he made arrangement with a nearby railroad customer to have the tents set up on their property. He reported this to Walter Rich, who became upset that Bob had discussed this with customer. It turns out that Walter Rich's tent story was all a joke!

During the 1980's, the NYS& W gradually grew from a low-speed traditional short line to become a line haul railroad with mile-long intermodal trains moving at speeds up to 40 mph. Through this period Bob worked with the many communities along the line as the railroad was restored to service and upgraded. This was not always an easy task, as many residents were flabbergasted that some formerly forgotten tracks could now be hosting long freight trains.

In the last few years, Bob has reduced (but not eliminated) his involvement with the NYS&W, and will formally retire later this summer. He is enjoying his time with his new granddaughter, has become an avid gardener, and is also catching up on some fishing. Bob continues to keep up with the goings on in the railroad industry. The members of the NJSLRRA wish Bob all the best in his future endeavors, and congratulate him on his 46 years of service in the railroad industry.

A BRIEF HISTORICAL REVIEW OF THE NEW YORK, SUSQUEHANNA & WESTERN

The "Susquehanna" can trace its roots back to the charter of the New Jersey, Hudson & Delaware R.R. of 1832, which had laid out the route the Susquehanna would eventually follow to Pennsylvania. During the late 1860's, what had become the New Jersey Midland Railway became entangled with the New York & Oswego Midland R.R., a New York line that was looking for a route to the New York waterfront to complete its own line to Lake Ontario. This involvement temporarily diverted the railroad's construction efforts away from the original destination, the coal fields a Northeastern Pennsylvania, toward a connection with the Oswego Midland at Middletown, New York. The financial panic of 1873 ended that alliance; and in 1881 the New Jersey Midland and its subsidiaries were merged to form the New York, Susquehanna & Western. Track laying began west to the Delaware river. In 1882 the Susquehanna reached Stroudsburg, PA. To gain direct access to the coal fields, a subsidiary, the Wilkes-Barre & Eastern was built over the Pocono Mountains to the Wilkes-Barre area in 1892. A branch was also built to Edgewater, NJ to create a continuous link from mine to tidewater.

The Susquehanna by this time was a substantial enterprise that could no longer be ignored by its neighbors. J.P. Morgan bought control of the company for the account of the Erie Railroad in 1898. As a subsidiary of the Erie, the Susquehanna was at best ignored, and at worst, neglected. When in 1937 the First Mortgage Bonds came due, the Susquehanna simply didn't have the money to redeem them and was forced into bankruptcy. Walter Kidde would be named trustee, and over the next four years, the entire Wilkes-Barre & Eastern would be abandoned, the Susquehanna itself cut back to Hainesburg Junction, NJ and the Erie's equity interest in the NYS&W would be wiped out.

The following fifteen years would see the rebirth of a new and independent Susquehanna. Passenger traffic was attracted by a new station in Paterson and by a direct connection to midtown Manhattan by bus from a new station called "Susquehanna Transfer". Kidde and his successor, Henry Norton, replaced steam engines with diesels, the first major American Railroad to do so. Norton continued to buy new diesels and passenger cars, including Budd Rail Diesel Cars making the NYS&W the most modern railroad in its area. However, the loss of several large customers, and minimal profits led to his retirement in 1955.

The recession of 1957 led to a selling of all the new passenger equipment, and the abandonment of the Hanford branch. In 1961, the western connection at Hainesburg Junction, and the Lehigh & New England was abandoned; leading to the track being removed from Hainesburg Junction to Sparta Junction. At about the same time, Irving Maidman gained control of the company for the purpose of "maximizing its real estate value" (read: plundering its assets). By 1976 the line was suffering from years of deferred maintenance, and ventured no farther west than Butler. All passenger service was gone in 1966 and the Railroad was again in bankruptcy.

The bankruptcy court ordered that the Railroad be liquidated, but this would have forced many companies relying on rail service to relocate. Eventually the court ordered the Susquehanna to be sold to the Delaware Otsego Corporation, a proven successful operator of short line railroads Delaware Otsego began operations on the NYS&W on September 2nd, 1980.

The following decade saw a complete rebirth of the Susquehanna. The Railroad now reaches beyond Sparta Junction to Warwick, New York, thence to Binghamton, New York utilizing trackage rights on the Conrail (now Norfolk Southern) System. The railroad also operates between Utica and Syracuse, New York.

The Railroad today has been completely rebuilt since 1986. The portion between Oakland and Sparta also being relayed with continuous welded rail. In addition, new ties, ballast, bridges, and grade crossings are signs of a healthy and financially successful New York, Susquehanna & Western.

Courtesy:

The NEW YORK, SUSQUEHANNA & WESTERN TECHNICAL & HISTORICAL SOCIETY
PO Box 121 Rochelle Park, NJ 07662

Along the Line -a description of the route of today's trip

NYS&W Milepost 0 was located at the former Erie RR Pavonia Avenue Tenninal in Jersey City. Directional references in this document are "Railroad" directions, not geographical. As we travel west along the rail line, north will be to the right and south will be to the left.

Hawthorne 22.50

The old passenger station here is maintained by the NYS&W. A passing siding and team track were once located on the north side west of the station.

North Hawthorne 23.30

At one time the NYS&W had it's locomotive and car repair shops located here, as well as a small yard. This property has all been sold for industrial development. A 750'-long passing siding is located on the north side. We will cross over NJ Route 208 shortly after passing North Hawthorne.

Midland Park 24.90

The NYS& W line crosses diagonally through the intersection of Goffle Road and Lake Street. The crossing warning devices are linked to the intersection's traffic signal.

Wortendyke 26.10

The old station is privately owned and serves as an arts and crafts studio. The old passenger car along side was acquired from the NYS&W by the station's owner. NJ TRANSIT's 164 bus route terminates at the station parking lot. Wortendyke was named after the NYS&W's first president.

Wyckoff 27.70

The old station is now used as a thrift shop.

Campgaw 29.36

A 1750'-long passing siding is located on the south side. This is the summit of the grade in this area. The train will now descend to the Ramapo River crossing west of Oakland.

I-287 29.77

As we cross Franklin Avenue we enter a new section of the NYS& W. The old right of way was further north between Franklin Avenue and Route 208 and is now used by I-287.

Oakland 31.60

Until NYS& W commuter service was discontinued in 1966, the NYS&W station was portion of the old borough Post Office, which was just west of the Route 202 grade crossing. The building was demolished a few years ago.

Along the Line - a description of the route of today's trip

West Oakland 32.44

Shortly after crossing over the Ramapo River we cross West Oakland Avenue. An I-287 interchange is located just north of here. A major NYS&W customer, Bergen Transfer, is located just west of here.

Pompton Lakes 34.70

The former stone passenger station has been preserved as well as an old NYS&W caboose.

Pompton Junction 35.40

The NYS&W's Pompton Industrial Track, the former Erie Greenwood Lake Branch, crosses the NYS&W Main Line at grade at Pompton Junction. The Pompton Industrial extends southward to Mountain View. The portion of NJT's Boonton Line, from Mountain View to West End, was originally part of the Greenwood Lake Branch, until the Mountain View connection to the west end of the former Lackawanna Boonton Branch was installed in 1963. Currently, freight service on the Pompton Industrial is limited to the northern segment, with the southern four miles of the line out of service.

Butler 37.80

Butler was the terminal for NYS&W commuter service which was discontinued in 1966. The small yard is now used for NYS&W MOW purposes. The station building is owned by the Borough and houses a Museum and a Senior Citizens Center.

Old Green Pond Junction 42.5

Leaving Butler, the NYS&W begins to parallel NJ Route 23. The line crosses the North Gate entrance to the exclusive Smoke Rise development in Kinnelon. Next, the old Newark Water Supply Treatment plant will be visible on the north side. On the other side is the location of Old Green Pond Junction, the interchange location with the Wharton & Northern (CNJ) until the creation of the Charlottesville Reservoir in the late 1950's. The NYS&W line then skirts the dam of the Charlottesville Reservoir, visible on the south side.

Newfoundland 44.75

Just west of the dam was the location of a small yard and interchange point with the Wharton & Northern Railroad, which was part of the Central Railroad of New Jersey system. The Wharton & Northern was relocated by the City of Newark in the 1950's to permit the construction of the Charlottesville Reservoir. During the 1970's this area was the base of operations for the Morris County Central Railroad, a tourist railroad which used two steam locomotives. After crossing Green Pond Road, the old Newfoundland Station will be visible on the north side, along with an old coach and caboose left over from the Morris County Central operation. Leaving Newfoundland, the line loops through the village of Oak Ridge and then rejoins the Route 23 corridor alongside the Oak Ridge Reservoir.

Along the Line - a description of the route of today's trip
Stockholm 50.10

At Stockholm, the line crosses Sussex County Route 515, a major route of traffic for traffic to and from Vernon. This area was originally known as Snufftown due to a number of snuff mills nearby.

Summit Yard 51.35

Many years ago a five-track storage yard was located here. Just east of Silver Grove Road crossing we reach the highest point on the NYS&W, with an elevation of 1,013 feet. It is also the highest point on any railroad in New Jersey.

Beaver Lake 53.70

This was the NYS&W's division point for many years. A yard and servicing facilities were located here. Route 23 crosses overhead here, then diverges northward toward Hamburg while we head south to Sparta.

Overlook 55.0

The view looks geographically north along Route 23 towards Franklin, Hardyston and Hamburg. On a clear day the high point monument, about 17 miles to the north, can be seen.

Sparta 59.90

The NYS&W passes over County Route 517 on a new bridge, constructed as part of a bypass, of Sparta. The old passenger station is part of an industrial complex which is now a superfund site. Efforts are underway to restore the station. We will cross busy NJ Route 15 at grade.

Sparta Junction 63.00

We curve sharply to the northeast on a new connecting track which was constructed by the NYS&W in 1986 as part of their project to reopen the line for doublestack service. Originally, the NYS&W continued westward, eventually reaching the Delaware Water Gap. That portion of the NYS&W was sold to the City of Newark in 1963 after service was abandoned. In 1992, the NJDEP purchased the land and created the Paulins Kill Valley Trail. At the end of the connection track we enter upon the NYS&W's portion of the former Lehigh and Hudson River (L&HR) Railroad. The L&HR operated between Maybrook, NY and Allentown, PA. Only the portion from the Sparta area north to Maybrook remains. The Lime Crest quarry, which in the past has supplied ballast to area railroads, is located at the end of track just south of Sparta Junction.

