

The Bulletin

The Railroad Station Historical Society

Volume 52-4

ISSN 0147-0027 July-August-2019

STATIONS AND OTHER STRUCTURES of the LEHIGH VALLEY RR

Part 2, Perth Amboy branch; New Jersey west of South Plainfield to Phillipsburg

Continuing our look at stations and other structures of the Lehigh Valley RR, we will examine the Perth Amboy branch, and then proceed on the mainline west of South Plainfield, NJ. Before it became a branch, it functioned as the LV's mainline to New York tidewater. A series of events occurred forcing the LV to obtain its own line from Phillipsburg to compete with the Lackawanna when the DL&W leased the Morris & Essex which had been LV's primary friendly connection to New York. The LV acquired the Morris Canal which operated between Phillipsburg and Jersey City. Meanwhile Morris & Essex, had acquired the New Jersey & West Line, dashing LV's planned extension to the Jersey City waterfront. The charter of the Perth Amboy and Bound Brook was subsequently obtained, and the LV had a route to Jersey City by way of Perth Amboy.

The branch served a mixed industrial area, and was originally built to facilitate coal shipments to tide water. Situated opposite Staten Island, Perth Amboy provided a second major waterfront location for the railroad to interchange freight and coal shipments. *John C. Dahl, June 2019*



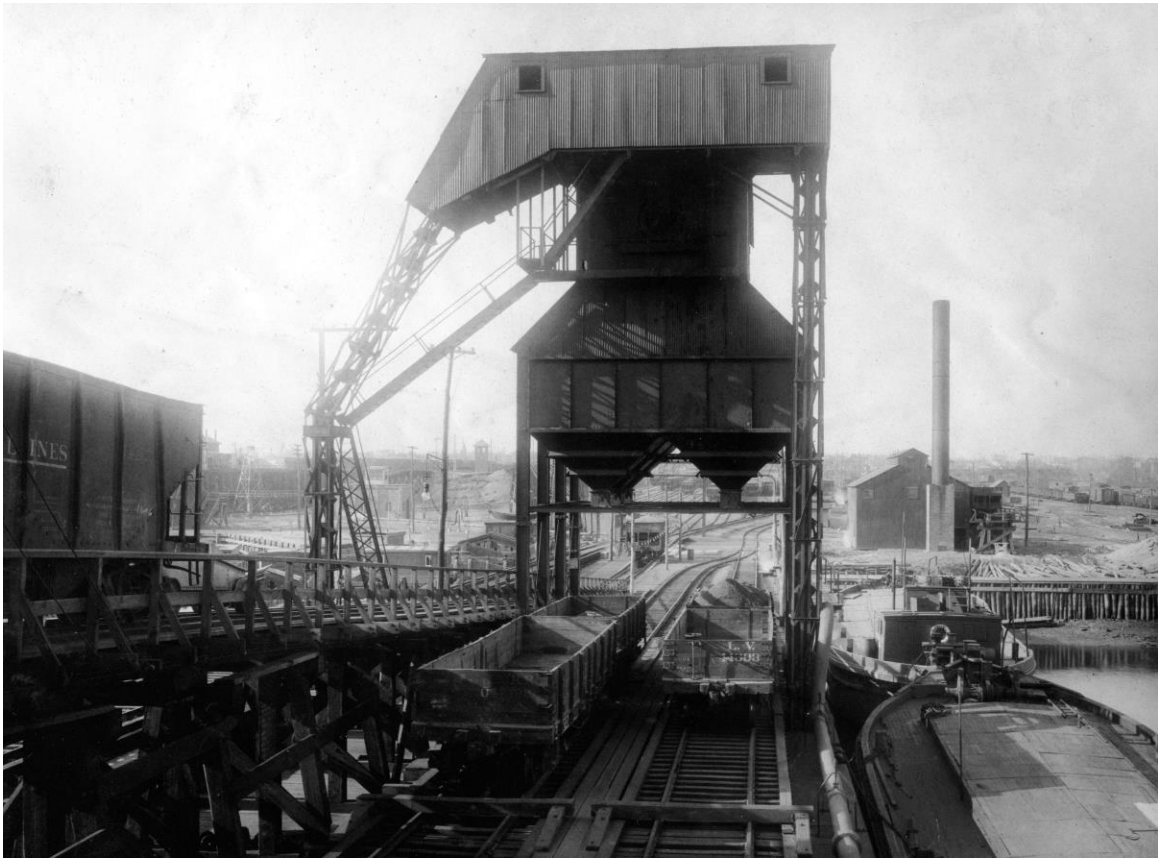
Perth Amboy's Pier C, circa.1916 with barge unloader (left) and McMylor coal dumper (right).
RRSHS Collection.



Perth Amboy, 1916, LVRR coal pier cable house. Looking east. RRSHS collection.



Perth Amboy, 1916, LVRR coal pier cable house, looking generally west. RRSHS Collection



Perth Amboy, LVRR Pier C barge unloader, circa 1916. RRSHS Collection



Perth Amboy, LVRR Pier C McMyler coal dumper circa 1916. RRSHS Collection



Perth Amboy, LVRR Pier C, McMyler coal dumper circa 1916. RRSHS Collection



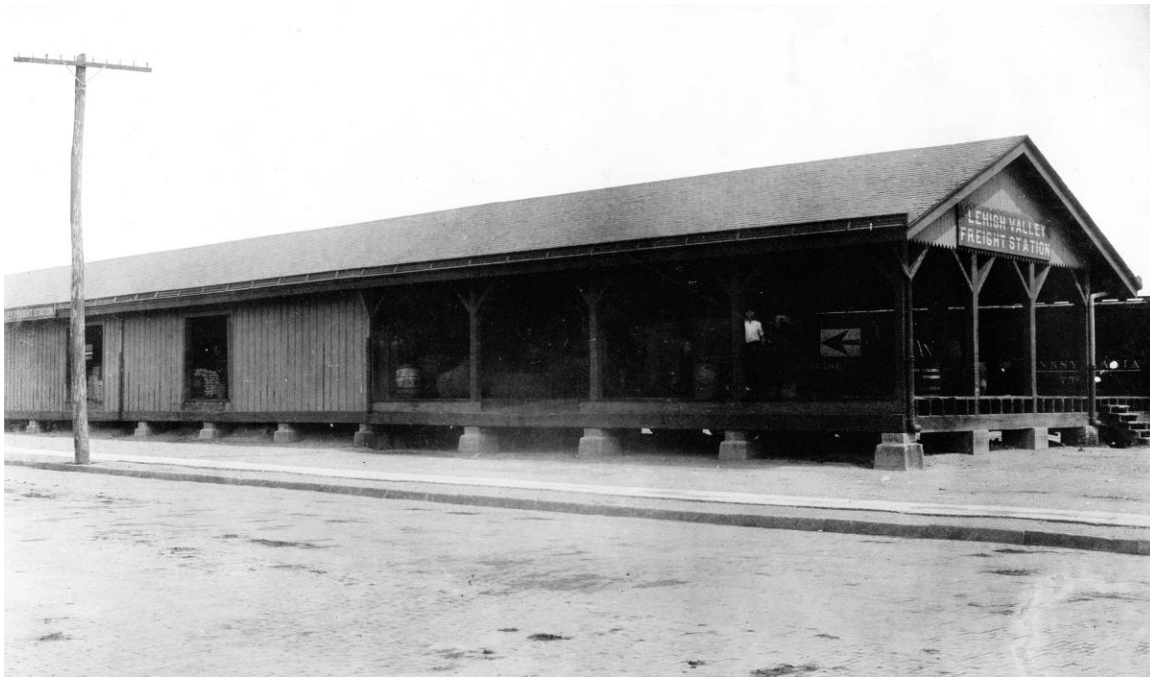
Perth Amboy, LVRR Pier C McMyler coal dumper circa 1916. RRSHS Collection



Perth Amboy, LV State St freight house June 7, 1912. RRSHS Collection



Perth Amboy, LV State St freight house June 7, 1912. RRSHS Collection



Perth Amboy, LV State St freight house June 7, 1912. RRSHS Collection

Before we proceed west of South Plainfield, some additional photos have surfaced, of other stations in the general Newark area not covered in part 1.



Union, Townley station (station sign on railing) was just a platform by the time of this January 13, 1952 Ed Weber photo, RRSHS Collection



Picton, section house and crossing shanty, June 18, 1915 RRSHS collection

Mainline west of South Plainfield



New Market, station, circa 1906. RRSHS Collection



New Market, freight station, January 20, 1951, Ed Weber photo. RRSHS Collection



Manville, Port Reading Jct, LV-Reading 'XG' tower, June 8, 1952, Ed Weber photo. RRSHS Collection



Manville sported a modern station, seen here on June 8, 1952. Ed Weber photo. RRSHS Collection



Three Bridges architecturally resembled a rural home. December 21, 1953, Ed Weber photo. RRSHS Collection



Three Bridges, rear and side view, it looks like the B&B gang has not done much maintenance here recently! August 23, 1956 RRSHS Collection



Flemington Junction, seen on April 21, 1951, was a beautiful Victorian era station. The immaculate lawn and well maintained platforms show that the Valley still had pride in its passenger services. Ed Weber photo. RRSHS Collection



Flemington, freight station, June 15, 1956. Ed Weber photo. RRSHS Collection



Flemington (village) station, a Victorian era gem, built in 1886 and razed in September of 1952, was on a short branch which diverged south of the mainline from the junction of the same name. April 21, 1951, Ed Weber photo. RRSHS Collection



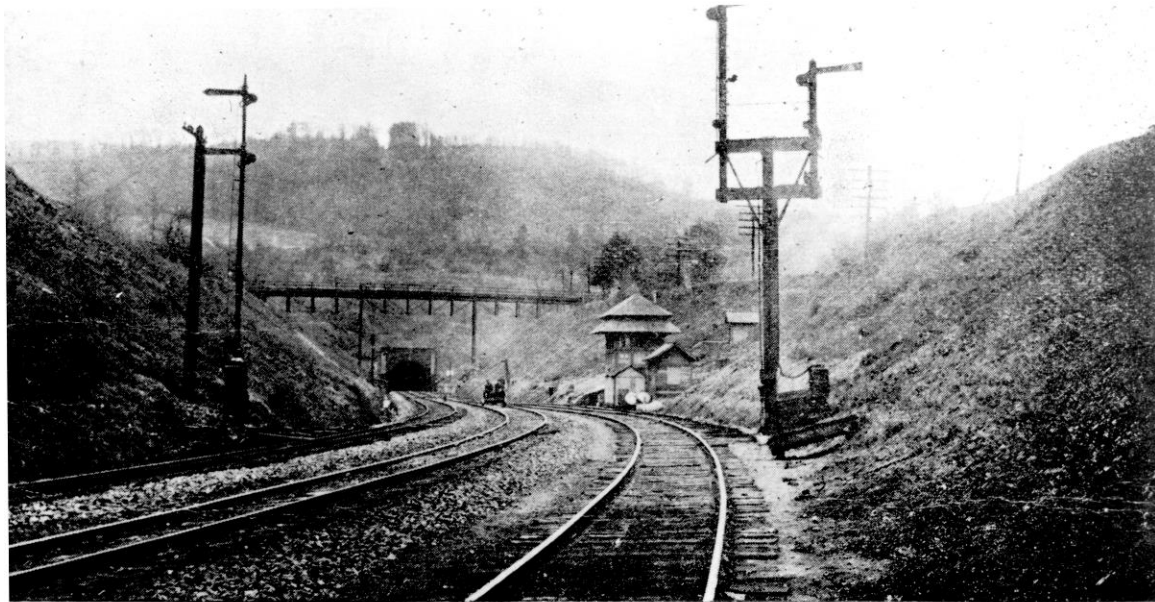
Pittstown, on a short branch south of the mainline, is nearly engulfed in overgrowth even in 1954, when this photo was taken, September 13. Ed Weber photo. RRSHS Collection



Pattensburg, 'OX' Bellewood tower, September 13, 1954, Ed Weber photo. RRSHS Collection



Bellewood, tower under construction in this vintage photo of August 23, 1928. It went into service a few months later on November 28, 1928. RRSHS collection



Western Entrance to Musconetcong Tunnel, West Portal, N. J.

Pub. by M. F. Behney.

A postcard view of Musconetcong tunnel. RRSHS collection.



Bloomsbury, station, June 5, 1955. RRSHS Collection



Phillipsburg, Central Railroad of New Jersey (CNJ) and LV 'PU' tower, Ed Weber photo. RRSHS Collection

We will continue our look at the Lehigh Valley Railroad in a future Bulletin.

SHORT NEWS ITEMS

The New Orleans “Miss-Lou” tour hosted by Ted Xakellis and Russ Nevins was blessed with several consecutive days of sunshine. Temperatures were quite warm, but actually not as hot as the area can experience. A full review will be forthcoming in a future Bulletin, but I wanted to share with you two photos of New Orleans Union Passenger Terminal. Opened in 1954, it represents the last flowering of rail passenger services before the traffic declines of the later 1950’s and 1960s came about. Architects Wogan & Bernard, Jules K. de la Vergne and August Perez & Associates choose a modern style, but with many late Art Deco details. The building has been restored. It appears to be well maintained, including exterior landscaping. Amtrak hosts three long distance trains: the Crescent (daily service to New York City), the City of New Orleans (daily service to Chicago), and the Sunset Limited (tri-weekly service to Los Angeles). Greyhound Bus has its city terminal on the west side of the complex. A new trolley line joins the station to the Canal Street line downtown with transfer to the historic St. Charles Avenue line.



New Orleans, LA Union Passenger Terminal, June 9, 2019 John C. Dahl



New Orleans, LA. Amtrak waiting room, ticket agent and baggage check counter center.
John C. Dahl

SHORT NEWS ITEMS – continued

The once upon a timetable New York, Ontario & Western collaborated with the then expanding West Shore Railroad in the early years of the 1880s. The line from Middletown to Cornwall (on the Hudson River) featured depots built to West Shore designs, although the track became the O&W's mainline during the New York Central's takeover of the West Shore. The circa 1883 Mechanicstown station, located just east of Middletown, NY was a large rambling two-story, wooden, Victorian era gem. Although abandoned and in near decrepit condition, it somehow survived. However, on Nov. 7th, 2018 a fire of suspicious origin destroyed this last vestige of a unique style of station. One more monument to the grand era of railroads in New York State has thus been relegated to "memory only". This structure was visited on the 2017 Middletown tour.



Mechanicstown, NY as seen on the RRSHS tour, June 29, 2017 John C. Dahl

EDITORIAL RAMBLINGS

This issue of the Bulletin was prepared by John Dahl with the assistance of Ted Xakellis. Adobe PDF electronic format of the The Bulletin are available to members. Please email Jim Dent at jdent1@optonline.net if you are interested in a PDF copy.

The Bulletin of the Railroad Station Historical Society, Inc. is published six times a year. Kent Hannah, Editor 1312 Woods Drive, Keller, TX 76262-9327 phone 817-431-8435, pkhannah@verizon.net Asst. Editors, John C. Dahl, jcdahl@twc.com and Ted Xakellis, theodorexakellis@juno.com, James Dent, Business Manager 26 Thackeray Rd., Oakland, NJ 07436-3312 212-818-8085 jdent1@optonline.net Membership is from Jan. 1 to Dec. 31. SEND ALL ADDRESS CHANGES AND DUES TO THE BUSINESS MANAGER.. RSHS web site: www.rrshs.org/ Board of Directors RSHS: Norbert Shacklette 125 American Inn Road, Villa Ridge, MO (emeritus); Kent Hannah 1312 Woods Dr., Keller, TX 76262-9327 (publications); James Dent, 26 Thackeray Rd, Oakland, NJ 07436-3312 (finance); Andy White , 6240 Bright Plume, Columbia, MD 21044-3791 (conventions); Mark J. Camp, Dept of Env. Sci., Univ. of Toledo, Toledo, OH 43606 419-530-2398 m.camp@utoledo.edu (Website and Archives); Dan Frederick 304 East Silver Fox Road, Newark, DE 19702. Dues: \$15.00 for US, Canada, \$25.00 Other Foreign (please remit US funds)
