

THE John Bull - ETIN

Volume II, Number 2

✓ Spring, 1986

AN EDITORIAL

It is with great expectation that this first quarterly publication of our Society, "THE JOHN BULL-etin" is published.

Since this Society was first organized in early 1983, there has been only one "BULL-etin" published, a two-page issue in December, 1984. (Because of the weight of other responsibilities and a lack of time, I was unable to publish another.)

However, there is now a committee to prepare and publish a "BULL-etin" on a quarterly basis. This committee is comprised of John Kilbride, John Niemiera, and myself. With the combined talents and energies of the three of us, plus the necessary and needed contributions of the full membership, we hope to put out a quarterly newsletter. However, we need the assistance of all members to provide us with ideas, articles, publishable materials of all sorts and, yes, criticism (as appropriate!) of our editorial efforts. A "BULL-etin" of interest is our responsibility to our readers.

Your comments and suggestions are welcome, of course. But most of all, we need your support in all possible ways. This "BULL-etin" would not be possible without the present growth of our Society. However, a well-received "BULL-etin" will promote our Society far beyond our present boundaries, and in turn, promote further growth of the Society.

William G. Marshall

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Page 1 artwork by John Niemiera

The "JOHN BULL-etin" is published quarterly by the Camden & Amboy Railroad Historical Society, South Amboy, New Jersey.

Members contributions are welcomed, be it scholarly research or tales from the right-of-way. All manuscripts must be typed and double-spaced, and submitted to the Society in advance of publication date. By-lines are given; at the present time, we can accept ink drawings only.

EDITORIAL STAFF

John Kilbride.....Chief railroader
Bill Marshall.....Staff writer
John Niemiera.....Layout/Model Consultant

1985-86 Camden & Amboy RR H.S. Officers

President - David "Tiny" Baker
Vice-Pres.- John J. Kilbride
Treasurer - Donn Dwyer
Secretary - Frank Ehlers
Chairman, Exec. Bd. - Bill Marshall

History of the Camden & Amboy Railroad Historical Society

In the Spring of 1983, the Amboy chapter of the PRR T & H S was founded in South Amboy, with approximately 12 members. Regular monthly meetings were held, but were without form or content. Many members dropped out and others refused to join after attending a meeting.

In December, 1983, six members were present awaiting the meeting to start. At 830P, a letter was delivered from the president, stating that the chapter charter had been returned to the national Society, because "a majority" of the charter members had so voted, thereby disbanding the chapter.

The six members present that night: Bill Marshall (VP), and members David Baker, Frank Ehlers, Jim Jetko, Joe Forsthofer, and Tom Sonnenberg were stunned. But within minutes, the six decided to remain together, continue the club, and attempt to reestablish our chapter status. (All remain active members.)

In January, 1984, officers were elected, a name picked, and the Camden & Amboy Chapter of the Pennsylvania RR Historical Group was formed.

The first officers were Bill Marshall (Pres.), Tom Sonnenberg (VP), Dave Baker (Treas.) and Frank Ehlers (Sec.)

Since that start, members have joined regularly, and the Chapter has prospered. Our present membership stands at 30.

At the suggestion of the officers of the PRR T & H S, the "chapter" was dropped from our name, until chapter status is regained. It was decided to call ourselves the Camden & Amboy Railroad Historical Society.

While we are basically formed to study and promote the history of the PRR, some members have shown an interest in the the history of the C & A, an integral part of the growth of the PRR-system. Our name is an outgrowth of that railroad's roots in South Amboy.

We hope to regain Chapter status in the PRR T & H S at that Society's annual meeting in May '86.

1985-86 officers are Dave Baker (Pres), John Kilbride (VP), Donn Dwyer (Treas.) and Frank Ehlers (Sec.) Bill Marshall serves as chairman of the executive board.

Since our 1983 founding, meetings have been held at the Luke A. Lovely Post 62 American Legion, 111 David St., South Amboy, New Jersey. The Post has offered its facilities without charge, as we are considered by them to be a civic-minded, non-profit organization. For their hospitality, we offer heart-felt thank you!!

Regular monthly meetings of the C & A RRHS are held on the third Tuesday of each month at 8PM, except July and August. Executive board meetings are held the first Wednesday of each month.

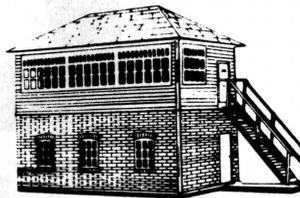
The Society has had at its regular monthly meetings programs which are basically PRR in content or subjects related to that railroad. We found that we're more of a historically-minded group than fan-trip orientated group. Several of us are model railroaders.

(wgm)



OBSERVATIONS FROM THE TOWER

C & A First!!



The world's first known use of the now-universally used rail, spike and wooden tie combination occurred in South Amboy!!

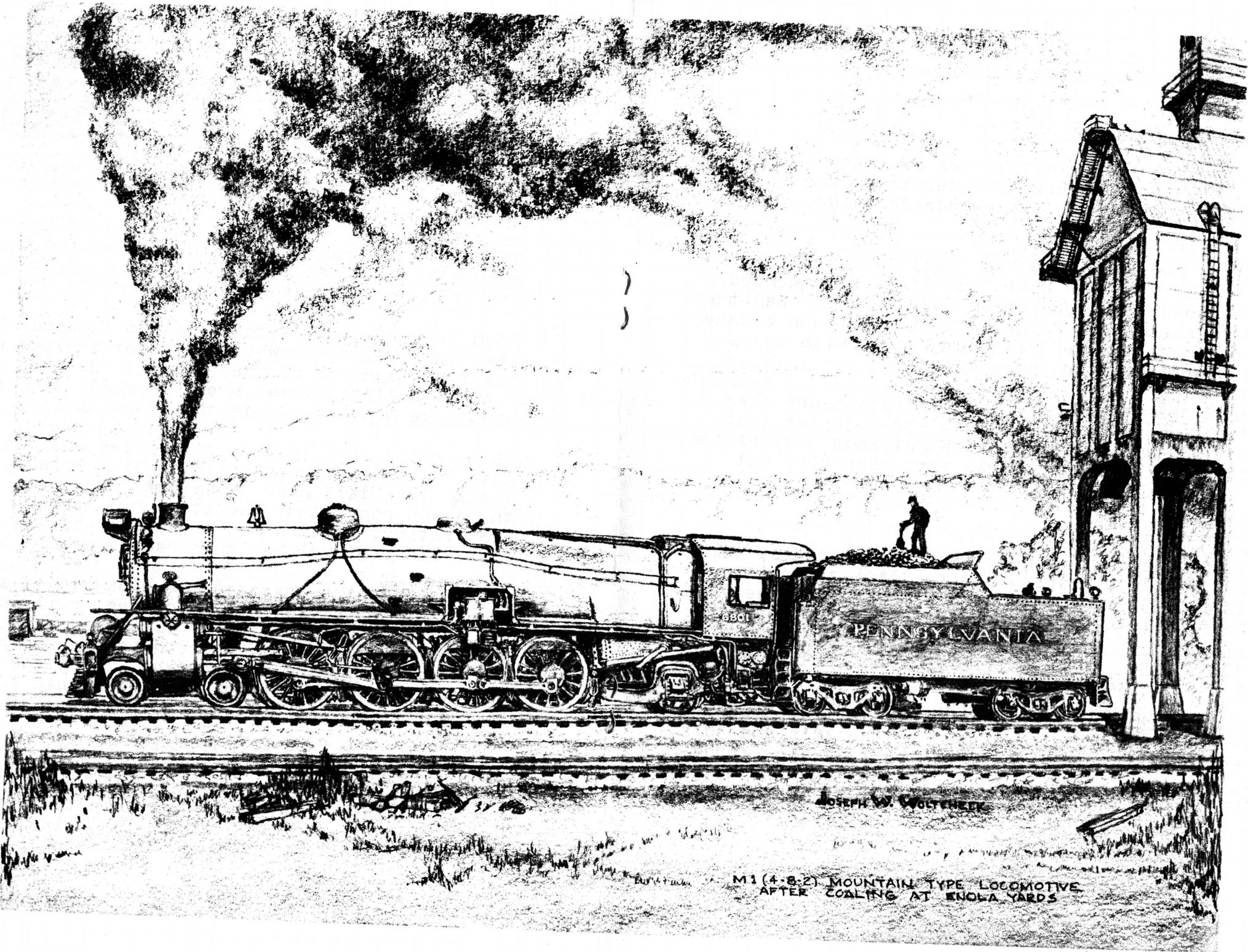
The first railroads--both in England and the U.S.--generally utilized some combination of stone block and iron straps fastened to wood rails.

When Colonel Stevens travelled to England to purchase the "John Bull", he whittled, from a block of wood, the first concept of the "T" rail. He then had a Welsh foundry roll the first iron "T" rail; Steven's then had these sent over with the "John Bull".

These rails were laid on stone sleepers, which were cut by the "craftsmen" of Sing Sing Prison. As the tracks were laid near "Deep Cut" (in South Amboy), the crews ran out of the stone "sleepers". In desperation, Stevens had trees felled, and used as ties. Stone gravel was then packed around them.

Stevens had also invented the hook-headed spike and the rail connectors used to connect rail sections. While the wooden ties were originally thought of as a temporary expedient, it soon became apparent that this was a superior combination. The stone sleepers shifted in frozen ground, requiring them to be reset in the spring!! And too, the spike was easier to drive in wood!!

From this beginning in South Amboy, this type of track became universal. Practically the only recent change to this combination has been the introduction of concrete ties; visit the ex-PRR main line in N.J. to see the only basic change to Stevens' concept.



M1 (4-8-2) MOUNTAIN TYPE LOCOMOTIVE
AFTER COALING AT ENOLA YARDS

FROM THE MODELERS DESK---

The X-29 box car has seen many changes over the years. In this article, I'll tell you how to model three variations of this 40-foot box car in the three decades: 1920's, 30's, and 40's.

The box cars end design is the most noticeable indicator to its era. In the 20's, the USRA committee recommended flat steel, the so-called Youngstown End. The 30's had the Dreadnaught design of large ridges and darted beams became dominant. Improvement to the Dreadnaught end, with extra darted beam supports came in the 1940's.

The basis for my first two box car conversions are the Walthers X-29 40' undecorated kits no. 932-2050 for flat ends, 932-2100 3100-series for Dreadnaught ends. Out of the box, with Kadee couplers, the kit is very accurate, but improvements could be made.

1920's & 30's X-29 Box car

Step 1 - Cut off the cast-on grab irons and ladders, using an X-acto knife. Replace grabirons with Detail Associates #2202 or Walthers 933-840 and ladders with Grandt Line #5124 or Walthers #941-3019. (Remember: 6 rungs on both side and ends for the 20's and 30's conversion; 7 rungs on sides and 6 at car ends for the express conversion.) Use #79 drill for making holes. (See Fig.1)

Step 2 - Although the Creco door (Chicago Railway Equip. Co.) door is correct, having been used in the 20's and 30's, most of the pictures that I've seen of the X-29 show Youngstown doors circa 1925 to the Diesel age. Replace the kit door with Athearns Youngstown door (#12022). A little shaving to lower and narrow the door is needed for the proper fit, but once done, it adds to the car's appearance.

Step 3 - Metal roof walks appeared in the 40's and prior to this, all were wood. Roof walks can be made from 3 lengths of scale 1x6 strip wood tapped onto masking tape. Cement this to the car body, and trim a scale 9" overhand at each end. Lateral roof walks can be made from 6 strips of 1x6x24" stripwood glued to 2 strips of 2x3x36" stripwood. Make corner grabirons from .015 wire (See Fig.2)

Step 4 - The underbody uses the kits underframe, but remove all braking. Replace with Cal-Scales #283 AB brake set following their instructions. For the 30's conversion, remove the high top hand brake wheel, and replace with Ajax brakewheel. Install Kadee couplers and Bittendorf trucks.

X-29 Express Box Car (1940's)

In the 1940's, the Pennsy had 408 X-29 box cars and mail train cars. There numbers were 49422-57442; 100013-103319; 572042 and 573479. The basis for this conversion is again the Walthers X-29 40' undecorated kit #932-2100, series 3500, having improved Dreadnaught ends, and metal roof walks.

Step 1 - Repeat steps 1 & 2 of previous conversion.

Step 2 - The underbody uses the kit's underframe, but remove all AB braking and replace with Cal-Scale express brake set #324, following their instructions. Pennsy-type high speed trucks (drop-equalizer trucks) were used on these cars. They can be modelled using Athearn #53308 express reefer trucks, with (brake) hangers removed. File the leaf spring flat and install Detail Associates #2803 snubber (shock absorber) and you have it. (See Fig. 3)

Paint your three decades of modelled masterpieces Tuscan Red, with grimy black underframes and trucks. Apply decals CDS dry transfers #H0-312 or Champ HB-303, weather, and protect your model with a clear overspray of your choice.

Painting and weathering techniques will be covered in depth in a later "BULL-etin". (jhn)

FIG 1.

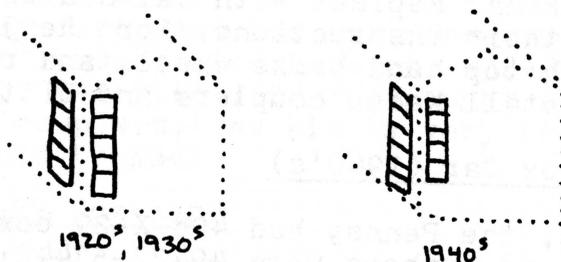
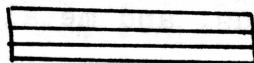
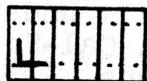


FIG 2.

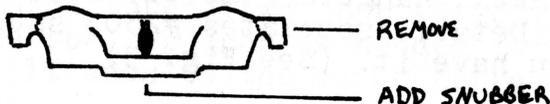


3 LENGTHS 1x6 STRIPWOOD



2 LENGTHS 2x3x36"
6" " 1x6x24" STRIPWOOD

FIG 3.



CAMDEN & AMBOY RR TODAY

The Camden & Amboy RR right-of-way is no longer a thru route between South Amboy and Camden. In the mid-1960's, shortly before the Penn Central merger occurred, several miles of track between Windsor and Hightstown was removed. Legends abound that this move was initiated to reduce the railroad's property taxes, since most shippers on the line would still be served. A further track removal "project" occurred in 1983-84, removing trackage between Hightstown and Cranbury Station. Stone sleepers were uncovered during this project. (The gap without tracks stretches from MP 17.5 to 24.1!!)

A brief "thru" route occurred during the fall of '85, when repairs to the Delair Bridge north of Pavomia Yd. (Camden) forced Conrail to route trains along the C & A between Camden and Bordertown, then via Trenton to Amtrak's VEC. (Journalists had a field day with the complaints of motorists blocked at crossings by long trains!!)

The current Conrail freight schedules, with sign-up times and routings, are:

<u>Symbol</u>	<u>Sign-up</u>	<u>To: (and return)</u>
WJSA-30	7P(M-F)	Brown's Yd.(S.A.) to Cranbury
WPMO-20	6A(M-F)	Bordertown(Agway) to Windsor
	(Note: Crew deadheads	from/to Morrisville)
WPBU-20	6A(M-F)	Burlington to Florence
WPCA-65	(As needed)	Camden to Ciniminson
WPCA-90	6P(M-Th,Sa)	Camden to Fieldsboro

(jjk)



(11x)

WBCA-00 (P)(M-F) Camden to Philadelphia

WBCA-02 (M-F) Camden to Philadelphia

WBCA-03 (M-F) Burlington to Florence

WBCA-04 (M-F) Bordentown (New Jersey) to Windsor

WBCA-05 (M-F) Bordentown (New Jersey) to Cranbury

Example: WBCA-01 Camden to Philadelphia

and routing, etc.

The current Council freight schedules, with sign-up times

reformatted looked at WBCA-01 by Tom Crainell

between Camden and Bordentown then via Trenton to Amtrak's

(Camden) and Council to route trucks north of Pennsylvania Yd.

A brief "run" route occurred during the fall of '92

11.2 to 24

this project the gap without tracks stretches from MP

and Cranbury station. Stone sleepers were uncovered during

would still be removed. A further track removal "project"

between this move was initiated to reduce the

between Windsor and Highstown was removed.

the Camden to Amboy RR client-way is no longer a thru

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