

Other Equipment at our Museum

PRRH is host to a number of pieces of equipment that is owned by other organizations:

Outside Storage Trolley Sweeper

The trolley sweeper is from the Newark subway system. It is owned by the North Jersey Electric Railway Historical Society and they have plans to restore it to operating condition.

CNJ X29 Boxcar 21449

The CNJ X29 boxcar was built in 1927 by Bethlehem Steel Co. in Johnstown, PA. It was acquired by the Anthracite Railroads Historical Society in 1997, just days before it was to be scrapped by Conrail. Restoration work may start before the end of this year.

Inside Storage

Public Service Trolley 2651

The car was built by Public Service Corp. of NJ in 1917. It was retired from active service in 1937, then was returned to service in 1944 to move workers to the Navy Ship Yards in South Kearny, NJ. From 1946-1973 the car was used as a temporary home and then a chicken coop on a farm in Long Valley, NJ. In 1974, the car was delivered to Ringoes, NJ for restoration effort. On March 3, 2001 the car was moved from Ringoes to Phillipsburg, NJ by North Jersey Electric Railway Historical Society where restoration work is continuing.

1922 Mack Railbus

This 1922 railbus is owned by the Lehigh Valley Chapter of the National Railroad Historical Society. The railbus ran on the Chestnut Ridge Railway until retired. Restoration work is still ongoing on this historic piece of equipment.

Centerville & Southwestern

The Centerville & Southwestern Railroad was begun in 1938 on the Becker Dairy Farm in Roseland, NJ. The 4-8-4 Pocono steam engine #1501 was designed and built by Mr. H.B. Ayers, retired president of the H.K. Porter Locomotive Company and Mr. J.B. Ennis, then vice president of the American Locomotive Company. It featured the second all-welded locomotive boiler built in the US, the first being the one built for the Delaware & Hudson. She was joined by diesel engine #1502 and a number of 6 wheel truck Pullman type heavyweight passenger cars. The first "revenue" trip was on July 31, 1948. By the time the railroad was retired in 1972, the C&S had grown to be a little over a 2 mile trip, steam engine #1501, 2 diesels, #1502 and #1503, 17 Pullman type cars, 15 reefer & box cars, a ballast car and a caboosse. Everything, with the exception of the #1501, was packed up and moved to Monmouth County Park System where the equipment was tarped and placed in an unused horse barn. The track was placed into stacks where everything sat for twenty years before it was discovered and rescued by the Phillipsburg Railroad Historians. This gem is today being restored to its once grand status in the miniature railroad community. The #1501 was donated to the Henry Ford Museum in Dearborn, MI, where it does NOT reside today. The engine was auctioned from the museum and is now in private hands.

Phillipsburg Railroad Historians



Museum Address:
**Cross Street at 10 Pine
Alley
Phillipsburg, NJ 08865**

Mailing Address:
**PO Box 5104
Phillipsburg, NJ 08865**

www.PRRH.org
email: contact@prrh.org

HISTORY

The Phillipsburg Railroad Historians, Inc. was founded April 1, 1990, for the purpose of establishing a railroad museum in Phillipsburg to tell the story of local railroad history.

Our Museum is located behind the Noto-Wynkoop Funeral Home (across from Joe's Steak Shop) off South Main Street in Phillipsburg.

We have a lease with the Town of Phillipsburg for the use of approximately four acres of former Central Railroad of New Jersey land. This includes a former freight building we use for Museum and Gift Shop purposes. We are also actively seeking the preservation of the former CRR of NJ "PU" tower in Phillipsburg.

In 1993, we rescued the Centerville & Southwestern miniature 2" scale railroad from a horse barn in Monmouth County. We are rebuilding this equipment and have laid 700 feet of permanent track toward our goal of 2 miles. The C&S runs on selected dates from May to December.

We received a grant from the Phillipsburg UEZ for \$75,000 to rebuild a retaining wall, build an engine house, and fence the Museum site. The retaining wall was completed in 1999 and the engine house was built in 2000 when our grant was combined with a similar grant that "Friends" had received. The fencing will be done at a later date. We received a \$12,500 grant to stabilize and restore the exterior of the Museum building. New siding and a new roof was completed in the spring of 2005. Museum signs were installed in the summer of 2007. Also, the entire Museum was rewired with emergency and exit lighting installed.

Our member meetings are held on the

fourth Wednesday of each month, except in November and December when, because of the holidays, we meet on the third Wednesday, at United Presbyterian Church Of Alpha, 859 High Street, Alpha, NJ 08865 at 7:30 PM. Directors meetings are held as posted.

We are an IRS 501C3 non-profit organization Membership dues are \$25 per year. Applications are available at the Museum, online at www.PRRH.org or write

PRRH, Inc.
PO Box 5104
Phillipsburg, NJ 08865

2009 Operating Schedule

The Museum is open and the C&S will run during OPEN HOUSE dates. Admission and rides are free.

Sunday, May 4, 10am to 4pm; Saturday, July 12, 12pm to dark; Sunday, September 7, 10am-4pm.

Also, Ole Towne Festival, Friday night, July 25 from 6pm-9pm; the Pumpkin Festival, October 18, from 1pm-4pm and the Santa Train, December 7, from 1pm-4pm. Other dates to be announced, watch our web site for more info.

Rolling Stock to be Preserved

CNJ Caboose #91197

This Central Railroad Company of New Jersey wooden caboose was built in the 1880's as a boxcar for the New Jersey Southern. In 1902, the CNJ converted a number of boxcars to cabooses. It received a new steel underframe in the 1920's. In the 1940's the tongue-and-groove siding was replaced by plywood. It served the entire CNJ system until retired. It was then purchased by one of our members. Upon acquiring the present museum property, he graciously donated the caboose to the Historians. We are in the process of restoring the 91197. Work on this car is

being done outside, by 3-4 volunteers, one afternoon a week, so it is a slow process.

L&HR Caboose #16 & #18

These cabooses were built in 1942 by the Reading Railroad under contract for the Lehigh & Hudson River. They were originally built with tongue-and-groove siding to save steel for WW II. Caboose #18 was originally numbered 13, but superstitious crews found this to be an unlucky number, so it was renumbered. These cabooses may have received a Conrail number, but were never renumbered or repainted into Conrail blue.

L&HR Snow Flanger #105

This car started life in the 1880's as a boxcar on the O&W. In 1913 it was converted to a flanger: This car is reported to be the oldest piece of full size rolling stock in the state of New Jersey. The flanger will be the first piece of PRRH equipment to be moved into the engine house when track work is completed.

L&HR Low Side Gondola #1600

Not much is known about this gondola, but it may have been the idler car for the L&HR crane.

Ingersoll-Rand GE 44 Tonner

This engine was the last plant switcher at the Ingersoll-Rand plant in Phillipsburg. It is an ex US Army 45 ton drop cab engine modified from a 44-ton GE. The engine has lift rings so that it could be loaded on ships that adds to the extra weight.

1915 Tidewater Tank Car

Our newest piece of equipment was received on November 12, 2005. Information about this car is being accumulated. Restoration is scheduled to begin during 2007.