

# ALONG THE TRACKS...



## HOW A RAILROAD CHANGED A TOWN

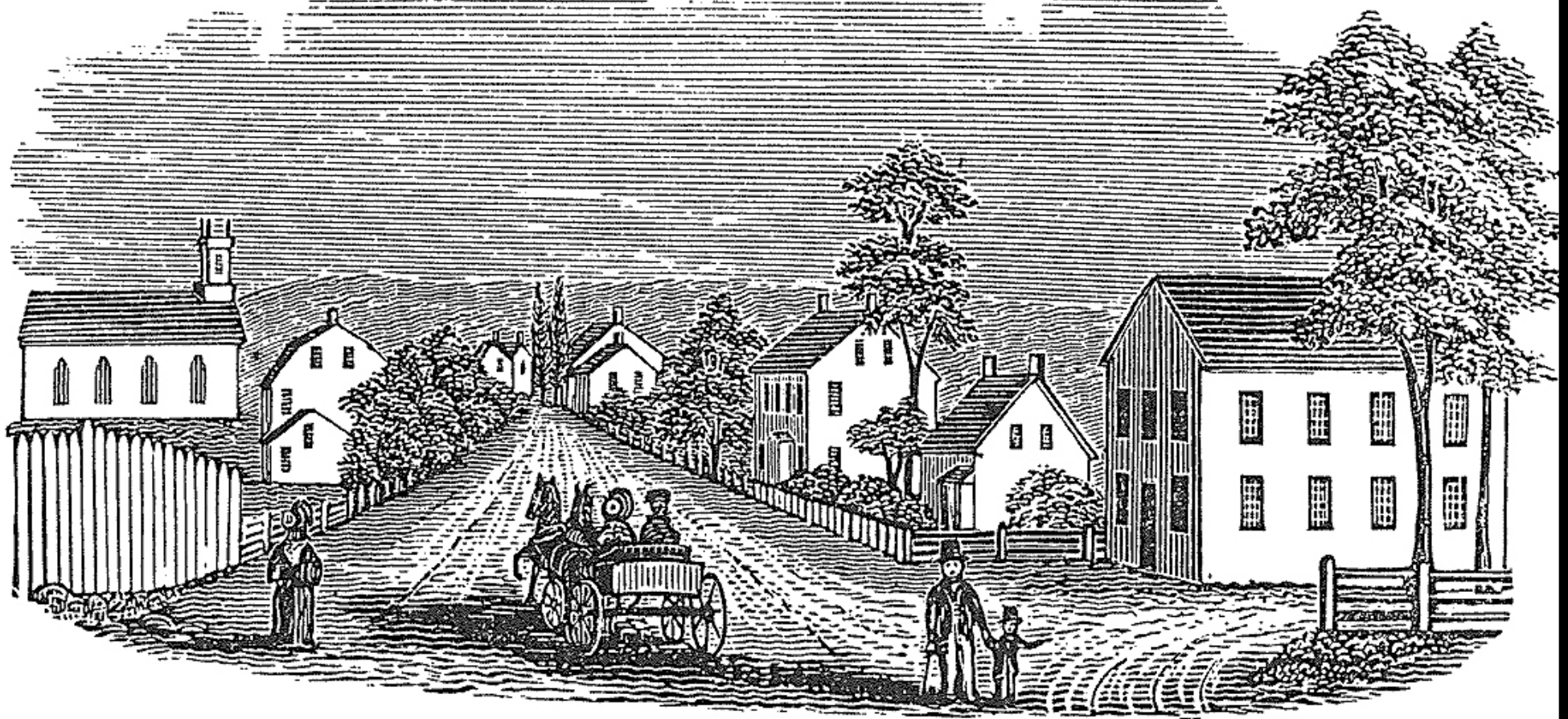
In our continuing series about the development of Chatham, we are going to “take to the tracks” to find out how the railroad shaped the evolution of our town and how it came to impact the lives of the people of our borough.

## The Golden Age of the Morris Canal was short lived.



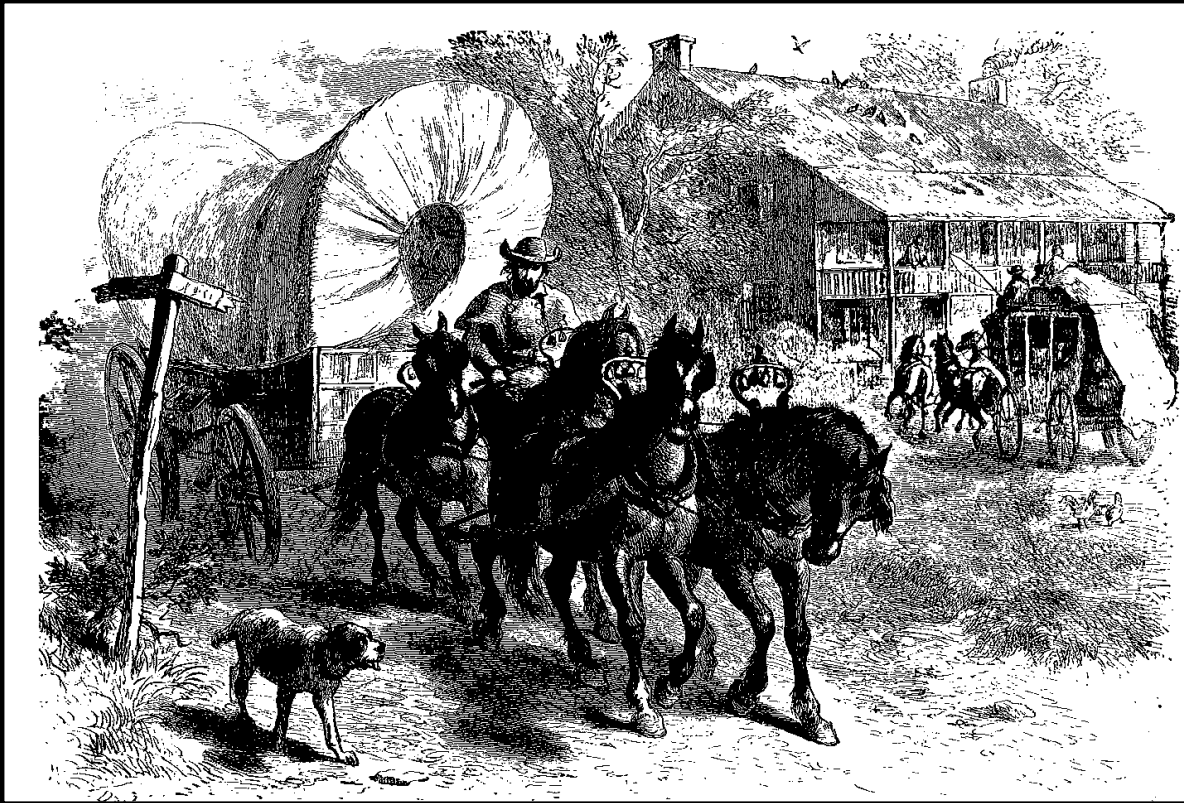
The history of our railroad would be incomplete if we didn't mention the Morris Canal. Planned in the early 1830s, originally the canal was to go through Morristown. When the local backers found out the canal would miss them by nine miles, it sparked them to turn to the railroad. What a great turn of fate!





This early 19th century Barber and Howe Woodcut of Main Street in Chatham looking east, is accepted as accurate by historians.

By 1835, Chatham's Morris Turnpike was the busiest it had ever been. Carriages took summer vacationers to their retreats, stages stopped at local taverns and freight wagons hauled goods to and from town. At the same time, the Shunpike was becoming even more heavily traveled to avoid the toll on the turnpike. But most importantly, at this time a charter for construction of a railroad between Newark and Morristown was granted to the Morris & Essex railroad. Originally planned as a commuter line, an easy commute to Newark and New York City was envisioned!



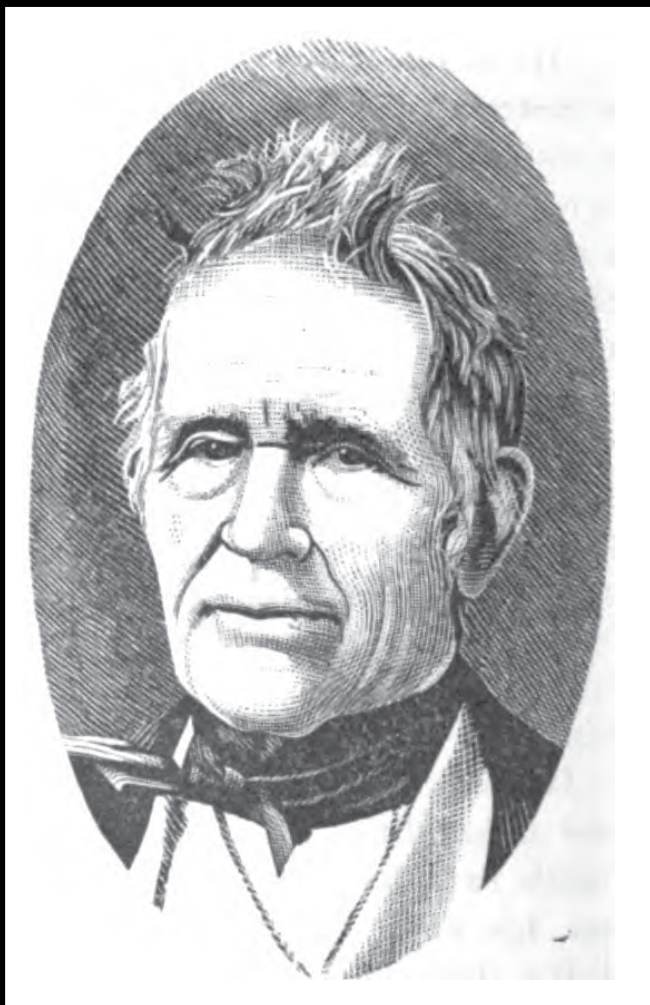
Freight was carried by covered wagons. This scene could easily have been drawn at Chatham.

A typical stage in the mid 1800's

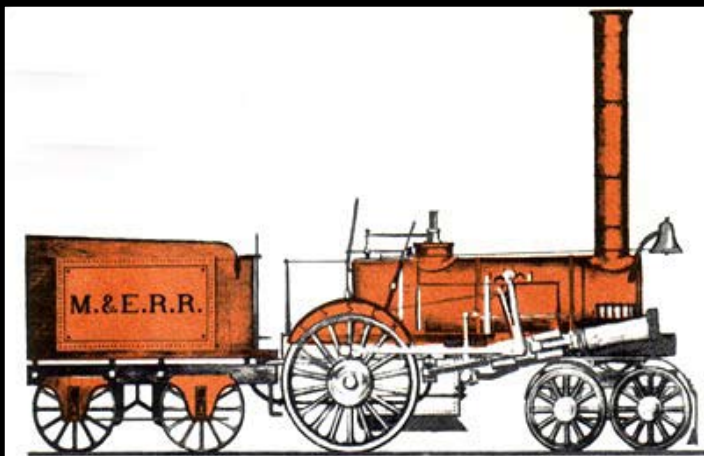


The stage owners, freight haulers and hotel owners thought the train would ruin their businesses and fought against it. The defenders of the railroad envisioned growth of the town and, of course, profit. Originally, the M&E planned a route through Livingston and Whippany. Wise Chatham men rallied for a change of route through their town. When railroad stock owner and land baron Johnathon Bonnell offered free land in Summit to the M&E, the deal was sealed.



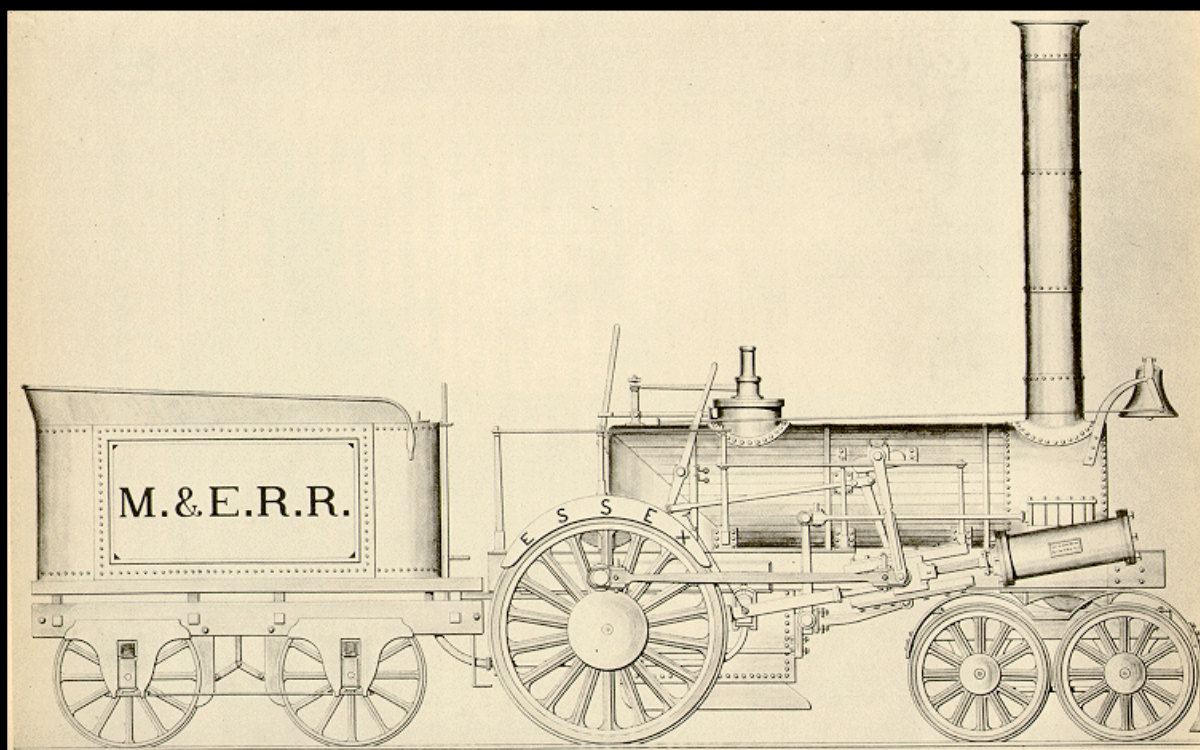


Seth Boyden was a prolific Newark inventor whose genius allowed the steep grades of the M&E line to be conquered.



The “Orange” weighed six tons and failed on its first voyage in 1837.

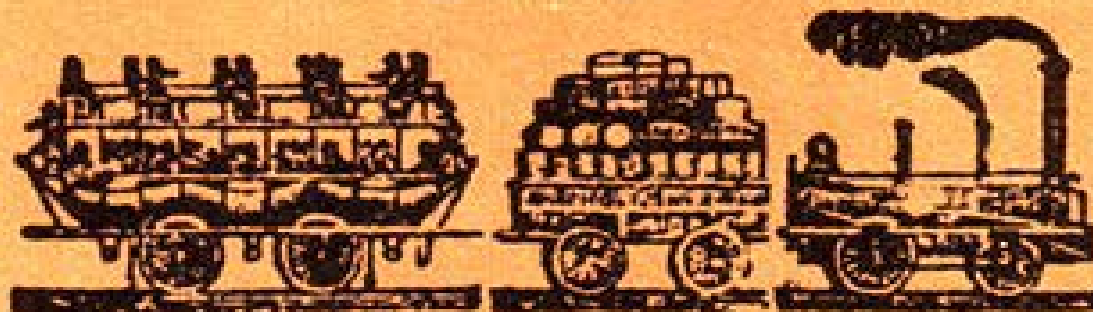
The more reliable “Essex” locomotive followed in 1838.



The only problem, however, was the steep grades of the mountains. Seth Boyden, a prolific Newark inventor, took the challenge to invent an engine to conquer the steep grades of the intended Morris & Essex Line. Until now, horses were used to pull the cars over such grades. His first attempt was called the Orange and failed on its first try. A few months later, however, the engine did finally climb the hills of the line with Seth Boyden at the controls. It chugged through Chatham, on its way to Madison, in September of 1837 as townspeople cheered.

## Luxury Accommodations!

### MORRIS & ESSEX RAIL-ROAD. NEW-YORK, NEWARK & MORRIS- TOWN.



**O**N and after MONDAY, the 2d day of April next,  
the Cars will leave as follows--

Leaves the depot at Morristown, at 6½ o'clock, A. M.  
and 1½ o'clock, P. M.

Leaves the Depot at Newark,—At 10 o'clock, A. M. and  
5 o'clock, P. M.

Passengers will be taken up and delivered at Madi-  
son, Chatham, the Summit, Milleville, and Orange.

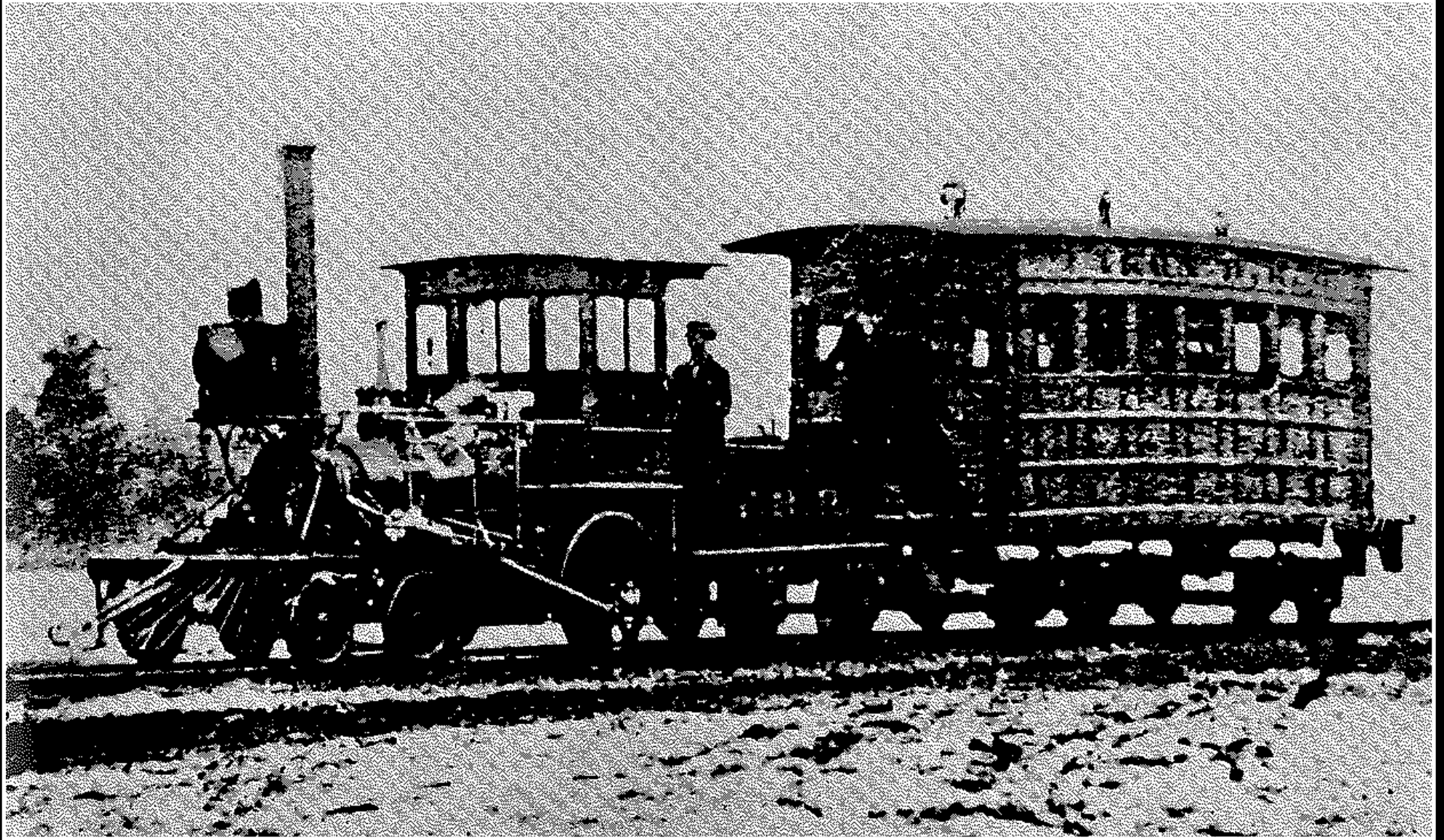
### ***FARE.***

From	MORRISTOWN to	NEWARK	75 cts.
	MADISON	"	62½ "
	CHATHAM	"	50 "
	SUMMIT	"	44 "

Chatham was one of the stops on the original commuter line. For 50 cents, you had the privilege of sitting behind the engine in a stage coach and breathe in the fresh air. It only took about two hours, so if your stop was Newark and you worked fast you could get in a good eight hour day and take the return train home.

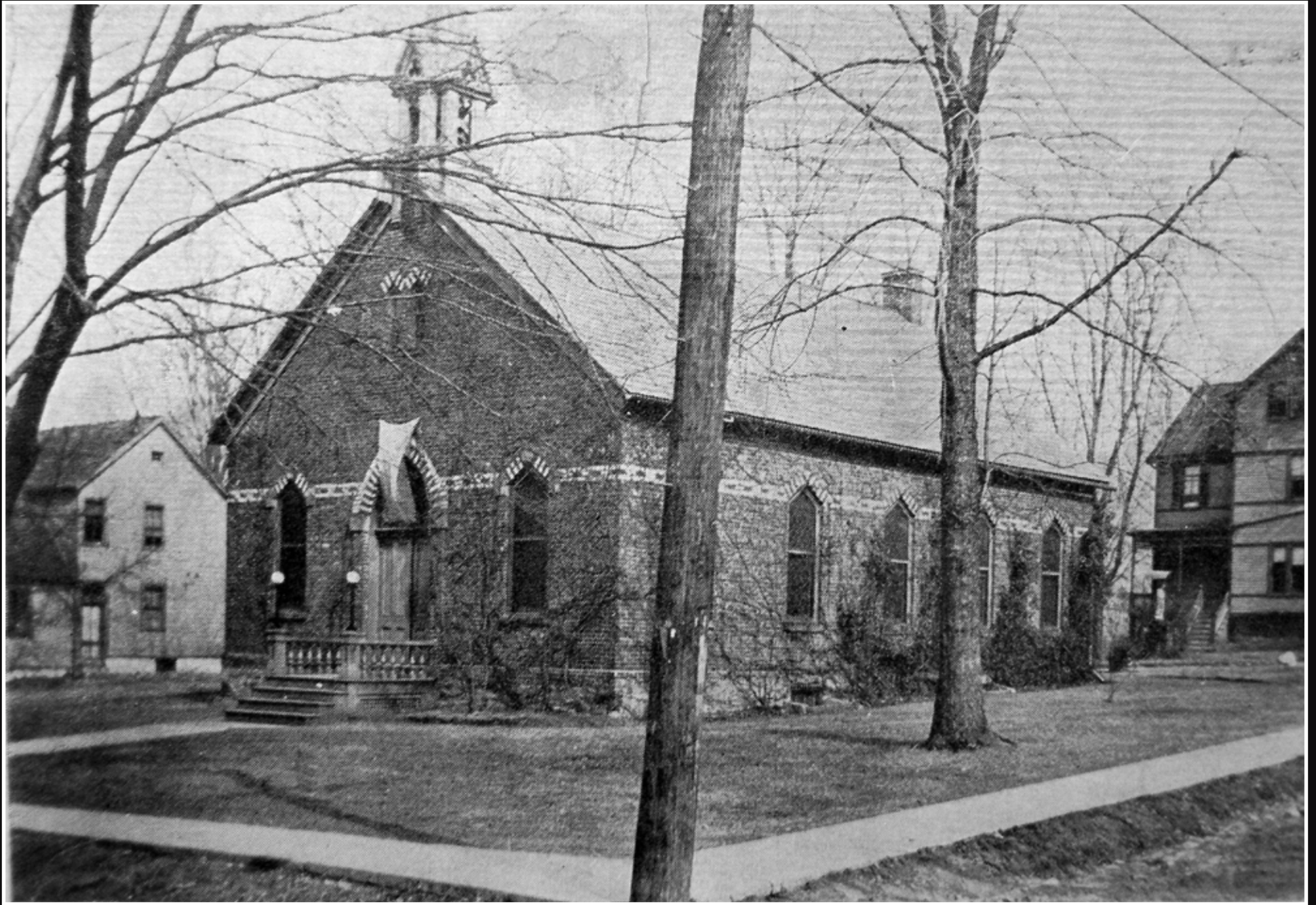


The “Essex” was in service for 13 years on the M&E until it was sold.



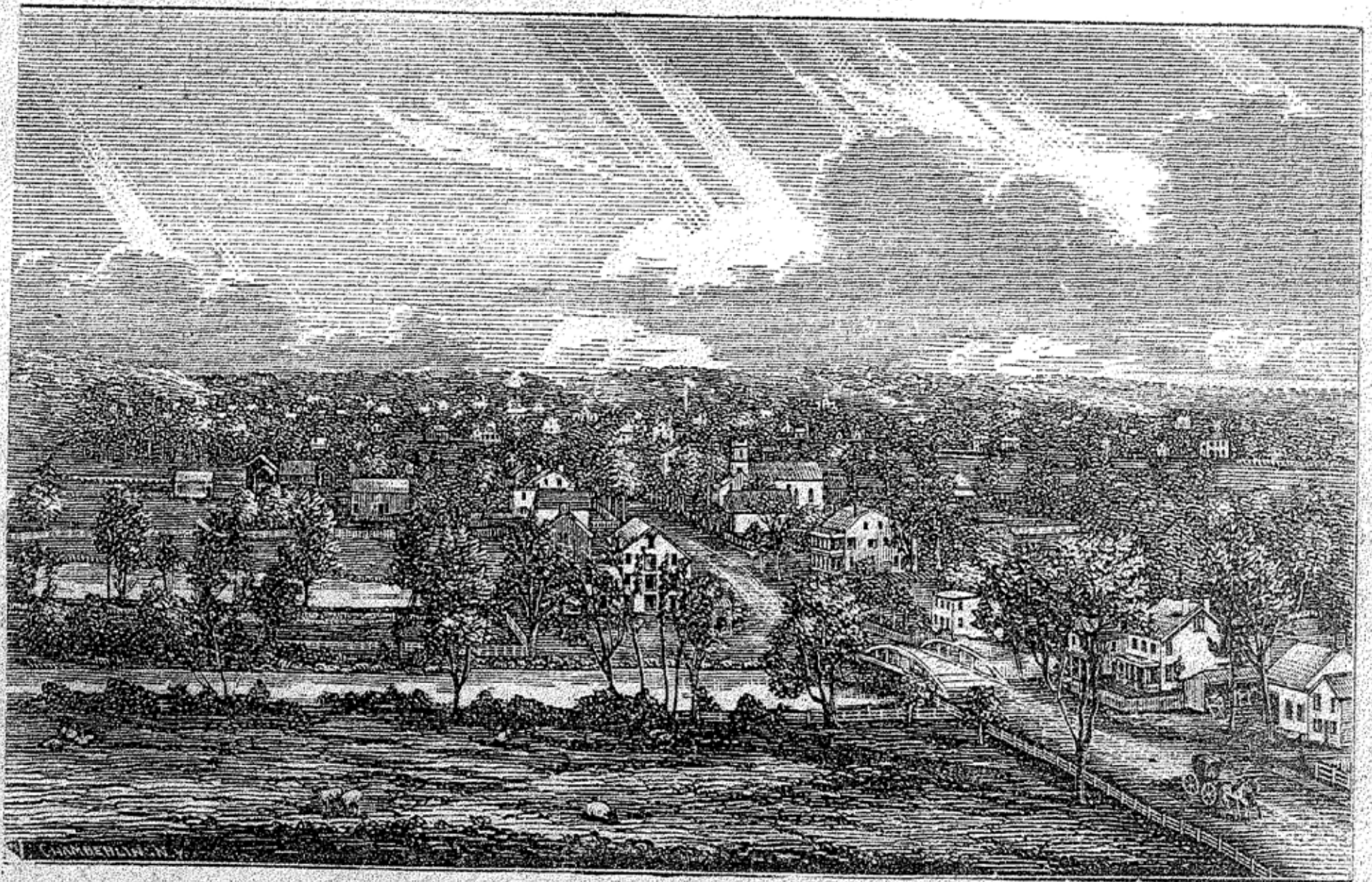
This slide is copied from a daguerreotype taken in 1852 of the Essex. By this time, a cab is added for the engineer and the passengers ride in a more sophisticated car.





Not only commuters rode the rails. In the mid 19th century, as Irish immigrants came in droves to America to escape the great potato famine, they also rode the rails to escape the port cities where they encountered so much discrimination. Many Irish stopped in Chatham and worked in the brick yard. They eventually built Saint Patrick's Church with bricks donated by the parishioners.





Chatham, N. J. The Valley of the Passaic.

Chatham as seen by J. K. Hoyt, a wealthy editor, writer and local land owner.

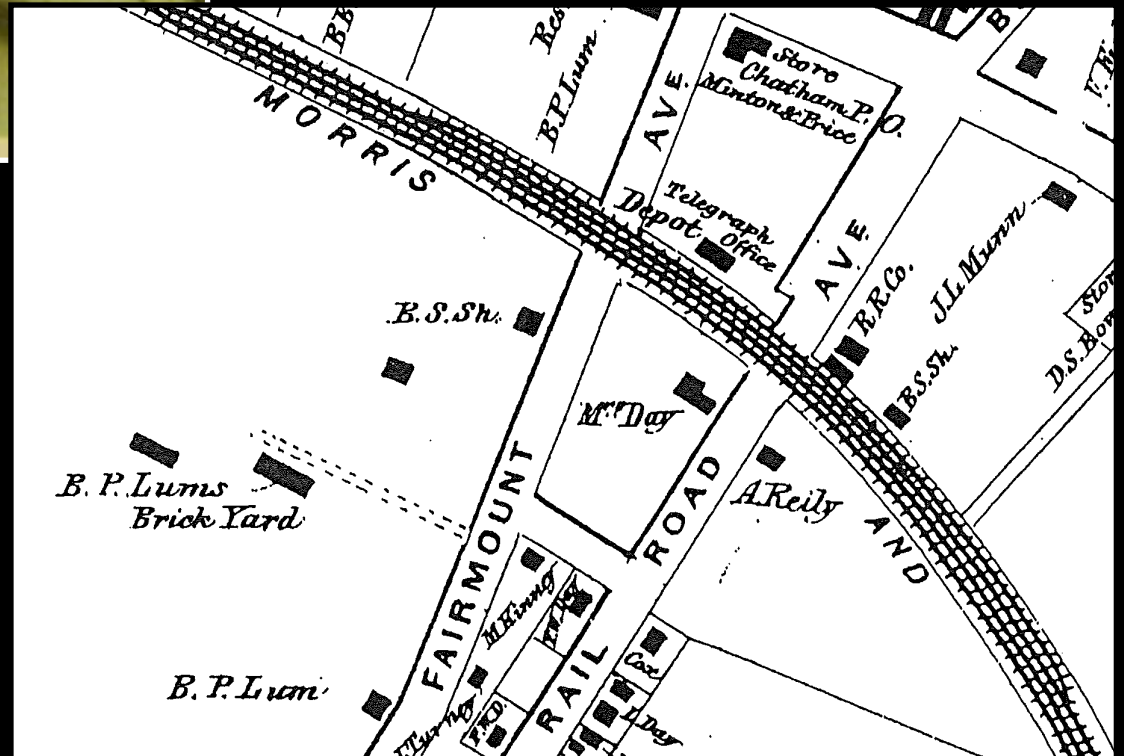
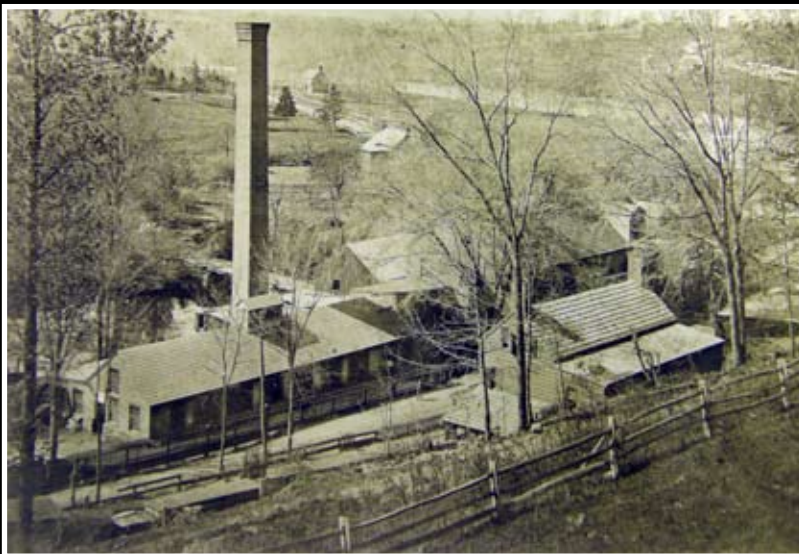
Now we fast forward to about 1875. This slide shows Chatham about this time. The town is growing due, in no small part, to the railroad. Main Street is lined with shops, hotels and churches.



Nothing had a bigger impact on Chatham's growth than the railroad. By now the trains were improved. The speed of the 50 ton locomotives allowed for an easy commute to Newark and NYC via the ferry. They also easily pulled freight cars to bring goods into town and transport local manufactured products far beyond Chatham's borders.



# Destined to be a manufacturing town



Numerous people at this time felt Chatham was destined to be a manufacturing town. Many mills lined the Passaic polluting the water while producing flour, paper and roofing felt. The greenhouses grew flowers transported to NYC via the railroad and business at the local brickyard increased as the bricks could easily be transported far beyond the boundaries of Chatham.

The freight yard at Bowers Lane was Chatham's lifeline.



The freight yard had a daily stream of wagons to pick up coal, food and everything else needed for daily living as well as loading the freight cars with products from the mills, green houses and brick yard.



# Addison Day

# DELAWARE, LACKAWANNA & WESTERN R. R. CO.

MORRIS AND ESSEX DIVISION.

{ OFFICE OF SUPERINTENDENT.  
{ HOBOKEN, N. J., JUNE 12, 1870.

## TIME TABLE.

EXTRA PASSENGER TRAIN SATURDAY, JUNE 18, 1870.

Leave 6:30 A. M.	Boonton.
" 6:55 "	Denville.
" 7:07 "	*Morris Plains.
" 7:15 "	Morristown.
	*Madison.
	*Clatham.
	*Summit.
	*Milburn.
	*South Orange.
	*Orange.
	*B. Junction.
	*Newark.
Due at 8:35 A. M.	Hoboken.

From Morristown by Red Flag carried by No. 10.

Going West, will leave Hoboken on Red Flag, carried by No. 9 to Morristown. From Morristown to Denville on time and rights of No. 17, and Wild Cat from Denville to Boonton.

This is a first-class train, and will have equal rights with all other first-class trains, as per time Time Table No. 65.

Operators will report the passage of this train to this office.

**S. Schoch,**

*Superintendent.*



While the M&E Line delivered freight, it was still very much a commuter train. One of the lines most famous commuter was Addison Day. At age 19 in 1869 he bought his first commutation ticket at the Chatham Station and boarded a morning train. The banker rode the trains for 65 years. It was estimated he traveled more than 1,100,00 miles and had commuted over 20,000 times on the railroad. His final commute out of Hoboken in June of 1934 was commemorated with statewide publicity.

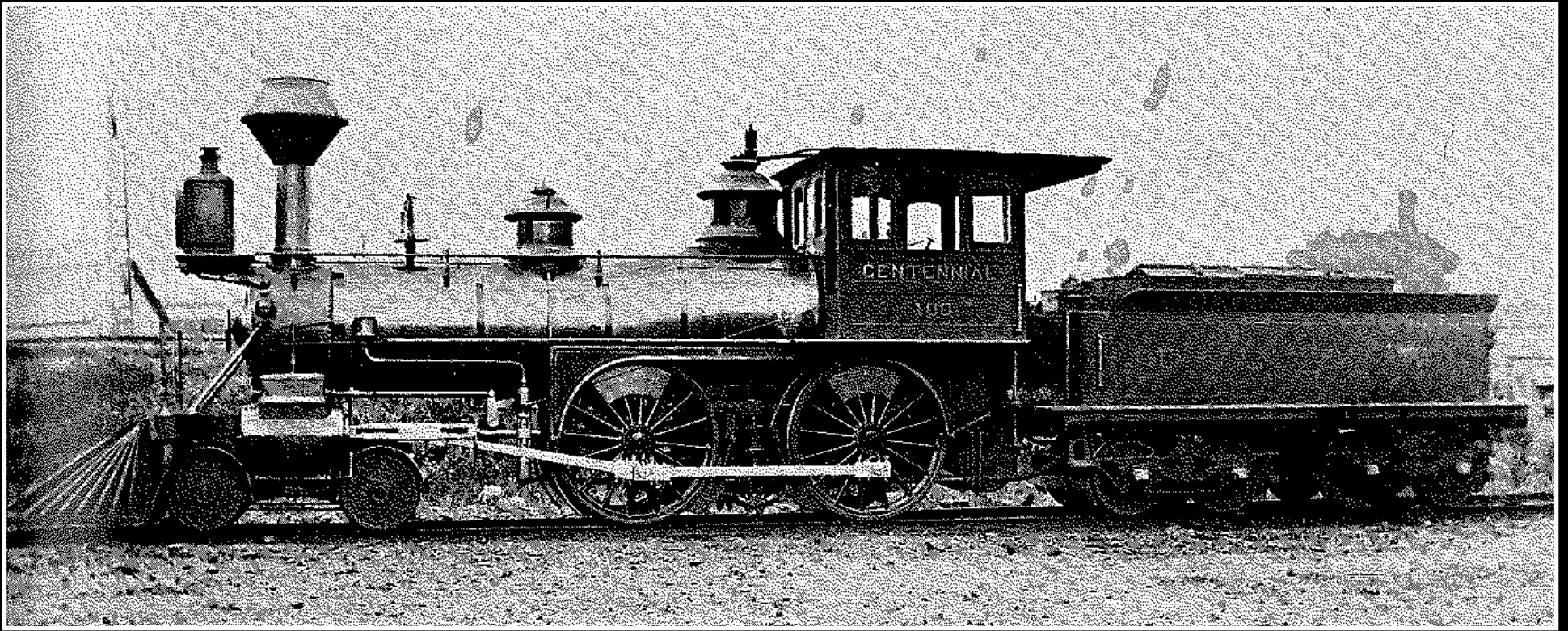


## A group of locals and vacationers enjoying a beautiful Sunday in Chatham.



As Chatham developed, outsiders still looked down upon Chatham, seeing a country bumpkin village. Others saw its beauty and were inspired to vacation here and eventually make Chatham their home. By the 1890s, Chatham was beginning to have a wonderful reputation for fine hotels, fresh air and fine water recreation activities. Due in no small part to former vacationers who now called Chatham home, as well as original Chathamites, the town was being cleaned up. The women of the town started a Beautification Committee. Several powerful men took to politicking to get things done including cleaning the Passaic and forming the Village Improvement Society. Concerns included roads, sidewalks, water, lights and sanitary conditions. Chatham citizens were called upon to “improve and beautify their personal residences”.

The “Centennial” was built in 1876 for the Philadelphia Centennial



It pulled the finest passenger cars ever made.

Unfortunately, Chatham did not improve in time to be a part of “the banker’s express”. This locomotive, built in 1876 was the finest to ride the rails to date. The bankers express was the most famous commuter train to ever run on the DL&W. It was intended for the rich and powerful of Morris County and only stopped at Morristown and Madison. The best equipment on the railroad was assigned to this train, and why not since so many of the DL&W executives used this train daily.



# The Blizzard of 1888



## The Morris and Essex Esquimax Society

But Chatham was not void of wealthy commuters. Most of the men involved with the improvement of Chatham rode the tracks daily to work. In the great blizzard of 1888 a commuter train out of Hoboken fell victim to the snow and was halted outside of Orange. Nineteen men were stranded including Addison Day and Chatham's first mayor, Frederick Lum. A family came to the rescue with food and drink while they were marooned overnight. For many years, the group held annual dinners to commemorate the event.



## The West End Hotel on Main Street was one of the many fine hotels in town.



In the end years of the 19th century Chatham gained respect. A Madison Eagle editorial cites, "Chatham has a larger number of bright young men than any other village. We take great pride in having them as neighbors." The hotel and vacation business was booming and at the same time, Chatham started an advertising blitz to gain more permanent residents that would last for well over half a century. The famous "salubrious air" tag line was born and was used over and over again.

## The future park.



This photo was taken from the old train station.

As the town improvements continued, Chatham prospered. Its population steadily increased and the land value rose. Chatham Main Street is lined with stores and the town boasts fine churches, good schools, and excellent hotels to accommodate the many who seek salubrious, healthy air. But there was a sore spot. The land adjacent to the old train station was a swampy mess, but the women of the Beautification Committee set out to change the situation.



# Andrew Reasoner - the man behind the park.

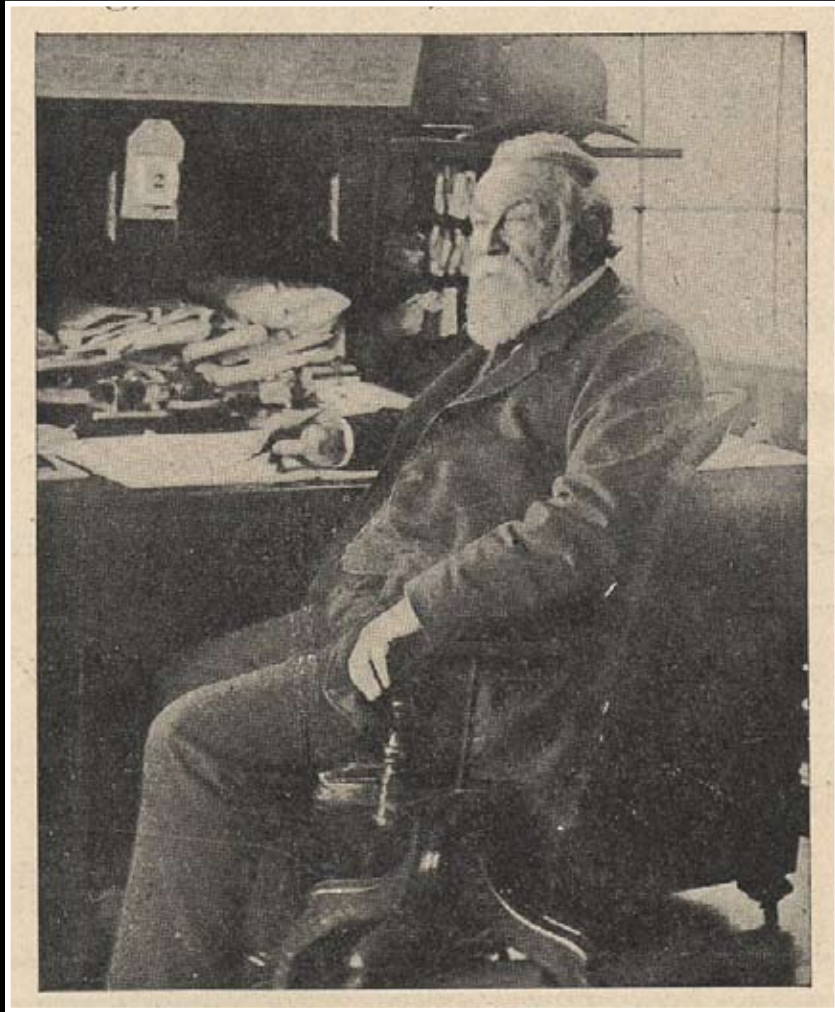


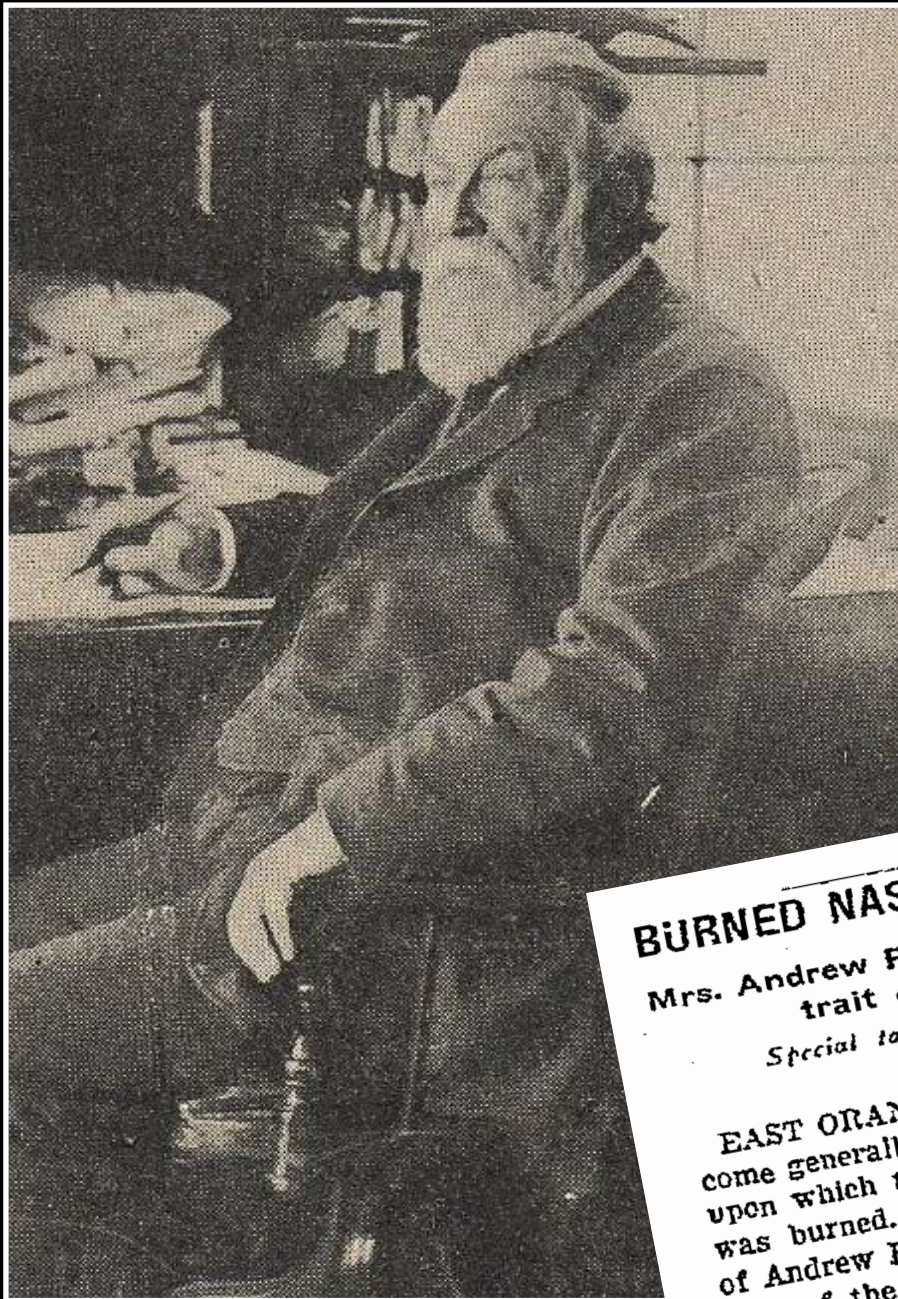
Photo courtesy of the Hoboken Historical Museum



A very interesting man was behind the park-Andrew Reasoner, the general superintendent of the DL&W. He was a large man with a gruff exterior. With over 50 years in the railroad business, he was proud of all the railroad improvement projects of which he was a part. In 1896, when the women of the Beautification Committee of Chatham approached Reasoner about the land near the train station, he arranged for the railroad to maintain a park until such time the railroad would need the land back. The committee aptly named the park in his honor. In 1930, discussions began for the Borough to buy the land from the railroad. About 1942 the land was finally purchased for about \$30,000.



# The man behind Santa Claus?



## BURNED NAST'S LAST PICTURE.

Mrs. Andrew Reasoner Didn't Like Portrait of Her Husband.

Special to The New York Times.

EAST ORANGE, May 31.—It has just become generally known that the last canvas upon which the late Thomas Nast labored was burned. The picture was a portrait of Andrew Reasoner, who was Superintendent of the Morris and Essex Division of the Lackawanna Railroad and who died

Although there is a strong resemblance between Reasoner and Thomas Nast's first Santa, it was first published during the Civil War, about 30 years before this photo of Reasoner was taken. There is, however, a connection between the two. When Mr. Reasoner died in 1899, his wife asked the family friend, Thomas Nast, to paint a portrait of her husband. She sent him this photo of Mr. Reasoner taken behind his desk in Hoboken. Mr. Nast painted the portrait while in South America. He died of yellow fever there and the portrait was sent to Mrs. Nast in Morristown. She contacted Mrs. Reasoner who upon seeing the portrait disliked it. She gave Mrs. Nast \$500 for it and when she returned home, she and her maid took the oil painting outside and promptly burnt it.



# Victorian Era Etiquette



These baggage handlers are breaking the rules.

As trains quickly developed into the most modern and efficient way to travel we thought it might be fun to discuss Victorian era etiquette. After the 19th Century Industrial Revolution, so many Nouveau Rich emerge. This offended the upper class and a deluge of etiquette books were written. One of the many rules written about rail etiquette was that there would be no laughing or loud talking on the train or in the depot. Smoking there was vulgar!

# The Water Plant



Now we are about to enter the 20th century. The Village of Chatham has seceded from the Township. Mayor Lum and his council work tirelessly for the benefit of the borough and now all taxes collected can be devoted to the town's development including water, sewers, streets and beautification. When the second mayor takes office the hard work continues, but the government begins to change. Instead of the council men being wealthy transplants from Newark and New York City, local, "home grown" men are becoming more involved in their town and the borough is thriving. As more jobs are created the middle class population is growing.





Frank S. Kelly

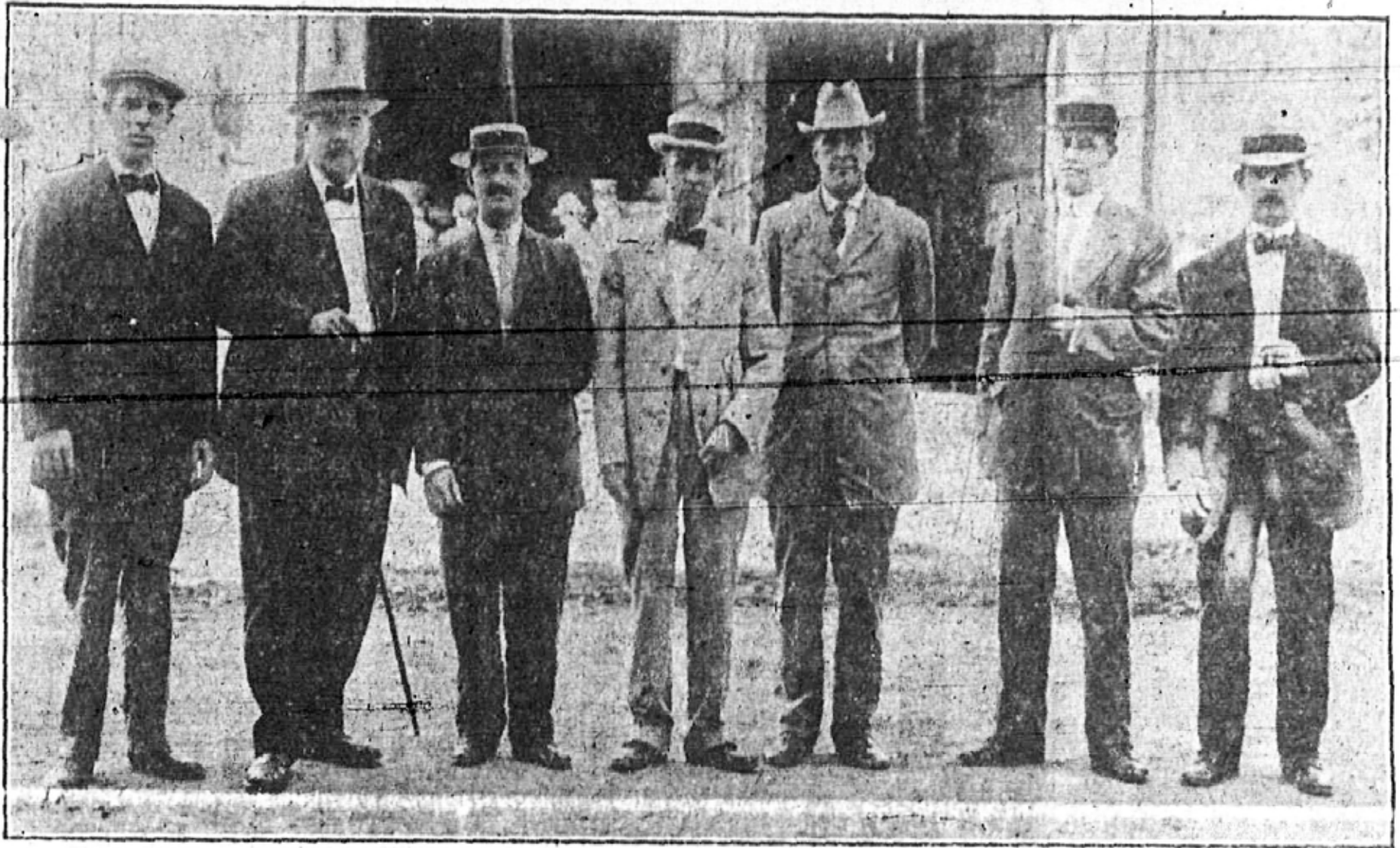
His motto,  
“All possible improvements  
without raising taxes.”



Kelly's Fuller Avenue home.

Frank S. Kelly was a member of the Borough's first council. In 1903, Mr. Kelly became its second mayor. It was he and his councils who continued the tradition of improving the Borough. He was a quiet, modest man but one of great ability. He had the deepest love of his hometown and gave without reservation of his time and strength to make it a better place.

## CHATHAM BOROUGH COUNCIL WHICH "DOES THINGS."



This Chatham council, Mayor Kelly is pictured center, made major improvements. Among them, the introduction of gas for heating and cooking and a sewerage system. This council also decided the fate of the new school and the train station...both of which were hotly debated for over ten years. Interestingly, this council approved the new Borough Hall and fire department building and the new school...and taxes did not go up.



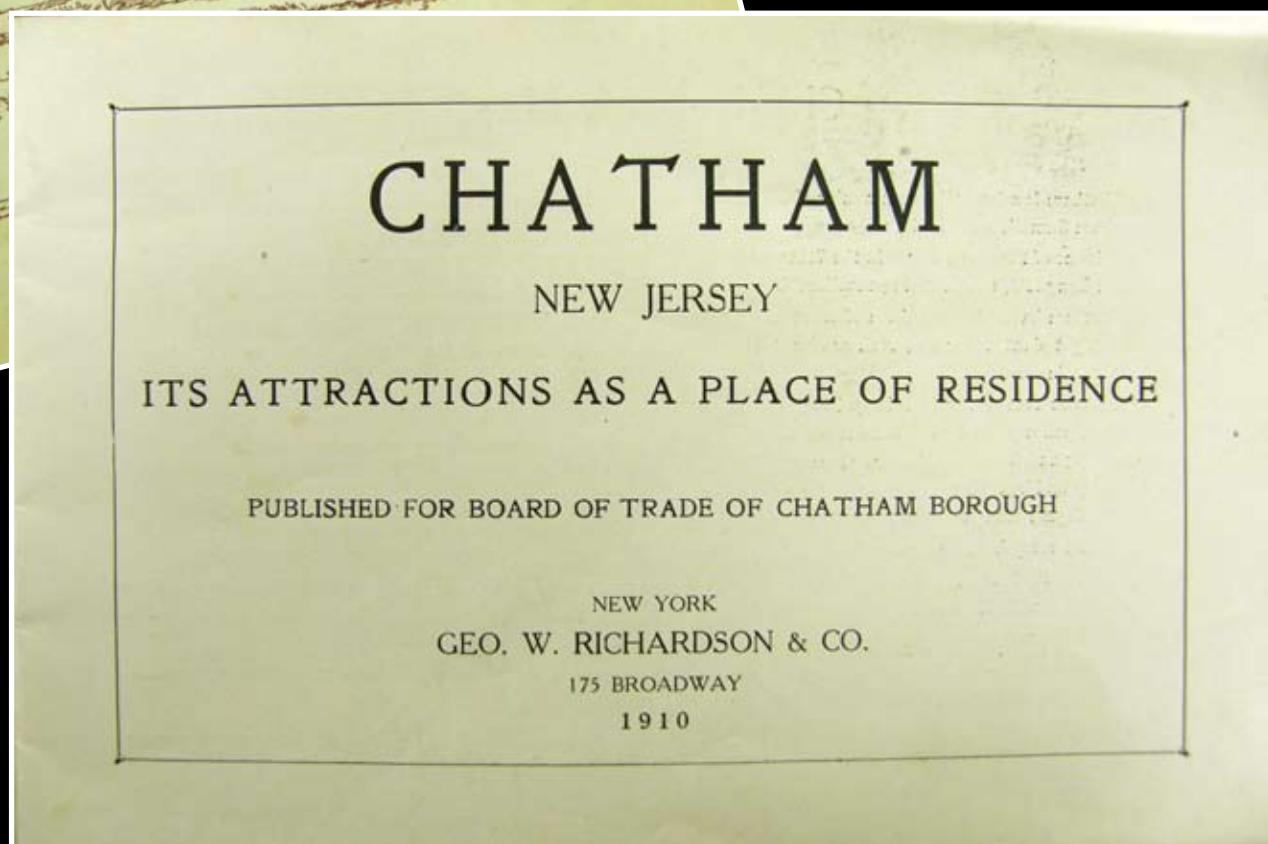
# Center Street Development



Kelly was a proud Chathamite.  
His New Jersey roots pre-date  
the Revolutionary War.



Another one of the councils concerns was making Chatham bigger and better. Mayor Kelly practiced what he preached. He owned 20 lots on Center Street and Passaic Avenue and continued to develop them. He also enlarged and expanded the family store.



As the council's concerns grew about making Chatham bigger and better, they urged landowners to build on their lots. Pamphlets such as this one were created to let city people know the benefits of living in the country and breathing salubrious air. Of course, all of these pamphlets always mentioned the excellent commutation time, exactly like today.





Local contractors enjoyed the influx of newcomers needing affordable homes.



If Chatham ever had a boom, it was during the first decade of the 20th century. So much happened to impact the town including the development of many of the neighborhoods and of course the planning of a new train station which would be suited for the 20th century.

# Chatham Heights



16 Red Road during  
construction

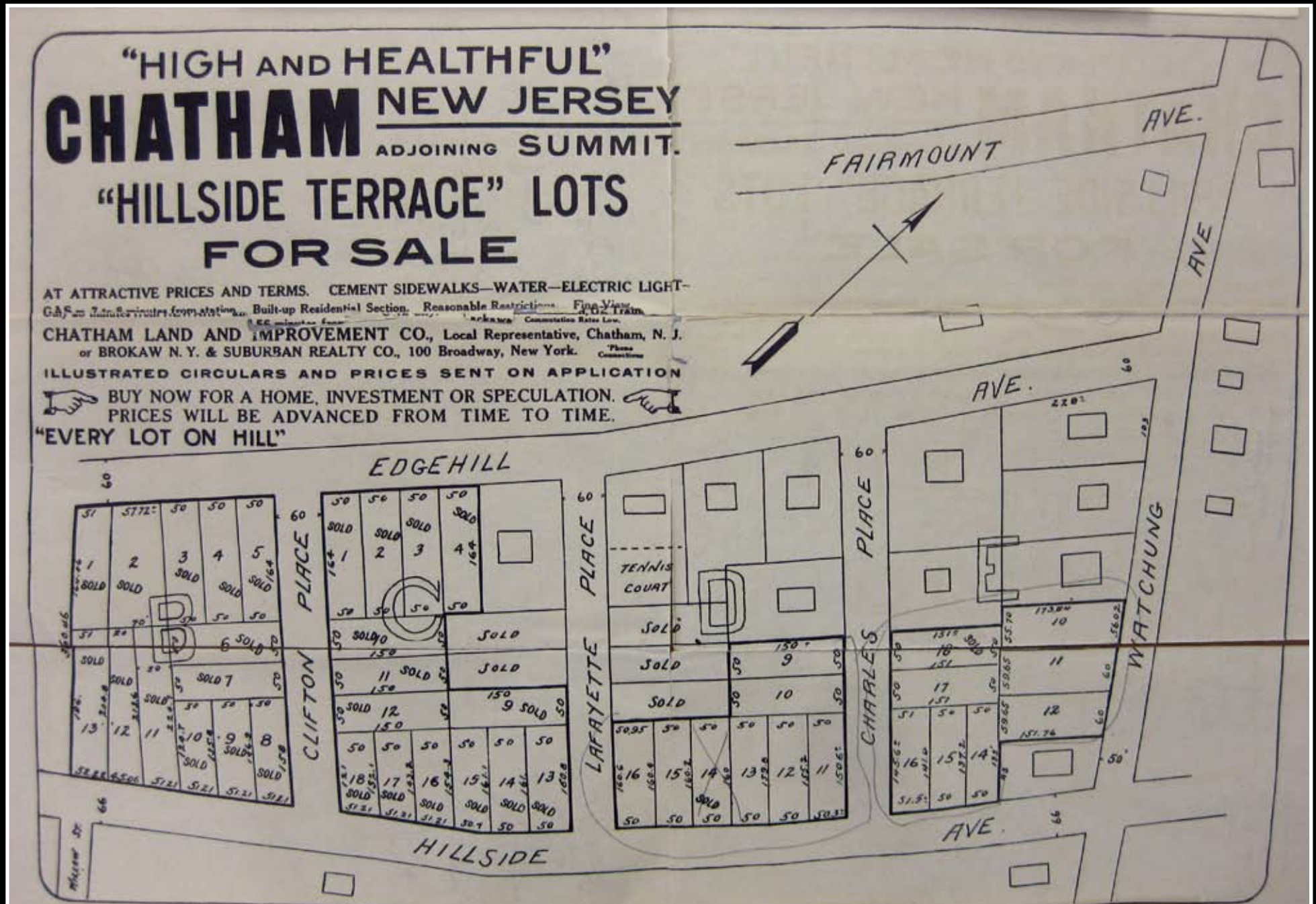
Red Road looking northwest  
towards the Train Station...  
pristine land ripe  
for development.



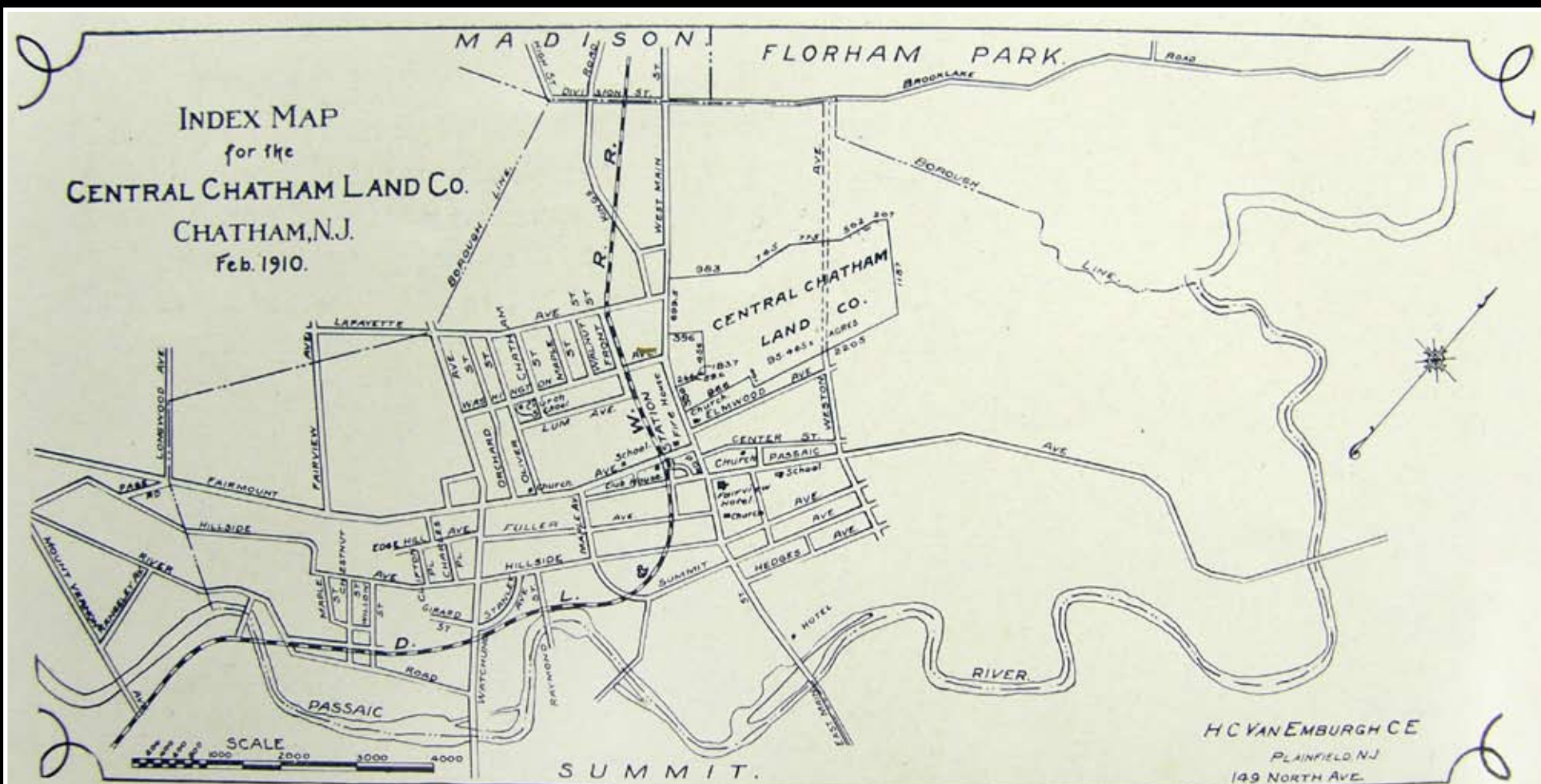
Many neighborhoods were developed during this time including Chatham Heights which featured larger homes.



# Hillside Terrace



While many neighborhoods, including Hillside Terrace, were developed with the working class in mind, small lots could accommodate roomy, affordable homes



### ACREAGE FOR SALE.

At centre of town; three minutes to station; gas, electric light, water and sewerage.

CENTRAL CHATHAM LAND CO., Chatham, N. J.

## Manor Section

The Manor Section is another interesting development. Like so many of the neighborhoods off of Main Street, the lots closest to the center of town and the trains sold quickly while it would be many years before all the streets were adorned with homes.



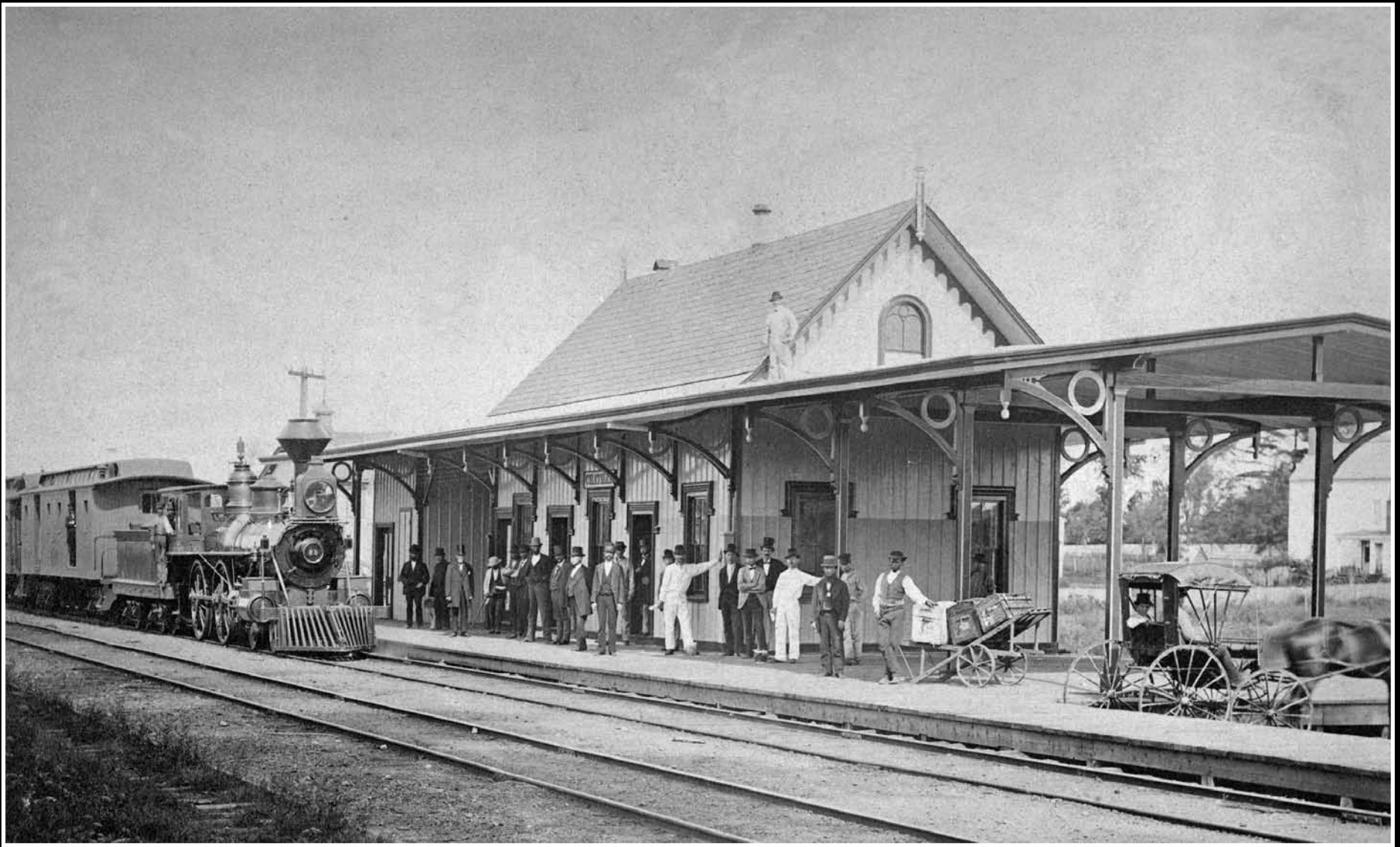
Theodore Roosevelt came to town...



so did the circus.

As the town was developing, some interesting visitors came to Chatham via the train. In 1912, Theodore Roosevelt was on his way to give a speech in Morristown. The train was not scheduled to stop in Chatham but only slow down. This was arranged so the school children of Chatham could give him an ovation; however, a derailed train on the tracks caused it to stop. Roosevelt disembarked and waved his hat, hooted and hollered and bowed to the 300 children and shook the hands of the many citizens who were at the station. The circus also made an impression on Chatham when it stopped at the station for water and fuel.

# Time for an Upgrade!

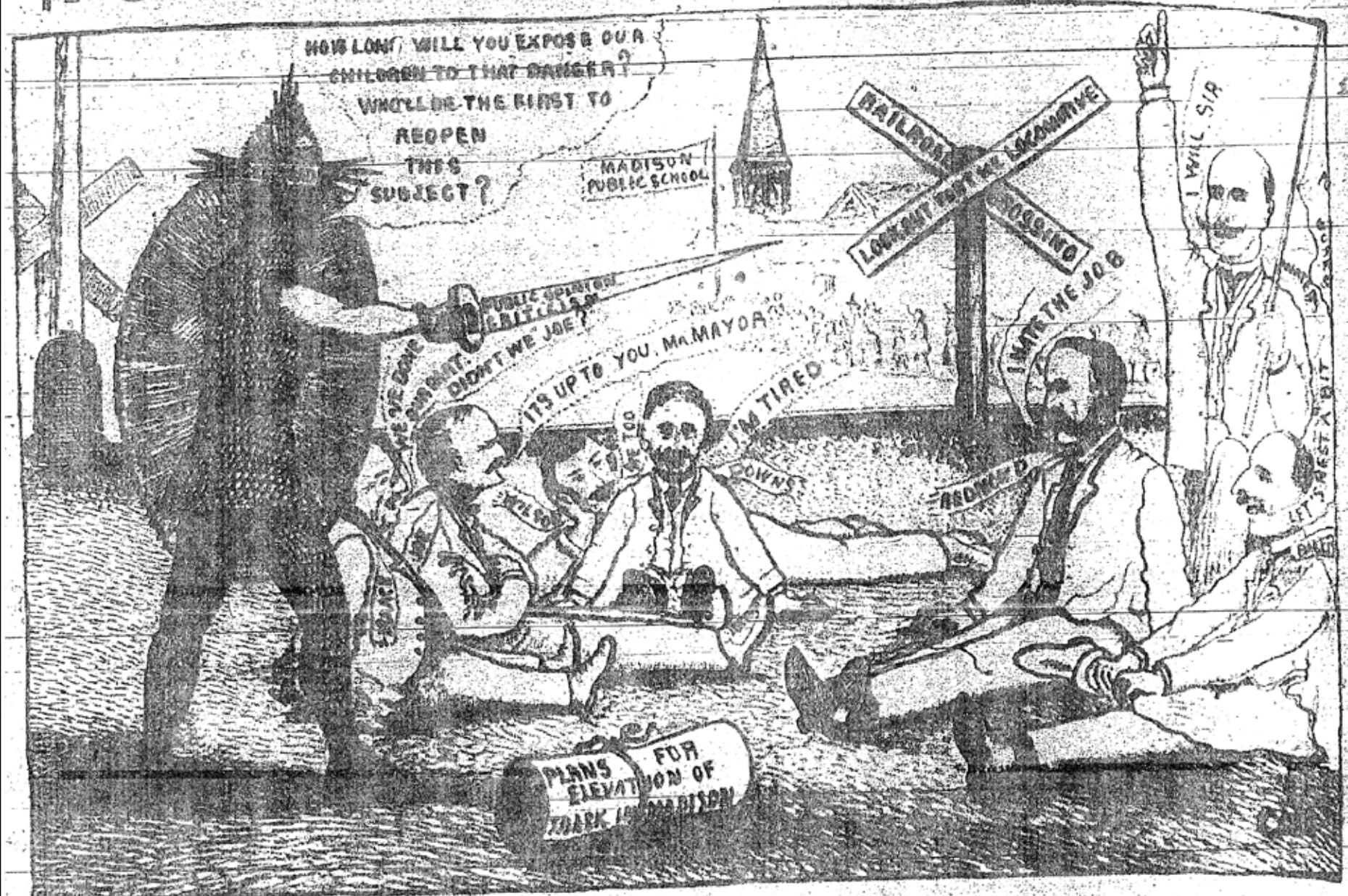


This old red station had served the Borough well. But with so much automobile and pedestrian traffic something had to be done about the grade crossings. This was a long battle, not only for Chatham, but other towns along the M&E line as well.



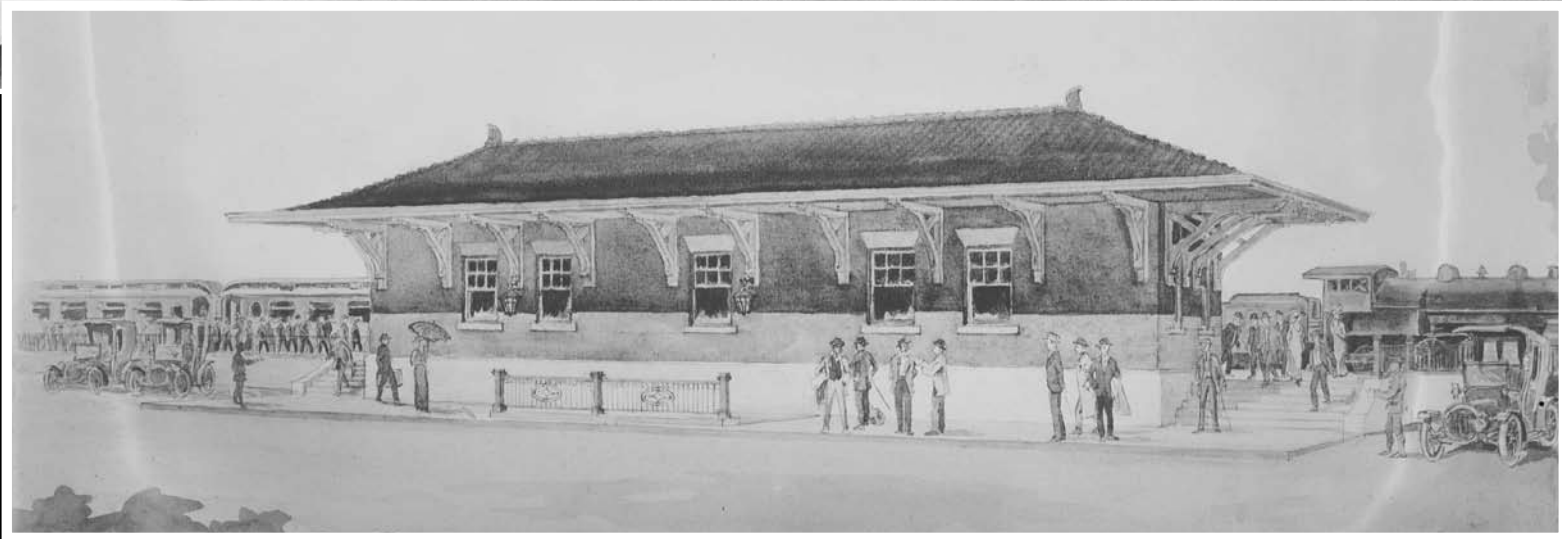
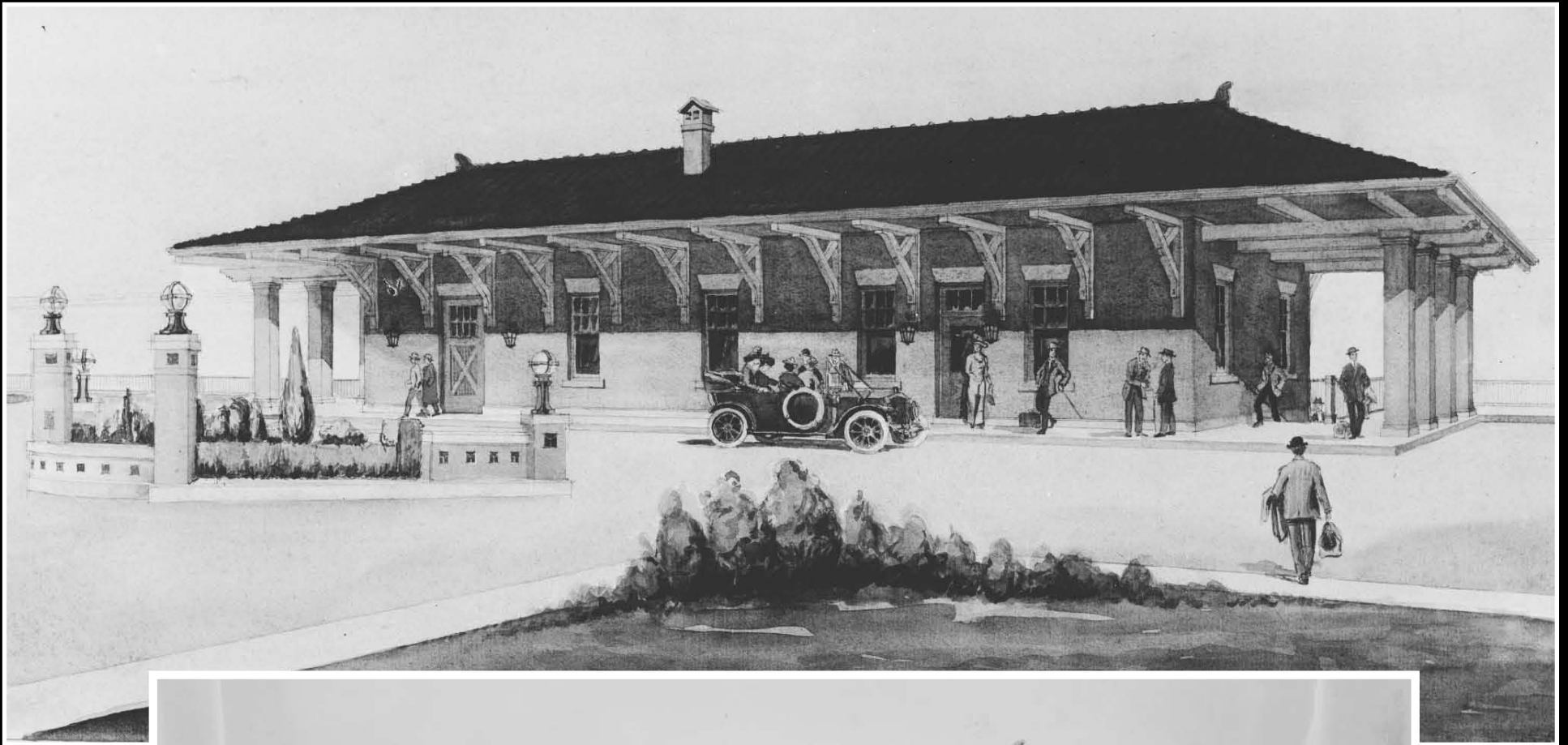
DAY, MARCH 19, 1909.

# For the Safety of the Children.



This 1909 editorial cartoon from the Madison Eagle shows the politicians growing weary of the discussion. Towns had a difficult time agreeing if the tracks should be raised or depressed. Many townspeople felt raised tracks would hurt their real estate values. The railroad people embarked on this improvement program in the early 1900's and in some cases, including Chatham it was almost 15 years before it was resolved.

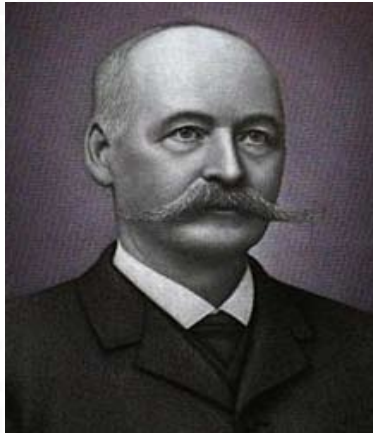
## The main station and shelter house.



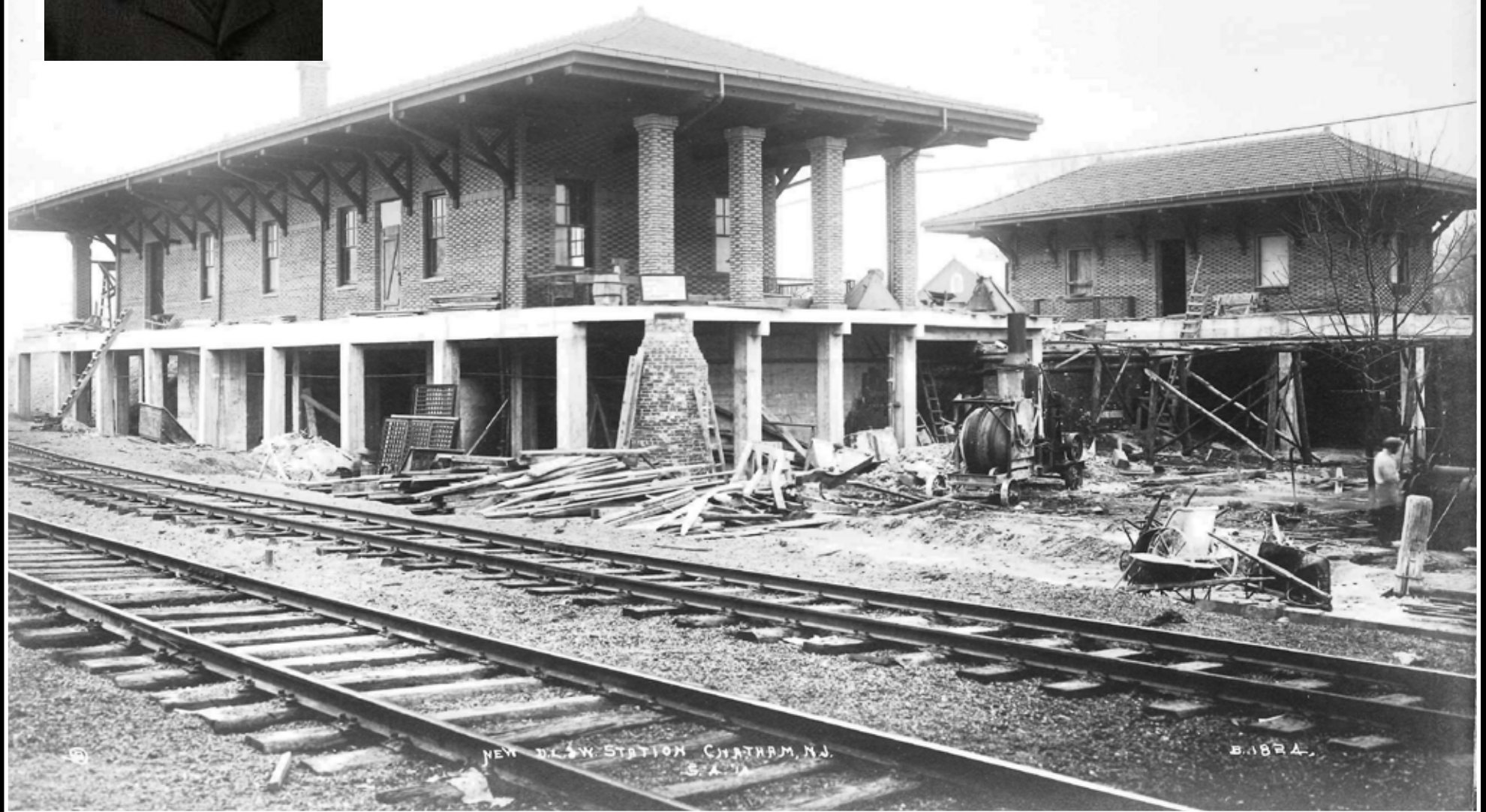
These sketches were drawn by artist William Hull Botsford. In 1912 he was abroad studying the architecture of Europe. His passage home was aboard the Titanic. He perished and his body was never found.

Finally in the winter of 1913, the Borough Council voted in favor of raising the tracks. The sketches of the modern station, so beautifully drawn years earlier, were going to be realized. The council gave a detailed plan to the executives of the Delaware Lackawanna & Western of what should be included. Notably, Reasoner Park would remain and be maintained by the railroad and a new station would be built on Fairmount Avenue at the expense of the railroad. Construction promptly began.





Viner J. Hedden



Viner J. Hedden was the builder of the new station. He had worked before with the lead architect at many of the stations along the line, several of which are on the National Register of Historical Places including the Newark Broad Street Station. The footings shown in this photo demonstrate that the Chatham Train Station was to last a life time and then some.



As the new station and shelter house were being built, the old station continued to serve the passengers. Temporary tracks were laid and the trains never stopped running during construction. Reasoner Park is located behind the old station and when the construction was done, several thousand dollars was spent to restore the park.





The construction and the raising of the tracks was no small feat. Crude cement mixers were powered by even cruder steam engines and the manual work was supplied by men and mules. In this photo, on the right, you can see the new school, now Borough Hall and the newly built “New Old Homestead” and on the left, the old Fish and Game Club that burned down in the 1950s.



The construction photos from 1913-14 are so amazing and give such a detailed account of the magnitude of the construction, we thought we would show a few more. This is Fairmount Avenue looking north. You can see the old Borough Hall/Fire Station building on the left.





Borough residents thought the construction would never end. One of the problem sites was the Washington Avenue Bridge. Here it is shown almost completed.



This is the old freight yard. It is now the recycling center. The tracks are still on the grounds.





June 19, 1914 the station is open for business! After almost 15 years of debates, it opens without any fanfare. This is the west bound side showing the beautifully landscaped grounds and fancy electric lights.



This photo taken in November of 1915 again shows the beauty of the station. It is eerily quiet with no cars and the only person visible is a woman in a black dress. The poles shown carried telegraph wires and code lines for the signals along the right of way. The use of pole lines to transmit signal information was eventually replaced by buried cables and the telegraph wires gave way to telephone lines.

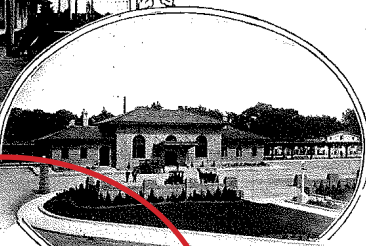


# THE ROAD OF ANTHRACITE

MILE FOR MILE THE MOST HIGHLY DEVELOPED RAILROAD IN AMERICA



POCONO SUMMIT, PA.



MORRISTOWN, N.J.



CHATHAM, N.J.



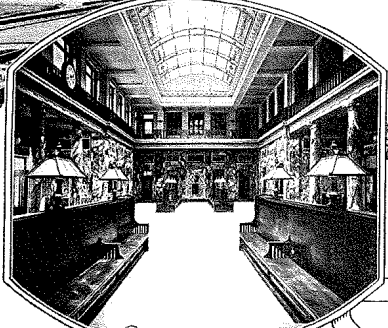
FOSTER, PA.



DALTON, PA.



WATER GAP, PA.



INTERIOR OF SCRANTON STATION

**T**HE Route of the Lackawanna Railroad abounds in scenic, historic and industrial interest. It is the shortest line, New York to Buffalo. It operates through trains, New York to Chicago via Buffalo, in connection with the Michigan Central, Nickel Plate and Wabash Railroads.

In the remarkable period of reconstruction, covering the last 15 years, New Stations have replaced old ones at nearly all of the more important points. This is one of the features making the Lackawanna "Mile For Mile The Most Highly Developed Railroad in America." Nowhere in the world in a corresponding length of road is the public served by so artistic, substantial and convenient a system of station buildings. Some of these buildings are shown here.

With its massive roadway and from two to four parallel tracks, the Lackawanna strikes boldly across the states of New Jersey, Pennsylvania and New York, spanning six rivers and three mountain chains in its course. So great has been the expenditure of money and skill, the road is carried across these natural obstructions

with a perfection of grade and curve that insures an exceptional degree of ease and comfort to the traveler. To accomplish this, great stretches of the road have been recently rebuilt at an expenditure heretofore thought prohibitive and varying from a quarter of a million to two million dollars a mile for the road bed alone.

All through trains on the Lackawanna Railroad are equipped with *steel coaches*.

With its usual regard for the comfort and safety of its patrons, the Lackawanna has been quick to throw this additional safeguard about the traveling public.

The exclusive use of these modern, steel cars is but one feature of the Lackawanna's campaign of reconstruction.

Safe, comfortable and cleanly, these coaches are the highest type of railroad equipment and in connection with the Lackawanna's exclusive use of anthracite coal in all of its passenger locomotives, make the trip a treat not a journey for the fortunate traveler who selects

**THE LACKAWANNA RAILROAD.**



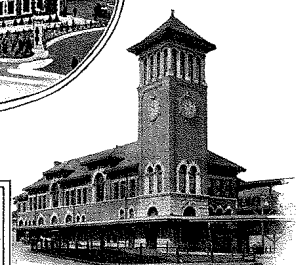
AMPERE, N.J.



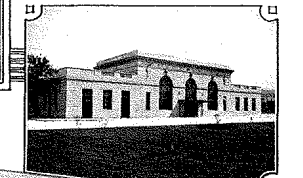
MONTCLAIR, N.J.



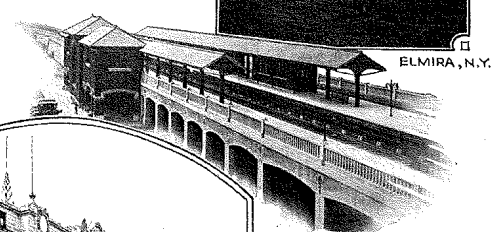
NICHOLSON, PA.



NEWARK, N.J.

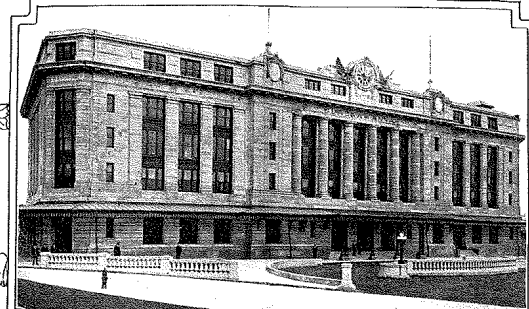


ELMIRA, N.Y.

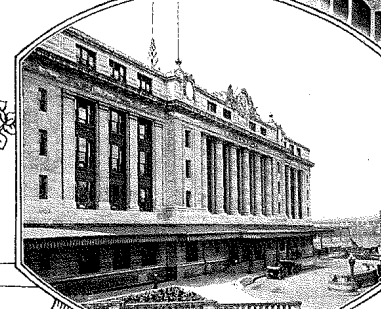


SOUTH ORANGE, N.J.

## LACKAWANNA RAILROAD



SCRANTON STATION



CITY SIDE OF SCRANTON STATION

**Lackawanna  
Railroad**

**Lackawanna  
Railroad**

After 15 years of improving the stations along the DL&W routes, the Lackawanna Railroad published a promotional item highlighting the best of the best. Chatham's station is included in this piece.

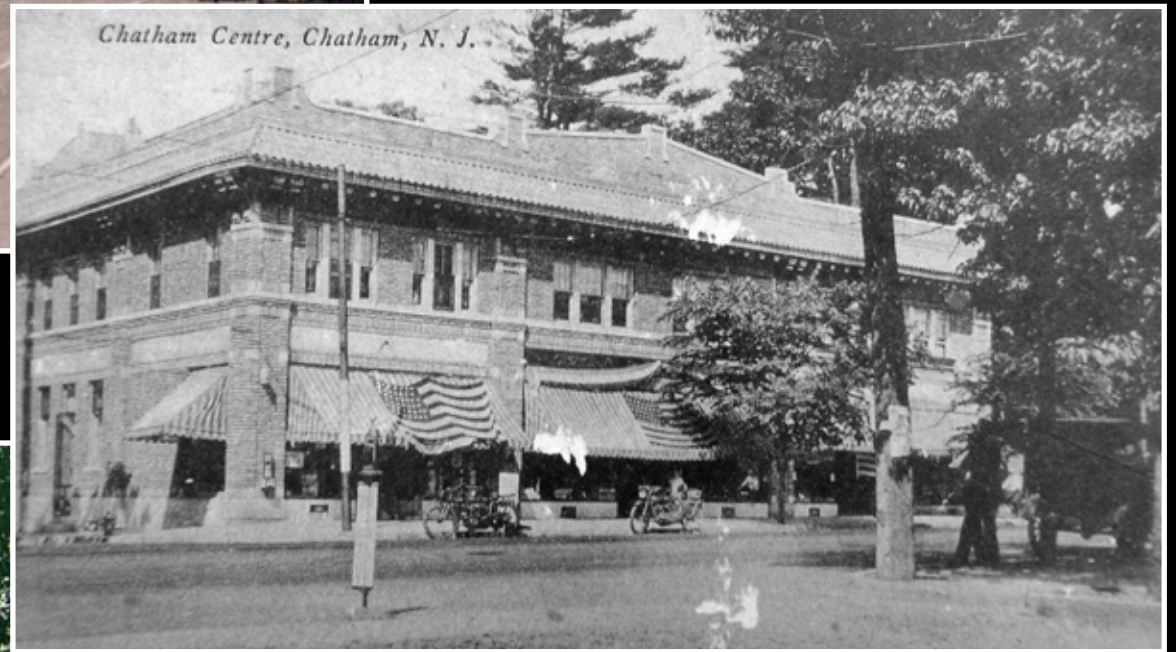
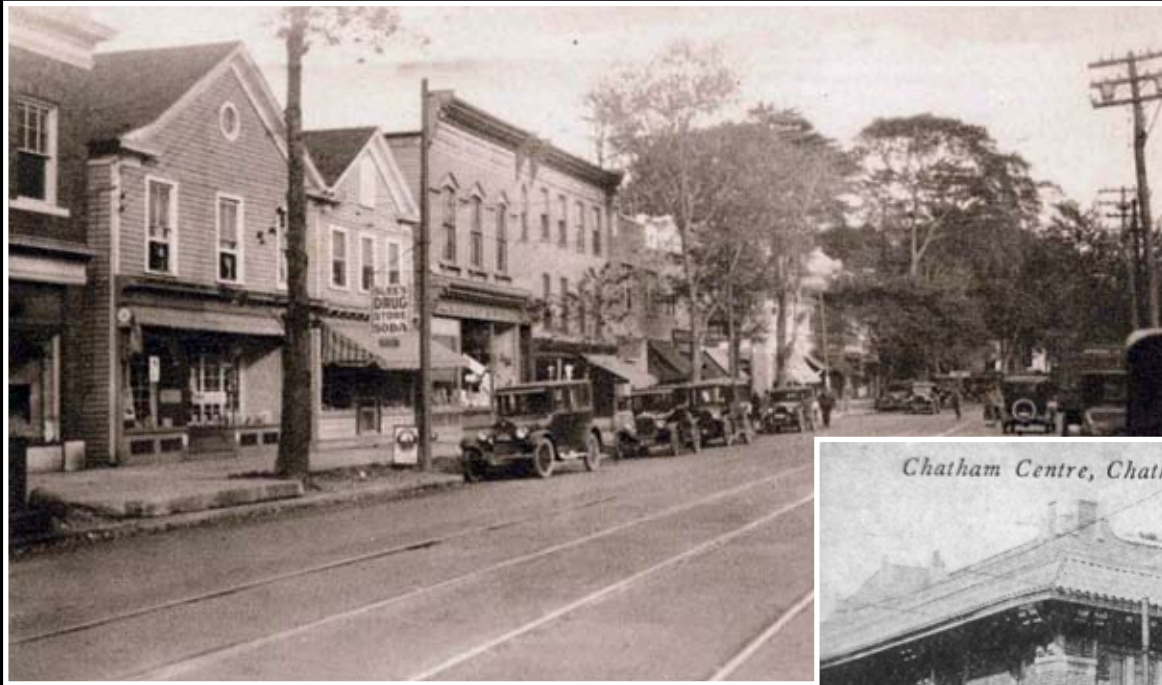


Chief Henrich lived at 21 S. Passaic Avenue where he ran a barber shop.

At about the same time the station opened, a man began a family business which would last nearly 100 years. Carl Henrich was a barber living on Passaic Avenue. He was a fireman and served for several years as chief. He also sold newspapers at the Fairmount Avenue underpass. In 1926 the railroad wrote a letter to Borough Hall complaining about all the waste paper in the area and demanded the newspaper agent keep "our bridge respectable" or they will have to "insist on the stand being removed". Mr. Henrich heeded the warning and eventually the business was moved into the station. In the years that followed, the business was passed down to his son Carl and then to his grandson, Greg, who retired in October of 2013.



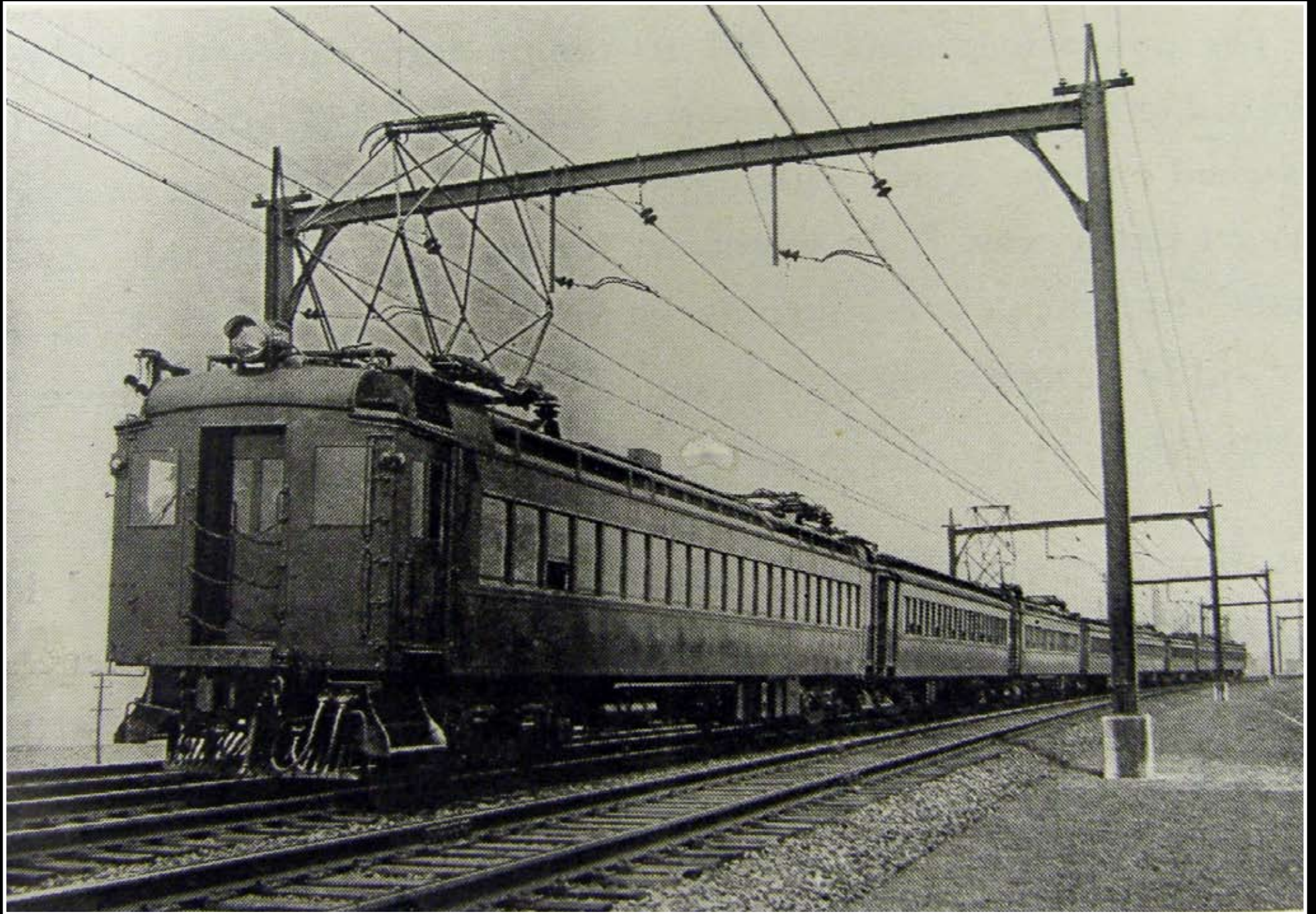
Chatham continues to grow and thrive for the next few decades.



As time moved on Chatham continued to enjoy prosperity. Major advances were made including a new bank – until this time banking was done in Summit and Madison – a new library, new schools and new developments that brought more commuters to town.



## Who remembers these trains?



On December 18, 1930 the long awaited first electric train slid into town. I think most of us remember the wicker seats, no air-conditioning and the bathrooms where you could see the tracks if you looked down. These electric trains were used for short passenger travel; steam engines were still used for long distance travel and for freight.



Just about the whole town was at the station to watch!



December 18, 1930

On that cold day in December, practically the whole town came to celebrate the occasion. Local dignitaries and children alike waited with great anticipation for the new train.





## SUMMIT

ALTITUDE—about 540 feet. POPULATION—15,000. GOVERNMENT—Mayor and Council. SCHOOLS—7 Grammar; 1 Jr. High; 1 High School; 1 Parochial; 6 Private Schools—Miss Hurd's; Kent Place; Lance; Oak Knoll; Oratory, and the Summit Hebrew School. CHURCHES—16, of 12 denominations. PARKS—1, and Memorial Athletic Field. THEATRES—1. CLUBS—5 Civic service; Fraternal orders; 4 Country; Y.M.C.A., and Choral Club.

The visitor to Summit is first struck by the great number of beautiful forest trees. Strict zoning ordinances protect Summit within its corporate limits, while beyond these the large county reservation with its lake assures the residents of permanent neighboring beauty.

From its beginning, Summit has had a steady and substantial growth, but land values have been held at a moderate level. Therefore there are only a few apartments and the majority of the residents live in their own homes.

## CHATHAM

Chatham, a community of about four thousand inhabitants, is distinctly Colonial in history and in character. "It reminds me of old New England" is the remark one often hears from visitors. And it is noted for its spirit of cooperation and friendliness, which

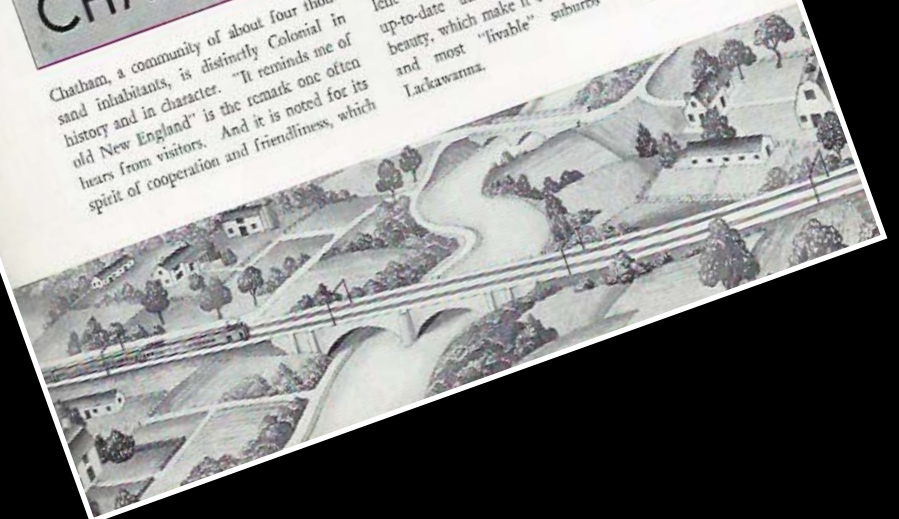
makes it a most pleasant and congenial place to have one's home.

Unusually progressive in all the educational and recreational phases of its life, Chatham boasts an excellent school system, two parks, two athletic fields, several civic clubs, a Women's Club and the Community Players. The latter group has a Little Theatre of its own and plays a very active part in the life of the suburb. There are also ten golf clubs within 15 minutes drive.

## MADISON

ALTITUDE—about 350 feet. POPULATION—8,200. GOVERNMENT—Borough form. SCHOOLS—4 Grammar; 1 High School; 1 Parochial. CHURCHES—6, of 6 denominations. PARKS—2; Dodge Athletic Field; 2 playgrounds. THEATRES—1. CLUBS—Men's Forum; Women's Club; Civic Service; A.A.U.W.; Young People's; Fraternal and Dramatic Organizations; Madison and Braidburn Golf Clubs; Elks.

The fact that Madison is so rich in Revolutionary and American history—is still inhabited by the descendants of many of her earliest settlers—is the home of Drew University—gives this charming old town a unique cultural background and character which is Long Island and New England, it has excellent educational and recreational facilities. up-to-date utilities, and unusual natural beauty, which make it one of the pleasantest and most "livable" suburbs along the Lackawanna.



Chatham is  
“noted for  
its spirit of  
cooperation  
and  
friendliness”

Even through the Great Depression, the push to move to the suburbs continued. In 1935, the Lakawanna Railroad published a book with all the benefits of living on the rail line which of course included Chatham, with its fresh air, clean living and excellent commutation time to New York City.



# Lackawanna Commuters Sing Elmer's Tunes

## Chatham's 55-Year Rider Honored

By JEAN GEIGER

Special to Newark News.

CHATHAM — They all sang Elmer's tunes in a special car on the Lackawanna today. Elmer's tunes were "For He's a Jolly Good Fellow" and "Auld Lang Syne" and they were sung for 74-year-old Elmer R. Lum of Watchung avenue, as he completed 55 years of commuting.

Lum, beaming and dapper, was greeted by his many friends on the station platform here. He interrupted the speeches made in his honor by E. J. Karr, Walter S. Frisbee and Carl Felt, all fellow commuters.

Lum's only comment was: "Fifty years ago the place we are standing was a vast howling wilderness. I wish it still was." His friends were delighted to talk about Lum's life in Chatham even if Lum were reticent.

"He's an eccentric," one of them said, "he went to church every Sunday but he was always late." Another hastened to explain that Lum's tardiness was because he first cooked breakfast in the Great Swamp with a group called the Minnisinks, who had a cabin with a fireplace there.

"The Minnisinks were organized so we could get away from everybody—everybody but a few," Lum explained.

The special car for Lum's last

(Continued Page 2, Column 4)



Elmer R. Lum, left, receives well wishes from fellow commuters, left to right, Miss

Another commuter gained fame in 1952, when after 55 years Elmer Lum rode a commuter train for the last time. The newspaper described him as beaming and dapper. Lum's only comment was, "fifty years ago, this place (Chatham) was a vast howling wilderness. I wish it still was."



# What would Chatham be without commuter trains?



The 1950s were difficult for the railroads. The highway systems were improved and people enjoyed the freedom of cars. In 1966, a few years after this photo was taken, the railroad petitioned to eliminate all passenger service in the state of New Jersey. This brought about action. The state finally agreed to discontinue some lightly used lines and provide operating subsidies on the lines where passenger service remained.



The Arrow III trains were welcomed by commuters.

# The Lackawanna Electrics chug into the past



**Retired**

After more than 50 years of service, 141 old railroad cars are being replaced by a fleet of modern, air-conditioned Arrow III electric passenger cars, as part of the reelectrification of the Morris and Essex Lines.

## Morris & Essex to phase in new Arrow III trains



privilege of riding Morris & Essex trains from Madison for six months.

More commuters followed in 1841, when Mathias Halstead received a farm near the present Brick Church station. Halstead subdivided his farm into homesteads and, with the Morris & Essex Railroad, arranged to build a depot and stop trains daily.

The Morris & Essex Railroad continued to build its route across the Garden State in its quest to reach the Pennsylvania coal

power transmitted through overhead catenary to multiple-unit passenger

This recommendation the first usage of 3000-current in railroad service in America incorporated the use of inverters, which at were considered technological advances in railroading.

For rolling stock Lackawanna Railway multiple-unit (MU) cars, as MU's would

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Commemorative Certificate

# MidTOWN DIRECT™

## Inaugural Train Service

Morris & Essex Line Rail Service from Morris, Essex, Union, Somerset and Warren counties  
directly into midtown Manhattan.

June 10, 1996

Train #6604

Frank J. Wilson  
Commissioner of Transportation  
& Chairman, Board of Directors

Christine Todd Whitman  
Governor

Shirley A. DeLibero  
Executive Director

NJ TRANSIT Board of Directors

John L. McGoldrick, Vice Chairman, Victor Cantillo, Brian W. Clymer, Patrick W. Parkinson, Amy M. Rosen, Myron P. Shevell

The upgrading of the electric trains through Chatham opened up the possibility of having direct passenger trains into New York City. On June 10, 1996, train 6604 from Dover became the first train ever to stop in Chatham and then proceed into Penn Station. The railroads saw an immediate jump in ridership. Each passenger was given a certificate to commemorate the event.



Without the trains, Chatham's residents probably would not enjoy the high property values of today and most likely Main Street would have disappeared into strip malls. So in celebration of what made our town what it is today, the Chatham Train Station Centennial Celebration was held on June 14, 2014.