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P U B L I C H E A R I N G

before

NEW JERSEY RAILROAD AND TRANSPORTATION MUSEUM STUDY COMMISSION

Proposed locations, type of equipment in museum, and funding

September 22, 1987
Room 403
State House Annex
Trenton, New Jersey

MEMBERS OF COMMISSION PRESENT:

Senator S. Thomas Gagliano, Chairman
Frank T. Reilly, Vice Chairman
Senator Walter Rand
John W. Willever, Secretary
Ronald C. Freitag
Thomas C. Hellyer
Paul J. Taylor
Steven Gazillo
John D. Wilkens

ALSO PRESENT:

Adelle Tardiff
Commission Recording Secretary

New Jersey State Library

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Hearing Recorded and Transcribed by
Office of Legislative Services
Public Information Office
Hearing Unit -
State House Annex
CN 068
Trenton, New Jersey 08625

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SENATOR S. THOMAS GAGLIANO (Chairman): Good morning, ladies and gentlemen. My name is S. Thomas Gagliano. I am a New Jersey State Senator, Chairman of this Commission, and I represent the Twelfth Legislative District. I welcome you to the first public hearing of the New Jersey Railroad and Transportation Museum Study Commission.

This Commission was created by legislation that I introduced last September, and has been charged with the duty of studying the feasibility of establishing a railroad and transportation museum in the Garden State. In conducting our study, the Commission has been directed to evaluate various sites for a museum, the costs associated with creating and operating it, and the potential sources of financial support.

As many of you are well aware, the State of New Jersey has an extraordinarily rich history of railroad activity. The railroad shaped our State economy, had a dramatic impact on New Jersey political institutions, and continues to play an important role in our lives to this day.

This Commission was created to give the people of New Jersey a method of formally recognizing the impact that railroading and other forms of transportation have had on New Jersey, and to identify and preserve the rapidly disappearing artifacts of yesterday, so that future generations of New Jersey residents may enjoy them.

Towards this end, the members of this Commission have been working diligently throughout the spring and summer. The Commission has created a number of subcommittees that are concentrating on such issues as: site selection, financing, and acquisition of equipment and materials, including the establishment, we hope, of a library and archives.

We are holding this public hearing to solicit your ideas and suggestions on how we can better conduct our studies and give New Jersey a first-class railroad and transportation museum. I want to state parenthetically that in addition to

railroads -- so you will be aware -- we are also studying bus transportation history and motor truck transportation history in New Jersey. We have had several meetings.

What I am going to do now is ask each of the members of the Commission who are here -- and, unfortunately, because of scheduling, not all members could be here-- I am going to ask each one, beginning on my right, your left, to identify himself, tell you from which area of discipline he comes, and his own hometown, so you will get to know us.

MR. TAYLOR: My name is Paul Taylor. I am the Chief Curator for the State Historic Sites in the Department of Environmental Protection, and I live in Wall Township, New Jersey.

MR. HELLYER: My name is Thomas C. Hellyer. I am one of the public members appointed by the Governor. I live in Hamilton Township, New Jersey.

MR. GAZILLO: My name is Steven Gazillo. I am with New Jersey Transit Rail Operations. I am from Red Bank.

MR. WILKENS: My name is John Wilkens. I am a Transportation Planner with New Jersey Transit Bus. I am from Meyersville, New Jersey.

MR. REILLY: I am Frank Reilly, Executive Director of the Morris County Department of Transportation Management, and Vice Chairman of this Commission. I am one of the three public members appointed by the Governor.

SENATOR RAND: I am Walter Rand, Senator of the Fifth District, representing parts of Camden County and Gloucester County, and Chairman of the Senate Transportation and Communications Committee.

MR. WILLEVER: I am John Willever. I am with the Department of Transportation, and I live in Washington, New Jersey.

SENATOR GAGLIANO: Thank you very much, gentlemen. Before I start the hearing -- and our first witness will be Mr.

George Hart, if he would like to come forward -- I would like to point out that we probably have between 14 and 16 or 17 people who wish to speak. So, what we are going to ask you to do is be as succinct as possible, and try to limit your remarks to five minutes, or maybe just a little bit more than that. We certainly want to hear everything you have to say, but we also want to hear everybody who is here today -- everybody who has taken the time to come here and try to find a parking space out there. We congratulate you for that.

But, before Mr. Hart is called upon, I would like to read a letter -- or a statement -- from Jerome C. Premo. This statement was delivered to me yesterday at my home, and I think that all of the members of the Commission have also received it by now. This is a statement by Jerome C. Premo, dated today, Tuesday, September 22, 1987. As you know, Jerry is Executive Director of NJ Transit. He has attended several of our meetings, and is a staunch supporter of what we are trying to accomplish:

"NJ Transit welcomes this opportunity to read a statement into the record concerning the need for a railroad and transportation museum in the State of New Jersey. Before proceeding, though, I would like to express my sincere regrets that I am unable to personally read these comments into the record. The Board of Directors of NJ Transit is holding its monthly meeting at this very time.

"New Jersey has a long and rich history of involvement not only with railroads, but with a variety of transportation modes. The railroad presence in New Jersey was an early contributor to development throughout our State. The same can be said with the other modes, including the early canals, buses, and street railways, and the trucking industry.

"Until now, efforts to preserve the State's transportation history have been exceedingly minimal, and much of what could have been preserved has already been lost. It is

fitting that we take steps to preserve important elements of the State's transportation history, so that present and future generations better understand and appreciate the role of transportation in creating the State as we know it today. To this end, NJ Transit wholeheartedly supports the concept of setting up a railroad and transportation museum, and pledges appropriate support for its establishment and operation.

"The real question is: What kind of railroad and transportation museum is appropriate? Museums, to be truly effective, must not only adequately display items which represent transportation's past, present, and future, but must create displays that will encourage visitors' participation to the fullest extent possible. For example, the use of present day video techniques could provide visitors with a firsthand knowledge of railroad operations through the simulated operation of a locomotive. We can extend interactive displays of this nature to depict the operations of trains, street cars, buses, and other types of transportation. It can, and should, be both a learning and a fun experience.

"It is equally important that the most familiar objects associated with transportation -- locomotive passenger cars, locomotive freight cars, motor buses, and so forth -- be presented in a manner that is reflective of the environment in which they were utilized, rather than to be simply displayed in long lines of equipment. The display of equipment, particularly passenger-related equipment, should be paired with a chance to ride on transit. Perhaps the greatest experience that can be achieved by any museum visitor is to ride in equipment that was so familiar to our parents and grandparents.

"Museums, though, are not simply places to display objects relating to transportation history. They must also serve as repositories for the various literature, books, records, advertising material, and other printed items which provide a written chronicle of transportation's past and

present. To this extent, the museum should include a library and archival function to preserve this aspect of transportation's history.

"As a final subject, I would like to briefly touch on funding. I believe two points are evident, based on a review of other transportation museums throughout the country. First, the ability to successfully start up such a successful museum depends directly on seed money -- capital funding --- from the State. The museum's continued operation, though, will require third-party funding. There are numerous major corporations which are closely tied to New Jersey's transportation past which I am sure could provide some degree of support on a grant basis to support identified projects. Both sources of funds are necessary to ensure the museum's success.

"In closing, I would like to simply leave you with a thought that my father long ago expressed to me, which I feel is fully applicable in this situation: 'Quality is remembered long after the price is forgotten.' He also has another phrase that fits our situation: 'If it's worth doing, it's worth doing right.'

"Well, let's do it right. New Jersey should have a railroad and transportation museum that reflects both our rich transportation heritage and our reborn pride in our State.

"NJ Transit pledges its support and involvement in efforts to establish a railroad and transportation museum of which New Jersey residents will be proud.

"I would like to thank you once again for the opportunity for this statement to be read into the record."

That is from Jerome C. Premo. Now, before we call on any witnesses, I would appreciate it if any of the members of the Commission have any brief comments they would like to make. (no response) If not, we will call Mr. George Hart. Mr. Hart, would you sit right here, please? Push the button which makes the red light go on, and that should give you some sound.

G E O R G E H A R T: Senator Gagliano, members of the New Jersey Railroad and Transportation Museum Study Commission, and others: I would like to briefly review the history and experience of the Commonwealth of Pennsylvania in regard to the establishing of its railroad museum.

In the first place, the Commonwealth has under its jurisdiction the Pennsylvania Historical Museum Commission, which has been in existence in various forms for over a period of 85 years. In the early 1960s, that Commission determined that it wished to regard and respect certain industries which were vital to the economy and history of the Commonwealth. One of those industries was the railroad museum, being a part, of course, of the entire transportation structure.

So, in 1963, the idea was planted among the Commission members that a railroad museum for Pennsylvania was the thing to do. This was based upon a visitor's trip to Europe, where railroad museums in Antwerp in Belgium and in Zurich in Switzerland were observed. So, the Chairman of the Pennsylvania Historical Museum Commission saw to it that, indeed, Pennsylvania would have a railroad museum to recognize the railroad industry.

One of the first things the Commission had to decide was a policy regarding what it would do as to operations. The Commission decided early that it would not get into train operations as a demonstration, but instead would require the site to be one which was adjacent to a well-established steam operation, leaving the Commission free to enlarge upon its own area of restoration, preservation, and presentation. One of the requirements of the site was that it should be along a well-established steam operation. In the background of all this movement for a railroad museum, which was one museum to recognize industries which were significant to Pennsylvania, was that the Pennsylvania Railroad collection of motor power

and rolling stock would come to Pennsylvania. One of the requirements of the Pennsylvania Railroad was that this would be available to the Commonwealth if the museum were located -- it must be located -- in Pennsylvania, and along the main line of the Pennsylvania Railroad, or adjacent to it.

So, that left the site, then, to be determined between Pittsburgh and Philadelphia. It took almost two and a half years for the Commission to decide on the site. In fact, at the very end, three people were appointed by the Executive Director of the Commission to assist the Commissioners themselves in the selection of the site. I happened to be one of those three. And, as you know, the site selected was Strasburg, in Lancaster County. The other two sites left for consideration -- out of a total of 46, which meant initially other states, as well as Pennsylvania -- were Mount Union, in the center part of the state, and Altoona, more toward the western part of the state -- and then Strasburg. Strasburg was selected finally in 1966, which was three years after this initial endeavor started, for this reason: It was near the population centers of the Commonwealth, not right at the population centers, but nearby, and readily accessible to the population centers of the Commonwealth, as well as adjoining states to the south.

Number two, there was already an increasing flow of visitation to the area. This was due to the Pennsylvania German habitation there. Number three, Strasburg, of course, was a well-established steam operation. The result was that five years after the selection of the site, the first work was put upon the ground, which totaled 13 acres, which shortly proved too small. A turntable was installed, and then, in 1974, the building, as we now know it today, was completed.

That building housed many of the things which were mentioned earlier in this discussion this morning, including a rolling stock room, a library, and attendant features of

exhibits. The rolling stock room roughly covered an area which would cover the dimensions of a standard regulated football field -- four tracks, and 60,000 square feet of floor space.

Our visitation at Strasburg has proved to be the biggest of any of the state museums right from the start, with one exception, and that is the William Penn Museum in Harrisburg, which is for free. The patronage on the railroad runs anywhere from 350,000 to 400,000 passengers per year. Our visitation -- paid visitation -- to the museum is slightly under that.

As to the acquisition of artifacts and library materials and motor power and rolling stock, that has come very largely through some donations. It has come through purchases based on a comprehensive plan of desired acquisitions, which is considered very important. When it became my responsibility to establish the museum, one of the first things I did was to make up a comprehensive plan of what we should have, whether we would ever get it or not. So, when anything came up -- the possibilities of acquisition -- then we would be in line for the total picture.

I do not know of anything where there were mistakes made in the operation of the museum, other than the fact that perhaps the areas became too small -- both as far as acreage was concerned and, also, library space for archives and artifacts. Other than that, we have been very well satisfied with the selection, and the general public has been satisfied with it.

I think I will end with that, unless there are questions.

SENATOR GAGLIANO: Mr. Hart, we want to thank you publicly, as members of the Commission, because you entertained us for a day when we visited the Pennsylvania Museum. It is an extremely interesting and well-thought-out museum. We were all very much impressed, and we want to publicly express again our thanks to you.

Is it our understanding that you propose an addition to the present museum structure?

MR. HART: Yes, that is correct. The building which is there now was built with the idea of an addition to it, identical to what it is. However, two features have crept in over time since then, so that it calls for a different type of building. One has been the increased costs -- terrifically increased costs -- of construction; the other is the cost of heating that particular building. The costs of energy, of course, went up very rapidly in the middle 1970s. So, we really couldn't afford to heat it. So instead, in the new structure, what we intend to do is to, within its roots, install a typical country frame passenger and freight station, with track on each side of it. That station within the building would be heated by anthracite coal, as it used to be with the old coal stoves. You can walk in there and get warmed up, if you want to, while you look over the rest of it.

SENATOR GAGLIANO: Also, we would like to have something on the record about how the financing was handled in Pennsylvania, if you would.

MR. HART: There again, that came entirely from the Pennsylvania Legislature by appropriation. That was for the purchase of the ground and the construction of the building. It was entirely an appropriation by the Legislature, through the Historical Museum Commission.

SENATOR GAGLIANO: How much was the total appropriation at the time, Mr. Hart, if you can remember? This was back in the '70s, and we realize there would be a dollar difference here because of inflation. But, at that time, how much was the total appropriation to get it going?

MR. HART: It was \$250,000, which included the purchase of the ground and the installation of tracks and a turntable.

SENATOR GAGLIANO: And the structure?

MR. HART: The big structure itself, which you saw, was \$1,200,000, and the appropriation was approximately that.

SENATOR GAGLIANO: One last question--

SENATOR RAND: What a bargain.

SENATOR GAGLIANO: Senator Rand just said, "What a bargain." He's right. With respect to your museum and the operation of it, it is my understanding that you also have sort of a friends group, which is a private, nonprofit group, or corporation, which assists you in operating it on a day-to-day basis. Is that right?

MR. HART: Yes. The friends were not initial, but have developed within the past five years.

SENATOR GAGLIANO: And do they collect money and assist in the operation?

MR. HART: They do on Mondays. They collect money. They really operate the museum on Mondays. They collect the money for it, and the receipts then go to the Friends of the Museum, which, in turn, share in the funds for the purchase of certain items, should it be that, or restoration of certain items.

SENATOR GAGLIANO: You do not operate the steam railroad which is adjacent. That is operated by a separate corporation. Is that correct?

MR. HART: There is actually no connection between the two, other than the fact that they are geographically-- One is across the road from the other.

SENATOR GAGLIANO: And one attracts people for the other.

MR. HART: Absolutely.

SENATOR GAGLIANO: The last question I have, and then I will ask any members of the Commission if they have any questions, is whether, in your opinion, you feel that if we establish -- when we establish -- a museum for New Jersey, there will be any detrimental effect from the standpoint of competition, or do you think it would be good for both?

MR. HART: Well, it would certainly be good for both, inasmuch as there would be more circulation of people; there would be more circulation of, well, cash flow, as well as carrying on the object of the museum itself.

SENATOR GAGLIANO: Thank you very much. Does any member of the Commission have any questions or comments?

MR. HELLYER: I would like to ask a question, if I may.

SENATOR GAGLIANO: Yes.

MR. HELLYER: Why did you select Strasburg over the other two? Were there any major reasons for that?

MR. HART: Yes. I think the main reason was that it was within centers -- or in close proximity to -- reasonable proximity to centers of population. Actually, Altoona couldn't quality with the requirement of operating steam, because it didn't operate steam at the time, and the Pennsylvania Railroad was allergic to steam on their tracks. So, actually, Altoona, although it was in the running until the very last, could not qualify on the Commission's criteria of being close to an operating railroad of some stature.

SENATOR GAGLIANO: Senator Rand has a question.

SENATOR RAND: Thank you, Senator Gagliano. Mr. Hart, don't you have a big visitor attraction in that area, whether it be summer, fall, or winter?

MR. HART: That was the second reason why it was located there. There is a flow of Pennsylvania Dutch tourism, as I call it, which goes through Lancaster County. Strasburg is more or less in the center of it, so the railroad itself, even before the museum came there, was in the flow of tourism, and was successful for that reason also.

SENATOR RAND: It is probably one of the most heavily visited areas in the state. If you were going to say five, that would be one of the five.

MR. HART: One of the five, yes. That would include Gettysburg and Valley Forge.

SENATOR RAND: Right, and Philadelphia.

MR. HART: Yes, Independence Hall.

SENATOR RAND: Thank you very much, Mr. Hart.

SENATOR GAGLIANO: Mr. Taylor?

MR. TAYLOR: Mr. Hart, you mentioned that you found 13 acres was not enough space. I think that is what you said. If you had it to do over again, as hopefully we will, and you were going to include an operating railway as part of this, how much land do you think you would want to start a museum and operating railroad?

MR. HART: Well, you can really never have too much. If you found that you had too much, you could parcel off. But you cannot have too much, whatever it might be.

MR. TAYLOR: Thank you.

SENATOR GAGLIANO: Thank you very much, Mr. Hart. Again, we appreciate your hospitality. We may well have to come out there again, just to check before we give our final report. Thank you.

MR. HART: Well, you are very welcome to, sir. It was a privilege for me to have all of you there, I'm sure.

SENATOR GAGLIANO: Thank you.

MR. HART: It was one of the happiest days of my life, as I told John Willever this morning.

SENATOR GAGLIANO: Very nice.

MR. HART: Thank you.

SENATOR GAGLIANO: Yes, sir. We will now call Mr. Walter Grosselfinger, President, United Railroad Historical Society of New Jersey. Walter?

W A L T E R G R O S S E L F I N G E R: Good morning, Senator, and members of the Commission. (brief discussion about mikes not working correctly) Raise your hand if you can't hear me.

SENATOR GAGLIANO: Go right ahead.

MR. GROSSELFINGER: Well, I'm getting older, and I can't forget that. I see changes everyday. Now I wear glasses.

Most of us know that railroads were just about founded here in New Jersey, since the Camden and Amboy was hot on the heels of our nation's first railroad, the Baltimore and Ohio. The railroads were the largest contribution to early New Jersey, as they were for the rest of the nation, and it has only been in the last 40 years that other modes have infiltrated the once ever-encompassing rail system that existed in this State.

Although the great variety of railroad companies that helped New Jersey prosper are gone, we can still save their artifacts. Equipment still exists that can be restored to its former condition to reflect the personage of the great railroad companies that once traversed this State.

We have been unlucky in past years, in that we have had no place to store and display valuable artifacts, and as a result, most have been lost to private collectors outside the State. Only one of the three steam locomotives left that ran in New Jersey on a major railroad is still in the State. Most of the passenger cars that typified Lackawanna, Pennsylvania, Lehigh Valley, Erie, Jersey Central, Reading, New York Ontario & Western, New York Central, and Baltimore & Ohio services in New Jersey have been scrapped, sold out-of-state and, in some cases, sold to foreign railroads.

We have only recently awakened to realize that what is left is limited. Thankfully, there are individuals here and there who, with limited funds, have seen fit to purchase pieces of rolling stock and have embarked on a costly and time-consuming crusade to restore this equipment and other railroad artifacts that they have been protecting for so long. These same individuals need a repository for these valuable items. A New Jersey railroad museum will do this.

NJ Transit, under the direction of Jerry Premo, has agreed to put aside for preservation, antique motor coaches and railroad rolling stock deemed worthy of preservation. Jerry

has been interested in such a museum for years, and was one of the most supportive forces leading to this current endeavor.

I am currently an officer of the United Railroad Historical Society of New Jersey, which was founded to represent the formal railroad historical groups of New Jersey. We meet once a month, or as required, to formulate plans for rail equipment preservation through a consensus of the member organizations. We have recently executed contracts with two public utilities to provide a haven for any rail equipment earmarked for preservation. These areas are currently available for use. As you undoubtedly know, vandals are prevalent at current rail storage locations, and most of the NJ Transit equipment earmarked for the museum has been vandalized to extreme proportions. NJT Rail has done what they can to prevent entry to cars and locomotives, but the equipment cannot be made vandal proof. Unless this equipment is moved very soon, the restoration effort required will be double, both in time and money.

Speaking of restoration, the various railroad historical organizations have memberships that include people familiar with rail equipment restoration, and many other members who are willing to learn. The Tri-State and Jersey Central Chapters, headquartered in the Morristown and Westfield areas respectively, have a membership of approximately 400 who are potential "friends of the museum," as you mentioned before, as far as Pennsylvania goes.

However, in order for this voluntary labor to work, the museum will require adequate funding from inception, since the "scheduled dole" method of financing inhibits the start-up of a project such as this, due to the fact that working and supply facilities would be nonexistent. A storage and supply depot is required at the very start.

In my opinion, it is imperative that this museum be located with connections to a friendly railroad, so that

equipment moves for heavy maintenance work or excursion operation for profit can be accomplished without impediment. It's no secret that organizations in the area have been given the "cold shoulder" by Conrail regarding private train movement on their trackage. They are also allergic to steam locomotives. On the other hand, the Morristown & Erie and NJ Transit Rail have both proven to be accommodating in these activities.

It should also be noted that sites being considered for museum location should be at least 30 acres. When Steamtown was moved from Vermont to Scranton, Pennsylvania, the tract of land sought was 33 acres. Since the original intent of building a railroad museum has been diluted with the inclusion of other modes, more land will be required. Moreover, it is very important that the site be far from salt water, since the corrosion factor for steel objects of that age exposed to salt air is two to three times the normal corrosion rate.

In conclusion, I just say, Let's get behind this effort, plan it, fund it adequately as a private, nonprofit foundation and, above all, keep it politically neutral.

Thank you.

SENATOR GAGLIANO: Thank you very much.

MR. GROSSELFINGER: Are there any questions?

SENATOR GAGLIANO: Are there any questions of Mr. Grosselfinger? (no response)

You know what I would like to suggest? Maybe we could have the witnesses sit up here. If we have enough line to carry that microphone, we could have the witnesses sit at that last chair, and we might be able to hear them better. (pause while microphones are adjusted)

The next speaker will be Mr. William Ward, of the Tri-State Railway Historical Society. Mr. Ward, let's try it up there at that last chair, so you can see the audience, and they can see you.

W I L L I A M B. W A R D: Thank you, Senator, and thank you, everyone, for having me.

New Jersey has been my home since 1951, and I live in Mountainside. My purpose today is to emphasize the tremendous growth in interest in railroad history that has occurred. I make my statement for myself, even though I have affiliations -- active affiliations -- with many railroad historical societies, including the National Railroad Historical Society. I am Co-Chairman of the 1988 National Convention of the National Railroad Historical Society. I am going to talk about that in a couple of minutes.

The word "roots" took on new meaning in the second half of this century. People were involved in the first half and in the last century with their own immigration, with building, and with establishing essentially an empire. Then, in the latter part of that first half, with surviving the Great Depression and the war that followed it.

But, starting in the 1950s, there was a tremendous interest developed in where we came from. That was evidenced by the large growth in magazines on genealogy, by the establishments and the libraries to meet demand, by people listening to their grandfathers' stories, by returning to the old country.

Then, as we progressed into the '80s, that very same interest overflowed into industrial history, transportation history, railroad history, almost this way: We had an industrial revolution in the last century. We have had a revolution in interest in that sort of history now. The evidence is very clear. Just looking at railroad history, two magazine publishers revealed these facts: Kalmbach Magazines, which publishes a very popular railroad history magazine, has seen their circulation grow 50% in the last 10 years. Carstens Publications, which publishes a very popular railroad history magazine right here in Newton, New Jersey, has had an 80%

growth in the last 10 years. Tens of books now appear every month on the subject.

Railroad excursions -- 1000 people on every excursion -- tens of them every month across the country; unheard of before the '80s. The interest has just absolutely blossomed.

Government bodies have, in some places, helped people satisfy that interest. Mr. Hart told us what happened in Pennsylvania. We know what is happening in Louisiana and other places. I'm sure you have studied operating museums in England, where they are several times what we have in the United States.

But people themselves still need more and more. The economic impact of this is really quite substantial. I mentioned earlier the 1988 convention of the National Railroad Historical Society. That is a 15,000-member organization. They will meet here in New Jersey next July, and in nine days they will spend -- according to our projections -- \$2 million, solely on railroad history. They will buy 15,000 main line excursion trip tickets. They will buy 30,000 event tickets. Those who come from distant points will occupy 1100 hotel rooms in Somerset. No one has ever conceived of this sort of interest in decades before the '80s.

The economic benefit of all this interest has gone over to the rails, too -- the freight lines and the passenger lines. As more and more people become enthused about railroad history, they become enthused about railroads. More shippers look at the alternatives that are available now than did before. New Jersey Transit, which has done a splendid job, has seen the commuters return to the rails. Amtrak can sell every seat they can muster during the season.

The stereotype of a rail fan who likes to see trains and see pictures is gone. The railroad historian is legion, and he is serious. My message is simple: Let's deal with that in the same serious fashion.

Thank you, and if there are any questions, I would be happy to take them.

SENATOR GAGLIANO: Thank you very much, Mr. Ward. We have been joined by Senator Leanna Brown from Morris County.

Mr. Ward, your statement was extremely positive, and we appreciate it. Are there any questions on the part of any of the members of the Commission? (no response) In your opinion, Mr. Ward, would we get friends type support, as well as material support from your organization?

MR. WARD: Senator, I think that is very clear. This convention I referred to is being done, certainly, with the cooperation of very willing vendors, but it is being done entirely by volunteer effort -- entirely. It appears to us that by the time we have finished, as many as 500 different people, from eight different organizations -- Tri-State, which is the sponsor, being one, and Jersey Central -- Mr. Grosselfinger referred to that chapter -- another, and six others -- there will have been as many as 500 individuals who will have contributed volunteer effort to make this happen.

If they are that enthusiastic, I think you can count on their effort with respect to the museum.

SENATOR GAGLIANO: Thank you. Do you have any suggestions with respect to the choosing of a site?

MR. WARD: No, sir, I do not.

SENATOR GAGLIANO: Your organization does not have a particular definition of what the site should be like?

MR. WARD: Sir, I did point out initially that I was not representing any one organization in my statement, but was really representing myself. I know there are a number of viewpoints, but I am really not prepared to discuss them.

SENATOR GAGLIANO: Okay. You will just be satisfied if we find a site and build a museum.

MR. WARD: Amen.

SENATOR GAGLIANO: Thank you very much, Mr. Ward. We appreciate your coming here, and we certainly appreciate your support.

MR. WARD: Thank you, sir.

SENATOR RAND: We'll vote \$5 so Senator Gagliano can attend that conference.

SENATOR GAGLIANO: Another conference? The next speaker will be Mr. Phillip Mugavero, Councilman of the town of Phillipsburg, the home of Senator Wayne Dumont.

C O U N C I L M A N P H I L L I P M U G A V E R O: Thank you. Senator and Commission members, let me start out by saying I commend you, Senator, and the members of the Commission, for identifying the need to preserve our rich transportation history in New Jersey. To that end, I would like to give you my choice for the site of the museum -- Phillipsburg, New Jersey. I am currently a Councilman up there, and I am a former Mayor of Phillipsburg.

Phillipsburg's growth and development was influenced by transportation. The development of our town was generated by five railroads: The Central Railroad of New Jersey was the first in 1852; Lehigh Valley, Pennsylvania Railroad -- which was referred to as the Belvidere-Delaware Division, or Bel-Del -- the Delaware Lackawanna & Western, and the Lehigh & Hudson River Line, in addition to the Morris Canal, which runs right through that area -- used to run right through that area.

Railroading, gentlemen and ladies, is part of the Phillipsburg bloodstream. Many residents in town have been railroad employees. Often, work camps were established in town by the various railroad companies when working on tracks in the area.

Phillipsburg was settled in 1670, and incorporated as a town in 1861. We are an urban, industrialized community located on the Delaware River in rural Warren County. The Town Council views the location of the railroad transportation

museum as a natural for Phillipsburg, due to our railroad history, and as an economic boost to the western portion of our State. It would provide jobs in our town and our section of the State, and would develop other businesses which would support the museum and provide services to those who visit.

I have heard some comments -- I have been involved with this, really, from the beginning -- about Phillipsburg being in a remote part of New Jersey and, therefore, inaccessible to State residents who might want to visit the museum. Let me just say this, gentlemen: Driving time from Paterson, Newark, and Trenton is one hour. Traveling from the George Washington Bridge or Lincoln Tunnel is about 75 minutes. Over 75% of the State residents could travel to Phillipsburg in less than two hours to visit the museum.

Our town and our Council is also willing to work with the museum and provide whatever support services may be necessary to make it successful. This would include our complete cooperation as far as public works, Police Department, Department of Planning and Development, or any other municipal service which may be necessary. The Bel-Del yard, which is being considered as the site, has electric, water, sewer utilities, all available right in that immediate area.

I could go on for hours, but I won't, Senator, because of your request to keep it short, as to the virtues of Phillipsburg. I realize there are many other individuals who wish to speak today. I just want to emphasize Phillipsburg Town Council's commitment to such a museum in our community, and pledge my support, as well as the support of my colleagues in every arm of the Phillipsburg municipal government, to working with the museum's staff to make it successful in Phillipsburg, and a museum that our area and State can really be proud of. We pledge our full commitment.

I want to thank you again, and if you have any questions, I will be glad to answer them.

SENATOR GAGLIANO: Thank you very much. Are there any questions?

SENATOR RAND: No, but I would just like to make a comment.

SENATOR GAGLIANO: Yes?

SENATOR RAND: I am very impressed with someone who is interested enough to come up here, to take of his time, and really make a presentation, as this gentleman has.

COUNCILMAN MUGAVERO: I was glad to be here. Thank you very much.

SENATOR GAGLIANO: Thank you very much, Councilman. We have other representatives of Phillipsburg, but what we will do is just go down the list. That might be more fair.

Mr. Richard Wilson, President, Railroadians of America? Is Mr. Wilson here? (no response) Mr. Tony Hall, President, North Jersey Electric Railway Historical Society? (no response) Moving right along, Mr. Robert Geelan, President, Canal Society of New Jersey? (no response) Mr. Anthony DePrima, Warren County Department of Industrial Development?

R O B E R T G E E L A N: Did you want me to come up?

SENATOR GAGLIANO: Oh, I'm sorry. I didn't see you. Excuse me. Mr. Geelan, please sit there.

SENATOR RAND: Senator Gagliano, we know you are a fast track man.

SENATOR GAGLIANO: I apologize for that. I thought you were just touring.

MR. GEELAN: My name is Bob Geelan. I am the President of the Canal Society of New Jersey, and also Past President of the Morris County Historical Society. I am representing the Canal Society of New Jersey.

I heard a lot of talk about railroads, but in the title of the enterprise which you are engaging upon, it is known as a railroad and transportation museum. However, the

enterprise that preceded the railroads was the canal. The canals of New Jersey developed in conjunction with the railroads of New Jersey in many places overlapped, and in many places became part of the transportation system along with the railroads.

New Jersey is fortunate in having had two canals for bulk transportation. They were unique canals. The Morris Canal, which ran from Phillipsburg -- or more correctly, Port Delaware -- to Jersey City, was the first established. It was unique in the respect that it utilized what some may consider a railroad, to some extent, inclined plains, which were water-powered means of pulling the canal boats over the heights that had to be overcome by the Morris Canal. The Morris Canal ran along the northern part of the State. It was, and it retains the distinction of having been, the only canal in the world to overcome a height of 914 feet. That is the highest the canal ever climbed, so it was appropriately called "a mountain climbing canal."

The other canal along the waist of New Jersey was the Delaware and Raritan Canal. It ran from Bordentown and Trenton to New Brunswick. It was chartered in conjunction with the Camden & Amboy Railroad. The Legislature, in its wisdom, felt that both should be chartered at the same time, so they wouldn't become too competitive with one another.

Both of these canals are on the National and State Registers of Historical Places. As such, the history and artifacts of these canals, we feel, should be featured in a museum of transportation.

As to the Canal Society of New Jersey, we are a 700-member volunteer organization which was founded in 1973. The purpose of founding the Canal Society was to help preserve the artifacts of the canals -- both the Delaware and Raritan and the Morris Canal. To that end, we have established a museum which could, in some respects, be called a museum of

transportation, because we do mention the railroads occasionally at our museum. This museum is located at Waterloo Village, and is part of the Waterloo Complex. Waterloo, of course, was one of the important sites on the Morris Canal.

We have maintained this museum, as I said, since 1973. It is staffed during the week by a paid person, who is paid by the Waterloo Foundation. On weekends and holidays, it is staffed by our own members on a volunteer basis. It is open from March until November. We staff it, make the exhibits -- plan the exhibits -- and put on the exhibits ourselves. To give you an idea of the number of people who come through there, we get almost every person who visits Waterloo Village. They come through the Canal Museum. We also have school children come to visit. We have approximately 50,000 visitors a year to the Canal Museum at Waterloo.

Many of the sites I have heard proposed in conjunction with this museum are also canal-related sites, particularly Jersey City, Phillipsburg, and Port Morris. Last week, our Board of Directors voted to support the site located at Phillipsburg as a possible location for the museum of transportation.

I heard earlier from one of the speakers that you had attended the Museum of Transportation in Pennsylvania, and at this time I would like to extend an invitation to your Commission to attend the Canal Society Museum at Waterloo.

Thank you. Do you have any questions?

SENATOR GAGLIANO: Thank you very much, Mr. Geelan. That was a very interesting presentation. If you will wait just a minute, maybe some of the members of the Commission will have some questions for you. Yes, Mr. Reilly?

MR. REILLY: Yes, I have two questions. How far is the Waterloo Village from the Port Morris site?

MR. GEELAN: I would say approximately 10 or 15 miles.

MR. REILLY: And, just as a point of information, where is the highest spot on the Morris Canal? You mentioned that it was 914 feet.

MR. GEELAN: The summit level is Port Morris.

MR. REILLY: It is?

MR. GEELAN: Yes, that is the summit level of the Morris Canal.

MR. REILLY: Okay, thank you.

SENATOR GAGLIANO: Are there any other questions? (no response) All right, thank you very much.

I am going to go back again, because I understand Mr. Tony Hall, President of the North Jersey Electric Railway Historical Society has arrived. Has he?

T O N Y H A L L: Yes, I have.

SENATOR GAGLIANO: Would you please come up here? You are the next speaker. We don't want you to get too comfortable.

MR. HALL: Well, having to spend 40 minutes looking for a parking place--

SENATOR GAGLIANO: Sit right there, the last chair.

SENATOR RAND: We don't want you too close, since you got mad at our parking.

SENATOR GAGLIANO: You can cool off while testifying. Just pull that microphone closer.

MR. HALL: How's this?

SENATOR GAGLIANO: Yes, that's fine.

MR. HALL: Okay. My name is Tony Hall. I am President of the North Jersey Electric Railway Historical Society.

SENATOR GAGLIANO: Where do you live, Mr. Hall?

MR. HALL: I live in Rahway.

SENATOR GAGLIANO: Go right ahead.

MR. HALL: Okay. I am here to direct attention to South Amboy as the best site for the New Jersey Railroad and Transportation Museum. I would like, briefly, to enumerate a few of the advantages of that location.

First of all, prominent in the thinking of the North Jersey Electric Railway Historical Society, is that the major exhibits and the most interesting and significant items of the collection of the railway museum will certainly be the three GG1 electric locomotives, which have been earmarked for preservation. South Amboy is the only location that has been suggested for consideration where electrification is available. To the thinking of me and my group, this is the compelling reason to select South Amboy New Jersey Transit yards as the site for the museum, because this is the only site where electric trains can operate. None of the other sites we have been presented with for consideration have this capacity.

In addition, and equally important, South Amboy, historically, is a world-class transportation historical site equal, in my opinion, to Promontory Point and Kitty Hawk. For this reason, the South Amboy Terminal is the site of the first operation of the John Bull train from South Amboy to Bordentown, at a time when there were no railroads yet operating in continental Europe. I think the significance of the Camden & Amboy site is of such compelling consideration that all other sites would pale in historic significance to South Amboy.

Also, it is located conveniently on a major transportation artery. Literally thousands of people pass right next-door to South Amboy during the summertime on recreational travel, and it would be a short stopover for this great number of people to visit the museum, if it were located conveniently at the South Amboy yards.

In addition, the Camden & Amboy Railroad itself is ripe for development. The electrification to Jamesburg is already in place, or at least remains in place. Electric train service on Sundays, or weekends, for tourists and rail buffs and the general public, could easily be implemented from a museum located at the South Amboy Terminal. Trains would

equally easily leave from the South Amboy Station and meet with New Jersey Transit trains coming from many points.

As far as the other points of concern, someone brought up the point of salt air being corrosive. Well, dampness is corrosive, no matter where the museum is put, and I don't think that is a major consideration.

Again, I think being located on a tourist artery, being located on public transportation, near several major highways, easily accessible by train and by highway, it is a world-class historic site, which has been totally neglected. It would also have the electrification necessary to run the primary exhibits that this museum will presumably have, not only the GGIs, but the MP54 electric cars as well. I think these are major considerations. I see no other site that offers any historic background comparable to this one; I see no other site that offers the electrification for operating the major exhibits; and I see no other site that is as conveniently located for all modes of transportation -- for business travel, for recreational travel, for general accessibility -- than South Amboy.

Again, I think this is head and shoulders above all the other sites that have been presented for our consideration. I urge the Commission to give first consideration to South Amboy as the lead location for the New Jersey Railroad and Transportation Museum.

SENATOR GAGLIANO: Thank you, Mr. Hall. Would you be able to tell us approximately what the acreage is at that location? I am not personally familiar with how big it is.

MR. HALL: No, I couldn't give you a number, but I visited the area very recently, and it is a generous piece of real estate.

SENATOR GAGLIANO: Would you say 20 to 30 acres, or bigger?

MR. HALL: I would say at least, yes. On top of that, I might add, there are historic railroad structures there already existing, which could become part of the museum -- a very old engine house and coal and sand facilities for any steam operation the future may bring. So, it is preeminent, I think, to all of the sites that have been suggested.

SENATOR GAGLIANO: Thank you. Any questions? (no response) I want to assure you that that site will be inspected very carefully by the members of the Commission. Mr. Reilly?

MR. REILLY: I just have one question. You mentioned the operation of electric equipment. What did you have in mind?

MR. HALL: Well, primarily the three GGIs. I also understand the State has two MP54s, which are presently in storage and slated for preservation in the museum. I, personally, am in touch with the owner of four more MP54s, and am negotiating now for their purchase. Unfortunately, I cannot say I have made a deal yet, but these are available.

MR. REILLY: Just following up on that, how would you plan to overcome the PCB problems in the transformers in both the GGIs and the MP54s?

MR. HALL: Well, I'm sure transformers are available today to replace the oil-cooled units that were condemned by the environmental people.

SENATOR GAGLIANO: Thank you very much, sir. We appreciate your being here.

The next speaker on the list is Anthony DePrima, Warren County Department of Industrial Development.

A N T H O N Y J. D e P R I M A (speaking from audience): I have a brief statement.

SENATOR GAGLIANO: Just don't trip over the wires. We would hate to lose you.

MR. DePRIMA: My name is Anthony J. DePrima. I am the Director of Economic Development and Tourism for the County of

Warren. I am not a railroad enthusiast. I can only tell you which end is the caboose and which end is the engine. But I am a planner and economic development professional, and I have seen how museums and cultural attractions can really help to turn around a community. That is really why I am here.

I am here to speak in support of the creation of a New Jersey Railroad and Transportation Museum. Its benefits to the State economy and to the cultural education of our residents seems fairly obvious to me.

I would like to focus, however, on how the Warren County Department of Economic Development and Tourism could assist such a museum if it should locate in Phillipsburg, New Jersey.

Warren County is one of the few counties in New Jersey which has a department dedicated to both economic development and tourism. This department is, in fact, modeled after the New Jersey Department of Commerce and Economic Development, which contains both tourism and business development divisions.

My department publishes and disseminates a tourism brochure -- which you will be getting, "Warren County -- In the Heart of the New Jersey Skylands" -- and a hotel and campground directory. If the railroad museum came to the Phillipsburg area, I guarantee you that the museum would be highlighted in our brochures.

My department also has a regular brochure dissemination program, in which brochures of tourism attractions are given out by mail and at local events. Currently, our department handles about 25 different brochures. They range from local wineries to the State forests and State parks in our area. Again, if the museum located in Phillipsburg, I think the department would be very helpful in disseminating information about the museum.

Our department is regularly represented at Skylands Tourism Council meetings. In fact, I am the Executive

Secretary of the New Jersey Skylands Tourism Council. We regularly contribute to that organization, and I would guarantee that if the museum located in Warren County, the department would see to it that the interests of the museum were fairly represented on the Skylands Council.

We have also provided grant writing assistance to many local tourism organizations applying for New Jersey Tourism Matching Grants. Again, the department could assist the museum if it came into the Phillipsburg area.

Warren County is in the heart of the New Jersey skylands. There is already a well-established tourism industry and a pattern in which the area attracts many visitors. I think if you look on the inside of the brochure I gave you, you will see a map of Warren County which lists many of the tourist sights there. That does not include a lot of the small ones which are very popular, such as our antique shops, our small museums, and our farm stands. I am not even mentioning what is available in neighboring Hunterdon County, which is very close to the Phillipsburg area.

Locating a museum in Phillipsburg would uniquely place it in the center of a well-established tourism region, while at the same time place it in a community that could truly use the economic advantages that a New Jersey Railroad and Transportation Museum would bring.

I just want to mention in closing that I can guarantee as an officer of the New Jersey Skylands Tourism Council, regardless of whether you pick the Phillipsburg or Port Morris site, you will have the full backing and support of that Council. I also want to mention that I think there are plenty of people who will follow me who can give you more details about the site. I just wanted to mention the kind of support you can find from our local county government.

Thank you.

SENATOR GAGLIANO: Thank you very much, Mr. DePrima. Are there any questions from the members of the Commission? (no response) We appreciate your coming today.

I would now like to call on Mr. Peter McGilligan. Is he here -- Peter McGilligan? (affirmative response) Mr. McGilligan will be representing the retired railroaders of the Port Morris area. Will you please come up, sir?

PETER MCGILLIGAN: My name is Peter McGilligan. I am a resident of Port Morris. I don't know whether I represent the retired railroaders or not; I came here representing myself.

SENATOR GAGLIANO: Fine. I only read from the program which one of your Morris County residents made up, so blame him.

MR. MCGILLIGAN: Oh, okay. I do have some 75 to 80 individual letters and signatures from residents of Port Morris, saying that they would welcome this facility to our village.

As far as the site is concerned, I guess, obviously, I am in favor of Port Morris, and do support its location there, for several reasons: First of all, the history of the area and the railroads that served it, primarily the Lackawanna Railroad and, to a lesser extent, the Lehigh & Hudson River-- Perhaps Phillipsburg could compete with us in this area, but the intertwining of the various historical trends across our State in transportation are, I think, best represented in Port Morris, where you have the apex of the Lackawanna suburban and historic long-distance freight operations. It was the end of the suburban district more or less, and the State was, at one point, considering electrifying to there, so you could say it was the end of the electric operation. It was a major coal storage facility at the height of the anthracite era, and I don't think it would take too much to recreate some of this historic coal industry -- some of the historical artifacts there at this point.

The canal, which other speakers have mentioned, ran through Port Morris, and many of its relics are still extant there right in the facility. The canal bed is still extant there, near the tower in Port Morris. Canal Street is still there. This was, at one point, the bed of the canal. The plain at the western end of the yard is still intact there and is maintained by a private homeowner. Well, not intact, but still visible, and could be restored without too much trouble. So, I believe an integrated transportation museum would not be that difficult to put there.

Also, I feel the location of Port Morris very close to Route 80, which is an interstate, as opposed to an intrastate highway, would enable out-of-state visitors, as well as our own State residents, to support this facility.

As far as means of entrance are concerned, there are many ways people could get into Port Morris. You could come in through Netcong or you could come in through the station at Lake Hopatcong. A small road could be built in there. I think that the fact that the area is not built up -- which many of the other areas are -- would mean there would be less problems with traffic and less problems with the machinery of putting the thing together when it got there.

Also, if the museum were located at Port Morris, it could dovetail with the State's -- well, I wouldn't say intention, but considering of restoring suburban rail commuter traffic across the New Jersey cutoff, from which the rails are presently removed. I know they are considering doing that. That could also be integrated with the museum. The wide track is still extant at Port Morris. I believe it would not be a major matter to integrate these things together.

Another big think, to my mind, in favor of the Port Morris site is that it is located on New Jersey Transit lines -- right directly on New Jersey Transit lines -- and the site is presently owned by the State. So, to my mind, a big part of

any museum of transportation, especially involving a railroad, is the availability of trips. People like to be able to take a trip, even a short one, especially by a steam locomotive. Now, the State could arrange that over its own lines, or presently Conrail is receptive to such trips, and the Conrail line stretching down through Hackettstown to Phillipsburg is another possibility for steam train rides.

With regard to electrification, I don't know whether the public is really that hip on electrification. I think people -- primarily the public at present -- want to ride on a train. I don't think they care that much whether it is drawn by electricity or steam or diesel power. I do think the average person would go more for steam power, and that would be a big drawing card there. The resuscitation of steam power is something that is very much in the minds of the people of Port Morris. They would like to see that brought back there.

The facility for the roundhouse -- the site of the roundhouse -- is still there, and the site of the water tower at the other end of the yard is still there. It would not be a major matter to restore the water tower. However, about the roundhouse, I don't know, although I know the National Park Service is thinking of restoring the roundhouse at Scranton.

Another thing about the site at Port Morris is, it could be integrated with the railroad museum in Scranton. If the State did decide to put the tracks back on the cutoff for commuter service, excursions could be run on an integrated facility with the State of Pennsylvania. It could be arranged through the museum at Scranton.

SENATOR GAGLIANO: Sir, excuse me. What is the distance between Scranton and the Port Morris location -- the approximate distance?

MR. MCGILLIGAN: Seventy-five miles.

SENATOR GAGLIANO: So it would be an hour and a half to two-hour run, I presume.

MR. MCGILLIGAN: Yeah, but the National Park Service and the Scranton facility are presently considering extending their operation to East Stroudsburg. So, if the State of New Jersey were to do something with them, it would not necessarily necessitate going all the way to Scranton. You could go to Stroudsburg or Portland, PA.

Another thing about the railroad museum located at Port Morris is the proximity to other railroads in the area, such as the wonder story of the Northeast, as far as railroading is concerned, the revival of the Susquehanna Railroad and freight service on that. The State is also, I believe, investigating with them the possibility of instituting commuter service on there. The distance from Port Morris to Sparta Junction there is about, I would say, 10 miles.

Incidentally, the distance from Port Morris to Waterloo is not 15 miles. I would say it is more like six miles. It is also located right close by the Conrail track leading out of the Port Morris yard.

That is all I have to say. Thank you for your time, gentlemen.

SENATOR GAGLIANO: Do any members of the Commission have any questions? (no response) For the record, I would appreciate it, Mr. McGilligan, if you would explain what the cutoff is. I'm sure all the railroaders know, but when someone else, maybe in the Governor's office, reads this transcript, they probably will not know what the cutoff is. I would like you to describe that just briefly.

MR. MCGILLIGAN: Well, around about 1910, the Lackawanna Railroad decided to built a by-pass, you might call it. Their line went down through Washington, New Jersey and then across through Buttzville and crossed into Pennsylvania at Columbia-Portland. They built the New Jersey cutoff, which was mainly built on fill, across the Pequest Valley, to make the grades easier, and also to eliminate many curves. This was

regarded as an engineering marvel of its day. There were several frenzied efforts to save it from destruction, which were not successful in saving it from having the tracks removed, but the actual physical cutoff is still there.

SENATOR GAGLIANO: How long is the cutoff?

MR. MCGILLIGAN: I don't know, I defer.

MR. WILLEVER: Twenty-eight miles.

SENATOR GAGLIANO: Twenty-eight miles? Could that be the location of an excursion type steam train thing?

MR. MCGILLIGAN: Yes, that would lend itself very much to that, because it would not interfere with freight service, and the commuter operations could be integrated with that, I believe, without too much.

I wonder if you would like me to read into the record some of the letters I brought with me -- a representative sample -- or not.

SENATOR GAGLIANO: What I would like you to do, since we have a limited amount of time, is either leave the letters with us so they can be made a part of the transcript, or if you will give us photocopies, we will be glad to use them.

MR. MCGILLIGAN: No, I will give them to you. Sure thing.

SENATOR GAGLIANO: How many letters do you have, sir?

MR. MCGILLIGAN: Well, I have about eight letters and 75 signatures on a petition.

SENATOR GAGLIANO: Fine. If you will just submit them, we will appreciate it. Are there any questions from anyone? (no response) Oh, I have one last question: What is the size of the Port Morris area that might be available to us? We are very concerned about the location being large enough so that if it does expand in the future, we won't have to worry about acquiring more land.

MR. MCGILLIGAN: I would say it would be in the area of about 100 acres.

SENATOR RAND: Oh, we can build a baseball stadium.

SENATOR GAGLIANO: Senator Rand suggests we could also put the baseball stadium there. (laughter) He would suggest that. Thank you.

MR. MCGILLIGAN: Thank you.

SENATOR GAGLIANO: I believe we have two other people who are also favoring the Phillipsburg site. It is interesting. In a sense, we are jumping to a conclusion here recommending the sites. Frankly, I was looking for more information, if we could get it, on the basic issue of support, which we are getting, but let's remember there are some of us in the Legislature who will have to discuss the funding with fellow legislators. The funding will be first, before we can really discuss sites, because obviously, from what we have heard, we are not going to be able to build a facility with the amount of money they used in Pennsylvania. As Senator Rand commented, that was a real bargain. So, we are going to have to go to the Legislature and the Governor for funding. If any of you have comments along those lines, we would appreciate hearing them.

But, let's go back. Mr. Peter Miller, representing Phillipsburg. He is the Phillipsburg Town Manager.

SENATOR RAND: It is nice to hear local people coming forward, I'll tell you that.

P E T E R M I L L E R: Good morning, Senator, and members of the Commission. My name is Peter Miller. I am the Town Manager in Phillipsburg, New Jersey, and my comments are basically designed to supplement Councilman Mugavero's comments.

One thing I would like to say concerning the site is, I don't think there are many sites in New Jersey that have the rich transportation history that Phillipsburg has, with five railroads and a canal. A little historical side note, is that we had cannonballs manufactured in Phillipsburg for the Civil War, which were shipped out on the rail lines which existed at

that time. So, we have been using rail lines in Phillipsburg for well over 100 years.

We in Phillipsburg feel that the Bel-Del yard would be an ideal site for a transportation museum. Our zoning laws would permit a museum to be built there; therefore, not necessitating any variances, and expediting the approval and construction of a transportation museum when the State is ready to move on it.

In addition, the site is not located in a flood plain, and the salt line and Delaware River have not passed Philadelphia yet, so I think we are safe from salt air.

SENATOR RAND: That's true.

MR. P. MILLER: Interstate 78 will be completed across the Delaware River within the next two years which, as Councilman Mugavero testified, will link us to points east in our traveling time. It would also then link us to points west -- the Interstate 81 Corridor, the Harrisburg area -- which would then be about an hour and a half traveling time to the west. As to local transportation, there is a bus line which runs through town two blocks away from the proposed site.

There have been some recent events in the past several days which make the town more enthusiastic -- if that is the proper phrase -- than we were when this process started over a year ago. Last Thursday, in King of Prussia, Pennsylvania, I attended a meeting with real estate people in the Conrail office concerning the Bel-Del yard and a private developer. At that point in time, Conrail agreed to enter into an agreement of sale with the private developer for the Bel-Del yard. This private developer is very interested in having the State transportation museum as part of his proposed development of that site. He has contacted the adjacent property owners, where there is an additional 10 acres of land, to include that as part of his site.

However, at this time, since he has not closed on any of the property, he has requested that I do not publicly release his name. On one of the adjacent parcels he is very close to concluding negotiations on, there is a building of approximately 60,000 square feet, which has an overhead crane in it. It is known as a tribet (phonetic spelling) and wood building, and the railroad used it at one time when it operated the yard. I believe that structure on this site would be very desirable to any museum location.

I believe the State could benefit immensely from having a private developer developing land surrounding this site. It would make the site more desirable. It is an advantage that some of the other sites mentioned earlier today, which the Commission is considering, do not have available to them.

The last item I would like to address is a change of hats. As Town Manager, I have the honor of serving on the Board of Directors of the Phillipsburg Area Chamber of Commerce. I circulated a recent community profile which they prepared in the last year, listing some of the merits of our area -- our portion of the State. The Chamber of Commerce has been very active in promoting tourism and growth in the area. They have experience in festival activities in the area. They are a co-sponsor of the balloon race every year in Bloomsbury, New Jersey, which is located in Hunterdon County about 10 miles outside of Phillipsburg. As a member of the Board of Directors of the Chamber of Commerce, I can pledge their support in helping to promote the museum in any fashion which will make the museum viable and successful.

I am available to answer whatever questions you might have, and I would like to thank the Commission for the opportunity to address you this morning.

SENATOR GAGLIANO: Thank you, Mr. Miller. Are there any questions from the members of the Commission? Senator Rand?

SENATOR RAND: Thank you very much, Senator Gagliano. Sir, Mr. Miller, how many acres are there available for the museum?

MR. P. MILLER: That is something the developer is willing to discuss. I asked him if there was a minimum of 15 acres available, and his answer was yes. Not knowing how much the State was interested in -- your flyer indicated at least 15 -- he said there is a minimum of 15, if not more, available. He is willing to--

SENATOR RAND: What is the total package he is buying, 50 acres?

MR. P. MILLER: The total package of land he would probably have under control is slightly more than 60 acres of land.

SENATOR RAND: Sixty acres?

MR. P. MILLER: Yes.

SENATOR RAND: That means we would have to deal with a private developer to purchase whatever acreage we needed.

MR. P. MILLER: That is correct. He has authorized me to represent to the Commission that he would be willing to donate a portion of the land for the museum, and sell the other at the cost he is purchasing it from Conrail at. It would be a direct pass-through, because he believes the museum is also important for the State. He sees it as a viable alternative for his site, in addition to the development he would like to do.

SENATOR RAND: The line that Conrail uses-- Is that in use now, and how many days a week?

MR. P. MILLER: Currently, the line is three days a week. The business he has would probably generate additional freight traffic on that line.

SENATOR RAND: So, we have a question of not a little competition with Conrail?

MR. P. MILLER: Somewhat. The discussions we had-- At Conrail on Thursday of last week, they had no idea that the

State of New Jersey was looking for a transportation museum. We awakened them to that fact, and we had some very brief discussion about the use of that line for trips. They conveniently told us that that was not their department; that it was somebody else who--

SENATOR GAGLIANO: Conrail said that?

MR. P. MILLER: Yes.

SENATOR GAGLIANO: I'm shocked.

SENATOR RAND: Mr. Miller, thank you very much.

SENATOR GAGLIANO: Yes, questions?

MR. FREITAG: Thank you, Senator. Mr. Miller, without divulging any names or anything, I gather from what you said it will be an industrial development in the area?

MR. P. MILLER: It is supposed to be a distribution center that the person operates. They need several acres.

MR. FREITAG: Okay, thank you.

SENATOR GAGLIANO: Yes?

MR. WILKENS: Can you tell me if local interests are trying, through Green Acres, to acquire portions, or part of the old Morris Canal right of way?

MR. P. MILLER: Local interest--

MR. WILKENS: County, town?

MR. P. MILLER: --in Phillipsburg, no, but I believe the County of Warren has had an application submitted for portions throughout Warren County for the Morris Canal.

MR. WILKENS: Would that particular parcel -- or parcels -- they are looking at lend themselves to incorporation into a museum?

MR. P. MILLER: There is a portion of the Morris Canal which abuts this property currently -- the Bel-Del yard. Whether or not the portions which the county is looking at are in that immediate vicinity, I can't answer that question.

MR. WILKENS: Thank you.

SENATOR GAGLIANO: Thank you. Are there any other questions? (no response) Thank you, Mr. Miller. We appreciate your being here.

I would like to call Freeholder Ken Miller, also from Warren County. Are you two related?

FREEHOLDER KENNETH C. MILLER: No, we are not. We just talked about that, as a matter of fact.

SENATOR GAGLIANO: Thank you.

FREEHOLDER K. MILLER: I will be able to answer the Green Acres question for you.

SENATOR GAGLIANO: Please do.

FREEHOLDER K. MILLER: Perhaps I should preface my comments with the answer to that. We have been fortunate enough, in Warren County, to have a rather substantial grant. I am not sure it has been announced yet, but we have been told we are going to get a substantial amount of money. The money is basically for the purchase of property to preserve the Morris Canal right of way. It is a 50/50 grant; it is a match. We will be definitely considering portions of the Morris Canal which are in Phillipsburg.

With that preface, good morning -- if it is still morning, and it is.

SENATOR GAGLIANO: Good morning. Mr. Miller, with that statement, I have not been up there, and for the benefit of the Commission and the people who are here, what state of repair is the Morris Canal in at that location? Could you sort of describe it to us? As I say, most of us have not been there, and we would like to know a little bit more about the state of repair, or non-repair, if you will, of the Morris Canal.

FREEHOLDER K. MILLER: The Morris Canal, in the particular area we are talking about, has been filled in. The first plain first exists -- the grade exists. However, there is a plug -- shall I call it-- That plain went down to the

river, and was crossed by the Bel-Del. That crossing was filled in with concrete after the canal was abandoned. But the plain -- the grade of the plain -- is still there, and it may be possible to restore that plain, remove the plug in some way, and straighten the bridge. As far as the canal bed itself, it is virtually unrecognizable. It has been totally filled in.

SENATOR GAGLIANO: Thank you.

FREEHOLDER K. MILLER: Even though I am a Warren County Freeholder, I would like to speak to you as a private citizen first. I am here for several reasons. One of them is that I think it is time New Jersey had a transportation museum. Even though I am primarily a railroad fan, I am also interested in other modes of transportation, namely, as you have heard, canals. Obviously, I do have a specific site in mind today, and I will talk more about that in a few minutes.

But, overriding everything else is my sense of losing another part of our history, or our heritage. We have had many opportunities in the past to preserve our past, and we have lost them time and time again. The time has come for us to do something. When the Morris Canal finally passed out of bankruptcy and out of existence in the late 1920s, the State had the opportunity to preserve that right of way. It didn't do it, and that corridor was lost. Now, some of us are trying to preserve those portions in Warren County which are still available. That is our main thrust for getting the Green Acres grant.

We have been successful, as I said, in obtaining that grant. I hope it will be announced very shortly by the Department of Environmental Protection.

We have lost many railroad right of ways to private entrepreneurs, who successfully negotiated with Conrail. Sometimes, those negotiations were behind our backs; sometimes they were in front of our faces. But, nevertheless, they took place, and Conrail sold property, basically out from underneath those of us who wished to preserve those corridors.

You will hear today from people who are pushing a specific site, or a particular site, because they feel those lost opportunities may be regained; they may be able to repurchase and preserve a right of way; or for other specific reasons. I submit that this is commendable, and it fits in with my own personal thinking. But, if we are going to preserve a right of way today, let's preserve one that already has rail on it, and use the dollars that would have to be spent for re-tying and re-railing a right of way to build buildings to house the exhibits that should be at a transportation museum.

To be successful, the museum must be a living museum. It must be able to attract and draw people to it. Now, that is why I am favoring Phillipsburg. Not only can it be a living museum, but it would be extremely beneficial to the municipality and the immediate surrounding area. The South Main Street area is in need of an infusion of dollars to upgrade the existing buildings. The area could become another Flemington or New Hope. It would be near, as Peter pointed out a few minutes ago, a new interchange to Route 78, and it could have probably the most beautiful ride on the East Coast, from Phillipsburg down to Milford, on the old Bel-Del right of way.

It could be possible to run a trolley line in the South Main Street area and, as I have said, the Morris Canal actually ran through the property, and I think portions of that could be preserved.

I view Phillipsburg as the western transportation gateway to New Jersey, as has been said by Councilman Mugavero. For over 100 years, it had five railroads in town, it had the canal, and several bridges for surface transportation across the river to Pennsylvania. I also feel it is important to consider other attractions in the area. While I feel I should be pushing New Jersey as a place to vacation and travel, Eastern Pennsylvania has the Hugh Moore (phonetic spelling) Park Canal Museum and the canal boat ride.

They are also talking about having a stationary engine and antique machinery museum located on the same property. People who are interested in transportation would naturally also be interested in the other modes of transportation and other forms of antique machinery and engines.

As I said before, while I am a Freeholder in a county, and this project would have, Senator, the support of Warren County, I am, nevertheless, as I said, here as a private citizen. I became personally involved after reading about this museum in a local newspaper. I attend meetings of the United Society, and I am also, personally, responsible for locating enough rail space that is safe and secure to park 50 to 60 cars, which could be slated for this museum -- railroad cars.

I own an 1895 business car. I am restoring it privately, by myself. I keep it on my farm so it stays safe. As you can see, I am trying to live up to my premise that we must preserve as much of our history and our heritage as possible.

I thank you very much for the opportunity to speak to you this morning. I would be happy to entertain questions, both countywise or privately.

SENATOR GAGLIANO: Thank you, Freeholder. That was very fine testimony. We appreciate it. Any questions? Any comments?

MR. REILLY: One quick question.

SENATOR GAGLIANO: Right.

MR. REILLY: Would the Freeholders in Warren County also support the preservation of the Lackawanna Cutoff, which goes generally through your county? About half of it is in your county, I guess.

FREEHOLDER K. MILLER: As I said to you before, some of the private entrepreneurs who have done some negotiating, have done it privately and behind closed doors. Warren County was interested in the old Lehigh & Hudson River right of way,

and we would also be interested in preserving the old Lackawanna Cutoff -- absolutely.

SENATOR GAGLIANO: I am intrigued about what you said about what you called the "South Main Street area."

FREEHOLDER K. MILLER: Yes?

SENATOR GAGLIANO: Is that an area of older buildings and shops -- that kind of thing?

FREEHOLDER K. MILLER: It is an older area of town. It has quite a bit of inheritance of the town. I believe it was probably one of the first areas of the town that was developed. It lends itself to being a folksy type area, if there were money put into it by the shop owners to change the outlook. I think a museum such as this transportation museum would do that. People would begin to upgrade, and those properties would also change hands. It would have a great economic benefit for Phillipsburg.

SENATOR GAGLIANO: Thank you very much, Freeholder. We appreciate your being here. There is one other person, I believe, who will be representing Phillipsburg interests -- Mr. Peter Terp. Mr. Terp, would you please take a seat?

J. P E T E R T E R P: I think after this morning, everybody is going to know where Phillipsburg is.

SENATOR GAGLIANO: That's good.

MR. TERP: I would just like to bring one message, before I go into my delivery today, from Mr. Jim Lee (phonetic spelling), who is not able to be here today. He is very active in the Canal Society. He called me last night, and just wanted to mention that his thoughts are with all of us today, but he just could not be here.

Senator Gagliano, and members of the New Jersey Railroad and Transportation Museum Study Commission: May I first introduce myself? My name is J. Peter Terp. I am a resident of Hunterdon County, and own a business in Warren County. I am President of the Jersey Central Chapter of the

National Railway Historical Society, and an alternate representative of the United Railroad Historical Society. Today, however, I am speaking for myself, and not as a representative of either group. My speech will primarily deal with rail, but the ideas I will present could be effectively used with other transportation groups.

I think the Commission has seen interest in a State transportation museum. The preliminary work that the United Railroad Historical Society, New Jersey Transit, and the Study Commission together have done to preserve New Jersey Transit rail equipment shows how well these organizations work together. This is the combination that can make a New Jersey transportation museum a reality. I feel the museum should be established as a private, nonprofit identity, with directors coming from the State government, active rail historical groups, and New Jersey Transit. This approach would allow the museum to be less dependent on State funds.

The site for the museum should be selected from a business standpoint, allowing for good access, room for attractive displays, and a rail ride. Other transportation groups would be allotted ground to develop buildings or displays as needed, with all development and operation being handled by a unified group of all interests.

My choice for the New Jersey State transportation museum is Phillipsburg, located on the Delaware River across from Easton, Pennsylvania. For over 100 years, Phillipsburg has been New Jersey's western gateway for commerce. Prior to Conrail, Phillipsburg was served by five railroads: Pennsylvania Railroad, Lehigh Valley Railroad, Central Railroad of New Jersey, Delaware Lackawanna & Western Railroad, and Lehigh & Hudson River Railway. Phillipsburg is also rich in canal history. The Morris Canal started in Phillipsburg. As the site for New Jersey's transportation museum, Phillipsburg, Warren County, has much to offer:

1) The Bel-Del yard consists of 50 non-floodplain acres on the Delaware River, affording easy access to downtown Phillipsburg and I-78.

2) The potential rail ride on the old Bel-Del main line to picturesque Milford -- 15 miles -- has got to be one of the prettiest rail rides in the State. In addition to offering tourists a ride from the town of Phillipsburg to the town of Milford, this ride has the potential to expand to Frenchtown. The Milford branch, owned by Conrail now, sees service only three days a week.

3) The Phillipsburg/Easton area is a storehouse of railroad talent, both retired and active. This talent is very important to teach younger generations railroad operation and restoration.

4) The Town Council of Phillipsburg has endorsed this project unanimously. The planning and execution of this project must be done with a great deal of care. It all started in New Jersey with John Stevenson and the Camden & Amboy. We can make our State transportation museum a showcase that our descendants can be proud of.

Gentlemen, I just have a couple of other notes that have kind of come about since this statement was drafted. One was the announcement of the potential sale of the Bel-Del site. I cannot disclose the name of this developer. I know who he is. He does have a good track record. I think we should make an attempt to deal with this gentleman, because anything he does -- as he has done in the past -- would only enhance the area. I can say that with assurance, knowing what his track record has been in the past. So I don't think that should scare us right now. There are approximately 60 acres there, with the additional land he is going to acquire and, of course, there is potential for more land available adjoining the property, if Conrail executes their track realignment. Of course, part of my proposal also, which I do not mention here,

is that-- Part of the proposal would be that the State would acquire the Bel-Del branch from Conrail, which is now listed technically as "out of service" -- it is limited to 10 miles an hour due to bad ties; it does have good rail -- with the idea that the State would assign a designated operator to operate the freight service, which would become a friendly operator to the museum as far as the passenger service went.

The other point I wanted to make, which I think is very important at this point here, is, as of the first of September, our agreement with Public Service Gas and Electric -- as Ken Miller mentioned -- for the storage of the State museum-destined equipment coming out of transit-- That site is available as of the first of September. I would encourage you gentlemen to follow up and get this equipment moved as quickly as possible, because everyday we are getting more vandalism done to this equipment, plus the fact that other people who have bought the other equipment which was not destined for the museum, will be moving their equipment out, and there is always a chance that parts of our equipment will be liberated for this equipment that is going to other sources. So I think it is very important at this point that this project be pursued. The track is available. It is just a matter of transit, getting the equipment gathered, and getting it moved.

Thank you very much.

SENATOR GAGLIANO: Thank you, Mr. Terp. As you know, we are a Study Commission, and we do not have the facilities to go out and protect equipment, to acquire equipment, or any of that. But New Jersey Transit will get your message through our representatives who are with NJT, and we will do what we can.

MR. TERP: Thank you.

SENATOR GAGLIANO: Thank you. Are there any questions? Senator Rand?

SENATOR RAND: Thank you, Senator Gagliano. Mr. Terp, Conrail hasn't sent any notice of abandonment, have they?

MR. TERP: To the best of my knowledge-- My latest information is that there has been no notice of abandonment on the Bel-Del. The line still--

SENATOR RAND: Okay, because they give nothing away, you know.

MR. TERP: Pardon me?

SENATOR RAND: They give nothing away.

MR. TERP: Oh, I understand that.

SENATOR RAND: I mean, they'll get the last pound of flesh, if they can, out of the State.

MR. TERP: I understand.

SENATOR RAND: That is why I just wanted to know. If there was a possible abandonment, that would make it much easier.

MR. TERP: The potential is there. The prime customer on the line is the James River Corporation in Milford. This outfit has been anti-rail in the past, having cut the rail facilities to two of their mills in the area. So, the potential is there for that branch to be abandoned. It does very little service, and they have spent no money on it.

SENATOR RAND: Thank you.

SENATOR GAGLIANO: Thank you. Yes, Mr. Reilly?

MR. REILLY: Two quick questions, Pete.

MR. TERP: Okay, Frank.

MR. REILLY: One, it is very important that as soon as you are able to release the name of the developer, you communicate the name to the Commission so we can open communications with that party.

MR. TERP: Okay. I think, primarily, that would have to come through Peter Miller, because he has been the spokesman today for that gentleman. I'm sure he will get the two of you together, especially you and this gentleman.

MR. REILLY: Okay. One other point, I totally agree with the preservation of the equipment and having it moved as

soon as possible. I would urge Steve to take back the message that this be the number one priority of New Jersey Transit, because vandalism is really heavy on historic equipment that is now sitting out on an open field, basically. Thank you.

MR. TERP: Thank you.

SENATOR GAGLIANO: Thank you, Mr. Terp. I guess we will try to go to a different part of the State. I am now going to call John Lyle, Pine Creek Railroad.

J O H N P. L Y L E, II: Good morning. My name is John Lyle. I am a constituent of Senator Gagliano. I live in Howell, New Jersey. I have been a lifelong railroad enthusiast.

SENATOR GAGLIANO: Welcome aboard.

MR. LYLE: Thank you. It's good to see a local face. I have been a lifelong railroad enthusiast, and for the last 13 years, I have been a member and trustee of an organization with the unlikely title of New Jersey Museum of Transportation, Inc. We are a not-for-profit educational corporation, and our primary activity is the operation of the Pine Creek Railroad in Allaire State Park. So, I have had quite a bit of experience in the operation and mangement of a working railroad museum. I currently serve as Vice Chairman and Treasurer on the Board of Trustees. I have been very active in equipment restoration and operation, and I hold a second grade steam locomotive engineer's license from the New Jersey Department of Labor's Mechanical Inspection Bureau.

One of the things I have found in my railroad preservation experience, both in my work at the museum and also serving as a museum representative to the Tourist Railway Association-- I have had an opportunity to visit many tourist and historic railway groups throughout the country. I have to say that New Jersey has to be one of the most inhospitable environments for railway preservation of any place in the country, primarily because of things like rapid economic growth

and the poor financial condition of the railroads, whose artifacts we seek to preserve. In many cases, the only way you can do any preservation in New Jersey, is to have a very deep pocket, and that has been very detrimental to preservation. In many other states, a lot of the activity is done by private individuals as part of not-for-profit groups. In many cases, they are able to get equipment free of charge, donated by railroads in their areas. So, it has made a big, big difference between what other states have been able to do and what we have been able to do here in New Jersey.

In the case of NJMT's existence, we were organized in 1963 to take over one of the first railway preservation activities in the country, which was the Pine Creek Railroad. It was basically a hobby club, organized back in the early '50s. In 1963, it was reorganized as the New Jersey Museum of Transportation, Inc., and it became a tax-exempt, not-for-profit organization. A lease arrangement was worked out with the State Department of Economic Development at that time -- now the Department of Environmental Protection -- for a lease of a portion of land within the park. The museum, through the efforts of its early members and trustees, through their financial contributions and a lot of scrounging, installed the railroad in full in the park with their own resources. It has been operated ever since as an independent organization. About 99% of our revenue comes from train fares. We carry approximately 50,000 people a year, and anyone who actually comes into Allaire can visit the site without charge.

One of the main interests of the committee is financing. I guess the quality of museum you want is going to depend, really, on how deep the pockets are. There are a number of interrelated factors here. If you go out to California and take a look at the California State Railway Museum, which is reputed to be one of the finest -- the finest

-- railroad museum in the country, and you talk to them about financing, they have a very easy way to remember how much money they spent -- one dollar for every citizen in the State of California -- \$20 million. Okay? That's a lot of money, but when you walk into the place, they have a very effective and very attractive presentation. The collection they have was acquired by private citizens over the years. It began to go through a period of considerable deterioration, but through a combination of both private and state cooperation, the state museum was able to be constructed. It is a very fine facility, and the equipment was able to be preserved.

If we come east to Pennsylvania, we heard Mr. Hart talk about the Pennsylvania Railroad Museum at Strasburg. They didn't spend quite as much money, but they made a very wise decision. They went where the people were. The Lancaster County area has a reputation for tourism. That is their business. They located next to the Strasburg Railroad, which is the most successful tourist railroad in the country. They carry between 300,000 and 400,000 people a year. They basically generated their business through the tourism business that was in the area. They were able to build on the bus tour groups, which is probably the biggest source of their revenue. The Pennsylvania Railroad Museum, by associating with them, basically going to a location where people were already attracted, made a big difference, I think, both in the site selection, as well as in any ability they might have to generate continuing funds.

Both California and Pennsylvania have friends groups. In the case of NJMT, everybody is a friend. The museum, on a gross income of \$50,000 a year, will pay three or four people to run trains during the week. On weekends, everything is exclusively volunteer. We do virtually all of our own maintenance. We have one of the finest railroad maintenance and restoration shops in the country, equipped

primarily with equipment that was scavenged and scrounged from businesses that didn't need machines any more. We did a lot of the work on our own.

It is interesting in our own case, in being affiliated with Allaire-- Allaire is a special place. The State owns the land. The State provides money for the restoration of buildings. But there are two not-for-profit private groups -- the New Jersey Museum of Transportation, Inc. and the Deserted Village at Allaire, Inc. -- that provide much in the way of service. In the museum's case, we operate the railroad. In the Deserted Village's case, they do a lot of fund raising to furnish the buildings and to provide other services. They have a broad range of cultural activities there.

Our business has been enhanced by being at Allaire and by being part of this cooperative arrangement. The business at Allaire has been enhanced because we are there. If we talk to people who come, we find they come for both reasons, the railroad's existence and the fact that the Deserted Village is a historic site; plus, the park itself is very nice. It has picnic grounds; it is a family kind of place. We don't do the kind of bus tour business that most of the larger and most successful railroad museum and tourist organizations do. Allaire is primarily oriented to the family trade, not that I would mind 100,000 or 200,000 people a year coming to ride our train, because it would mean there would be that much more for us in terms of revenue and that much more work we could do.

I should point out that I don't see any conflict between our own group and the work that is being proposed here. Our collection consists primarily of industrial railroading artifacts -- railroad equipment that has been used in factories, used in mines, timber camps, and so forth. It is equipment that the typical railroad enthusiast does not have an opportunity to see, because it is in a very secure area inside a factory. We have actually been somewhat of a pioneer in the

collection of industrial equipment. We have a very comprehensive collection that is attractive in its own right.

But for what is being considered here, you know, long-term financing, I think the consideration, in my view, is that location is very important. If you talk to any group of tourist railroad or museum railroad operators in the country, they will tell you there are three important things to consider: location, location, and location. It is stressed very strongly. If you consider all of the tourist railroads in the country, they come in and out of business frequently. There is no such thing as a permanent railroad exhibit. The most successful ones are in an area that has a record of tourism; they are located in an area where people naturally gravitate. That has been a key to their success. In the case of something like the Strasburg Railroad, you are talking gross income in excess of \$1 million a year. That is just the Strasburg Railroad. It does not include the Pennsylvania Railroad Museum.

A source of funding, in our case-- NJMT gets all of its funds primarily from train operation. Train operation is not an easy process, because while we are enthusiasts and historians, we are also working railroaders. This means we have to get down into the repair pits; we have to get grease under our fingernails; we have to shovel the coal; we have to make the parts, and do all of the other scavenging that is necessary to keep a historic artifact going. We have, as the corps of our group, what another railroad museum member has described as "The Dirty Dozen." We have over 250 people on our membership roster, but as far as people who actually get out and do the work, it is really quite small. I think that is a factor to be considered. I found that that tends to be the pattern throughout most railroad museums. You will get people who, for family reasons, or work reasons, and so forth, are not able to make the kind of regular commitment -- meeting daily,

or weekly -- that is required to have a consistent train operation. So, that has to be considered.

The other thing to consider is whether you go with steam versus diesel. I, personally, get a bigger thrill and sense of satisfaction out of running a steam locomotive than I do out of running a diesel. But I will always remember the day when a woman stood under the cab of a steam locomotive that I was fireman on, looked up at the engineer, and said, "Excuse me, sir, are you the motorman on this train?" The fact is, most people do not know the difference between a steam locomotive and a diesel locomotive. Many people do not care. In terms of economics and operating costs, a diesel locomotive can be much more convenient and cheaper to operate, in that you can get replacement parts off the shelf from your friendly neighborhood junkyard, or used locomotive dealer if it is a historic piece. In our own case, we get more of our funds from diesel train operation than from steam. It would be nice if the steam locomotive could be operated constantly, as it is out in Strasburg, but the fact is, literally in 10 minutes we can have a train going simply by using a diesel locomotive, and can pick up whatever revenue is needed.

So, it is a factor to consider. Steam locomotion is nice, and it will attract people. But over the long run what you are looking for is basically a consistent level of business, one that will generate a certain amount of revenue. Whether ultimately it is State funding on a continuing basis, or the requirement to depend on not-for-profit self-generating business, you have to consider the location where the people are. You have to consider who is going to do the work and how you are going to pay them if, in fact, they are going to be paid; then, for the long term, how you are going to preserve the stuff.

In our own case, a substantial amount of damage has been done to equipment just from it sitting in the weather. We

spent \$33 a gallon for a special mixed paint to put on one of our wooden passenger cars. Three years later, we had to redo it. So, another key factor that should be considered in your study is the need for indoor storage; some kind of a facility where you can put the stuff inside, where it will not be subject to deterioration. I don't care how far you move it to the sea, the fact that it is outside-- The sun is going to beat on it; the rain is going to beat on it; and eventually you are going to find yourself into the process of re-restoring equipment that you have previously spent many hundreds and thousands of dollars restoring.

So, that also, in terms of devising funding, is going to be a key element. If you can find a location where there is an existing possibility of covered storage, and it meets the other requirements -- size, as well as market -- you might want to seriously consider that, based on what your own expectation of funding is. The buildings are expensive. The storage building that NJMT is now putting up we got cheap. It was an old auto repair building. It was made of steel. We paid \$13,000 for it disassembled and in parts. We are not reerecting it as a kit. We do it cheap there. We have no other choice. But the fact is, when we are finished with all of this work, it is only going to hold about one-half of our collection, which means that the other half is still going to have to sit outside, which is really a problem. My point is, it will be a continuing problem for the museum that is being proposed here, unless something is done. So, there you have some very important considerations.

I thank you for your time.

SENATOR GAGLIANO: Mr. Lyle, do you have a recommendation with respect to a site for the proposed State museum, should we be successful and go forward with it?

MR. LYLE: Personally, I have no preference, in that I don't know what the intention of the State is. I have done some--

SENATOR GAGLIANO: That is what we are trying to determine.

MR. LYLE: --personal thinking and, based on my experience, my inclination -- you know, not knowing where things are going -- is to think that a place like Liberty State Park might be worthy of consideration, primarily for the fact that it is a place where people go. It is an established State park, and the State is in the process of developing activities that will draw people there, that will not depend necessarily on the railroad museum itself. In other words, it would be a cooperative kind of a thing.

Another potential advantage is the railroad station there, which has a train shed over the former railroad tracks, which is, in effect, a roof. I don't know what the condition of it is. I know I have heard discussions that it is not in the best of condition. I don't know what the State's intention is in terms of doing work on restoring that. But that train shed was designed to hold railroad equipment. It is virtually completely enclosed. There is an opening over where each track was to allow smoke to escape, but a covering over that would, in effect, keep the rain and the sun out. It would require the track to be built to connect with an outside rail line. There would have to be some consideration as to where a likely excursion might go. But, barring that, and assuming there is not a lot of money to spend, the most likely place for preserving would be a place like that.

On the other hand, if there were a lot of money available for buildings, even if they were just butler type storage buildings at another location, that would have the same effect. Keep in mind that many of your passenger railroad cars are a minimum of 70 feet long. They require a lot of space, so consequently a lot of money. If you are looking to develop the collection over the years, you are going to have to make provision for that. There are 13, I guess, tracks under the

train shed at Liberty State Park. Whether the State ultimately has provision for using them for other purposes, I don't know. I know there have been a number of suggestions as to what to do with the station at Liberty Park, including the possibility of a railroad museum.

SENATOR GAGLIANO: Thank you very much. Are there any questions or comments for Mr. Lyle? (no response) I want to congratulate you on what you have done with Pine Creek. It is a beautiful little facility.

MR. LYLE: I am just one small part.

SENATOR GAGLIANO: Well, you would have to have a lot of small parts dedicated, or you wouldn't have anything there, and it's terrific.

The next speaker I would like to call on is Mr. Fred Wertz, President, North Jersey Rail Commuter Association.

F R E D H. W E R T Z (speaking from audience): Thank you very much, Senator and Commission. The North Jersey Rail Commuter Association has been in existence since 1980. It is not very well-known, simply because it is operating out of Sparta, New Jersey, in trying to save the Lackawanna Cutoff, but now that we have two venerable trustees -- Chuck Walsh and Don Barnickel-- They are going to give you a brief slide presentation showing this cutoff, and also highlighting the Port Morris/Pennsylvania interest.

Above all, we feel the museum efforts will act as a catalyst to remind people that they should opt to take a train once in a while. Chuck?

C H U C K W A L S H (using slide projector; no microphone): Senator, I realize this is a little bit unorthodox. Most people are reading their testimony to you, but I think that by visually assessing this, you will get a good appreciation, and, also, it will be a slight change of pace.

SENATOR GAGLIANO: Okay. Could we have someone try to hit the lights? Also, sort of pull on those blinds in the

back, so we can get a little less light in here, and it might be easier to see. If anyone can't see the presentation, please feel free to come forward and stand during the presentation. It's not too long, is it? .

MR. WALSH: No, not at all. Just to let you know who we are, we are a nonprofit organization, dedicated to preserving railroad right of ways in the State of New Jersey. We do this through educating government officials and the general public.

North Jersey Rail is in favor of the Port Morris museum location. This is an aerial shot of Port Morris. This is an existing New Jersey Transit line in the back here, running service. To the left is the line that goes to Hoboken; to the right, the line that goes to Netcong. This just happens to be some equipment that New Jersey Transit has stored in the Port Morris area.

Looking at the Port Morris site, it has a number of merits. It is historically significant. It has easy access. There is existing New Jersey Transit service, so equipment moves are relatively cheap. It is a State-owned property. I think this is a key point; that additional funds would not have to be expended in purchasing property or negotiating with developers. The State owns it already. This would allow the funds to be channeled towards the purchase of equipment, or preserving equipment, or establishing a library or archives, with more funds available for other museum aspects.

It is a non-rust type of climate. There are no refineries around the area. There is no salt air.

SENATOR GAGLIANO: Acid rain.

MR. WALSH: Acid rain-- There is acid rain, as in all of the State of New Jersey. The deterioration of equipment will not be accelerated due to these particle matters. It is centrally located in northern New Jersey. As far as eastern and western boundaries, it is basically in the center of the State, so it would be easy access for most New Jersey residents.

Expanding a little bit on these points, historical significance-- For over 100 years, Port Morris was a major interchange for freight from various parts of the country. The Lackawanna Railroad came into Port Morris, the Lehigh & Hudson River; also, Morris County Traction and the Morris Canal. There is easy access to Port Morris for both visitors and equipment. Visitors can come in through Interstate 80, Route 206, Route 46, as well as taking New Jersey Transit service, say, from Hoboken or the Morris and Essex points. As far as equipment goes, equipment can either be trucked in or it can be moved in through New Jersey Transit lines or the Conrail line going down to Phillipsburg.

I would like to digress a little bit. I think most of you will recognize this as a steam locomotive. In particular, this is the National Park Service's Steamtown operation in Scranton. The reason why I am talking about this is because it is one of the largest collections of steam locomotives on the East Coast. It is currently operating excursions from Scranton, Pennsylvania to Pocomo Summit. As of last week, they announced an agreement to lease trackage from Conrail to extend their operations down to the Delaware Water Gap.

That would bring them down into this area here. The proposed Port Morris site is located here in Morris County. The distance between the two is about 28 miles. There is one thing that breaks up these two operations, and that is the right of way known as the Lackawanna Cutoff.

Here is another aerial view of Port Morris and the existing view of the transit line -- Netcong over here, Hoboken down towards the bottom. You can see the Lackawanna Cutoff taking right off to the Delaware Water Gap. There used to be a wide track coming in here. So, this gives you an idea of the relationship between the cutoff and Port Morris.

The Lackawanna Cutoff is a former 80-mile-per-hour double track main line, running from Port Morris to the Water

Gap. It was built around the turn of the century, and it is an outstanding example of railroad engineering. It represented many firsts for New Jersey, including the world's largest railroad fill and, at one time, the world's largest concrete railroad viaduct. It is currently in private hands.

As far as cutoff characteristics, as I mentioned before, it is 28 miles long. There were three stations on the cutoff and two large viaducts. There are 73 concrete bridges and culverts. The reason for this is that in many areas it sits above the surrounding terrain by 100 feet or so. There are absolutely no grade crossings. There is no highway interference.

This is a little bit dark. This was a typical shot of the cutoff taken a number of years ago. As far as recent history goes, it was abandoned in '78, and sold to a private developer in 1985. The line is intact, except for the track. An Urban Mass Transit Administration Section 8 Feasibility Study has been initiated by Sussex and Morris Counties, to determine whether or not it would be viable to restore service to this line.

The Port Morris site -- the cutoff -- can link the Steamtown operation to Port Morris -- joint excursions across the cutoff. It serves as the best scenic excursion line in New Jersey, because it sits above the surrounding terrain, and it connects to the Delaware Water Gap National Recreational Area.

This is a typical shot off of the cutoff. You can see rolling farmlands, rolling hills. You get beautiful scenic vistas from the cutoff.

This is obviously the Delaware Water Gap. Many of you recognize this. This was taken from the New Jersey side. It was taken a number of years ago, when Conrail was running freights up in through the Water Gap area. This is where the Steamtown operation would be coming down and linking up to the cutoff.

Locating the museum at Port Morris would assist the efforts to preserve the cutoff. The cutoff is historically significant in and of itself. The museum may be given the authority to issue bonds to finance preservation.

In conclusion, you can see that the Port Morris site stands on its own merits. The cutoff would provide the synergistic effects with that location, to give you an opportunity unequalled anywhere else in the State.

Looking at other possibilities, it would be possible to link the museum with Waterloo Village, either the Washington Secondary or via the Sussex Branch, or possibly a bus and van shuttle service. So, there are other attractions in the area of Port Morris.

With that, I think I will conclude. Thank you.

SENATOR GAGLIANO: Thank you very much.

MR. WERTZ: Do any members have any comments or questions?

SENATOR GAGLIANO: I just have one question. Do you have any idea how many people visit the Waterloo Village area each year now -- tourists?

MR. WERTZ: Well, as a resident of Sussex County, Senator, most of my neighbors on West Mountain Road partake of brunch and a tour once a month throughout the year. I would say that from Sussex County, you probably have 20% of the population of the county attending Waterloo Village festivities, both in the arts and the other programs they have.

SENATOR GAGLIANO: Any questions, any comments?

MR. WILLEVER: I have a question.

SENATOR GAGLIANO: John Willever?

MR. WILLEVER: I notice that Sussex and Morris have joined into this UMTA grant, but not Warren. Why haven't they?

D O N A L D B A R N I C K E L (no microphone): I believe Mr. Reilly could probably answer the question better, but I believe they are not part of the North Jersey (remainder of comment indiscernible; no microphone)

MR. REILLY: Yes, that is correct. Warren County is not part of the metropolitan planning organization. Phillipsburg is the exception in Warren County. That is part of the Allentown/Bethlehem Metropolitan Planning Organization. So, basically, the Federal funds did not include Warren County as a primary objective, but the study grant will include Warren County up to Stroudsburg, as a transportation corridor, which has been approved by the Feds. So, unfortunately, we couldn't ask our friends in Warren County for any money to help support us.

SENATOR GAGLIANO: Thank you very much. Do you have anything further? (no response) That was a fine presentation. Thank you.

MR. WERTZ: Thank you.

SENATOR GAGLIANO: Mr. John Harmon? Is Mr. Harmon here? (affirmative response)

J O H N J. H A R M O N: Where would you like me to make my presentation, over here?

SENATOR GAGLIANO: Right there, Mr. Harmon. It is better that people can see you, instead of the back of your head.

MR. HARMON: My name is John J. Harmon. I am a resident of Lawrenceville, New Jersey in Mercer County. I am appearing before you today as both a serious railroad enthusiast and a New Jersey taxpayer.

I would like to begin my remarks by thanking Senator Gagliano for having introduced the bill to create the Study Commission, with its objective of establishing a railroad and transportation museum. It is my opinion that such a museum is vital to our State for both its educational and historical aspects and its obvious potential for attracting tourists. A prime example of the latter is the thriving railroad museum in Strasburg, Pennsylvania. Others may be found at York and Carnforth, Great Britain, which have a world-wide reputation

for being well-run and having fairly complete collections, most of which is in operating condition. The Strasburg operation, established by the Pennsylvania Legislature over 20 years ago, and the Railroad Museum at Sacramento, California, established about 10 years ago, both enjoy national recognition, and attract thousands of tourists each year.

Probably the most important question facing this Commission is where the museum should be located. You have a responsibility to see that the site is historically significant, as well as in an area that already attracts visitors and a certain number of tourists. There must be good access to and from freeways, local roads, and existing public transportation. In addition, the location must be environmentally compatible with surrounding existing uses. It is important to avoid problems such as Steamtown in Scranton, Pennsylvania has faced, where the University of Scranton has raised serious objections to the smoke, cinders, and noise produced by steam locomotives in use adjacent to their campus.

In my opinion, we have an excellent site for an operating museum here in New Jersey which meets all of the criteria which I have set forth. It is in western Morris County, at the Port Morris rail yard. Specifically, it is 84 acres of rail yard formerly owned by the Delaware Lackawanna & Western Railroad, and currently owned by New Jersey Transit, which operates passenger trains adjacent to the site, on the way from Hoboken to Netcong, about one mile further west. It seems to me that consideration should be given to embracing the New Jersey Transit passenger station at Netcong as part of the museum site, as it is a historic two-level brick structure built in 1901, and is directly on Route 46. Port Morris itself can be reached by rail and two access ramps from Interstate 80, and from Route 46 and 206. Each of these well-traveled routes are less than one mile from the Port Morris rail yard. Also, remember that Port Morris is located in a lake region, being

directly adjacent to Lake Muscanetcong, as well as to New Jersey's largest lake, Lake Hopatcong. These two lakes presently attract thousands of visitors each year.

Another fact to consider -- and here is the taxpayer side of me giving testimony -- is that State ownership of the Port Morris rail yard means that there would be no need to go through the time-consuming and expensive process of condemnation of private property, with the attendant appraisal fees, acquisition costs, court costs, and no delay in securing zoning changes to accommodate the museum. As there are no large residential developments abutting the site, there is little likelihood of objection to locomotive smoke or noise from any other mode of surface transportation which might be operated.

It is possible that other proposed sites may have several, but probably not all, of the advantages of the Port Morris site. However, there is one additional factor which makes the Port Morris site unique. That is the fact that at the easterly end of the site is the junction of New Jersey Transit's rail line with the world-renowned Lackawanna Cutoff, which rises in places nearly 150-200 feet above the floor of the valley, with magnificent views and spectacular scenery. I think it is significant that the Senate bill which created this Study Commission incorporates within the enabling legislation reference to the Lackawanna Cutoff. Of all the great railroad artifacts listed in this legislation, I believe only the Lackawanna Cutoff still exists in New Jersey in its entirety, untarnished by the passage of time. I would like to read the pertinent segment of the enabling legislation, if I may:

"New Jersey's 'greatest railroad engineering feat' was the creation of the Lackawanna's Cutoff from Lake Hopatcong to Delaware Water Gap, a 28-mile cutoff started in August, 1908, and finished in 1911 at a cost of \$10 million, which required 6,000,000 pounds of dynamite, 6,625,000 cubic yards of fill,

4,500,000 cubic yards of earth borrowed from surrounding farms, and which included the Pequest Valley fill -- fully three miles long and unprecedented in massiveness for a single piece of work at a given point."

As you probably know, Conrail sold this entire 28-mile right of way to a private owner, who intended to gradually excavate it for his own purposes. However, opposition from historic and environmental groups has prevented him from desecrating this monument, and I wouldn't be a bit surprised if at this point he would agree to sell it to the State for a very reasonable price.

In summary, I propose to you that you are looking at an 84-acre primary site, already owned by the State, with the potential to acquire a 1901 brick passenger station and an absolutely irreplaceable 28-mile rail line which leads the traveler to the scenic Delaware Water Gap and the Tocks Island National Park. I find it difficult to believe that any other proposed site can have anywhere near the attributes of the Port Morris site, and I sincerely urge you to recommend to the Legislature that Port Morris be chosen as the site for our transportation museum.

Thank you. I have copies of my testimony here for the members of the Commission.

SENATOR GAGLIANO: Thank you. We would appreciate it if you would give those copies to our secretary. We appreciate your comments. Are there any questions or comments? (no response) I would like to ask one, and maybe members of the Commission might know. Has the State of New Jersey -- through the preservation groups, or through DEP, or whatever -- had any indication that they might like to acquire the cutoff property, regardless of whether or not there is a railroad museum at that location? Has there been any discussion about that? Frank, would you know?

New Jersey State Library

MR. REILLY: Basically, Morris County and Sussex County have let a consultant's contract. As a matter of fact, it will be let next week. Part of that contract is to determine alternate uses of the Lackawanna Cutoff. However, all ultimate uses to be explored and examined will have a specific and hard-line stipulation that that right of way is to be retained, if not for immediate, for future transit use, because of the rapid growth in northwestern New Jersey. It is just natural that this wide, totally great, separated right of way be preserved for some transportation use in the future.

As far as Green Acres funds are concerned, and funds for Rails to Trails, we have not encouraged that at this point until the study is completed, because if you go to convert it to a trail, it is extremely difficult, if not impossible, to have that converted back to a transit right of way. There have been citations of this happening throughout the country, including in Virginia, where the Washington & Old Dominion Rail Line was converted several years ago to a hiking trail. The people down there now want to convert it back into a transit right of way, but they cannot do it because a constituency of hikers and those types of people have just blocked every effort.

SENATOR GAGLIANO: Okay. Thank you very much. However, it might not be a bad idea to acquire it, regardless. But you say that your consultant is going to report on that.

MR. REILLY: Yes.

SENATOR GAGLIANO: Okay. The next speaker will be Pete Hasler.

Ladies and gentlemen, it is about 12:35. What I would like to do is go right through without breaking for lunch, because if we break, it will take your whole day away from you. If we stay on, we will try to finish up. We have a few more witnesses who would like to testify. If that is agreeable with the members of the Commission, I would rather not break for lunch.

UNIDENTIFIED MEMBER OF COMMISSION: Mr. Chairman, you could serve lunch right here at the table.

SENATOR GAGLIANO: If we had made arrangements for lunch in advance, I would have been glad to serve you lunch, but we didn't make arrangements. Therefore, you must remain hungry. Besides, we're saving money.

UNIDENTIFIED MEMBER OF COMMISSION: Boy, you're tough.

SENATOR GAGLIANO: Yes, Mr. Hasler?

P E T E R H A S L E R: My name is Pete Hasler. I come to you as not only a rail fan, but as a businessman in a community in the State of New Jersey.

I am here to plead to everybody from a little different aspect than from what has been presented; that is, the need for us to preserve our rail heritage for our future generations. We have all seen what happened to the steam engine over the years. There are very few -- definitely not enough examples of that fine product still in existence. Don't let happen to the diesels what happened to the steam engine. We must preserve this for future generations of rail fans and for history in itself.

I would like to propose something a little different, also. There seems to be a lot of talk about funding, and so forth, which, of course, is a major obstacle in anything like this. But I would like to propose that the State museum possibly offer up to various chapters and societies in the area rather inexpensive housing, where these groups can collectively house their archives; where these archives can be kept under one roof, protected from the elements, etc., etc. There is also an advantage to be gained from this; that is, these archives accumulatively under one roof, could be cross referenced between the various groups. I think there would also be a lot of input from the various groups, and you would get a lot of support from them just being on site overseeing the grounds, and so forth and so on.

I think we also have to look at private industry getting involved in this. I, for one, owning a trucking company, am willing to put my money where my mouth is, and offer up any type of transportation service we can provide as far as trucking for this effort. I think there are many other people who are in the same boat. I think we can get some of the rail industry -- manufacturers from the State -- behind some of this. I think there are all kinds of alternatives for outside support, in addition to it coming on the State level.

I think some of the local groups themselves have many, many ways of raising money -- different little projects and so forth. There are many, many areas of support this can have, rather than just having it on the State's shoulders.

In wrap-up, I would just like to point out the importance of trying to protect our archives. Now, I am not speaking of the locomotives and cars themselves. I am talking of paper memorabilia. This is tremendously important to preserve, and the only way we are going to do it is collectively, under one roof. I, for one, have been collecting for many, many, many years, and am leery of leaving my collection to a group which really has no foundation, no home, no place to preserve their archives. But, if there were a State area designated where these groups could function from, it would certainly make it a much more feasible situation.

I would like to thank you.

SENATOR GAGLIANO: Mr. Hasler, I would appreciate it if you would give us your home address, the name of your business, and your telephone number.

MR. HASLER: Bee Line is the name of the trucking company, but I will provide all of that for Frank.

SENATOR GAGLIANO: Okay, thank you. We appreciate your interest. Of course, one of the things we are looking at is not only the funding from the State level, through the Legislature, which we hope will be a big help-- We hope that

through Senator Rand and myself, we will be able to convince our colleagues of the need for this. But the other part of it is, the possibility -- the feasibility -- of establishing a nonprofit corporation, which would basically have as its trustees, or directors, all the types of persons you are talking about -- those from private industry, those from the archival interests, the library interests, and other museum interests, and collectors of equipment -- so we can get it all together and have a private, nonprofit corporation assisting in the day-to-day operations and funding of whatever we have a chance to build. Thank you.

MR. HASLER: I thank you.

SENATOR GAGLIANO: I would now like to call on Thomas Devon. Is Mr. Devon here? (no response) Okay, Michael Burshtin? Is Michael Burshtin here? (affirmative response) Is there anyone here from South Jersey?

MR. REILLY: He is.

SENATOR GAGLIANO: Michael, okay, very good.

By the way, I think I speak for the entire Commission in stating that we are very impressed with the materials that have been submitted to us today. I believe the transcript of this meeting will make extremely interesting reading to those who are at all interested in the establishment of a museum. I just want you to know that we appreciate the professionalism with which you have all approached your testimony.

M I C H A E L L. B U R S H T I N: My name is Michael Burshtin. I am from Richland, New Jersey. I am the President of the Pennsylvania Railroad Eastern Region Group, Inc., and I was asked to present our testimony to the Commission this morning.

The Pennsylvania Railroad Eastern Region Group, Inc. is a historical society of individuals whose chief interest pertains to the eastern operations of the Pennsylvania Railroad Company, an area that also covers all of New Jersey. My

organization fully supports the concept of a New Jersey Railroad and Transportation Museum, as the State of New Jersey was the site of major developments on the PRR.

The first railroad in the State, the Camden & Amboy, as well as its famous "John Bull" locomotive became an early component of the PRR. Major growth took place during the late 1800s which expanded the PRR's network to most areas of the State. The reaching of New York City in the first few years of the 20th century was the advent of a major refinement of the railroad's operation, especially on its New York-Newark-Trenton line. Route expansions to four, five, and even six tracks in places provided capacity for unprecedented traffic levels to and from northeastern New Jersey. It was this multiple track "broad way" of steel, not the street in New York City, which was the actual inspiration for the name of the PRR's premier train, the Broadway Limited. Cab signals, electrification -- culminating with the unsurpassed GG1 locomotive -- and grade separation allowed this line to remain fluid even under record traffic levels during World War II. In southern New Jersey, as well, weekend traffic levels up until the 1940s caused train after train to and from Atlantic City to depart as soon as loaded, just minutes apart.

Today, while railroading is not as dominant as it was in the past, lines of the former Pennsylvania Railroad play a key role in the economy of the Garden State. Amtrak's Northeast Corridor carries the largest share of all passenger traffic modes in the Boston-New York-Washington market, as well as being a major travel route for New Jersey Transit. The Atlantic City line is undergoing a rebirth which will result in it once again being a major travel corridor. Northeastern New Jersey is one of the key markets for Conrail, with the greatest concentration of railroad piggyback and container terminals to be found anywhere in the United States.

Having been personally involved with a number of rail historical associations and museums, there are several specific areas I would like to point out which could have major impacts on the success of such a museum undertaking. The selection of a site must recognize that the general public is the market to be served; an out-of-the-way location, with hopes that the public will travel long distances solely to seek it out, is not, I feel, a reliable assumption. Access by public transportation will also be a major issue as the years go by and energy costs climb. The ability to operate excursion trains, either as short distance trips within a large museum site, or on adjacent trackage of a cooperative railroad with a long-term commitment to do so, is of great importance. It is not possible to truly display and interpret transportation vehicles to the public using strictly a static display. An honest, objective selection criteria must be used for the decision for a site, along with the dedication to do so and forego political considerations, which may benefit some in the short term, but cause long-term problems for the successful operation of such a museum.

Another critical issue is to recognize that the decision to create a museum cannot be taken lightly, for some substantial initial costs will be involved. It is imperative that all vehicles, regardless of the site environment, be placed under a roof as soon as possible to at least protect them from moisture, but freezing temperatures also cause much damage. Too many museums have discovered the false economy of starting off with insufficient building space to house their entire collection. Not only does it cost more in the long term to repair the additional deterioration to exposed equipment -- as well as for the construction of add-on buildings later -- than having it all done at the start, but the sight of decaying cars makes a very poor public impression which is quite difficult to change. I do not believe that anyone wishes that

such a museum be considered an embarrassment to the State of New Jersey. Likewise, sufficient space should be provided for future additions to the collection. A restoration building about 100 feet long by 20 feet wide should be provided at the start, to allow restoration work to be performed year-round, regardless of weather conditions, including locker rooms, showers, proper utilities, etc.

A means should be provided to allow privately owned vehicles to be placed on display as part of the collection. There are many good examples of restored, historic cars which their owners do not wish to give up ownership of, but would be willing to place on public display for various time periods. Several groups within the State presently have their own collections which they may also wish to display, yet still keep control over for use in occasional club excursions, etc. A method of allowing privately owned equipment to be displayed would be useful to both the museum and the owners. More could be accomplished jointly than separately in this regard.

There are many individuals who would be willing to assist a museum in the numerous functions necessary for its effective operation: restoration, tours, administrative, special events, etc. It is strongly suggested that a Friends of the Museum association be formed, such as that assisting the Railroad Museum of Pennsylvania, to take advantage of volunteer help in a controlled and directed manner. This can also help to reduce operating costs.

As well as rail transportation, New Jersey has a rich past in other forms of public transportation. Canals formed a major means of transport. Public Service Coordinated Transport, for decades, operated the world's largest bus operation, having more bus equipment than many entire countries, and was the pioneer in such items as the use of diesel engines, hydraulic transmissions, etc. The Motor Bus Society, the country's major bus historical society, is also

based in New Jersey. New Jersey Transit has several historic buses which should be included along with its many historical rail vehicles in the museum collection. As well, several private bus and rail operators have historic restored vehicles which could also be displayed. All of these modes of public transportation need to be part of the museum to present a balanced presentation.

New Jersey is a unique State. With major cities just outside its borders, and having a rather compact size for a state, transportation is most likely more important to its residents and visitors than in most other states in the United States. In addition, over the last 20 years, the New Jersey Department of Transportation, and now NJ Transit, have ended up with a collection of unique, historic vehicles which, in many cases, cannot be duplicated. It would be logical and appropriate to take advantage of these conditions and establish a State-supported railroad and transportation museum within New Jersey.

SENATOR GAGLIANO: Thank you very much, Mr. Burshtin. Are there any questions or comments? (no response) I am not sure I heard you when you started. What is your place of residence again?

MR. BURSHTIN: Richland, New Jersey, in western Atlantic County.

SENATOR GAGLIANO: Thank you. Any questions?

SENATOR RAND: No, but I must tell him--

SENATOR GAGLIANO: Yes?

SENATOR RAND: The gentleman referred to the Atlantic City line -- the new line being built between Philadelphia and Atlantic City. I was just remarking, I got a letter from the bicycle people in Pennsylvania, who want us to give them a right of way on the rail line from Philadelphia to Atlantic City.

SENATOR GAGLIANO: With 90-mile-an-hour trains.

MR. BURSHTIN: It is a popular topic of conversation in several different ways.

SENATOR GAGLIANO: I guess there are no other questions. Thank you very much for your thoughtful comments.

I would now like to call Mr. Michael DelVecchio.

M I C H A E L D e l V E C C H I O: Thank you, Mr. Chairman. My name is Michael DelVecchio. I am here representing myself. Presently, I am the Associate Editor of "Rail Fan and Railroad Magazine," which is the second largest magazine for rail fans and rail enthusiasts in the country.

SENATOR GAGLIANO: Your residence, please, Mr. DelVecchio?

MR. DELVECCHIO: I live in Dover, New Jersey.

SENATOR GAGLIANO: Dover, thank you.

MR. DELVECCHIO: I am also presently serving my second term as Director of the Tri-State Railway Historical Society, and I belong to three other railway groups in New Jersey. I am also an active member of the Connecticut Valley Railroad Museum, which also actively preserves equipment. I am pretty familiar with railroad operations and tourist and museum operations. I am familiar with the sites the Commission seems to be considering, and I am pretty much in favor of Port Morris. Other sites have merits, but there are a few things that should be considered in terms of a site.

Port Morris was the center of transportation for a lot of the different modes. It was the highest point on the Morris Canal, and one of the highest points ever reached by railroads in the State of New Jersey. Lake Hopatcong was very busy by the Morris Canal. They had an extensive array of canals and locks in that area. In fact, within two miles of Port Morris, there is an incline plain presently under restoration and near completion by the Roxbury Rotary Club. It is very easy access from Port Morris.

I am trying not to step on anybody else's toes who has been up here already. All the good points have been pretty much covered, but one thing should be considered, certainly, in a museum. It should not have to rely, or, for that matter, it cannot operate over a working railroad right of way. There is just too much involved. One of the strong merits Port Morris has, is that it has a 26-mile cutoff, or 28-mile cutoff, to operate on. The line has no grade crossings, and the large area can support trolleys, buses, railroads, and it presently has two tracks for storage in service. The museum could just acquire it. It is already State-owned, and ready to start moving in equipment.

The potential for excursions up at Port Morris is tremendous. It has access over New Jersey Transit. With advance notice, it can get to Bay Head. Through New Jersey Transit, it can get to Trenton; it can get to Hoboken. You know, excursions are tremendous.

Steam sells: The success of many of the museums in the country is due to their steam operations. Strasburg is a prime example. The fact that the cutoff is elevated above its surrounding communities gives it a tremendous view and, also, there would probably be no complaints from steam, soot, and cinders, which is part of what makes that end of railroading romantic -- or just, you know, a favorite of many.

One other major consideration is that equipment and trains constantly need to be turned. When you go from one end of the line to the other, you have to come back and turn the orientation of the train. Port Morris is the only site with a "Y" within its complex. You know, the others are just pretty much straight pieces of track, and in the other facilities you have to cross over the main line right of way already. Some of the other operations will accommodate trolleys. The idea of incorporating Netcong into the plan is a great one. Sussex Branch Junction was the piece of track that connected that --

was between Port Morris and Netcong, which is roughly two miles away. A trolley right of way could be constructed. The tracks presently run right into Netcong, and a short piece could be constructed through an old rail yard into the other side of the station. When that station was built, it served passengers on both sides of the depot, which was a good thing.

Another thing the Commission should keep in mind is that the entire museum does not need to be built right away. Certain facilities need to be started promptly. A place to store equipment -- a place to store equipment and display-- Railroad equipment is not very temperature critical. Temperature is critical when you are actually restoring a painting. The actual storage of the equipment and display need not-- The large building need not be heated, just the tourist welcoming center -- where they are greeted and where the shops are -- as long as it is enclosed from the elements. If it is wintertime, people know it is cold and they will wear jackets, and they can tour the equipment in that regard.

Its location has a lot going for it, also. It is 10 miles from north/south Interstate Route 287. It is right on east/west Route 80, and 206 and 46 resently adjoin the site.

SENATOR GAGLIANO: Mr. DelVecchio, are there any buildings on the Port Morris site that could be commandeered at this point for storage purposes?

MR. DELVECCHIO: Not for storage purposes. There is a very small building New Jersey Transit is using right now as a bridge department -- building and bridge department facility. The roundhouse was right adjacent to that, and the foundation is still there. The turntable is still there, also. Again, the turntable and roundhouse need not be constructed right away. The "Y" is at the other end for turning.

MR. WILLEVER: The tower at Netcong Station is there. The tower at East Port Morris is still there.

MR. DELVECCHIO: Yeah, the tower at East Port Morris is still standing, also, which is a very historic tower, and very reminiscent of the towers used in Easton, at least in railroading.

SENATOR GAGLIANO: Does anyone have any questions or comments with regard to Mr. DelVecchio's comments? (no response) Do you have anything further, Mr. DelVecchio?

MR. DELVECCHIO: No.

SENATOR GAGLIANO: Okay, thank you very much. So that no one feels he has been slighted, if anyone has any other suggested sites that have not been discussed today, so that they are definitely a part of the record, would you please raise your hand, and we will ask you to come up? Yes, sir? Your name?

LOUIS MOUNTNEY: My name is Louis Mountney. I am President of the West Jersey Chapter of the National Railway Historical Society. I am a retired railroad employee of 33 years with Conrail and the Reading Company.

The West Jersey Chapter--

SENATOR GAGLIANO: Your residence, please?

MR. MOUNTNEY: Haddonfield, New Jersey.

SENATOR GAGLIANO: Thank you.

MR. MOUNTNEY: The West Jersey Chapter, National Railway Historical Society, Inc. is one of the State's older groups of rail historians, collectors, and enthusiasts, having been formed in 1944 with monthly meetings currently held in Haddonfield. It has a substantial membership of over 225, and encompasses primarily the area of southern New Jersey. It has operated numerous rail fan trips, staged railroading shows at suburban malls, published historical books, and participated in community celebrations by emphasizing the importance of railroading to their development.

It is particularly interesting at this time about the forthcoming reopening of the rail line between Philadelphia and

Atlantic City, feeling that this will arouse much interest in the role of railroads to today's travel and shipping needs.

The West Jersey Chapter is well aware that most historical steam locomotives which once operated here, though saved, are preserved out-of-state, and recovery of same is virtually nil. It is enthused, however, that two of the historical Budd diesel cars -- known as RDC cars -- once operated by Pennsylvania-Reading Seashore Lines, are designated for preservation. Because of this fact, it is felt that volunteers will be readily available to work on preserving this equipment.

The survey you will receive has been completed according to West Jersey Chapter's official position. It is the consensus that the museum site should be centrally located within the State, and as a result, officers favor the unused former Pennsylvania Railroad Yard at Coalport, Trenton, to be most readily available to people from both the northern and southern sections of New Jersey. Two of my members-- My Vice President will bring up a map that will show you about where it is.

SENATOR GAGLIANO: If you will, why don't you stand behind Mr. Mountney. We might all be able to see it.

MR. MOUNTNEY: I will point to the position of Coalport on the map so everyone can see it. (demonstrates)

Realizing the status of its neighborhood may not be prime at this time, it is felt that urban conditions will improve once serious development takes place. Proximity of the old Delaware & Raritan Canal lends to a possibility that water transportation could be included within the museum's scope. Most sites under consideration have virtually no usable buildings available; therefore, Coalport would have to be equally considered for a capital outlay toward structures to house and repair units.

While the yard does not connect directly with NJ Transit -- it does connect with Conrail -- the city itself is served by NJ Transit and Amtrak, as well as SEPTA, with local buses to operate to the museum site. It is also adjacent to U.S. Highway 1. An operating site for museum trains could be via Conrail's Bordentown Branch connection -- part of the old Camden & Amboy -- which would by-pass Amtrak's main line. Or, an alternate routing could utilize a short piece of Amtrak's main line to Morrisville, where there could be operation on the Trenton Cutoff.

Having expressed its opinion, West Jersey Chapter suggests that Coalport Yard, Trenton, be given utmost consideration, and that the museum indeed be established while there is yet time to salvage and restore the valuable equipment which is now available.

We picked Trenton -- the Coalport Yard -- because it is in the center of the State. It is practically an equal distance between High Point and Cape May. The southern part of the State is also part of New Jersey, which we sometimes find hard to believe.

SENATOR GAGLIANO: Did Senator Rand write your speech? (laughter)

MR. MOUNTNEY: The main premise of this is that people should be available to come to this museum. To think that they would go to such an out-of-the-way place for Sunday drives, or whatever, is hard to really believe. The area we have here, as you can see, is about a mile long. The trackage that was in there -- and I don't believe it is in there now -- was about 12 tracks wide, I believe, which gave it a pretty good sizable piece of ground.

The amount of capital outlay, of course, is going to be contingent upon what is decided to be put on there. Naturally, you wouldn't have to have as many tracks as were in there before. The amount of people, the availability of

traffic into that area, the availability of two tourist lines within 20 miles of that spot will also bring people into the area. It is only 30 miles from Philadelphia; about 60 miles from New York. All of these are high density populated areas. As a result, this would be easily gotten to from these points because of the highway system.

It is hoped that you will give consideration to this point, not only to help in the redevelopment of the Trenton area, but also to bring it into line with our belief that South Jersey should not have to go to the end of the State to find a railroad museum.

I want to thank the Commission for listening to our point of view.

SENATOR GAGLIANO: Thank you very much.

MR. MOUNTNEY: Do you have any questions?

SENATOR GAGLIANO: Any questions?

SENATOR RAND: I have a question.

SENATOR GAGLIANO: Senator Rand has a question, which obviously is going to be one you will want to answer.

SENATOR RAND: I was going to tell you, Mr. Chairman, that I did not write Mr. Brinckmann's speech.

MR. MOUNTNEY: No, I'm Mr. Mountney. Mr. Brinckmann did write this, though.

SENATOR RAND: And he's not even a constituent of mine, although a South Jersey resident.

SENATOR GAGLIANO: He may move.

SENATOR RAND: I am very pleased to hear that he did not address the Atlantic City rail line as the "Gamblers' Express," for which I say thanks to you, because it is the inception of the first rail line in South Jersey. We have no rail whatsoever -- passenger rail -- and we hope this is the beginning of a restoration of--

MR. MOUNTNEY: No, we have quite a bit of trouble with the Mayors of Haddonfield, Pennsauken--

SENATOR RAND: I was going to say that you are one of the few people from Haddonfield who is not complaining about it, and that is also in your favor.

MR. MOUNTNEY: Well, I have done my best; he knows my position.

SENATOR GAGLIANO: Thank you very much, sir.

SENATOR RAND: I thank you for coming up here. I told the Chairman that the South would rise again.

MR. MOUNTNEY: I hope it does, before we secede.

SENATOR GAGLIANO: Thank you very much. Mr. Bill Petrecca?

W I L L I A M H. P E T R E C C A, J R.: Thank you, Senator. Time is running on, so I think the best thing to do, given the constraints here, is to present my prepared testimony for the transcript later.

My name is Petrecca. My home is in Phillipsburg. I am a legal resident of Philadelphia, however, and come to you as a Trustee of the Lehigh and Hudson River Railway Preservation Trust. We were successful in getting it included in Conrail, then we were double-crossed when the final system plan was never implemented. I am Trustee now of what remains of the Lehigh and Hudson River Railway, which is the rolling stock, six cabooses, and a snow flanger. They reside in Phillipsburg.

I have been, over the years, involved in the nitty-gritty of preservation. A lot of my comment here addresses itself to some of the things that John Lyle and Michael Burshtin addressed themselves to. I believe you are going to have to move in steps. I believe, very firmly, you are going to have to move very quickly to get appropriations for, you said, "commandeering buildings." I believe you should approach the museum concept in steps. You need indoor storage. You need to identify and grab a hold of and lease buildings that have heavy lift equipment. My concept here is

for a very small museum building to house the antiques -- very small -- because your museum will never house all of your equipment. As other people have brought up here, you are not going to be as fortunate in the funding end as the State of Pennsylvania. So, I think your appropriation cycle should move interimly to garnering buildings, and you are going to have to get a team of Environmental Protection people to examine these buildings, and work out arrangements with the industrial companies which own these buildings. These are satellite support activities. I call them in my testimony satellite support activities.

In my concept for a museum, which I develop here at the end of my written statement, I am saying you should look at the concept of a freedom train, where you are taking the museum to the people. My concept, as I said, is to have a very small museum building for the antiques, and then in the satellite support activities where these buildings reside, the bulk of your material is going to be post-World War II diesel stuff. There you will make up trains and take them to the people. You take them to Trenton; you take them to the heavily populated centers.

That is the thrust of my activity now. I'm saying that you should move quickly away from a Study Commission into an operational, not-for-profit organization, and move towards getting yourselves some buildings. Then move towards selecting a site for the antiques museum, as I call it.

As I said, I have this presentation here, and I think the best thing to do -- the nitty-gritty of it -- is to present it to the secretary. I would appreciate that.

SENATOR GAGLIANO: Thank you very much. Any questions of Mr. Petrecca? (no response) Thank you very much, Mr. Petrecca. I think you make a good suggestion. I would appreciate it, Steve (member of Commission), if you would talk to Jerry (Mr. Premo) about whether or not there are any

buildings we might be able to discuss with NJ Transit, that have not already been considered for storage purposes of any materials. I would also appreciate it, Mr. Taylor (member of Commission), if you would check with DEP, to let us know if there are any buildings that might be available for storage purposes. Thank you.

Mr. Hall, did you have a question?

MR. HALL (speaking from audience): Yes, Senator, if I may.

SENATOR GAGLIANO: Go ahead.

MR. HALL: A quick comment with regard to buildings. In South Amboy, there is a concrete structure of a size capable of containing the entire New Jersey State railroad collection. It could be accessible for that purpose with some minor track work and some new roll-up boards at one end and some cinder blocks at the other. This structure was used as a coal house for coal trains. It has three tracks, and it is several hundred feet long. It was used for entire coal trains prior to their being emptied in the wintertime. It is a huge structure, and if you live in South Amboy, I direct your attention to it. I think you will agree that the entire collection, with very little effort, could be placed inside.

SENATOR GAGLIANO: Thank you, Mr. Hall. Do you know who the owner is at this point?

MR. HALL: I'm sorry?

SENATOR GAGLIANO: Who is the owner at this point?

MR. HALL: I believe it is on New Jersey Transit property.

SENATOR GAGLIANO: Okay, very good. We will look at that. Thank you.

I will now call Mr. Tony Santella. Is there a name like that?

T O N Y S A N T E L L A: There is a name like that.

SENATOR GAGLIANO: Is there a person who fits that name?

MR. SANTELLA: There certainly is. I wish I had a good joke to tell, but I'm so damned tired. I don't know how you guys do it.

SENATOR GAGLIANO: I knew you were tired. That's why I called you before you fell asleep.

MR. SANTELLA: I appreciate it; I appreciate it.

I can keep it real simple for you. I think you should build in Port Morris. If you just build it, I won't have anything more to say. I did have a couple of remarks prepared. I will try to go through them slowly, not to make it long and drawn out, but rather to pick and choose those which I want to repeat, and not to be redundant. Some much has been said about Port Morris and the various places being considered.

To begin, I will go back just a little bit. I think before the trains were in Port Morris-- I will begin just very briefly mentioning the Morris Canal. During its era, it was the only existing method of bulk cargo transportation from the North Jersey area. It was used for coal. Ore was primarily mined there, and it was taken from there down to Jersey City and, in the other direction, out toward Pennsy. It brought back anthracite during the hard coal era.

It has been pointed out already that Port Morris was the highest point on the Morris Canal. Hopatcong is listed in the books -- Lake Hopatcong -- as being 1000 feet above sea level. Someone more succinctly mentioned 914 feet. That is about as exact as you can get. The canal is just a few inches below that. A little bit of history maybe some people are not aware of concerning Lake Hopatcong being mentioned as the largest lake in New Jersey. In fact, it wasn't always that way. It was a couple of different lakes. When the concept of creating the Morris Canal came to be, a primary consideration, obviously, for a canal is water and a water source. Nothing flows into Lake Hopatcong. You can get around the lake in about a half-hour drive. Its water source is springs which are fed near the water and under the water -- under the lake itself.

When the dam was built at the State park on the southwest corner of the lake, that naturally flooded-- It is a 19-foot dam there. That flooded the lake. It flooded a couple of lakes, forming one lake, which we know today as Lake Hopatcong. Other things of interests: At the southwest corner is where the Morris Canal actually began -- not began -- but as far as we in that part of the State are concerned, where the transportation or the overall function of the Morris Canal-- Its water source was Lake Hopatcong at that point.

It exists today -- the canal-- There must be a couple miles of it still existing in that area. That area is, in fact, a border of Port Morris. Depending on which map you are looking at, it may, at times, actually be called Port Morris -- that southwest corner of Lake Hopatcong. Being the source also of the Musconetcong River, which we know still today runs to the Delaware.

I have personal relationship to the Morris Canal. My grandmother was born on the Morris Canal. I am from Port Morris originally. A lot of people won't find that of particular interest, but I do have particular reasons for thinking and believing that any one of us who grows up -- I'm sure the folks in P'burg and we in Port Morris and those from the different areas of which they speak -- take particular pride in our areas. I also do in Port Morris, of course. As I say, I grew up in Port Morris. My grandfather was on the Delaware Lackawanna. We know of the roundhouse. I used to take his lunches up there, and so on. I understand the roundhouse today is nonexistent, but speaking of storage and so on, it would be a logical thing to begin with the construction -- or the reconstruction -- of the roundhouse, perhaps even a bit larger roundhouse, the roundhouse being, by its very nature, a place of storage for railroads as they exist. The turntable, of course-- The area where it was is still there, of course, which would direct the trains into the roundhouse,

and from there they would be directed on out throughout the northeastern United States.

Already a central hub of rerouting cargo by virtue of the Morris Canal -- ore and other minerals -- the railroad logically developed a rerouting system, and it developed at Port Morris. As the railroad proved itself more and more valuable to the development of New Jersey-- I mention the manifest destiny of the United States which was, going back 100 years or so, part of transportation, and the railroad was very much a part of that. Port Morris played a primary role in that. Its roundhouse, as I just mentioned, did redirect traffic, that being cargo and so on, throughout the United States.

I won't dwell much on Lake Hopatcong. Suffice to say it was a source of the Morris Canal. By using Port Morris as a part of the museum from-- The cutoff has been mentioned enough times. I won't dwell on that. We know its length, and by this time we know its height and breadth and its construction. We know it's there. If you look to one side, you will see Port Morris and the railroad yards. If you look to the other, you will see the Morris Canal. It still exists there. What today is called Canal Street in Port Morris was, in fact-- As a kid, I fished from Canal Street, but not for any real fish. The most I ever saw were polywogs, but they were in the Morris Canal which existed at that time. Every town with a railroad has a Railroad Avenue. Ours was never called Railroad Avenue. In fact, it was always known historically as the Towpath -- simply the Towpath. It was where the mules towed the barges on the waterway itself. As a point of interest, there is a section on the Towpath that I know is still there today -- I hunted and roamed those woods as a kid -- where there are stones the size of this table in front of me, with the rope marks still in them, which might be something of interest as a historical item to be housed in a museum of some sort. But that is just on the Morris Canal itself, and the railroad, the hub being mentioned -- its being a hub.

Landing, which is one of the borders of Port Morris, was a landing on the Morris Canal, from whence it derived its name. Similarly, Port Morris got its name from being a port on the Morris Canal -- the primary port on the Morris Canal -- a port being a town which has a place for water vessels to take on or discharge cargo or, in this case, a waterway. The vessels involved were the barges.

We understand that money is always a consideration in just about anything we do in this life of ours. We understand that New Jersey Transit does already own the railroad right of way which runs through Port Morris, ending in Netcong, which is a mile or so away.

I will mention, but will not dwell on again, that the cutoff and its 28-mile excursion-- What a nice ride that would be, and so on. I will not dwell on that. The steam locomotive, in particular-- The three types of locomotion, in my mind, are steam, diesel, and electricity. I find the steam locomotive being the most romantic of the three. The steam locomotive, honestly, does have a place in our history. The old puffer bellies that ran in Port Morris would certainly bring a great bit of living history to the many generations of our State's children, and future generations. They could actually climb aboard when the whistle blew and take a real live train ride on a real live train puffing smoke and steam. That would be a big kick for any kid, including me.

We have said enough times that New Jersey Transit does own this nearly 100 acres -- I understand more exactly around 84 acres or so -- which included the area of the roundhouse and the turntable. So the land, of course, doesn't have to be bought. Today, we have heard repeatedly about location, location, location. Land costs being what they are, the smallest house in Port Morris, I guess, is probably \$150,000, so 84 acres has to be worth a couple or three dollars in value, if you are going to build a museum. That is something we don't

have to spend. The train station in Netcong has been mentioned already. It was built in 1901. It sits, in fact, on what is Route 206. The train station is only a matter of yards from Route 206, 206 being a main north/south highway, running north toward Port Jervis and south toward Somerville, Princeton, Trenton, and Philadelphia.

Tourism already exists in the Route 206 area, the west side of which we consider the west side of Port Morris. Route 206 includes such things as Wild West City, which we all know about. Queen Elizabeth visited our Summer Festival out in Waterloo Village a couple of years ago. The Morris Canal Museum is out in Waterloo. That area has been mentioned, and its proximity is about half a dozen miles from Port Morris.

The area is known as the crossroads of our State, quite obviously, by the Federal government's designation of the area around Netcong. It is to be developed as an international trade center, which will, of course, bring further popularization of the area's name. Samsung, the Korean TV and microwave appliance manufacturer-- I spoke to a representative of that company. It is on some 20 acres in what I always knew as Mooney Mountain when I was a kid -- in Netcong. The other side of that mountain, by the way, is Port Morris. Why did they choose that particular area? It was because of the crossroad nature of the area. Route 206-- Well, we are all from Jersey, so we all know what the map of New Jersey looks like, with the exception of one gentleman, who moved here in 1951 apparently, who lives in the Mountainside area. But, Route 206 is a major thoroughfare in the area. Routes 10 and 46 brought people in from the eastern part of the State.

Forgive me if I tend to ramble at times; I am honestly trying not to.

SENATOR GAGLIANO: I can't let you ramble, because we have been here for a long time.

MR. SANTELLA: I know that; I realize that. I am trying to pick and choose.

SENATOR GAGLIANO: Could you finish up? We have one or two other people, and we would like to give them an opportunity.

MR. SANTELLA: Fine. All I am really just trying to capsulize is the idea concerning the area of draw. I think this is very important. The gentleman from the Pennsylvania museum mentioned, "Don't expect the museum to do anything by itself. Nobody is going to drive out of his way to go to a museum." However, on a Sunday afternoon, if one happens to be in an area where there happens to be a museum, he will take his kids there. Lake Hopatcong has been, and still is, one of the biggest draws. I know it to be one of the biggest drawing areas for tourists or tourism in New Jersey. It was when I was a kid. Audrey Meadows, the first time I saw her -- the gal on the "Honeymooners" -- was playing at the Lakeside Theater, Lake Hopatcong. My father caddied for Jack Benny at the Lake Hopatcong Country Club, which is still there today. Bertrand Island brings them in by the bus loads, Bertrand Island being on the eastern side of Lake Hopatcong, two miles from Port Morris. There is fishing, summer sports, water skiing, swimming, and so on, at Lake Hopatcong and, of course, Port Morris is on Lake Musconetcong. I can't tell you the tens of thousands of people who asked for Hopatcong, pronouncing it 97,000 different ways. The draw is tremendous. The people are already there.

If we want the museum to be not just for our own -- we in this room -- personal satisfaction, and for having a place to put our trains, if you would like them to be seen by people, so they can understand, to some degree, what it used to be like around the turn of the century, in the early '20s and '30s, then I would suggest that Port Morris is the logical place where people already do traverse and would, in fact, use that museum.

SENATOR GAGLIANO: Very good. Thank you.

Now, I have one or two other persons listed. I have a Mr. Bob Bahrs listed as a witness. Mr. Bahrs, if your testimony would be similar to any of the others, I would appreciate it if you would let us know that, and then we can go to another. Mr. Bahrs?

B O B B A H R S: I will try to make it brief.

SENATOR GAGLIANO: Okay.

MR. BAHRS: My name is Bob Bahrs. I am a professional railroader. I work for Conrail. I am a freight conductor. As a matter of fact, I spent 12 hours on a local freight last night, and that is why I am a little late today, although I guess I'm not late. If being here is in violation of the hours of service, I am in deep trouble tonight.

I am very happy that New Jersey is going to get a transportation museum. We could talk here for hours on the amount of equipment that has passed us by. Within the past two weeks, I had indirect contact with people at the Illinois Railroad Museum who, as you probably know, within the last two years, acquired probably the rarest engine in New Jersey. It was the second diesel built. It was the Lackawanna's 3001, known as a "box cab." It was donated to them by the Ingersoll-Rand Corporation. What was interesting to find out was that-- In talking to the people out there, it was stated: "A lot of people in New Jersey are PO'd that you got that. It should never have left New Jersey." They said, "Yeah, we know that." They said that Ingersoll-Rand wanted it to go out there, because if they gave it to someone here in New Jersey -- one of the local historical societies -- it probably wouldn't move, and would remain on their property, and they wanted to get rid of it. That is why it wound up going to Illinois, because there was no place here in New Jersey to put it.

SENATOR GAGLIANO: That's why we're here.

MR. BAHRS: Right, okay.

SENATOR GAGLIANO: Okay, next?

MR. BAHRS: The gentleman with the five cabooses is in the same situation. They are rotting away up in Phillipsburg.

When I first heard you were looking for locations, one came to mind, and one only. In my mind, there is no other alternative. That is Liberty State Park. It is owned by the State. The station is there. The station has been preserved. The walkways are there. All you need to do is lay about a mile and a half worth of track into it. You have your overhead canopies. My thinking was, you are going to have to build a repair facility no matter where you go, so you could take the adjacent property, which is very numerous down there, and you put up some type of a repair facility. But your display area is already there for you.

I understand you are trying to make this an operating museum where you can go on an excursion. I have nothing against that. That is probably the one negative point Liberty State Park has going against it right now. When I was told Port Morris, even though Port Morris is very close to where I live -- I live in Dover, New Jersey -- my first reaction was, it is a field. Phillipsburg-- It's a field. That's all it is. It's a field where flowers are growing now -- wild flowers. But, in reality, some of my colleagues, gentlemen on your Commission, and some of my other close colleagues who I talk to frequently, have convinced me that Port Morris is probably the way to go, with all of the positives that have been stated here.

A few notes I jotted down while listening to the comments here today: The Bel-Del is not abandoned. It is used by Conrail and, as the one gentleman pointed out, they do not give anything away cheaply. I kind of frown on dealing with another developer to get the property at Phillipsburg. That kind of scares me. Green Acres was mentioned as acquiring the canal property at Phillipsburg. Why couldn't the Green Acres money be acquired to acquire the canal in Port Morris?

The other aspect that Mr. Peter Hasler stated was that he would like to make the museum available for the other clubs and historical societies in the State to share their equipment, because that is a big problem right now. I belong to several historical societies. I also own a piece of equipment. I know of a lot of other private individuals who have the money and the time and the effort. They want to go out and acquire a piece of rail equipment, but there is nowhere to put it. So, I would hope that when the museum is formed, you would make that available to the private individuals of the State.

The only other thing I wanted to mention was, if the cutoff were to be purchased-- I really don't think there should be two separate situations where, yes, we are looking to move the museum to Port Morris, and, yes, we are looking to acquire the cutoff, and six months from now, one is going very good and the other is not going so good -- we haven't progressed too well on that one-- I think it really all has to be incorporated into one package.

Just a thought while I was sitting here: If you were to acquire the cutoff, and New Jersey Transit years down the line was doing studies because of the commuter situation, and they finally decided that, yes, there are tracks back on the cutoff because the museum is slowly putting tracks back on the cutoff-- And, "We would like to run a few trains in the morning and in the evenings," such as they do to Netcong -- what would prevent them from leasing the track to you on a trackage right basis, where that would be a form of revenue? If you owned the cutoff and you spent the money to put the track back on it, New Jersey Transit might now want to run some trains on it, and maybe they would pay you to do it.

SENATOR GAGLIANO: See, we're lucky. You have that Conrail experience. You thought of that right away -- how to lease that rail so you could get some income. Very nice.

MR. BAHRs: One other thing: As we sit here and talk, John Willever probably knows of every steam engine from Argentina to the Yukon that hasn't been scrapped yet, and is working on a way to get it into New Jersey.

SENATOR GAGLIANO: He is.

MR. BAHRs: Probably I am the other extreme, where I fill the void that John leaves, in that I am a diesel enthusiast. As we sit and talk here, the two corporations that own 99% of the diesels that ran in New Jersey -- New Jersey Transit and Conrail -- are in the process of scrapping them. Right now, there are very, very few remaining authentic diesels that ran in New Jersey from the predecessor, Conrail roads. Believe me, as a Conrail employee, I know they are actively scrapping diesels. I would urge that you make some efforts and inquiries. I would be very willing to work with the Commission on seeing what is left, and trying to get some letters sent out and some telephone calls made, to at least stop -- or put a hold -- on a few significant pieces of equipment.

SENATOR GAGLIANO: I would appreciate that. I would appreciate it if you would talk to our secretary, who will, in turn, talk to us, and we will direct whatever correspondence we can to attempt to prevent any further scrapping of those diesels.

MR. BAHRs: One other comment I might make, in layman's terms, because I don't have hard facts, is that I understand the cutoff has an asking price on it of far, far less than what Conrail actually tried to sell it for, and actually did sell it for. I'm sorry I can't state hard facts, but you people have probably looked into that. I think it would be great if we could get something for \$3 million or \$4 million less than what they sold it for.

SENATOR GAGLIANO: Well, we don't know that, but I'm sure it is being looked at.

MR. BAHRs: Okay.

SENATOR GAGLIANO: Are there any questions of this witness?

MR. REILLY: I just have one.

SENATOR GAGLIANO: One question.

MR. REILLY: I think if you could supply John Willever with a roster of locomotives that Conrail has which you feel should be saved, as soon as possible, that would be a big help to us. I agree wholeheartedly that the museum has to include diesel locomotives, as well as electric.

MR. BAHRs: And freight cars.

MR. REILLY: And freight cars, exactly.

MR. BAHRs: Thank you.

SENATOR GAGLIANO: Thank you. I believe that about wraps up our list. Did I miss anyone? Yes, sir?

E L L I O T T D. M O X L E Y: My name is Elliott Moxley. I signed the sheet this morning.

SENATOR GAGLIANO: Yes, Mr. Moxley. I'm sorry, I missed you.

MR. MOXLEY: Inasmuch as we are all getting hungry, I will try to make my remarks very brief. Mr. Premo's excellent statement said it all. We have to do something now. I, personally, have been in and out of the short line railroad industry for the last 20 years. I currently own a 1945 vintage diesel locomotive. I am into diesel preservation because, let's face it, there are few steam locomotives left. I agree with Mr. Bahrs about trying to save some of the locomotives indigenous to New Jersey. On that same topic, the New York Susquehanna & Western has a pair of RS1 locomotives that always operated in New Jersey. They are up for sale right now.

As far as a site, I think Port Morris. I am a resident of Yardville. I have no axes to grind for any location. I think Port Morris is the most logical. The State owns the land. There are 84 acres. Mr. Hart previously mentioned that 13 acres was not enough in Strasburg. I think

84 acres would be nice. The State owns it. There will be future access to the old DL&W cutoff, assuming the track can be put back in and the line is purchased -- the right of way is purchased.

Currently, there is access to the DL&W old road through Hackettstown, Washington, and Phillipsburg. It runs right past Waterloo Village. There is access to New Jersey Transit's operations east. I think that to start this museum in stages, assuming Port Morris is chosen-- Start it with a modest diesel operation -- three or four coaches, possibly the Lackawanna MU cars -- operating it to Waterloo Village. I found in the tourist lines that the longer you keep passengers on a train -- a long-run operation -- the more fidgety they get. I have a two-year-old son. We took him to one of the tourist railroads about three weeks ago. He was fine on the outbound portion of the trip, but coming back it was rough to keep him in his seat. But a modest operation -- six, eight, ten miles in each direction -- behind diesels, would be a way to start.

As far as the cutoff is concerned, if the cutoff gets reopened it could, of course, lead to future Transit service west. Possibly, Transit could purchase the right of way now, and rail bank it for future use. Possibly-- I don't know. Could Green Acres money be used to buy the cutoff? I am just asking. I see Mr. Reilly nodding his head no. But, it's an idea.

Port Morris, again, is near population centers. There is existing Transit rail service available from the metropolitan area. You would be near Interstate 80, 206, 46. I see an interesting contrast if a family were to come out from the metropolitan area on New Jersey Transit's newer diesel equipment, and then -- again, as an educational contrast -- ride some of the older open-window equipment that has been restored to what their parents and grandparents knew.

That is really about all I have to say.

SENATOR GAGLIANO: Thank you, Mr. Moxley. I believe that wraps it up. One more?

W I L L I A M J. K E E L E R: I signed the sheet.

SENATOR GAGLIANO: I'm sorry.

MR. KEELER: I will just take three minutes.

SENATOR GAGLIANO: Go ahead -- two or three minutes.

MR. KEELER: My name is William Keeler. I am from Sea Bright, New Jersey. I am with the same organization that Tony Hall is a member of. I had not intended to speak, but a couple of points came up that I think are worth making to keep everything fully conscious -- all the options here -- until we have an opportunity to present the written presentation. That is going to take another week or two. I hope that is within your time frame.

SENATOR GAGLIANO: Yes, sir, it is. Just submit it to John Willever, our secretary.

MR. KEELER: There are two basic factors that are interrelated, as I see it: the scope of the museum, and the financing that would be available to put it into place and maintain it. I think there are three categories we can just briefly consider: a minor museum -- and these are not derogatory terms -- a major museum, and a world-class museum. A minor museum could be put in almost anyplace with the backing of the State. The only problem I see with that is that we have far too much equipment to be supported by a minor museum, and you would have to dispose, I would imagine, of 60% to 80% of that equipment. But a good minor museum might very well be better than a so-so major museum.

A major museum -- again, with the State's backing -- could be put into any of the locations that were brought up and it could become a good museum -- any one of those sites. But there is only one place I can see for a world-class museum. I am borrowing that term from Tony, and it is not in the same

connotation. That would be Jersey City. I would just point out that when we think of world-class museums, we think of places like the Smithsonian and the New York Metropolitan, just to name two. Both of those museums would be great if they were somewhere else, but not quite the same category. The Metropolitan located in Albany would be a good museum, but it would not have anything like the attendance or the popularity. The Smithsonian, as great as it is, if it were located in Norfolk, Virginia, or some other place, just wouldn't have the same attraction.

So, the location for a world-class museum is critical, and I think that Jersey City -- despite the fact that it has some major drawbacks -- has the potential, if you look at the forest, rather than some individual trees. It has the potential for drawing literally several million people there on a regular basis, with the tourists -- both our national tourists and international tourists, who use New York City as a primary landing point, plus all the rail fans and related activities. I would just emphasize I consider it would be a transportation museum, as opposed to just a rail museum, which would broaden its base.

SENATOR GAGLIANO: May I ask a question--

MR. KEELER: Yes.

SENATOR GAGLIANO: --at this point, because this has always sort of mystified me. Should Jersey City be considered as a location, would it be feasible-- In any sense of the word, would it be feasible to establish a rail line that anyone could ride on any kind of an excursion basis? We will probably answer that ourselves, but I throw that out as a question because I just don't know if it could go there. I don't know.

MR. KEELER: We will address that when we make a written presentation -- some ideas on that -- but it is the key drawback. I think it is doable, but it is a question of how much emphasis you want to put to it.

One other thing I would like to briefly mention is that the uniqueness of the museum would be important. I point this out especially in consideration of the fact that there are three very good operating museums already in Eastern Pennsylvania -- the Strasburg, with the State Museum adjacent to it; Blue Mountain in Reading; and Steamtown at Scranton. Those are in Eastern Pennsylvania. If we are going to create another Strasburg, I think we should just look it over carefully. We might end up doing Strasburg some harm, and not ever be able to get ours off the ground either. For a certain type of museum, there is just so much in the way of support. I don't know how thin you can spread it.

There are several points, but I know your time is short. One thing I will mention: We do have -- our own group-- We have restored -- are in the process of restoring -- several rail cars. Two of them will be at Hoboken next week. I don't want to beat a dead horse, and it is coming close to that, but the vandalism-- To make up for vandalism-- Boy, you wouldn't believe the amount of time we spend just to correct vandalism, trying to get parts and equipment which is stolen or smashed. It's unbelievable.

Thank you very much.

SENATOR GAGLIANO: Thank you, Mr. Keeler. That, unless any members of the Commission have any comments -- will conclude the public hearing. What I would like to do-- Yes, ma'am?

N A N C Y B. G A Y: May I speak?

SENATOR GAGLIANO: Certainly.

MS. GAY: I feel like Phoebe Snow, in among all these men.

SENATOR GAGLIANO: You're much better looking.

MS. GAY: No, she was beautiful. I don't really have to come up, if you can all hear me.

SENATOR GAGLIANO: Please come up.

MS. GAY: Thank you.

SENATOR GAGLIANO: After all, you are the only female witness this morning.

MS. GAY: This morning?

SENATOR GAGLIANO: Or, today. It's past morning.

MS. GAY: I am Nancy Gay. I am Chairman of the Museums Council of New Jersey. None of you railroad people belong to the Museums Council of New Jersey, because you do not have a museum. However, I would like to welcome you to a very wonderful part of our State, and that is the museum community. But I think you should all know that funding is always going to be your biggest problem.

We have 125 museum institutions that belong to us. Only eight are accredited by the American Association of Museums. Of those eight, only one is a history museum, and that is the Clinton Historical Museum Village, up in Clinton, New Jersey.

Eighty percent of our museums are history museums. They are all under-budgeted, understaffed, under-supported, in dire need. This is not a new scene in New Jersey; this is a consistent scene in New Jersey. Even our large museums, which are art museums that have fine budgets, have to struggle for that operating budget every single year. The State of New Jersey, up to this point in time, has not given the credence to the history museums and the history of the State that we have given to the performing arts. You know, the State Arts Council budget was raised from \$4 million to \$16 million in six years. Our Historical Commission budget hovers just in the vicinity of a million dollars, and does not deviate.

Over \$3 million last year came through the Legislature on what I call the "port barrel approach," the museums coming on their own to get funding. This is what you are doing. You are coming, as a group, asking the State to fund you. But when we don't fund at the State level to the degree that we can even

support those that are already there, we all have to get in there and say, "You've got to come, and you've got to recognize the fact that we are losing our history. We are not caring for it well." Therefore, we must all help each other.

So, do join our Council. We do professional workshops. We support you in every way possible, and we look forward to an active participation with you.

Thank you.

MS. GAGLIANO: Thank you very much. That was a very fine concluding statement.

What I would like to now announce on behalf of the Commission is, it is our intention to go back and review the testimony of today, have additional meetings, and prepare a preliminary report on or before December 15, 1987. We will then, most likely -- based upon our preliminary report -- consider having another public hearing on that report, so that people will be able to have copies of the report, make comments on it preliminarily, and then that will be followed by our final report to the Governor and the Legislature, probably in February or early March, 1988.

So, we want to keep within our one-year time frame from the time we were established. We will have, as I said, a preliminary report by mid-December. That preliminary report will probably include what we think we are going to need in terms of funding, how the funding may come about, and we may even get down to one site, I'm not sure. But certainly there will be one, two, or three sites maybe established with some kind of priority and the reasons for that priority system, based upon what our subcommittee comes up with in terms of the analysis of what we need for a good site.

We all appreciate your being here today. I think the testimony was excellent. We will see to it that copies of the preliminary report are made available to the public.

Thank you very much for being with us.

(HEARING CONCLUDED)

APPENDIX

Metcong, New Jersey
September 15, 1987

TO WHOM IT MAY CONCERN:

We, the under-signed do hereby think it is a wonderful idea to have a Railroad Museum located at the historic town of Port Morris, New Jersey.

Henry Batson
Henry Batson
Caroline Batson

LANDING N.J.

SEPT.21 1987

TO WHOM IT MAY CONCERN:

AS A RESIDENT OF PORT MORRIS AND A TAX
PAYER IN ROXBURY TOWNSHIP I WOULD LIKE TO STATE THAT I WOULD
BE GREATLY IN FAVOR OF A RAILROAD MUSEUM IN ^{OUR} ~~THE~~ TOWN OF PORT
MORRIS...

THANK YOU,

Mary Gruseki

MRS. MARY GRUSEKI

@(PALMER ST.

PORT MORRIS N.J.

Landing N.J.
Sept. 14, 1987

To whom it concerns;

As an ex-D & W. R.R.
Conductor (32 years of service) it is my
feeling and hope that a railroad
museum be built in the now abandoned
Port Morris Freight yards.

New Jersey
needs just such an edifice and where
else would be a more historical spot
than Port Morris N.J....

Respectfully

Charles W. Canfield

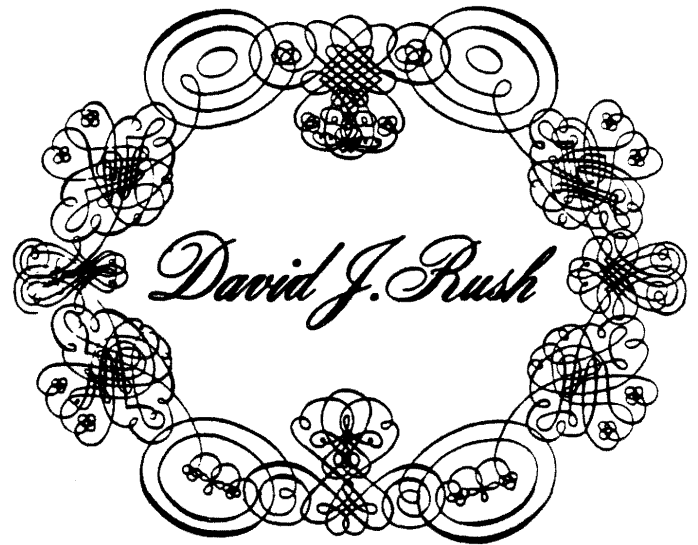
23 Palmer St.

Landing N.J.

Port Morris

07850

201-347-2460

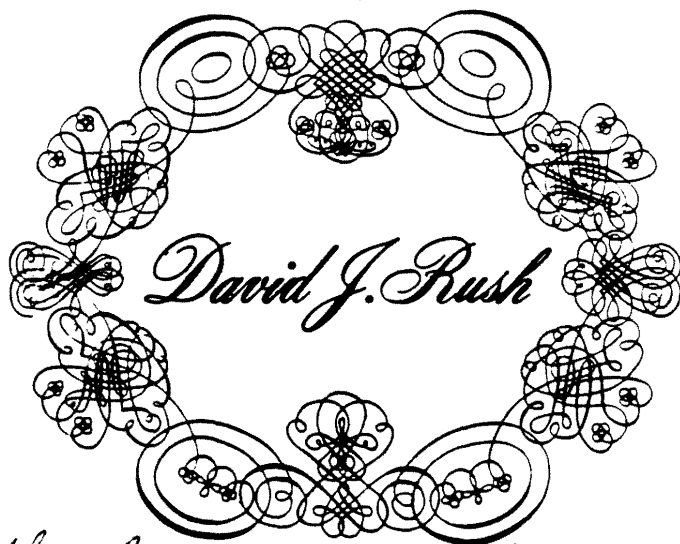
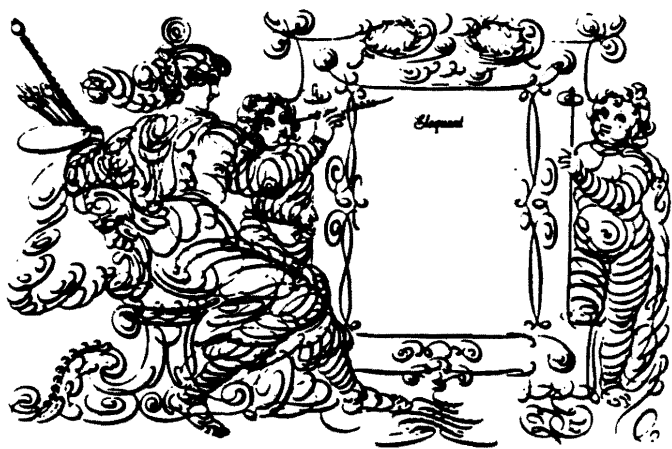


To whom it may concern.

I am writing in regards to the formation of a Railroad museum in Port Morris Yard. Such a museum would not only be of great historical importance, as this northern part of New Jersey was founded on the growth of the Railroad, small towns springing up due to work made available by the Railroads miles of track linking the east and west borders of New Jersey.

There would be no more appropriate place than Port Morris the great Hub of both Morris Canal & R.R.

Inclosing I would like to say, being a forth generation Railroad family there could be no better tribute to the men who made New Jersey grow and prosper



and a fitting memorial to the legacy which they have handed down to future generations like us to care for and use as an educational tool for those who are yet to come.

I applaud this idea of a live steam and Railroad Museum, I think it has merit and if done properly will be a lasting monument to a great era of Americana when those rugged men and their Iron Horses braved the weather and other dangers to roll into the station right on time.

Any help that I may be in this undertaking please feel free to contact me.

Respectfully,
David J. Rush

25 Palmer St,
Port Morris NJ 07857
Sept. 21st

To Whom it may Concern

I think that the idea of a rail-
-road & transportation museum for the State of New
Jersey is an excellent one and of the several
sites mentioned none is more suitable than
Storied Port Morris. I am very much in favor
of having the museum in our village and
most of the neighbors that I have spoken to are
of the same mind. My wife Maureen's son
Colin join me in applauding this effort to
establish such a museum & we recognize with
affection and gratitude the effort & work of our
County of Morris Transportation Commissioner
Mr. Frank Reilly in this regard.

Yours Truly

Peter McGilligan

PETER MCGILLIGAN

September 21, 1987

Gentlemen:

As a resident of Port Morris, Roxbury Township, I strongly support a proposed State Railroad Museum to be located in Port Morris on the now abandoned railroad yard.

The property is owned by the State and would save a tremendous amount of money on land acquisition and excavation. The proposed site is located within a distance of one mile to Routes 80, 46 and 206, making access to it very easy.

The Port Morris Railroad Yard and Town are very rich in Railroad History dating back to the 1800's. The majority of people in Port Morris and surrounding communities also support the Museum for other various reasons.

<u>Name</u>	<u>Address</u>
<u>Ed and Emma</u>	<u>551 Main St</u>
<u>Carlton E. Davis</u>	<u>553 Main St.</u>
<u>Ron Cribbaker</u>	<u>555 Main St</u>
<u>Henry</u>	<u>280 Maple St</u>
<u>Calvin T. Jones</u>	<u>205 Main St</u>
<u>Samuel T. Jones</u>	<u>175 Main St</u>
<u>Anna M. Jones</u>	<u>65 Main Street</u>

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Name	Address
Antonio Madalena	563 Main St
Norm Bileci	567 Main St
Greg Young	27 Palmer St
James R Young	27 Palmer St

September 21, 1987

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Name	Address
	552 " "

September 21, 1987

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<u>Name</u>	<u>Address</u>
<u>John J. Pomeroy</u>	<u>555 Main St.</u>
<u>Samuel Pomeroy</u>	<u>" "</u>
<u>Lynn P. Pomeroy</u>	<u>585 Main St.</u>
<u>Anna L. Pomeroy</u>	<u>582 Main St.</u>
<u>John R. Pomeroy</u>	<u>585 Main St.</u>
<u>William W. Pomeroy</u>	<u>587 Main St.</u>
<u>Anthony J. Pomeroy</u>	<u>593 Main St.</u>

September 21, 1987

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Name	Address
Helen Sa Kusec	59.5 Main Street

September 21, 1987

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Name	Address
<u>Johnny Boyer</u>	<u>544 Main Street</u>
<u>Richard Boyer</u>	<u>547 Main St.</u>
<u>Richard J. Boyer</u>	<u>549 Main St.</u>
<u>Mr & Mrs L. Miller</u>	<u>547 Main St</u>
<u>Mr & Mrs Robert Spry</u>	<u>545 Main St</u>
<u>Mr & Mrs Jack Miller</u>	<u>543 Main St.</u>

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<u>Name</u>	<u>Address</u>
<u>Mr. & Mrs. Michaelson</u>	<u>541 Main St. Port Morris</u>
<u>Mr. & Mrs. T. F. Fridge</u>	<u>518 Main St. Port Morris</u>
<u>Mr. & Mrs. F. H. Fridge</u>	<u>537 Main St. Port Morris</u>
<u>Mrs. & Mrs. W. H. Fridge</u>	<u>535 Main St. Port Morris</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

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Name	Address
<u>Richard C. [unclear]</u>	<u>515 Main St. [unclear]</u>
<u>[unclear]</u>	<u>[unclear]</u>
<u>Theresa J. Barbato</u>	<u>508 Main St. (Pt. Morris) Landing N.J.</u>
<u>Louis Barbato Jr.</u>	<u>508 Main St. Port Morris N.J.</u>
<u>Louis L. Barbato III</u>	<u>508 MAIN ST. (Pt. MORRIS) Landing, N.J.</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

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Name	Address
<u>Peter M. Gilligan</u>	<u>25 Palmer St Port Morris</u>
<u>Mary P. McGilligan</u>	<u>" " "</u>
<u>Colin McGilligan</u>	<u>" " "</u>
<u>Dorothy Mannion</u>	<u>" " "</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

NJ Railroad & Transpo. Museum Study Committee - Museum Site Subcommittee

This evaluation for site: Former P.R.R. Coalport Yard, Trenton.

Yes No

RAILROAD ACCESS:

- (x) () NJT Rail directly accessible, if yes is it electrified: (x)-Yes ()-No
 (x) () Other rail line directly accessible, if yes, name: Bordentown Secondary
 (x) () Are daily excursion trains possible on adjoining track? or Trenton Cutoff

ENVIRONMENTAL CONSIDERATIONS:

- () (x) Is site exposed to Salt Air?
 () (x) Is site within 100 year flood plain?
 () () Are hazardous materials on the site? (x) Check here if unknown.

LAND BEING CONSIDERED:

- (x) () Is land at least 15 acres in size, if yes, give acreage: unknown acres
 What is land zoned: commercial
 (?) (?) Is a variance needed for a transportation museum?
 () (x) Is land owned by NJT or another State agency, if not, show owner on next line.
 Owner: Amtrak

TOURISM IN VICINITY:

- (x) () Are there major tourist attractions in the immediate area, if yes, list below:
State capital, numerous tourist and educational facilities

 (x) () Is tourism in this site area active, i.e. sightseeing?
 () (x) Is tourism in this site area passive, i.e. beach bathing, etc?
 (x) () Is tourism in this site area year-round?
 (x) () Is this site within 10 minutes of an Interstate or Major Limited Access Highway

OTHER:

- (x) () Is this site within 30 minutes drive of a potential volunteer market?
 (x) () Is this site accessible by public bus service, if yes, what routes: ?
 (x) () Is this site accessible by passenger train, if yes, what line: NJT Amtrak
 () (x) Is there an existing building suitable for inside displays and library?
 () (x) Is there an existing building for storing equipment awaiting restoration?
 () (x) If there is an existing building, is it "open" to bird infestation?

NOTES: Trenton was a converging point between main line and branch lines to upper Delaware River, seashore and south Jersey points. It was also home to the Trenton Locomotive Works. Coalport itself was a point where coal brought from mines by canal boats, was transferred to rail cars for dispersement to many destinations.

Testimony of William H. Petrecca, Jr.
before the
New Jersey State Railroad and Transportation
Museum Study Commission
September 22, 1987
Room 403 State House Annex

William H. Petrecca, Jr.
Trustee and Acting Director
Lehigh and Hudson River Railway
Preservation Trust
Box 2137
Philadelphia, PA 19103
(215) 235-2109 (weekday mornings)
(201) 859-0061 (weekends)

My name is William H. Petrecca, Jr. I have some component comments and a concept of taking the Museum to the people. My home, my roots are in Phillipsburg. I grew up alongside the dual tracks of the Lehigh and Hudson and the Pennsylvania. My grandfather was a locomotive engineer on the Lehigh and Hudson. As a child I went to sleep in the attic to the tune of whistling steamers. As a youngster I had the weekly chore of cleaning the front porch of accumulated soot. I eventually pried loose three (3) shares of Lehigh and Hudson and became a minority stockholder. Very minor, as stock was 99.5% owned by other railroads. This was to lead to my endeavor to save the Lehigh and Hudson. I come here today as Trustee of the Lehigh and Hudson River Railway Preservation Trust.

We managed to get the Lehigh and Hudson, the right of way, in its entirety, included into ConRail in 1976. We, and countless firms desiring local freight service, were double-crossed as ConRail never implemented The Final System Plan. I am Trustee of what remains of the L & H rolling stock: six (6) vintage 1940 cabooses and one (1) vintage 1900 snow flanger. The primary thrust of my endeavors has been to try and preserve local freight service. I have backed into, been backed into, historic preservation, as it were. I have been involved, across the board in legalities, track and right of way survey work, and the nitty gritty of maintaining rolling stock. The L & H rolling stock lives today as a result of my legal action, as a minority stockholder. Also, I developed a method to challenge the valuation figures in the abandonment process. I have pulled bearings, getting considerable grease in my fingernails in the

process. I would like to comment that there is one problem right off, getting rolling stock to roll and keeping it rolling. A real BIG PROBLEM.

From this perspective, I would like to address some remarks to the museum concept. I am not here to plug this or that particular site but rather to impart to the Study commission what I feel are important concepts.

Whatever and whenever; A New Jersey State Transportation Museum is five or more years away from a bricks and mortar stage. I think it crucial that the Study Commission should look towards what the State should be doing, interim. I think you need bridge financing for acquisition, repair, maintenance and security. I think Walt Grosselfinger and the United Railroad Historical Society are to be commended for their role in corralling New Jersey Transit equipment. I believe the State should be putting more muscle, read financial; and otherwise, read task force groups, into broadening this activity. Once it's gone, it's history. There has been considerable history since 1976. Much of the meagre quantity of rolling stock, motive power, support equipment and facilities is endangered status in crucial need of assistance to survive the gap between now and the Museum. We have lost enormous quantities of equipment since ConRail's formation in 1976. There ain't much left.

Garnering, corralling equipment is more than a physical process. I have been told that to make available to the Museum, our L & H rolling stock, I would have to pass title. I am not going to do that. I am a Trustee. I am going to lease under

specified conditions, for a token amount, my equipment. If it's not properly cared for, then I'll pull it back. I am also not going to set myself up for a situation where I pass title to six (6) pieces of equipment, then have five (5) swapped for something else. The Commission needs to work out a process that looks beyond the mere physical aspects of garnering equipment.

I submit an article (exhibit A1-3) regards my activity and failure to retain in Phillipsburg an Ingersoll-Rand diesel locomotive. * We need to identify, produce a historic register of equipment, physical facilities (exp. roundtables) and go for it. Working with published lists we can move towards corporate/private sponsorship. We need to put muscle into retaining equipment in the State. We can't wait for the Museum. Once it's gone, it's history. You'll never get that diesel back from Illinois. Don't let happen to the diesel what happened to steam.

The L & H cabooses and flanger are going, probably out of state. They need a good home, someone, somewhere, that will give them TLC. They won't make it where they are now, in static storage. They won't make it to the Museum, whenever and wherever. It's ironic that they currently reside in Phillipsburg, one of the proposed sites. As for the L & H equipment, so it must be for other equipment, that somehow, somewhere, survived since 1976. They are endangered species, should be identified and treated as such.

NOTE: * The testimony of Bob Bahrs specifically on the I-R diesel and John Lyle on the climate for historic preservation in New Jersey.

I understand there is a plan to get some 50/60 pieces of New Jersey Transit equipment into static storage. You can't stop there. I believe you should set up a task force to identify, seek out buildings where you can cover and maintain equipment. Equipment, especially friction bearing equipment, needs to be exercised at least once a month in order to keep an oil film active in the bearings. Static storage is not good enough, it merely postpones immobility.

Storage/warehousing: For one, there is no way New Jersey can build a warehouse in the order of the State of Pennsylvania. There is no way New Jersey can build a world class museum on the order of California. Even in Pennsylvania's spacious warehouse, there is more equipment than can be stored and maintained. There never will be enough warehouse space, there never will be enough static storage, in that concept of a museum. I believe the Museum, the building proper, should be very small, modest, sufficient to house the true museum pieces (exp. the L & H 1914 flanger), steam equipment, pre-WWII equipment, etc. The remainder, and that will be the majority of the Museum's equipment, should be stored and maintained in leased facilities here there throughout the state; wherever you can find those kinds of buildings.

My exhibit (A3) one can see the inside of the type of building one needs for a support facility. This is at Ingersoll-Rand/Phillipburg and pictures an overhead crane capable of lifting an entire rail car. These are 20, 40 ton capacity cranes. These are expensive cranes, and in and of themselves an

endangered species. One needs to lift bodies off trucks for heavy maintenance. I presume, that down the line, you will be doing restoration work. For this, appropriate facilities, such as this I-R/Phillipsburg type building is a necessity.

I urge the Commission to address itself to finding these kinds of buildings; post haste, pronto, immediately. What is happening is that even though the buildings proper may be surviving, the surrounding track infrastructure is being ripped up. One needs a rail yard, with multiple tracks, fan patterns of switches.

I submit, the above is a more urgent need than building a museum five years down the track. The Commission needs to establish a task force of legal/environmental people to come up with a package that will induce corporations to participate by making buildings available for what I term, satellite support facilities. The Federal environmental statutes make it tough for Corporations to do the above described activity. A task force approach should be able to develop a presentation/preservation package. In this process, the Museum will be moving towards corporate sponsorship, an absolute necessity.

Support: You need people, volunteers, and a core of knowledgeable people, people who can maintain bearings. Pulling bearings, no mean feat in and of itself, is the easy part; getting them back together, that's the skill level needed in a core group. I have had my cabooses in I-R/Phillipsburg for ten (10) years now and haven't had any skilled volunteers step forth. Exhibit A2 has my phone number included. The cabooses are inside

I-R's plant. You would think there would be a surplus of skilled maintenance volunteers; think again. The skilled core group has to be dug out. Skilled volunteers are also an endangered species. Any proposals for museum support will have to specifically spell out this aspect. A group of friendly financial angels is not enough.

Security: Another reason one needs to get equipment indoors is security. A BIG PROBLEM. If one thinks a fence and geriatric rent-a-cops will suffice; think again. I had occasion to examine old freight cars at Elizabethport, now scrapped, now history. They included some antique tank cars and a couple of Lehigh and New England hopper cars. The bearings from some fifty (50) to seventy-five (75) cars were stolen, gone. They were all immobilized, thereby assuring that they would be scrapped. This was in a rail yard supposedly guarded by conRail police. It takes knowledge and equipment to steal bearings.

Exhibit B, an article talking about the possibility of the Museum in Phillipsburg, mentions the proposed Bel-Del yard. Some years ago in this very yard, bearings were stolen from a string of gondola cars there for a rail laying project. ConRail committed the cardinal sin of attempting to pull the string without checking the journal boxes. They suffered the twin disaster of stolen bearings and ruined axles. ConRail has the resources to shrug off this kind of harassment, but for my L & H charges, something like that would be a fatal disaster. Each time I visit my charges, I pull open the lids, breath a sigh of relief, "I still have my bearings." It was in the Bel-Del yard that some sickos burned to the ground, several old wooden

buildings. I have been plagued by solen brass parts. Especially troubling is the loss of brass door locks, which, "They don't make them like that any more." Somebody tried to steal my identification plates. That was a railroad memorabilia thief. The interiors of my cabooses are stripped clean of memorabilia, stoves, tanks, etc.

This is why the concept of lots of equipment concentrated in static storage in one big yard frightens me. I believe monies spent for security in that context would be better spent in leasing some buildings with cranes and do the support job right from the start. A concept should be developed utilizing those who are already into the nitty gritty, such as Allaire State Park, the Morristown and Erie, the Black River and Western. Fund them for a Butler type building and modest funds for repairs, heating, etc. Retain title to the building, equipment etc., award modest operating monies for variable cost such as heat and consumables. This type of activity, I submit, must be done iterim promptly, yesterday. Get this into the funding cycle - NOW, yesterday. Get this task force going on ECRA/environmental protection, get corporations involved, NOW.

The Museum: Form follows function. Form follows function is an architect's credo. As I have been speaking, I have been sketching out a concept that sets a high priority on physical support. This concept calls for a modest core, antiques, museum with satellite support/storage facilities with heavy lift capability. This concept would get corporations involved in the interim process. I believe it easier to get corporate support this route than to expect corporations to fund a general budget. Corporations like to target so they can say "This is Ours."

I believe the major function of historic preservation should be presentation, should be educational. I firmly believe the current trend is to get youngsters involved, "hands on." I believe that it is far preferable to take the presentation to the people than it is to build a building and expect people to come to you to get educated. I would have liked to see some testimony/material on the educational approach implicit in Pennsylvania's museum.

I am very much in favor of the 'Freedom Train' * concept. I believe monies would be better spent on making up 'Freedom Trains' comprised around a specific concept, basing these trains in the heavy support, satellite, buildings, making periodic trips to population centers. Take the presentation of preservation, education, to the people. For instance, Phillipsburg could sponsor a train of five (5) railroads passing through that town. If Phillipsburg and the State could garner a couple of I-Rs heavy lift buildings, that could be one of several satellite support facilities of which I speak. I-R/Phillipsburg could serve as a Western anchor to the state's Transportation Museum.

I submit articles on AMTRAK's open house in Philadelphia in 1983 (Exhibit C 1-2). I would estimate that by far more youngsters went through that one day, which was modest as far as equipment goes, than go through Pennsylvania's warehouse type museum in six months. Recently, 1,500, mostly youngsters, came from Reading to Philadelphia on a Constitution Day excursion.

NOTE: * Someone at the hearing suggested "Museum Train". I like that.

They came in a sixteen car delegation pulled by a Blue Mountain and Reading steamer. That is the type of activity that impresses me from an educational point of view.

In summary, I conclude my prepared remarks to re-emphasize the importance of the interim between now and the Museum's bricks mortar. I urge the Commission to think through the importance of physical support, to promptly seek out buildings with heavy lift capacity, rail yards; develop now, the satellite support concept. I urge, that the Commission move into a funding, non-study, cycle to meet interim needs. When it's gone it's history. Form follows function. I urge the Commission to develop the option of the "Freedom/Museum Train" of taking the Museum to the people. Develop the education/presentation concept. The future is our youngsters, let's use that perspective to preservation.

Thank you Mr. Chairman.

