

Thistle



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LACKAWANNA STATION, SHORT HILLS, N. J.

Lackawanna Station, Short Hills, NJ

This early postcard features the Short Hills railroad station structure built privately by Stewart Hartshorn in 1879 and which was replaced in 1907 by the present building. See page 2 of this Thistle for a brief history of the station.

The Short Hills Station

...a brief history

(from a flyer prepared by Mark Corigliano for the Millburn-Short Hills Historical Society)

The Short Hills railroad station complex was originally completed in 1907 by the Delaware, Lackawanna and Western Railroad. The two buildings were constructed as part of a general program of improvements initiated by railroad president William Truesdale. An earlier structure was privately built by Stewart Hartshorn in 1879 and was located on the westbound side of the tracks.

The new structures were typical of the Lackawanna Railroad's high quality standards and featured brick construction, clay tile roofing and mahogany accents. The westbound structure was used as a waiting room and for receipt of freight and mail.

Over the years the prosperity that the railroads enjoyed disappeared. The Lackawanna merged with the Erie Railroad in 1960 and the westbound station building fell into disuse. The township of Millburn acquired the two railroad station buildings in 1966.

The Millburn-Short Hills Historical Society is planning to restore the westbound station building for use as a headquarters and museum. Collections documenting the colorful history of our township are in hand and additions to the collection are sought.

Message From the President

The restoration of the westbound Short Hills train station has already begun. On behalf of the board of trustees of the Millburn-Short Hills Historical Society, I would like to thank everyone who has worked so hard on this effort.

Our October 23rd fundraiser was extremely well attended, despite the rainy weather. A special "Thank you" to Grace and Lewis Ladosci and Missy and Ray Ryan for opening their beautiful homes to our members. The train station was also open that day, where Mark Corigliano prepared a history of the train station and Brenda Riback organized an exhibit. We appreciate their efforts and the hard work of everyone involved.

The response to our townwide mailing has been wonderful and our membership is up to 750 families. Thank you, too, to those members who asked to be part of the project. If you want to volunteer, please contact me at 376-7048.

We appreciate all the generous financial contributions. Additional contributions are always welcome and can be sent to the society c/o Box 243, Short Hills, NJ 07078.

We are looking forward to the opening of the museum in the late spring of 1995. If you have any suggestions or would like to attend any of our board meetings, please contact me.

Thank you for your support.

Valerie Bleier

...And Put Horse in Barn

(The following excerpts are taken from a 1915 diary from an unidentified lineman working for Millburn Electric Company. While some of the terms and chores might not be unfamiliar to today's lineman, the author's last chore for the day.. "put horse in barn"..is not likely so familiar. Thanks to a glossary provided by JCP&L Co., the following terms can be defined: "Primaries"-The distribution circuits on the high voltage side of a pole-mounted transformer; "Secondaries"-The distribution circuits on the low voltage side of a transformer)

Oct. 25, 1915 Dominick worked with me. Went to Italian Grocery store on Main St and Elm St. Fix a socket - a broken wire in it. From there to Millburn Motor Car Company and got a gallon of gasoline. Went to Mr. Douglas house on Main St. Call Boss up about trolley feed, was not in.

Oct. 26, 1915 Loaded two digging sets. Went to High School, Hobart Ave Short Hills. Boss came up and laid out work. We dug one hole. We got hole done and came to plant. Went for dinner. Took a second pole-27 ft. Went up and set this pole. Took down old transformer and house stays from building. I trimmed some tree limbs and took transformer from pole. Came to plant and put horse in barn.

Nov. 2, 1915 Mike and Henry work in Electric plant. Dominick, Sammy and me went to Boss house and fix a wash machine motor. From there to Wyoming, using a ½lb of tape on tree ground at Cypress St and put in two street lamps. One at Laurel St 116, one on Millburn Ave 77. From there to High School on Hobart Ave and run secondaries over from transformer, 3-wire service. Came in for dinner. Went out and change four old meters at Chas. Wittkop's, Mr. J.J.Gibbons, and Mr. Hartshorns on Hobart Ave; one at Kilgore Barn. Put horse away.

Nov. 4, 1915 Went and changed 3 meters. One at J.J.Carty's and Mrs. Carty asked me to put the door plate on and waited till she tried out her vacuum cleaner.

Nov. 24, 1915 When I came back from dinner, the Boss and Charlie told me the poles was all down and fell on a man and badly hurt him. They had to take him to the Summit Hospital. The rope was down on the ground and broke close to the top of the pole. We had some job. Sammy pulled the plugs. We cut the wires and close the street lamp up on pole 281 and dead-end primaries. We worked on two holes. Boss came and said clean up the poles and wires. We worked till after 5:30 O'clock.

Dec 13, 1915 Snow and rain. Ike took horse to blacksmith shop to get shoes on. Sammy and me worked around till noon time. Sent down to blacksmith shop to tell blacksmith shop to give me the shoes made for George horse and take them to Tichenor's Shop and have them put them on. He let me have horse but no shoes. Took horse over, got him at noontime. Loaded one motor, one meter. Went to Stephen Barkers on Highland Ave. Tried to change motor. Motor wouldn't fix. Loaded one on wagon. Went to Mr Fi__ on Highland Ave and set meter. From there to lamp 228. Put that in. From there to Mrs. Leslie on Northern Drive. Couldn't find nothing wrong. Came to plant. About one foot of snow. Had to go out on Millburn commercial circuit. We all work to six o'clock. I work till 10:30 O'clock.

Dec 15, 1915 Sammy and Mike work together with George horse. I had a team of horses from Mrs Gowanlock. Work on Millburn and Springfield St circuit. Got most all the lamps going. We all quit at 5 O'clock.

Milburn Letter

(from 1883 edition of *The Arrow*, a local newspaper)

Dec. 25, 1915 I work about 1 hr fixing up two broken arms on pole 831 on Millburn Ave and 897 on Pine Terrace

Dec. 29, 1915 Mike didn't work today. It rained and hailed. Also the rain froze and made ice. Henry helped Mr. Rimback load the motors. Sammy went with me. I took two wash machine motors. One to Mr McFadden on Hobart ave. Left it there. One to Herrighan on Warners and took Meyers two men to Mrs. Leslie on Northern drive. Went to Highland ave and cut street legs back that the men let a tree fall on. From there to Sammy Parsil's place on White Oak Ridge road and clean limbs off of wires. I did all the climbing. Came in for dinner. Went to Caniso by the tennis court. Took limbs off wires and tried to get the arm back. Worked three different ways. I got Sammy to come up pole, but we couldn't get it back. Then Sammy bored a hole in cross arm and put a bolt through it and I worked two different screws on this arm. Got it back all O.K., only bolt in backwards. There was some more limbs on the wires at corner of Crescent Place and Highland Ave. Sammy said he would climb up the tree and saw them off. I went to Mr. Foote's place and got ladder. Came back and put up ladder. Sammy went up as far as end of ladder, then got cold feet. Came down and we got hand lines over this limb and pull it down. Came back to plant and Boss sent us to Millburn ave to get a cross out of street and primary wires. Sammy tried to get it off with hand lines. I went up pole and shook the wires apart using rubber gloves. Came to plant. Put horse away. 6 O'clock went with Boss to Millburn ave, Ridgewood rd. Cut limb off wires using horse

Jan. 1, 1916 We all work. Sammy worked with Boss. Henry and Mike worked with me on Seven Bridge Road fixing broken wires and sawing down broken limbs from the ice storm. Came in for dinner. Went back and the Boss fetched Sammy down and we got it done all O.K. Came to plant. Had Dominick in afternoon.

Feb. 3, 1916 Sammy, Mike, Henry work inside. I hook up to sleigh. Boss went to Mr. Cox's on Windermere terrace. Came back. Sent me to help Meyers men. Got done at Douglas. Came to plant. Got dinner. Took Meyers men to Tom Miller's. Sammy and me went to Kemmerer on Taylor Road. Took limbs down out of hickory tree and took pine tree down from primary wires. Came to plant. Boss sent sleigh to blacksmith shop to get a new pair of shoes on runners.

Feb. 7, 1916 Sammy and me went to H.I. Bodwell. Got a meter out and went to Mrs. Niels and got a wash machine motor. Burnt out. Fetch to plant. Work on the sleigh. I took a meter out of the taylor shop that Brita ran. Went for dinner. Sammy put a body on sleigh. I put in 3 street lamps at Springfield 100-99-83. Came back. Went Henry Wittkops house. Trouble one fuse and master switch. Came back. Help paint sleigh. Put horse away.

March 6, 1916 Sammy and me deliver fan around Millburn and Springfield. Came in for dinner. It snow. Sent to Mrs. Niels on Glen Ave to put wash machine motor back and cover it with tin. We was there most of afternoon wiring it up and getting the motor to work right. We look at vacuum cleaner. Was out of order. Call Boss up. Said fetch it in. Came to plant. Sammy put horse away. I put street lamp in 161 on Millburn Ave. Snow about 10 inches.

March 7, 1916 Sammy didn't fasten horse good. Last night got out and let feed all out.

(Of the 139 days covered in this hard-working lineman's diary, he apparently had off only 13 days. He also worked 20 straight days from December 20 through January 1. It seems George the horse might have had the easier life.)

As I belong to St. Stephen's Parish you will excuse me if I make it rather prominent in my notes at this and any time.

What the cathedral is to cathedral towns in England, that is St. Stephen to Milburn, and I presume if the church were removed even those who never enter its walls would protest. Is there a fire? St. Stephen's bell is heard in its clamorous appeal to the mercy of the fire. Is there a death? St. Stephen's bell solemnly sounds forth the sad news, and tolling tells the years of the pilgrim's life.

And this reminds me that the month of January was an unusually solemn one. Not less than seven adult funerals have been held in St. Stephen's Church since December; six since Christmas. Pneumonia has been the prevailing sickness.

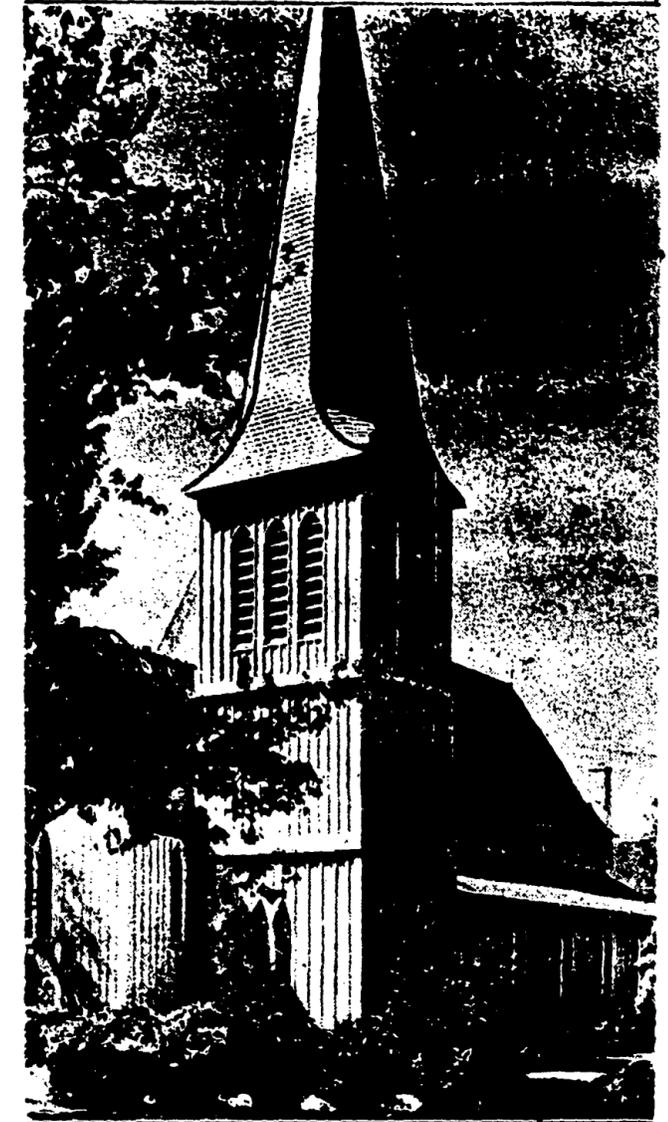
There was held at the Rectory a most enjoyable social on the evening of the 25th. There were instrumental pieces, solos and duets, with recitations for an hour, then coffee, sandwiches and cake—all provided by the "Ladies Guild of St. Stephen's Church." This Guild now numbers sixty-five members and is likely to prove a good thing for the parish and the community.

At the present time the congregation of St. Stephen's is united and prosperous and the church attendance, especially at night, very encouraging.

What Milburn does actually need is a hall. If any one feels like doing us a good turn let

SAINT STEPHEN'S CHURCH,
Main Street, Millburn,

Mother Church of the
Episcopal denomination here.



(Milburn Letter, cont'd)

him build us a place for public meetings. An inexpensive structure of this order would pay a fair interest and conduce to the good name and welfare of the place.

We feel some little pride in our new street lamps. These were erected-not as was once suggested, at the expense of the tax payers, but by individuals living on the street. It is believed fervently that the residents on the hills will continue the good work already so well begun, and that soon the lights will shine where now the wayfarer stumbles in the darkness. Let the time hasten, and let The Arrow say a word now and then to stimulate and encourage such as are well disposed.

Mr. Thos. Partington, in charge of Thompson's paper mill, died from internal injuries received from a fall in the mill on Christmas Day. He was a man much thought of by his employers and all who knew him. He was 53 years of age and leaves a son and widow to mourn his loss.

Mrs. Edward Renwick, after a long and painful illness, passed to her rest January 13th. Places of business were closed in Milburn while the funeral services took place from St. Stephen's Church. Dr. Clover, the late rector, assisted in the services, which were solemn and impressive, and great numbers of people followed the remains to St. Stephen's Cemetery. More than one said, with tearful eye, "I have lost the best friend I ever had."

Also From the February 1883 Arrow:

The large cut that is being made on the north side of the railroad above the crossing is to allow a new road to be run westward and join that already made at the corner of Mr. Toler's premises. This scheme will open up new sites for building, and will keep back door yards facing north, and consequently out of sight of passing trains.

The stables are nearly finished. If any one has a nice second-hand horse and carriage he would like to exchange for a year's subscription to The Arrow we would reason ourselves into accommodating him.

The third term of Dr. Rich's private school will commence Feb. 19th. This will be a favorable opportunity for any desiring instructions in Language or Science to connect themselves with it. Pupils along the line of the railroad can have their time of recitation adapted to car time, so as to accommodate them in coming and returning.



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Thursday, October 20 Through Wednesday, October 26

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| MARASCHINO CHERRIES (4oz. bottle) 19c | CHARLES & CO. PLAIN OLIVES (1 oz.) 10c |
| HEINZ BEANS (med. size) 3 cans 25c | BISQUICK 25c Pkg. |
| BEECHNUT Tomato Juice 3 cans 22c | OLD FASHIONED Store Cheese lb. 25c |
| WHITE ROSE Pea Beans (1 lb. pks.) 3 for 25c | SWEET POTATOES (White Rose) 2 cans 21c |
| CHARLES & CO. PLAIN OLIVES (6 oz.) 15c | BROADCAST Spaghetti Meat (in Tomato Sauce) 2 cans 26c |
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