

Woodbridge Public Library Oral History Interview
Charles Luffbarry
WPL07

(digital audio)

On August 2, 1978, Charles Luffbarry was interviewed for the Woodbridge Public Library Oral History Interviews. There were two interviewers, one male and one female.

Female Interviewer: Why don't we go to these pictures?

Charles Luffbarry: Right here?

Female Interviewer: Yes. There's a little history here.

Charles Luffbarry: Okay these are all of the same vessel. Here's the vessel in service. She's coming up May 15th, 1940. Here's the first view, second, third and fourth. I don't have the negatives; the negatives are gone.

Female Interviewer: This is in.....

Charles Luffbarry: 1940, May 15th, 1940.

Male Interviewer: And she was used for coal?

Charles Luffbarry: Yes, coal and timber. She was built in 1917 in Harrington, Maine and later on, after the war, she was used in the area of Providence, Rhode Island. Even to this day she made a couple of trips over there. On the last trip back she had troubles and so it became a gift shop in Beach Haven.

Female Interviewer: I see, and where is this?

Charles Luffbarry: There was a Sun Gas Station on West Avenue and Woodbridge Avenue which was now made into a delicatessen. See the sun colors?

Female Interviewer: Oh, right, okay right on the corner there.

Charles Luffbarry: It's a little back from there.

Female Interviewer: Yes.

Charles Luffbarry: Some time ago you mentioned Mr. Whittaker, well this is his son. Now Whittaker's store later Jim Catano had it but that building is still in existence. It's down at the next corner toward Woodbridge. I think its Meade Street.

Female Interviewer: Okay and that had been the old Catano store?

Charles Luffbarry: Whittaker.

Female Interviewer: Whittaker store.

Charles Luffbarry: They had it for years.

Female Interviewer: Who lives there now, do you know?

Charles Luffbarry: In that house? I wouldn't know. Look at the gas prices, they're thirteen, fourteen and seventeen. They had the post office also, this is before my memory, and later the post office was moved to the railroad station. Mr. Zittameyer became the postmaster and he had that job until he passed away in 1928.

Male Interviewer: Oh, Boy Gas.

Female Interviewer: Right and this is in what year?

Charles Luffbarry: This is 1932.

Female Interviewer: 1932. Now Whittaker had been on of the original founders in the area?

Charles Luffbarry: Yes.

Male Interviewer: How long have you been in the area in Sewaren?

Charles Luffbarry: All my life.

Male Interviewer: When were you born?

Charles Luffbarry: 1908. My mother came in 1904.

Male Interviewer: Where was she originally from?

Charles Luffbarry: Philadelphia.

Male Interviewer: Was your father also from Philadelphia?

Charles Luffbarry: Yes, they came to work on the Philadelphia Railroad.

Male Interviewer: Oh, I see.

Charles Luffbarry: See the Reading Railroad came to Port Reading in 1892.

Male Interviewer: So that was actually a Pennsylvania Railroad?

Charles Luffbarry: Philadelphia and Reading.

Male Interviewer: Okay.

Charles Luffbarry: And my father's uncle, L.J. Barrett, was the first boss there. He brought my father over when he was a young man and he started to work there all his life.

Female Interviewer: When your family moved to Sewaren where did they live?

Charles Luffbarry: Well they lived in a couple of different places.

Female Interviewer: Originally.

Charles Luffbarry: 167 West Avenue.

Female Interviewer: West Avenue

Charles Luffbarry: The house is still there and they lived in there as tenants and then around 1920 they bought it. They had it until my father passed away and my mother sold it. That was in 1957.

Female Interviewer: Now what are these two little things?

Charles Luffbarry: This is just the view of the side of the new water club, just a little view of the steps and here we got a better view. Put these two together, here's what the building, the structure looked like. Put the two negatives side by side and you might be able to see it. And in the last years that became the Port Reading Republican Club.

Female Interviewer: And when would this be?

Charles Luffbarry: Again, 1947.

Female Interviewer: The water looks very calm; rather clean almost. Now was this considered the beach area right here.

Charles Luffbarry: No, that was just salt meadowland. The beach was below ground.

Female Interviewer: What was the beach like?

Charles Luffbarry: It was nice with sand and, you see, in recent years that bank sort of caved in a bit. The township put fill in there like old rocks and

boulders and old junk they could find. But before that there was a wooden retaining wall in the bottom that held it back nicely and the beach was below that one.

Male Interviewer: Where was the end of the beach? Where did the beaches kind of stop?

Charles Luffbarry: Well you know where that dock is now well it extended up, I would say, two hundred feet north and then along the edge of the sidewalk, where the sidewalk is, there was a row of bathing houses where you went in to change your clothes, just a little box where you'd open the door and hang your clothes up. There were two lines of those with an alley way in the middle, that was opened on the top, and if people from out of town wanted to go for a swim, I think it was a quarter to get one of those to change your clothes and go for a swim. There were two floats out there and a ladder to climb up. Then there was a high dive which she had a picture of, she showed me.

Male Interviewer: Were there any large ships that would come in that early say back when you remember as a boy? Was there industry up the river?

Charles Luffbarry: How sure, far more than now.

Male Interviewer: Really!

Charles Luffbarry: Sure. See the Carteret industry all moved away. There was Armor's Fertilizer. They used to have a sailing vessel and steamship bring in the phosphate and the guano and the stuff that they make fertilizer with. With U.S. Metal they used to get warships from Cuba and other places.

Male Interviewer: They just kind of closed up altogether recently didn't they?

Charles Luffbarry: U.S. Metals is still there. Everything else is gone. I know that was Chrome Steel which I don't know what they had but then there was the I.T. Williams Lumber Company importers of rare hardwoods in Carteret. They used to get ocean vessels. That was opposite the old high school down there and they bought rare woods in there. They used to come in a shipload from Africa. They used to throw those mahogany logs in a basin where they would be in salt water until needed. Then there was Lebege, another fertilizer works in Carteret, and they used to get ship loads of stuff in and out. Then above that was the Consumers Fertilizer Works and Virginia/Carolina. And then there was a Mexican petroleum at the mouth of the Rahway River and they had a tanker everyday bringing in gasoline. So there was far more traffic in those days than there is now. Down below it was Barber Asphalt where California Oil is now. The asphalt would come up in the asphalt lake at Trinidad, Nicaragua, West Indies and they had three ships that carried clay and plaster between New York and Trinidad and the lower hole were filled with this asphalt. After they'd unload they'd would come around to what they called Maurer's that's where Henry Maurer picked that name and they would dig this asphalt out of the lower holes of the ships. There was much more

traffic than there is now with those oil tankers. They had all kinds of stuff coming in and out of there.

Male Interviewer: Now Barber Asphalt that was just on this side; that's were Bird Rues is now, is that right or is it down further?

Charles Luffbarry: Well it was Barber Asphalt and it was like three divisions. On the waterfront was where they made the asphalt. Then near the railroad track was a gasoline plant and then over by Bird's was where the worst product was made. It was used to make tar paper and shingles out of. That was there and it had the name of General Asphalt. Like I said its Bird's today.

Male Interviewer: When did they move in there? They've been there a long time.

Charles Luffbarry: I'm not sure. That was before my time. I thought it was 1910 but others say it was before that.

Male Interviewer: Now down on the point heading towards Woodbridge Creek you had Barber Asphalt in there.....

Charles Luffbarry: First you had Henry Maurer where the Hess is right now.

Male Interviewer: That's down towards Woodbridge Creek.

Charles Luffbarry: That's on the Perth Amboy side.

Male Interviewer: The two ends right?

Charles Luffbarry: No, Hess is over here in Port Reading and they're also down alongside Woodbridge Creek.

Male Interviewer: Okay so on the Woodbridge side you had Maurer.

Charles Luffbarry: No, the Perth Amboy side. Henry Maurer made fire brick, fire clay and hollow tile. You have cinder blocks today but in those days you had hollow tile which was a better product. If you go to New York and dig in to the inside of the walls you'll find hollow tile. In fact they knocked a building down on Wall Street in New York some years ago and I saw exposed hollow tile. Hanas was another company in Woodbridge that made hollow tile.

Male Interviewer: Is that like that orangeberg pipe? I think it was square orange.....

Charles Luffbarry: Hollow tile was maybe this long and that wide and about that high and in it was opened so it wouldn't be solid and heavy. That was baked in the kilns and that's how you'd get hollow tile.

Male Interviewer: I think I've seen it on a number of buildings around the area.

Charles Luffbarry: At Henry Maurer's Mr. Pfeiffer was the boss.

Male Interviewer: Who else did you have down in that area at the time?

Charles Luffbarry: You mean industry?

Male Interviewer: Yes. Maybe Boynton's Lumberyard was there.

Charles Luffbarry: Well Boynton's had a brick factory.

Male Interviewer: Oh, that's right, yea.

Charles Luffbarry: And remember me telling you about the old Sewaren, the original building, that was alongside of Kate's Store in Sewaren. For awhile we lived upstairs, over the store, that was in '67 about, this happened

twice. I lived there as a tenant earlier and then I moved elsewhere and then went back. Well anyhow we lived over Kate's Store and they built that library over here and in recent years, I guess after I retired, they knocked it down. So I went by there one day to look at it and sure enough there's a tile C.W. Boynton, Sewaren, New Jersey. What I should have done is taken a couple of those tiles and put them in my car and brought them here to the library or something. This idea comes to me a day or two later and by that time somebody smashed them all up with sludge hammers to take it away as rubble. That place burned in August, 1925, the brick factory.

Male Interviewer: So then they had quite a few industries here.

Charles Luffbarry: They also had the lumber company.

Female Interviewer: How many Boynton's were there?

Charles Luffbarry: Well there was the old father, he was dead and gone before my memory, and there was Warren Boynton and then the lumber company. He died in 1924; that was on a Saturday night. He was getting dressed to go down to the waterfront for the Saturday night dance, he only lived two houses up from there and he passed away. He was a very well loved man. There's a plaque over here by the firehouse in his memory on School Street. He was a fire commissioner I think. Then there was one who ran the brick factory. Then there was an Ernest Boynton who had the Boynton Brothers Real Estate and Insurance in Perth Amboy. They had the brick factory, the beach and the lumber company.

Male Interviewer: Did they originally have money in order to make all these investments in these companies?

Charles Luffbarry: I couldn't say.

Male Interviewer: We've been trying to contact them but I don't think there are any left.

Charles Luffbarry: I'll tell you what happened, Mr. Boynton died he had two sons they were older than me, Ware Boynton and Dave Boynton. Somebody talked them into expanding and this and that and they went overboard. They built a quite big new plant for their lumber company and they built a new home in Sewaren on West Avenue and Luther Place. However they went in too deep and they failed and when they failed that loss helped to pull down the old Woodbridge National Bank when it failed in 1931. That was one of their causes so now the creditors had to collect something and that's when they sold off of that land to the Shell Oil Company in 1928. When Shell Oil came in that would have to have permission to lay pipeline under West Avenue and in that way if they didn't get their permission they wouldn't take the land from them. This was June, 1928 and Sewaren is in an uproar, we don't want the Shell Oil Company. Another thing they had three Wards in the township with two Committeemen each and one Committeeman at Large and also the mayor. There was a tie so, of course, Billy Campbell and Joe Gill were the 3rd Ward and they voted against Shell but the rest of the township wanted it so it went 4 to 2, 4 for and 2 against, because they wanted the taxation.

It was a very emotional time for Sewaren. All the women were crying and the Townhall was jammed with people. One lady was so emotional that when she got up to try to speak she nearly fainted. So then when Shell came in, for quite a number of years, they would never hire anybody who was a resident of Sewaren Proper.

Female Interviewer: And why was that?

Charles Luffbarry: Well they were mad at the Sewaren people because they didn't want them in. Eventually that blew over. But one thing is that when Shell came in there was very little amount of home building. It was not for years later; nobody would build a house in Sewaren. The old houses were there but there were very few new homes built until more modern times maybe within the last twenty or twenty-five years. So from 1929 when they opened until maybe after the second war no new homes were built in Sewaren. People were afraid of all those tanks but tanks never bothered me. The first tanker came into Shell Oil in November, 1929 and the name was Shirak, a Shell Oil tanker. The following summer, 1930, the city service tanker blew up there one night. I was just leaving to go to work at eleven o'clock at night and the whole place was on fire. It was blazing up. There may have been lives lost, I'm not sure now, it's so long ago. 1930, a big fire there on a hot summer's night. The whole town was up; Shell service tanker blew up.

Female Interviewer: I wanted to ask you, you had mentioned something about a shark scare in Sewaren. When was this and what had happened?

Charles Luffbarry: Well along the coastline there were a number of shark attacks. One man was killed at Spring Lake and another one in that area, Avon or something like that, and a shark came up Matawan Creek, way up in there and killed a boy in the creek. That was either in 1916 or 1917 or 1918. So with that there was a shark scare and down Sewaren beach, Charles Demarest was the one that he had a chicken wire mesh and put that all around the bay area. You see in those days that man bled to death in a baggage car in the Central Railroad. They brought him up, the nearest hospital was Long Branch, and a train pulled in, laid him in the baggage car and the train was heading for Long Branch and they didn't have any blood plasma or anything in those days and his whole leg was chewed right off and by the time he got to Long Branch Hospital he was died.

Male Interviewer: I just noticed in the background here's the Land and Water Club.

Female Interviewer: Where had you taken this picture?

Charles Luffbarry: You know that lighthouse that sets off the dock?

Female Interviewer: Yes, oh from there.

Charles Luffbarry: Actually I didn't take this. My old sidekick, I was off that day, he was a camera monkey and he actually took the picture.

Male Interviewer: This is over in Staten Island isn't it?

Charles Luffbarry: This is from the light off the dock. See here's the dock.

Female Interviewer: That's great. And where would this have been?

Charles Luffbarry: Well now he's on the rocks and she's passing the shell down below. He's looking sort of Southwest here instead of West. Here he's looking Southwest, here he's looking Northwest and here he's looking more to the North.

Female Interviewer: Was the water as clean as it appears in this picture?

Charles Luffbarry: The water hasn't been clean in good many years.

Male Interviewer: You used to swim there as a child didn't you?

Charles Luffbarry: Oh, yes. I'd say it was clearer than it has been in the past recent years but way back in the time when my parents came we'd go blue fishing in it.

Male Interviewer: What really led up to the pollution, all the heavy industry?

Charles Luffbarry: Industry, yea. Chemicals from Perth Amboy. The chemical factories would just throw the waste overboard.

Male Interviewer: That's true, and there wasn't any sewage treatment plants at that time either.

Charles Luffbarry: No, just right into the creek.

Male Interviewer: And into the Arthur Kill.

Charles Luffbarry: We Sewaren kids walking home from school on a hot day in the springtime, Heard's Brook you know where that is?

Male Interviewer: Oh, yea.

Charles Luffbarry: It would join the creek, over here was Crab Beach bridge, we used to call that the sandbar and we used to dive in and swim without any bathing suits. However the dish water would flow down, picture that no swimsuit and gray dishwater, but we didn't mind; we didn't worry about that.

Male Interviewer: Did you know the Henry's?

Charles Luffbarry: Mr. Henry died only yesterday.

Male Interviewer: I'm sorry, not the Henry's. Yes, we had just heard of that. I mean Mr. Lloyd.

Charles Luffbarry: Lenny Lloyd, oh yes.

Male Interviewer: He was telling us he used to live down by Crab Beach when he was younger.

Charles Luffbarry: You know, Woodbridge Avenue, that's from Woodbridge to Sewaren, that was like on Adam Road and that was just crushed stone about this much above the level of the salt meadow, there was no dredge material in there yet, the meadows were low and we kids, every time there would be a northeast storm in the winter time the tide would come in so high it would go above the meadow over the road and over the trolley tracks and the trolleys couldn't go. So we didn't have to go to school when the water was over the trolley tracks. Lenny can tell you, of course he was younger than I, many of time we had a day off from school because of water on the tracks. Then on one occasion I went to school in the morning and when I was coming home in the afternoon the tide came in and we couldn't get back so Mr. Pender, an old Sewaren man, he had a great big touring car with great big wheels and he drove through the water slowly, the water was halfway up to the motor over to where the trolley was standing, to

get his daughter, Alice. Alice at that time was a high school girl, I was only a little kid like this but she knew me and she said, pop Charlie has to go home too so get him in the car. We were climbing into the car doors of this automobile and Mr. Pender was going about one mile an hour to get us home.

Male Interviewer: Do you remember.....

Charles Luffbarry: Oh, this town was severely frozen over in 1918.

So it froze over to the extent that Harold Longstreet walked all the way across to the Staten Island side on a Sunday morning. Now on those days New York utilities and domestic heating were all by coal so there would be thirty barges a day of coal going from Port Reading to New York. Lehigh Valley would send twenty-five. South Amboy would seventy or forty barges a day and those tubs broke a channel through there so there was only one day where you'd cross over the other side. Ice would stand there all winter; it was a foot and a half thick. You know the lighthouse in Perth Amboy, that was the time that Henry McEney and Mr. Bould drove a car all the way out around the lighthouse. I have clippings of that. Stanley Boodney was out there too. They drove the car all around the lighthouse, which was a mile and a half, to Perth Amboy. And that winter when the ice broke up it demolished the dock. The outer part was carried away and it wasn't rebuilt for quite a number of years. That was 1918. Another thing it was World War I and there was a great demand for coal and a shortage of coal. The schools had no coal and it was so cold that we kids came home for Christmas vacation and didn't go back to school until February. We had the whole month of January off because it was so cold. It was 14 or 15 below 0.

Female Interviewer: That's cold.

Male Interviewer: We don't seem to have winters like that anymore.

Charles Luffbarry: The sound never freezes anymore. It so windy here that the water, you know they take that water to condense the steam, and so they're pumping a ten foot pipe of hot water right in there. Well it don't make the water hot but it makes it warm enough so that it don't freeze.

Female Interviewer: These are incredible. What pictures.

Charles Luffbarry: That's a nice winter scene, isn't it?

Female Interviewer: It looks very cold.

Charles Luffbarry: And this one, snow piled up around the station.

Female Interviewer: There you go, the railroad station; Sewaren Station.

Male Interviewer: Do you remember the film that they made there?

Charles Luffbarry: Yea, the name was Peacock Alley and the star was Monty Blue and the leading lady was Annie Murray. There was another character act by the name of Ferguson in it and this was named Harmontown here, see, and Harmon was in there. Monty Blue was his son and met the French girl in the war. When the war was over he brings her back and when the train pulled in all four people around here just walked up the stairs through here and got into the touring cars and would drive off. That's all there was to it.

Female Interviewer: That was the entire.....

Charles Luffbarry: It took three days to do that. All the rest was done in

the studio somewhere.

Female Interviewer: Had you ever seen it?

Charles Luffbarry: Oh, yes, they had a special. As soon as it was released it was in the old Woodbridge movies and everybody in Sewaren came the first night to see it.

Female Interviewer: That must have been an exciting day.

Male Interviewer: You know we can't find the film. We searched all over and we can't find it.

Charles Luffbarry: I'll tell you who the director was, Robert Z. Leonard. That could be a clue.

Male Interviewer: Okay. We wrote to the Library of Congress and we're hoping they might be able to give us a definitive word on it.

Charles Luffbarry: It was 1921.

Male Interviewer: We have no idea what the story was.

Female Interviewer: We didn't know what it was about, right.

Male Interviewer: We heard that they got sued afterwards because it was a true story supposedly and the woman it was about was still alive.

Charles Luffbarry: That could be; I have no knowledge of that.

Male Interviewer: Because they said there was a million dollar lawsuit filed against this.....

Female Interviewer: Starlet.

Male Interviewer: Yes.

Charles Luffbarry: How about the trolley, are you interested in the trolley?

Male Interviewer: Sure.

Female Interviewer: Yes.

Charles Luffbarry: Well, Quinn and I have some old history books on the trolley system. August 1st, 1896 it was completed.

Male Interviewer: That was the first trolley, right?

Charles Luffbarry: Yea, it ran from Rahway all the way down to Boynton Beach. Now I know when it ended in 1927 they put the #54 bus on it. Now the fast line trolley that was another trolley which was originally built and they had been kicking the idea around for a number of years. It was finally completed in 1913 from Newark and Elizabeth right up this crossing here and down to Bonhamtown Junction into New Brunswick and Milltown through the country. That was opened in 1913 and ran until 1933. Now in 1914 it was extended from a place called Port Reading Junction down to what they called Sewaren Junction and ran over the Rahway to Perth Amboy. I saw the first trolley come through. I was just a little boy and the reason I saw it was because in the middle of the night, on a Saturday night, they come there, a great gang, and they put this switching and connected it up and Sunday morning the first trolley come up and I was out there to meet it. I was six years old. It was just across the street. At six years old I'm not going to be roaming around but just to see it. It ran for nineteen years; in 1933 it ended. Now the #62 Bus went on and now they're trying to get the #62 Bus off.

Male Interviewer: How was it in the summer? I imagine a lot of people

used to commute on the trolley.

Charles Luffbarry: You see automobiles started to come in after about 1920 when Henry Ford came out with that Model T and after that then the trolleys died down. But from the time it was opened from 1914 until at least 1920 all those Newark people would come down to Sewaren beach and Acker's Beach and the very earliest used Boynton Beach and they had two trolleys coupled together. One trolley would have two conductors working. That would be Sunday and holidays through the summer months. Sunday night they'd be jammed and you couldn't get a seat. I remember one day the switch was on and there were three of these double units and there wasn't enough juice for all of them to move. So one of the guys would have to stand still until the others would get some distance away so there was enough juice coming through for him to get going.

Female Interviewer: Was it very safe to ride the trolley?

Charles Luffbarry: Oh, sure. We had no school in Sewaren so I went to school for ten years and always rode the trolley from Sewaren to Woodbridge.

Male Interviewer: Were they opened cars?

Charles Luffbarry: In the summer months they had opened cars but the Rahway Line didn't use it. What Public Service did in those days they used to bring excursion parties from different points from up north Jersey somewhere and they would come down in the Rahway trolley and go to Boynton Beach. They would be opened and all decorated with bunting and flags and they'd bring a few musicians for the front seat and they'd be playing music and all the women and kids would be on this opened trolley. Then there was a loop trap at Boynton Beach and when the trolley went through it in the opened excursion it would go down in this loop trap and just lay there for the day until it was time to go back.

Female Interviewer: So Boynton Beach was a family place?

Charles Luffbarry: Oh yea, sure. It was a no booze area. There was a steamboat dock where the excursion boats came down from up the harbor and landed there.

Male Interviewer: Do you remember any of those? That was a little bit before your time.

Charles Luffbarry: No but Turek opened it up again and a couple of times, maybe around 1923, and a few steamboats came down from somewhere with people to spend the day but it wasn't a big thing then.

Male Interviewer: How was the amusement area at that time?

Charles Luffbarry: Well there was a merry-go-round and Ferris wheel and big swings up and down. And there was a pavilion with refreshments. I don't believe there was liquor around.

Male Interviewer: They said it was getting close to prohibition even.

Charles Luffbarry: Prohibition, yea, 1920. Something else I wanted to tell you but I didn't want to get off the subject. It will come to me after awhile.

Male Interviewer: Here's Kate's store.

Charles Luffbarry: We lived up here from 1914 until 1918. This where the

library was built right there.

Male Interviewer: What type of things did Mr. Kate have?

Charles Luffbarr: Groceries of all kinds and they had horse and wagons to deliver it. On the waterfront, you know there's a little lane in the back, that's where the servants went, so what they did, there were phones then, the maid would call up for what they wanted from the grocery store and Mr. Kate who worked there would take the orders and maybe the neighbor would walk in and give him a list of what they wanted. Then they had baskets, little baskets for a small order and bigger baskets for a big order, and went on the horse and wagon. I was a little kid who lived upstairs and I used to go in those houses with these baskets of food. Now in the back half of this there was a little Christian Science Church and we lived upstairs. They had a Sunday service and I think Wednesday night they had a service. Later they moved up to where the second library was. That was originally built for the Christian Science Church. That was John Kath and his father, Andrew Kath, had a grocery store on Main Street just to the west of the post office. I think there's a lady's hairdo place there now. So when John Kath had this, the son, he left these parts and Andrew Kath, the father, closed the Woodbridge store and took over the Sewaren store and he had that until he passed away. Then his son, Francis, ran it until the supermarkets started to come in and then they went out of business. But they had the horse and wagons that delivered the groceries. I remember the horses names, Grace, Francine and Lasso who used to run away. He was a stallion. I remember one time he went all the way to Port Reading and finally upset the wagon up there.

Male Interviewer: How did everyone get around in the early days?

Charles Luffbarr: Trolley cars or foot. Let me say this, there were a lot of Woodbridge people working in the Port Reading coal docks. They used to ride the Woodbridge trolley to Sewaren and then get the train from Sewaren to Port Reading.

Male Interviewers: Did many people have horses and that type of thing? That was kind of an expensive thing to have.

Charles Luffbarr: Not too many. Like grocery stores had it and the clay banks had it, they would move the clay all around with horse and wagon. You know there were a lot of trains that stopped in Sewaren. Do you want me to give the count of the trains?

Male Interviewer: Sure.

Female Interviewer: Yes.

Charles Luffbarr: Let's see, 4:00 AM, 6:00 AM, 8:00 AM, 11:00 AM, 1:00 P.M., 3:00 P.M., 4:30 P.M., 5:00 P.M., 5:30 P.M., 6:00 P.M., 6:30 P.M., 7:00 P.M. and then 9:00 P.M. That's twelve trains down and there would be twelve going up. Twenty four trains stopped there; locals, in addition to all the expresses that would go flying through all day long.

Male Interviewer: But that was a good stop there right because they have the trolley connection.

Charles Luffbarr: There were a lot of commuters. A lot of white collar

people live in Sewaren. That 8:00 A.M. train would be twenty or thirty commuters getting on and then when he come down at 5:30 P.M. he would drop off a lot of commuters.

Male Interviewer: Yes, most of the Cliff Road people were New York white collar.

Charles Luffbarry: Sure they were bankers. Mr. Ballard, he was a banker, and his son died in World War I. The only boy in Sewaren to lose his life in World War I at twenty years of age. There's a little monument over there by the Sewaren flag pole in his memory. Another interesting story, the original flag pole was on Barron Avenue High School. That was the one and only high school. It had a very high flag pole. Now that school was completed in 1910 and they wanted a flag pole so one of the Demarests of Sewaren had one last tortuous sound area and entered the lumber business so they got in touch with him to get them a flag pole which he did. Now the Panama Canal is not yet opened so the procedure chose was from New York all the way around the Cape Point to California. This flag pole was so long, it was a big long ship, they had it in chain slang with wood on the side of the ship, it must have been over two hundred feet long, and they brought it all the way around South America to New York, lowered it down gently in the water, L.J. Barrett was my great-uncle and he was the boss of Port Reading sound, one of the Reading tubs up there to tow it nice and slowly into the water down to Port Reading. Along side of the dock was the road, over here was the meadows, and there was a little slip in here so at high tide it was full of water and low tide it was mud. They worked that flag pole up into the slip and then they parked about four or five flatcars on the last track over, this is from my father he listened to my grandfather. They put temporary rollers on these flatcars and then the locomotive with a chain got a hold of it and dragged this pole up on these flatcars and then they brought it right up here. Then they had teams with wheels and got it off somehow and they're taking it down around here down through these streets to the Barron Avenue School. It was so long that they couldn't get it around one of the corners, it would have hit somebody's house trying to get it around, there weren't that many houses, you know, according to my memory. So anyhow at the end they had to cut off about fifty feet to get it around.....

Female Interviewer: Fifty feet?

Charles Luffbarry: So then what was left they put up that big flagpole by the high school and the other fifty feet they took to Sewaren and spliced another piece and the top part became the top part of the Sewaren flagpole. That was there for quite a number of years and finally it was struck by lightening and had to be removed. The second Sewaren flagpole, Charlie Lewis had kind of a ship repair yard down near Boynton Beach and they cut out a second pole and brought it up to Sewaren and put it up on the stump of the one that had been hit by lightening. It was there for a good many years. Now it was a medal one. That was quite a story I would say about the flagpole.

Female Interviewer: That was interesting.

Charles Luffbarry: Have you got an old picture of the Woodbridge High School?

Male Interviewer: Yea, upstairs we have one in our file.

Charles Luffbarry: That's Sewaren now and here's Ackers.

Female Interviewer: And where was the bathing area?

Charles Luffbarry: The bathing area was on the north side of the pier.

The pier is right here and that's the Dan Russian House there. And this is Ostrander. Ostrander was a wealthy man and out in the meadows on the other side he had some kind of business with the clay and made something out of the clay. He was an old man, he was a widow, his wife had passed away and he had a daughter and she was crippled, she couldn't walk, so he had an elevator built in that house and that elevator is still in that house till this day.

Male Interviewer: What house is that?

Charles Luffbarry: Ernie Leard lives there now.

Female Interviewer: Do you know which one that is?

Charles Luffbarry: This one. Wait a minute that might be Solis's house and Lacey is here and Ostrander would be up here. I couldn't be sure.

Male Interviewer: This was a little pamphlet that we ran into.

Charles Luffbarry: You see in later years they put this little T shape, this was a long time ago this picture, because there was sort of an L shaped structure here and sort of a storeroom up here.

Male Interviewer: Now you say Acker's is here?

Charles Luffbarry: Yea, this is Acker's.

Male Interviewer: And where is Ferry Street in relationship.....

Charles Luffbarry: Here's Ferry Street.

Male Interviewer: Okay, and then the launching ramp that's there today was part of the.....

Charles Luffbarry: That would be right in here.

Male Interviewer: Okay, so that was part of Sewaren.

Charles Luffbarry: Now there's an addition later on this which brought this out to here. Some of the pictures she showed me of the beach are some before the addition and some after.

Female Interviewer: Where would the pavilions have been in relation to this picture?

Male Interviewer: Like the dance pavilion. Boynton's Beach.

Charles Luffbarry: Oh Boynton would be way down here way down at the mouth of the creek.

Male Interviewer: It's down that far?

Charles Luffbarry: Yes

Female Interviewer: So it wouldn't be on the corner of Ferry Street...

Male Interviewer: We thought it was all up this high.

Charles Luffbarry: No, there's Acker's and in later years Joe Turek, this was Oakland Avenue here, and Joe Turek, a restaurant on the corner and a dance hall here out over the water. Later he moved that back, now that's all in my memory, that was in the 1920s, but the Boynton Dance Pavilion was way down here by the mouth of the creek.

Male Interviewer: Oh, okay.

Charles Luffbarry: Pretty well down probably where the Shell dock is now.

Male Interviewer: Okay, now where the excursion boat used to come was to here then?

Charles Luffbarry: No.

Male Interviewer: Oh, it was.....

Charles Luffbarry: To Boynton's dock.

Male Interviewer: Okay, alright. See we had thought it was way up this sound right here.

Charles Luffbarry: That was the old steamboat dock down the line.

Male Interviewer: What was in between Boynton's and Acker's just beach?

Charles Luffbarry: We had what they called the campers. Now those are bluff there, you see, and people from Newark used to come down on the trolley, and there was a wooden foundation and on that they had a surplus U.S. Army tents. Now this had a wooden floor and a tent above and they had those tents there and the summer months when school was out they'd come down with the kids and spend the summer there. Now at the top, that was the end of Cliff Road, there were stairs going down the bank and down at the bottom along the beach there were more tents down there. Some were built like some flimsy wooden structures, like homemade, just enough to settle you for the summer months. They were there, if my memory begins, until Shell Oil came along and chased them all out. That was 1928.

Male Interviewer: Now the amusement area was back behind Acker's?

Charles Luffbarry: Well Turek's was. Turek's merry-go-round would be right about here. Then he had rides and swings for the kids and a shooting gallery. Now there was another building out over the water here where they had a ski barn and also wheels, remember when you used to spin the wheels, and those games.

Male Interviewer: Quite an amusement area.

Charles Luffbarry: That was out over the water.

Female Interviewer: So Turek's amusement area and billiards were just about the same size and took up the same area as Boyton Beach.

Charles Luffbarry: Well, see, the Boyntons are dead and gone now and I guess Turek bought it over. We know originally the land was owned by the DeForrests. The real estate company called the Senior Improvement Company owned much of the land and Ernest Demarest was their agent. Of course, that was way back I guess before the DeForrests came and after the railroad came in. In think that came in in 1876. Are you going to put this stuff in book form maybe? I hope so and I can get a copy. At least make it available to any interested people. This is Ostrander's; this is the house with the elevator. Wait, I'm wrong. Ostrander is next door. There's a new little modern house in here that this guy, Kuzniak, has down here. Now this is where Mrs. Clark lives today. Ostrander was the next house and then my sister's in-laws lived there but the Derricks lived there for

quite a few years more recently. That house is on West Avenue.

Male Interviewer: Now was this the Ballard residence at any time?

Charles Luffbarry: No.

Male Interviewer: Okay, so then this is wrong because this says it was the home of Mrs. Clark so this is Mrs. Clark's now.

Charles Luffbarry: The Clarks are not old people. They're around in their fifties so they're not from the last century like the Ballards were. I don't recognize this at all.

Female Interviewer: Now this is in 1890.

Charles Luffbarry: Now you see the steamboat dock. Now here would be the creek going in here.

Male Interviewer: Oh, okay.

Charles Luffbarry: Here's the mouth of the creek going in here. Here's the steamboat dock and.....

Male Interviewer: And the Maurers would have been down on the other side.

Charles Luffbarry: There was a high hill there and I remember Barber Asphalt had a fire in 1920 and we kids went down and were up on the top of the hill looking down at the fire.

Female Interviewer: And these are the passengers?

Charles Luffbarry: They're apparently in rowboats.

Female Interviewer: How about here?

Charles Luffbarry: I guess some of those people walking.

Male Interviewer: Natives coming out diving for pennies.

Charles Luffbarry: Oh, I like this scene.

Female Interviewer: The beach doesn't look very inviting.

Charles Luffbarry: Well its low tide.

Female Interviewer: What is this?

Charles Luffbarry: The northern pebbles. We used to dig sandworms there for bait to go fishing. This is Ackers here. There's no date on that. I don't recognize that. That's before my time.

Male Interviewer: That's Boynton Beach. Here is the hotel.

Charles Luffbarry: And Shell Oil.

Female Interviewer: 1896. This, evidently, was a promotional package trying to entice everyone into Sewaren.

Charles Luffbarry: Here you got the Sewaren Hotel.

Male Interviewer: This is before the addition set in. Do you remember the Sewaren House?

Charles Luffbarry: It was not in service. You see the last year it served was 1914 and then it was dismantled in 1923 so that was nine years old. That's when I knew it. What do we got here?

Male Interviewer: That was before the additions.

Charles Luffbarry: What were these, postcards maybe or old photographs?

Male Interviewer: Well, it's a little pamphlet so it looked like they had originally been photos that were taken.

Charles Luffbarry: You see there was an addition built out this way plus

the little structure here which was maybe installed. This is Coopia's house. These are very wealthy people. This would be Hogan Street right here. This little house here, that's where the Solis's house was.

Male Interviewer: This is Solis's, is that right?

Charles Luffbarry: That's right. You got the name on there?

Male Interviewer: Yes.

Charles Luffbarry: Where did you get this fine old picture?

Male Interviewer: It says that that was originally a postcard.

Charles Luffbarry: I remember these were lit at night.

Male Interviewer: The Solis's they were a very old family is the right?

Charles Luffbarry: Yes.

Male Interviewer: What kind of business were they in; the family business?

Charles Luffbarry: I couldn't say.

Male Interviewer: Okay.

Charles Luffbarry: Some of them only lived in the summer months and weekends they lived in New York.

Female Interviewer: Now this house had burned?

Charles Luffbarry: No, that sort of went to pot and was vandalized. It was unoccupied for many years and then it went from bad to worse.

Male Interviewer: Is that still there?

Charles Luffbarry: No, there's a new little modern type home.

Female Interviewer: That would be right on the corner?

Charles Luffbarry: Yea. In this one you're standing looking north. This was Morris and Christy's. This was Walkers; it must be beams, I guess. Those houses are still there.

Male Interviewer: Where is this located on West Avenue?

Charles Luffbarry: You turn left at the traffic light and go up towards Port Reading. Murray Christy lived there. This must be Walker's house. This is Cooper's. That was destroyed by fire in 1925.

Female Interviewer: And where was this?

Charles Luffbarry: Well that was, let's say, going up from the beach Hoyt's, Grant's, Higgin's and Cooper's which was the fourth house up from the corner. That was destroyed by fire. In 1925 we thought we had a fire bug. This house burned down, Clark's house burned down which was on the corner, Acker's burned down twice, they rebuilt it and it burned the second time, and the Boynton Brick factory burned down all in that same year so the Sewaren people always thought they had a fire bug but they never were able to prove it. About that time Mr. Cooper passed away and Mrs. Cooper, they didn't have social security or anything in those days, so she took the homestead and occupied one apartment for herself and the other four apartments she rented out. She then Rueberg, he was mayor of Woodbridge, he brought this land after the fire. He was mayor in the last 1920s for at least two or three terms and was a chemist at Allied Chemical in Carteret.

Female Interviewer: Had the Turek's lived there also?

Charles Luffbarry: In later years, that's after my memory though. This is Cooper's house. This guy had, I'm talking about the son, one of the first

high speed automobiles. I don't know what the name of it was but it had a big motor with a strap over the window all the time, big windshield and nothing else but just like two bucket seats. In the back was a big gas tank and it had brakes on the back axle. There was a handle on the side and that's the way you'd pull it to stop it. He used to race around as fast as he could go. Of course, there was no other traffic so he didn't have to be afraid of hitting anything unless it was a horse and wagon or something like that. I remember one time when we lived over the store, Kate's, the gates were down all night and he put the brakes on in front of our house and he slid all the way up to where the gates were down. You see after World War I a lot of those ritzy people moved away. The wars always make a big change. Things always changed after the war. So that burned down in 1925 and anyhow the son became very big in law school. I think he's dead now but he was one of the top Wall Streeter's for many years during the '20s, '30s, and '40s, a very well known man the son. Now here's the Central Railroad building.

Male Interviewer: This is the same although there might be one or two different pictures.

Charles Luffbarry: Arthur Kill sound. It's either the Staten Island sound or the Arthur Kill. That's all grown up with trees now. Is this a postcard or.....

Female Interviewer: This was another little pamphlet.

Charles Luffbarry: You know the towns in those long ago days the Union Mills Company, that was a really old company, sold newspapers, cigars, cigarettes and candy at the railroad station and they also would have postcards of the town's viewing. I'm sure somebody must have those. When I was a kid I think they were about a nickel a piece and I think there were a dozen in a set. I wonder if anybody knows of any of those down there.

Male Interviewer: Occasionally we run into these and that's just how they appeared with their little stamp on the back.

Female Interviewer: These are all the same.

Charles Luffbarry: This is more recent. Resident Mrs. Hanna Maybell. She willed it to the church when she passed away. She had no children. I'd rather go through all this stuff slowly sometime and get it all setup. I'd spend a half a day here.

Female Interviewer: There is an awful lot, I know.

Male Interviewer: Here are Acker's.

Charles Luffbarry: This is the high dive. You could dive off the spring board here or you could climb up the top and jump off there. Here's the rowboats. Mr. Acker built the rowboats.

Male Interviewer: Oh, really!

Charles Luffbarry: Yea, and this is Turek's first dancehall I would say, a small affair, and this was the old cap factory. You know the kids shoot caps with a cap gun, they made them in there, and the front part of the building some Japanese people had a skeet ball and they'd bundle up a hundred strings and if you pulled the right one you would win something.

Male Interviewer: Where was this located along there?

Charles Luffbarry: This was right where the Royal Petroleum is now located. There's a fence there and this was a little further down about where Royal's office is.

Male Interviewer: So Acker's should be right here?

Charles Luffbarry: Yea, this is Acker's.

Male Interviewer: Oh, okay.

Charles Luffbarry: This is the second pavilion. The first one was destroyed by fire.

Female Interviewer: This is after he rebuilt. Did this still belong to Acker's?

Charles Luffbarry: Mrs. Acker. By that time she had remarried and I would say it belonged to them jointly. The second one was destroyed by fire and then they built a third one which lasted on until the oil companies took it over. Here's the first one. This was a nice one. Later on there were bathing houses out here. They used to have blue water and people would come down and rent a rowboat and crab nets and so forth. See here are the bathing houses here where you would go and change your clothes, leave your clothes in there and come out and have a swim. This is after 1921 because that's when they put the ships over there on the other side. This was after the big float was gone and they had like a scow there, Acker's boats, yea. They'd stack them all up after the season was over and put all these piles out in the spring and put them back in again.

Male Interviewer: Oh, really.

Charles Luffbarry: Here's where that picture was taken from. I saw these before. I used to swim in here. See that's a pretty nice beach. It's not that white sand you find in Seaside, you know, but it was pretty nice.

Female Interviewer: Did they import this sand in?

Charles Luffbarry: I don't think so. Who is this arrow pointing to? Look at that there, I mean, it wasn't the guy in charge of the rowboats I guess. There's an arrow pointing to someone.

Female Interviewer: Let's see, what's the number, 30D? Could that have been Andy Simonsen?

Charles Luffbarry: Could be; could very well be.

Female Interviewer: That's his picture.

Charles Luffbarry: This is Acker's house over here. There were two Acker's houses.

Female Interviewer: Oh, this is Acker's house?

Charles Luffbarry: Roberta Acker and Roland Acker was who had the place. His house was up further but this was Bert Acker who lived here. He wasn't connected with them, I don't think. Later on his son died not too long ago he's an electrician here in Woodbridge.

Male Interviewer: Now that was all knocked down when Shell or Royal came in.

Charles Luffbarry: Yea, well around that time.

Male Interviewer: So those are really the only big houses down past Ferry

Street for residences?

Charles Luffbarry: That's all, just the one. See this is after the last addition had been put out here. Like I told Linda here, this is where they kept the canoes, under here. It was like a sawhorse in there, two of the see, and you'd carry your canoe in and set it upside down. They're all stacked in there, the canoes. People would leave the canoes after the season.

Female Interviewer: Did you know anyone whoever stayed at the Sewaren Hotel?

Charles Luffbarry: No.

Female Interviewer: What kind of people vacationed there?

Charles Luffbarry: That was before my memory begins. This was around 1878 and it existed until 1913, now that could be. I know it was torn down in 1923.

Female Interviewer: This is.....

Charles Luffbarry: That's Mrs. Lowger's house; Flo Lowger. Wait a minute, have you got anything on it?

Male Interviewer: I think it's the old Turner house. It's up the street from the Lowger's heading towards Perth Amboy and it's on the opposite side of the road.

Charles Luffbarry: I can't picture that. It looks like Lowger's house.

Female Interviewer: What's the address on that?

Male Interviewer: Here it is, 449.

Charles Luffbarry: 449 West Avenue?

Male Interviewer: Yes.

Charles Luffbarry: That's Lowger's. Well this must be Fowlers across the railroad track on the other side. Fowlers lived over there and then later Mullens bought it and it was destroyed by fire, most of it. It was rebuilt into just a one story affair. That's got to be 449 because my mother's was 467 and then, one, two, three, that's Lowger's, yea. Because Lowger's built those six houses across the street that are just alike. One was burned down some years ago. The Kellys lived there.

Male Interviewer: Then this is on the other side of the street pointing southeast.

Charles Luffbarry: This is on the east side. This house if facing west; facing Woodbridge. This is the railroad tracks back here where these telephone wires are.

Male Interviewer: Right, okay. It was said that his was the Howell house originally.

Charles Luffbarry: Howell?

Male Interviewer: Or Turner, Turner house.

Charles Luffbarry: It could be.

Male Interviewer: Do you remember Mr. Turner?

Charles Luffbarry: Yes.

Male Interviewer: He had a paper store in a big barn back on Meade Street back in there or Marsh, Marsh Street. It was a big barn and they sold paper, I think, to butchers.

Charles Luffbarry: Oh, that was M.E. Turner and the barn was later built into a house and it's still there.

Male Interviewer: Right.

Charles Luffbarry: His daughter was Mrs. Howell and later Mrs. Van Idolstein. She was older than me. That was her second marriage.

Male Interviewer: Is that Olga?

Charles Luffbarry: Olive, and I think she passed away not too long ago. But that was a different Turner. There were two families of Turners. There was Frederick Turner, their house was on East Avenue. Do you know when you come down East Avenue and there's an anchor sitting on the ground? Well that old house there that was Fred Turner's house. His father's job was at the Port Reading Railroad. They had what they called a bunk house there and when the crews came in from Pennsylvania they would sleep over and he was a custodian/janitor I think. That was Dan Turner, that was the father of Fred Turner and grandfather of Fred Turner, Jr. Then M.E. Turner had a brother, Clarence Turner, who was a Butcher on Main Street in Woodbridge. In later years he worked for Richard Neary who had a butcher store on Main Street. I remember we we kids would be at School #1 and the fire bell would ring. Larry Turner was a fireman and he would come out of Neary's butcher store and run down to the firehouse with this white apron on and as he was running he would be getting this apron off and getting this white jacket off, the butchers wore white those days, and he would climb on the fire truck and out they'd go. Now this is Mrs. Welliger's house. Oh, the little bearded guy, I don't know who that could be.

Female Interviewer: Famous Mr. Warren:

Male Interviewer: No, no, no, that's not Mr. Warren.

Female Interviewer: No?

Male Interviewer: This is Mr. Warren and this is supposedly Mr. Turner and Mrs. Floyd T. Howell.

Charles Luffbarry: Who gave this information?

Male Interviewer: This was on the card but Mrs. Olga Howell told me that this was Mr. Turner, the one who had the paper company we were talking about.

Charles Luffbarry: He must have passed it on to his son because the M.E. Turner that I knew didn't have a full beard.

Male Interviewer: Okay, it might have been a picture of his father.

Charles Luffbarry: This is the 18th century.

Male Interviewer: Yea, this is the 1800s.

Charles Luffbarry: Mrs. Howell is the same age as my mother and my mother would have been a hundred if she was living. Alice Howell would be the same age as my mother so this has got to be, maybe, 1870.

Male Interviewer: It could be.

Charles Luffbarry: This is Howell. Now see he's the same age, more or less, of my mother. My mother was born one century ago. She's

what, four years old here? It says here 1880. Okay, this was a more recent one. Little Blue was a Christian Science Church and later I think they moved into Amboy. There was even a little library before that just to the east of the railroad crossing. It was a little wooden structure there and it had two rooms in it and that was the first Sewaren library. Later from the Sewaren Improvement Company it became a real estate and insurance office of Fred Turner. This was built in 1914. Do you got that date down? This is the one that had Boynton Hollow Tile. This is School No. 1; that's where I went to school.

Male Interviewer: Here is a picture taken at the Sewaren Hotel.

Charles Luffbarry: I had a little postcard too and last night I was looking and looking and couldn't find that little postcard. It's there somewhere. I'll find it when I don't want it. Here's the coal dock. Now see isn't that a nice beach there? Here's a float. Any date on that?

Female Interviewer: 1917.

Charles Luffbarry: Yea, that would be about right. This is a canoe and see, we had lee boards. This place over here, on the Staten Island side, that chimney is still there and you know what they made? Years ago when women washed the clothes they put a powder called Blue in it. It was a bright shade of blue, a little cake, and they'd put it in the wash water and the clothes would come out bleached, nice and white. It was manufactured right here by that chimney.

Female Interviewer: What about in here?

Charles Luffbarry: That was just nothing at all.

Female Interviewer: Is there a picnic ground or anything here?

Charles Luffbarry: Further down. It would be down about here. You showed me a picture of that.

Female Interviewer: Yes.

Charles Luffbarry: That was further down. This was vacant land there.

Female Interviewer: Okay.

Male Interviewer: Here's another picture of the.....

Charles Luffbarry: He's the end of the dock with the rowboats.

Female Interviewer: Is this a parking lot here?

Charles Luffbarry: Cars had no problem parking because there wasn't more than enough cars, you know, maybe a few cars. See how the lady is dressed? Wouldn't that be nice if you get a ring like that for some Sunday? There was no problem with sunburn, you see. They just got sunburn around the neck and their wrists.

Female Interviewer: Really?

Charles Luffbarry: Is there a date on that? This is more recently. See how the grass is growing wild here? The railroad had gardeners that went around every so often to cut the grass, prune the shrubs and keep everything nice. This is after that so this must be after the Depression. Here's the old newsstand before they built the roof. Here's the mile post, eighteen miles to New York. You don't know who all these

people are do you?

Male Interviewer: Yes.

Charles Luffbarry: You do?

Male Interviewer: Left to right is Harry Van Tassel.

Charles Luffbarry: Harry Van Tassel, yes.

Male Interviewer: Thomas Zedimier.

Charles Luffbarry: Tommy Zedimier, he was my first boss in the railroad. He died in 1920. He's buried over here in the White Church cemetery.

Male Interviewer: Ed Pender.

Charles Luffbarry: Ed Pender, get out! Who gave you these names?

Male Interviewer: The next one is Gimbernath.

Charles Luffbarry: Roger Gimbernath.

Male Interviewer: And they're not sure whether or not that's.....

Charles Luffbarry: Is that L.J. Barrett? That's my great uncle.

Male Interviewer: And Mr. X. They don't know who that is. Andy Simonsen says that he worked in the newspaper.

Charles Luffbarry: This is my great-uncle here, Lawrence J. Barrett.

Male Interviewer: This was a newspaper picture. You can see the printing on it.

Charles Luffbarry: Ed Pender, I'll be darn!

Male Interviewer: Now the Penders used to live next to the Lloyds.

Did they both have taverns? I think there was a Pender Tavern down there and that was owned by.....

Charles Luffbarry: That's right, and he had a son Bob, a son Harry, a son Ed, a son Joseph, a son Bruce and a daughter.

Male Interviewer: Pretty big family.

Charles Luffbarry: Ed Pender, and who is this again? This was Harry Van Tassel. There are still some Van Tassels around Woodbridge.

Male Interviewer: Yea.

Charles Luffbarry: He was from Sewaren. Here's Mr. Ziedimier, Ed Pender and Roger Gimbernath was in World War I.

Female Interviewer: Roger?

Charles Luffbarry: Yea, L.J. Barrett, my great-uncle. This we don't know who that is.

Male Interviewer: Right. It's a shame we don't even know who these pictures came from so we can't check back to see. Probably Andy Simonsen.

Female Interviewer: And what did your great-uncle do?

Charles Luffbarry: He was superintendent of Port Reading Railroad. You see Mr. Zedimier was the fleet agent and also the postmaster and Jack Blinning, as far as I know, is still living in Fort Lauderdale. He's about ninety years old. He was a ticket agent and assistant postmaster. There was a Western Union key here and I used to deliver telegrams for a nickel and then Mr. Zedimier was also in the railway express agency. So it was a good deal there for those two men. Now the clerk

lived upstairs, that was Bernard Sullivan, and then Mr. Enbody was the union newsman.

Male Interviewer: I wonder if that is one of those two gentlemen.

Charles Luffbarry: It's hard to tell. I'll be darn, the days are long gone. This is in back of Ross's house. We used to call a barn or a carriage house.

Male Interviewer: So then West Avenue is actually up here then, right?

Charles Luffbarry: West Avenue is here.

Male Interviewer: Okay.

Charles Luffbarry: This is where trains would stop, a flag stop, so if someone was pulling it they would stop. They certainly didn't stop unless you pulled the lever. There was a lever down here and this would go up like this, see, and the train would stop.

Male Interviewer: Oh!

Charles Luffbarry: But you had to know about that. But everybody in town knew about it. My father's uncle died in 1917.

Male Interviewer: I think that's all the photos that we had.

Charles Luffbarry: You didn't see this one.

Male Interviewer: Okay, let's see.

Charles Luffbarry: Do you see the little lever here?

Female Interviewer: Yes.

Charles Luffbarry: You'd pull that to operate this thing to stop. Do you know what that is?

Female Interviewer: It's a scale?

Charles Luffbarry: It's a penny scale. Do you know what that is?

Female Interviewer: No.

Charles Luffbarry: Put a penny in there and you'd get a shot of chocolate. When I was a kid I would push that thing so far and then pull it back and get another shot and then you'd have two shots for the price of one.

Female Interviewer: I think that's all the pictures.

Charles Luffbarry: No pictures over there?

Male Interviewer: We went through these. These are all the ones we just looked through. Oh, here's one we didn't see.

Charles Luffbarry: I didn't see that. It don't say who these ladies are, does it?

Female Interviewer: No.

Male Interviewer: And this is a typical stand.

Charles Luffbarry: And as I say this was destroyed by fire when I was just a little boy in my mother's eye I can't comment on that at all except that I vaguely remember it though. That apparently is a postcard. Doesn't that look like a cancellation?

Female Interviewer: A stamp.

Male Interviewer: Yes.

Charles Luffbarry: There is the horse and carriage.

Female Interviewer: Anything else?

Charles Luffbarry: I'm getting your collection all mixed up here.

Male Interviewer: Nothing new. I think I pulled most of them out

already.

Charles Luffbarry: There's a nice view of the club and this is after the side addition had been put on. Then you see these salt meadows this is before there was any dredged material up on this. If you'd walk over there ordinarily you'd get wet feet, you know what I mean? High tide and when a northeast storm would come the tide would come up all over this. So then there was water just from Cliff Road all the way to the coal dock. It looked like one mass of water. You see this was all underneath when the tide would go down. On this one there weren't that many boats down there. It must have been before 1914. See the Sewaren Motorboat Club was up there. That building is still there.

Female Interviewer: This is an aerial shot.

Charles Luffbarry: Well this is more recent. That's a hundred new boats in there and the tanker down there.

Female Interviewer: Well, I guess that's it as far as the pictures go.

Male Interviewer: Yea, maybe we should stop for now and then get together again.

Charles Luffbarry: Okay, that's fine with me. I love this stuff.

Male Interviewer: Okay.