



UNION COUNTY HISTORICAL SOCIETY



Picnic Meeting

Our annual picnic meeting was held on the 8th of September in the back yard of the Hanson House, with about thirty guests and members of the society in attendance. The weather was beautiful with a blue sky and a couple of clouds to add to the scene. The threat of a disaster caused by the storm "Dorian" did not materialize, although the days earlier had been full of wind and rain.

As this was also our meeting of September we had some brief business to discuss, including the presentation of the slate of officers for the coming year. The annual election was to be held at the October meeting.

A reminder about our next meeting location and information about the Reeves-Reed Arboretum was given at the picnic to all present, as this was a change from our posted schedule and location. The arboretum has many rules and regulations about its usage.

The Society would like to sincerely thank Barbara Sokol, Bette Hulighan, and Charles Shallcross for their great work in making our picnic the big success that it was. This trio did almost all of the work in setting up and cleaning up everything for our hours of pleasure. **THANK YOU.**





Here's a picture of the first station that was named "Roselle" on the Central Railroad of New Jersey, of about 1875. It was located on the north side of the tracks at Chestnut Street, in what is now Roselle Park. Built in 1866, it replaced an earlier station named Mulford near the Linden Road grade crossing. It was identical to the station in Cranford and to the one in Elizabethport, except that the E'port station had two long, extended canopies at each end. The move to Chestnut St. was an acknowledgement by the railroad of the new existence of the Village of Roselle on its southern side. There was only a short canopy on the south side.

The railroad was organized in 1831 as the Elizabethtown and Somerville Railroad, and then had to establish a right of way, level the hills and valleys, and lay rails, which at first were made

of wood covered with strap iron. Its grand opening run was made on January 1, 1839, between E'port and Plainfield and return. In 1849 it had been renamed The Central Rail-road of New Jersey.

The railroad prospered during the Civil War and by 1875 had four main-line tracks and auxiliary rails on each side of the main line. The Roselle area had become the end of run and turnaround for at least forty trains a day to Jersey City and the ferries to Manhattan. There was also a turntable and a roundhouse as well as a shop for minor repairs.

In this photo a gang of workers (known as "gandy dancers") are adjusting the gravel ballast at a rail, while a work train waits to take them further along the tracks.

Also in the picture is the highly elevated cross-over for any passengers wishing to cross the tracks.

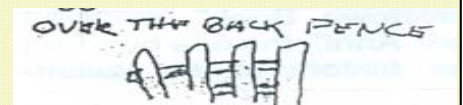
This safety measure was not popular with the public, but it remained in use even after a new station was built in 1892. Finally an underground passageway was made about 1895, much to the relief of the passengers.

That concrete-walled tunnel is still there, but it has been filled in.

Reeves-Reed Arboretum

Although the October meeting at the arboretum was a pleasant affair with all of the fall colors on the trees and bushes, it came with some unexpected surprises as a meeting place. It was necessary for us to rent from a supplier, set up, and after the meeting take down a number of chairs, as the arboretum did not provide any.

Photography inside the building was forbidden, and any posed pictures on the grounds outside the house required expensive permits. For that reason we have no pictures to print in this edition.



Danny, now in Florida, an old printer, says that "Mind your 'p's and 'q's" is an old typesetters' advice about being careful in whatever you do.