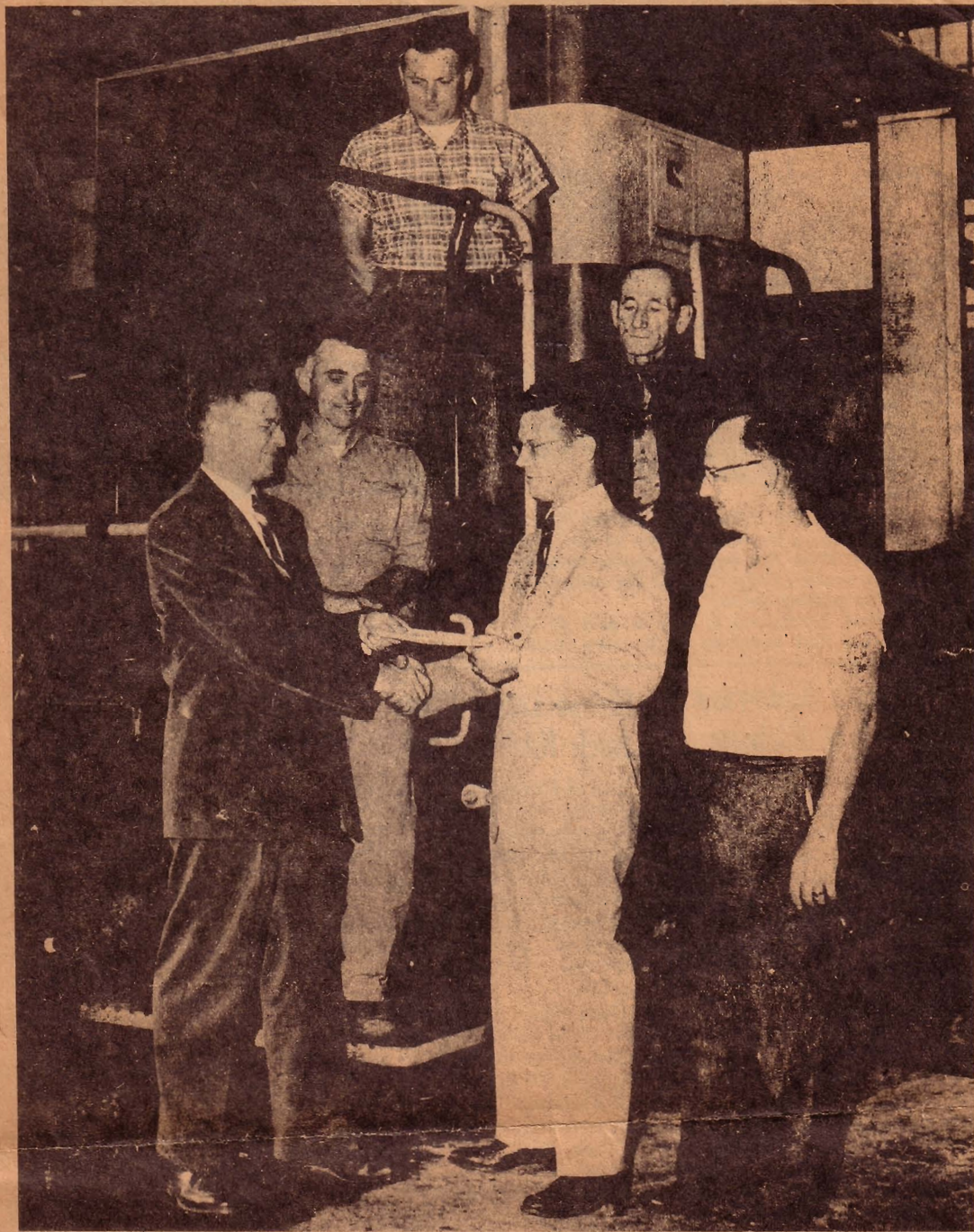


# A PICTORIAL HISTORY OF THE PART III - HIGHLIGHTS OF HISTORY RARITAN RIVER RAIL ROAD EPISODE 18 - THE LOCAL LINE'S CONTRIBUTIONS TO WORTHWHILE EFFORTS



**ACCEPTS DONATION** — Receiving the contribution of \$6,030 from H. T. Filskov, Superintendent of the Raritan River Railroad is Lawrence Johnston, chairman of the employees division.

Looking on are John C. Nemeth, chairman of the trainmen's division; Joseph

Toth, chairman of the engineers' union; Steve Vona, maintenance of way union members; Stephen Pavich, maintenance of equipment members.

Harvey Häusser, the chairman of the stations group was absent at the time the picture was taken.

Any industry is made basically of people, and a railroad is no exception. These people are affected by the many and varied aspects of the society in which they live. The Raritan River Rail Road and its employees have thusly had their contributions to make to many of the things that have gone on in their nation and community.

During the national emergencies of World War I and World War II, a number of vital war industries were served by the line. Such plants as those of the Hercules Powder Co., E. I.

Du Pont de Nemours, and the National Lead Co. received and shipped many necessary materials for the war effort via the Raritan River.

On the local scene, the line and its employees have likewise assisted many worthwhile causes. As an example, let us take several of the ways in which the South Amboy Memorial Hospital has benefited from their endeavors. In 1949, Room No. 9 of the hospital was furnished by the railroad. In September of 1957, during the most recent drive for funds to erect a hospital addition, \$6,030.00 was do-

nated by the employees.

In the photo above we see H. T. Filskov, Superintendent of the railroad presenting the check to Lawrence Johnston, chairman of the employees division of the fund drive. Looking on are John C. Nemeth, chairman of the trainmen's union; Joseph Toth, chairman of the maintenance of way union members; Stephen Pavich, maintenance of equipment members. Harvey Häusser, chairman of the stations group was absent at the time of the picture.

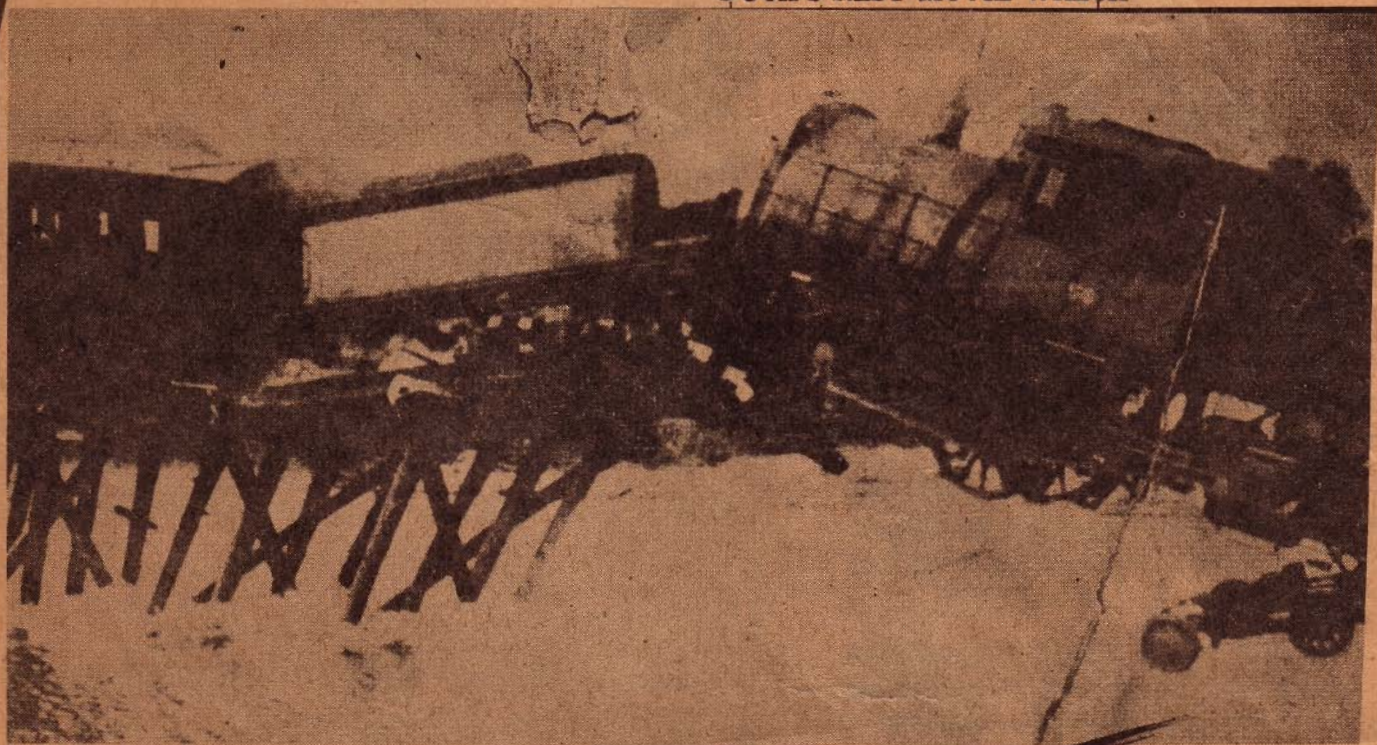
**NEXT WEEK: Borrowed and Returned . . .**



# A PICTORIAL HISTORY OF THE RARITAN RIVER RAIL ROAD

## PART III—HIGHLIGHTS OF HISTORY

## EPISODE 17—POSTSCRIPT ON THE DUCK'S NEST MOVIE WRECK



**DARING PLUNGE**—This rare old photo originally published in a newspaper of the era, shows the train leaving the trestle and plunging into the water at Duck's Nest. The original caption of the picture was as follows: "The list of injured follows' is what we'd expect to read if we hadn't been taken into the secret. It's just another movie thriller, but no expense had

been spared in making the plunge of the locomotive from the burning trestle a hair-raising reality to the movie audience."

The locomotive bears the number 56 and is a 4-40-0 Camelback type, probably built about the turn of the century or a little before. The paper in which the picture was originally printed was published about 47 years ago.

A number of weeks ago we ran a story on the use of Duck's Nest Pond in Parlin as a scene for the enactment of wrecks used in the silent adventure movies so popular early in this century. Since writing that story, we have come into additional information which would seem to make that episode in this series rather obsolete.

"The Digester," Parlin Plant publication of the Hercules Powder Company, ran an article in their issue of August 10, 1949 from which this information has been obtained.

The name of the film in which the Duck's Nest sequence was used was "Juggernaut," produced by the Vitagraph Company of Brooklyn about 1915. Ralph Ince was the director and the chief characters were played by Earl Williams and Anita Stuart. Many

of the stars stayed at the Washington Hotel in South River.

A trestle was weakly constructed across the pond so that when the engine reached a certain part the bridge would collapse. The trestle was not as weak as intended and instead of collapsing, the train ran off the end into the water. An old engine and a few cars were used, some of them purchased from the Raritan River. There was no one on board the train when it plunged as dummies were used to replace the people. When the locomotive hit the water there was such a splash that only one camera, built on a platform, got the picture. All of the others got a ducking. The movie stars then swam out into the water as if they had been in the accident. All of their struggles were not in the act, however, since it was October and

the water was very cold. Some of the railroad men had to jump in and bring them ashore.

For years the train remained on the bottom of the pond. Parlin folks enjoyed many games of tag, swimming through the cars, but this was dangerous sport and some got hurt. The Borough of Sayreville finally appropriated funds for the draining of the pond and removing the cars. The beach was generally more attractive at this time.

Another silent movie reported to have used the Duck's Nest area was "The Fatal Ring" starring Pearl White of "Perils of Pauline" fame. In this movie a train was wrecked by bandits when it was run off a trestle into the pond. An old Delaware, Lackawanna, and Western engine was numbered "13" for the fatal occasion. The Raritan River never had a Number 13.

**NEXT WEEK:** The local lines contributions to many worthy causes . . .