



RAHWAY VALLEY RAILROAD

RAHWAY VALLEY COMPANY, LESSEE

OFFICE OF

PRESIDENT AND GENERAL MANAGER



BERNARD J. CAHILL

PRESIDENT AND GENERAL MANAGER

REFER TO
FILE NO. _____

P.O. BOX 156
KENILWORTH, N.J. 07033, _____

GOOD MORNING:

We would like to welcome you aboard the combined Rahway Valley Railroad/Union County Trust Company Passenger Special to Baltusrol. We hope that you will find your ride this morning as exciting and enjoyable as the U.S. Open itself. It is our pleasure to serve you, please do not hesitate to call on a Hostess or a member of the Train Crew for information or assistance.

ABOUT THE RAHWAY VALLEY RAILROAD:

The railroad upon which you are riding was formed in 1894 as the New York & New Orange Railroad Company. As originally built, the line ran from Aldene, where it connected with the Central of New Jersey, to New Orange (Kenilworth). The lines purpose was to serve the areas growing industry as well as provide the local residents with passenger service.

In 1904, a reorganization of the line followed a decline in business. This reorganization, under the direction of Mr. Louis Keller, gave the railroad both new life and a new name: The Rahway Valley Railroad Company. It was under Mr. Keller's direction that the line was extended past Kenilworth to Union and Summit, which remains the lines Northern terminus. The Unionbury and Can branches were also built to serve Maplewood and the American Can Company respectively. Mr. Keller was himself a golfer and it was he who directed that a station be built near the Baltusrol Golf Club. Although the station itself was torn down as a result of the construction of Route 78, we will be stopping at its former location today.

During the early part of the century, freight and passenger service remained profitable. On weekends, many people would come from New York City by train, transferring to the Rahway Valley for transportation to the many picnic areas along the line. In addition to picnics, during World War I the Rahway Valley transported thousands of workers to Munitions plants located along the tracks. With the close of the war, however, passenger traffic declined until, in 1919, regular daily passenger service was ended. Thus, passengers on our U.S. Open Specials have the distinction of riding the first daily (if only for a week) passenger train to pass over these tracks in more than sixty years.

The Rahway Valley of 1980 is a busy little railroad. The line owns two diesels, both of which you will see in operation today. Engine numbers 16 and 17 are both General Electric 70 Tonners, built in 1951 and '54 respectively. When not playing hosts to special guests, these engines are busy moving freight for such customers as Monsanto, Continental Packaging and Griffith Labs. The line operates five days a week to serve its over twenty customers.

Under the direction of President Bernard Cahill, the railroad is presently rebuilding much of the line. A grant from the State of New Jersey is enabling the Rahway Valley to install heavier rail, new ties and stone ballast over the most heavily used portions of the pike. The Rahway Valley, unlike so many railroads both big and small, has a bright future with enough business to keep the line busy for the foreseeable future.

THE ROUTE:

Our special today will be departing from the siding of Heyman Manufacturing Company. After being pulled from the siding by one of the Rahway Valley Diesels, there will be a brief wait while our other engine couples to the head of the train. Following this short delay, our train will be off to Baltusrol and the U.S. Open.

Almost immediately after departure, on the left hand side of the train, we will pass the branch line to Monsanto, the railroad's largest customer. Slightly further up the line, also on the left hand side, is the Continental Packaging Corporation, another large shipper.

After crossing Route 22, we will continue on the way to our first stop at Springfield. Along the way, we will pass many of the railroads' customers including Carpenter Tech., Harry Rich and Furniture Mart.

Upon our arrival in Springfield, where the original station still stands, we will take on additional passengers and switch engines once again. After departure from Springfield station we have but a short ride to our final destination at Baltusrol. Please follow the directions of your Hostesses and Train Crew for detraining. Once again, we hope that you enjoy both your ride with us and the U.S. Open Golf Championship thoroughly.