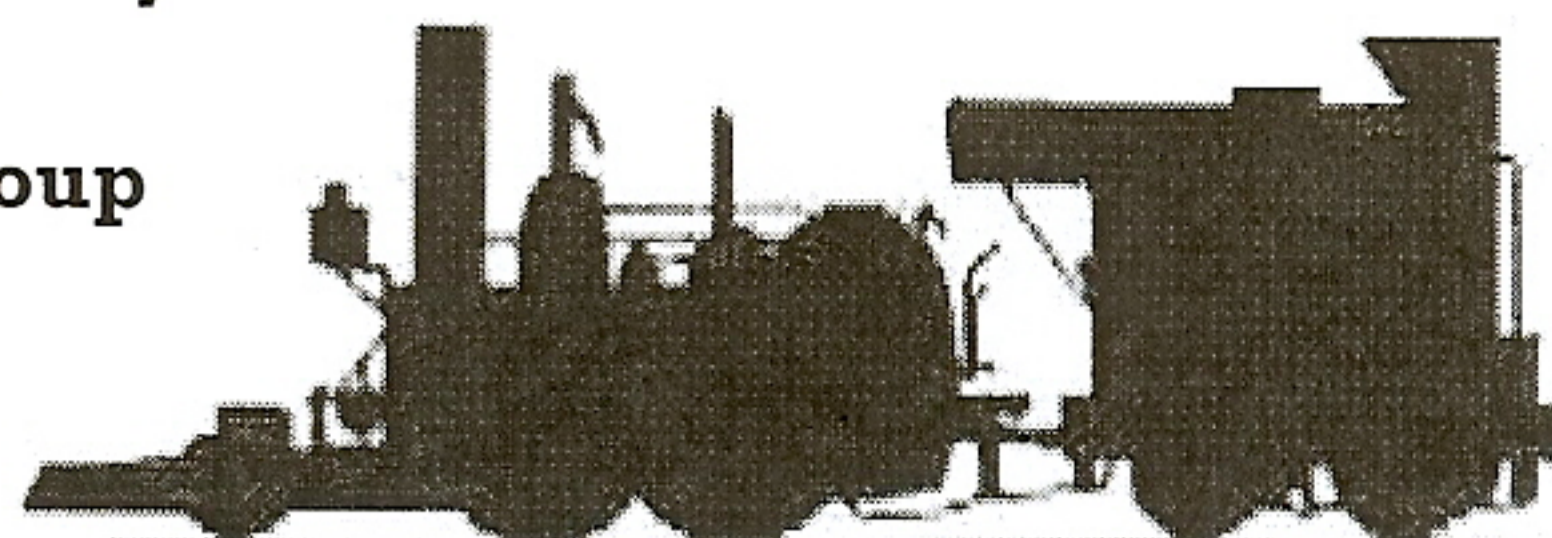
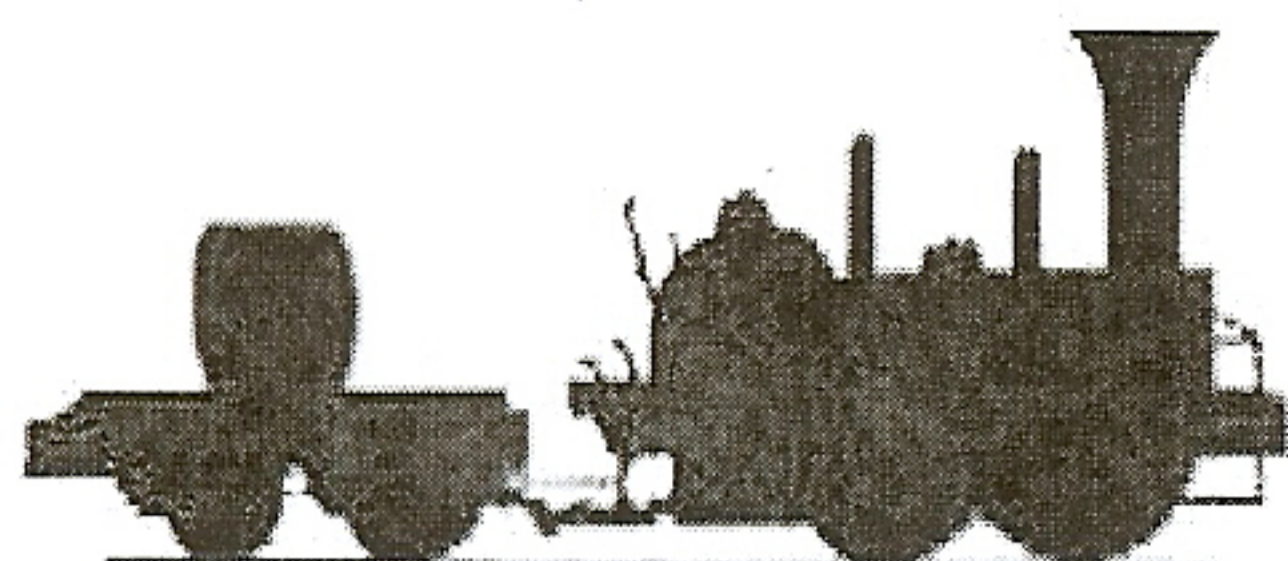


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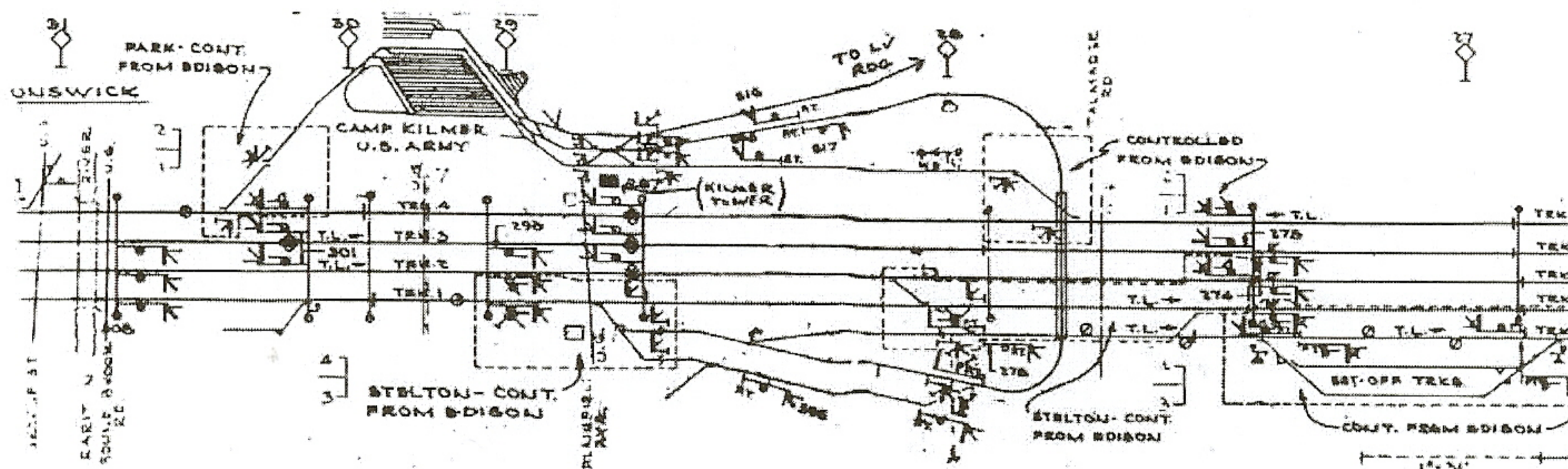


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**Camp Kilmer & the PRR: A Mere 13 Year Co-Existence!**



(Author's note: Given the emergence of a strong patriotic support of our armed forces, it is most appropriate to dust off an article I wrote that originally appeared twenty years ago in the newsletter of the former Camden & Amboy RHS.)

About midway between mileposts 27 and 28 on Amtrak's Metropolitan Division, between present-day Metuchen and Edison stations (where westbound trains are accelerating out of a curve!) stands an oversized catenary support structure. Closer examination suggests it might have been a bridge, especially since tie pieces are between the steel walls in where the track gauge might have been.

Further west (timetable direction), and alongside Plainfield Ave. north of the tracks, stands a state historical marker which points out the location of the former (U.S. Army) Camp Kilmer.

Interest now peaked and this historical detective searching for more clues, a rush to available map

sources and subsequent examination of same yields evidence that the two items are related: the bridge once carried a loop track over the Pennsylvania Railroad's four-track line, allowing trains to enter the Camp from the opposite side without crossing the tracks themselves (at grade), a potential bottleneck! It was also strung with catenary, allowing electric engine-hauled trains to operate into the Camp's yard area. From these sources can the brief (13 year) existence of the railroad's operation be reconstructed.

PRR General Order No. 201, dated April 26, 1942, is the first railroad document to make reference to Kilmer. It placed into service the (new) track 8 (see map) from west of Edison Tower (later Lincoln, now closed) into the camp grounds. A month later, G.O. No. 205 added Stelton, the loop track, the yards, Park Interlocking and Kilmer Tower to the railroad's station listing and announced that portions of the new track were

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