

Veteran Ex-Erie Employee

Has Old Timetable of 1864

Three Trains Up and Four Down Stopped at Allendale in Those Days—Recalls Smoke Belching Wood-burners

A real relic of railroading in this part of the country is in the possession of Michael McDermott of Myrtle avenue, Allendale. It is a tiny, faded Erie time-table of 1864, showing the trains and stops between Jersey City and Port Jervis.

Eight years after it was printed, Mr. McDermott, then a boy, started work for the Erie in 1872, keeping at it until October, 1928, when he was retired after fifty-six years service. For twenty-eight years of this time, he was station agent at Allendale.

As shown on the time-table, in Mr. McDermott's early days with the Erie, three daily trains went through Allendale, headed west, one in the morning and two in the afternoon, while four stopped here going down, one in the morning, two in the afternoon and one

in the evening. It took a hour and ten minutes to make Jersey City from here, pretty good time considering that the engines burned coal and wood and that all the track had not yet been changed to standard gauge. A good part of it was six-foot gauge and constant changing of cars was necessary. None of the trains listed on the old time table had a number as is the system now.

There was no Ridgewood station in those days. It was Godwinville then. Ramsey went by its plural name, "Ramseys." A few hardy citizens commuted to business, but this was usually only in the summer time, according to Mr. McDermott. This was all farm land around here, he said, and a good deal more freight than passenger

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VETERAN EX-ERIE MAN HAS ANCIENT TIME TABLE OF 1864

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traffic went out of the Allendale station.

"If you think the engines give off lots of smoke now, you should have stood by the station fifty years ago and watched 'em going through," he continued. "Why, one of those old combination wood and coal burners, with its huge stack would pour out enough smoke and cinders to blacken any laundry within 100 yards of the station if the wind was right. But they made good time and the trains would scoot up the line nearly as fast as they do now."