

**Colonel Richard Somers Chapter
New Jersey Society – Sons of the
American Revolution
Presents...**

**A Pomona-to-Grassy Bay Train Ride
To A Hardly Populated Beach –
The Brigantine Beach Railroad
1890 - 1910**

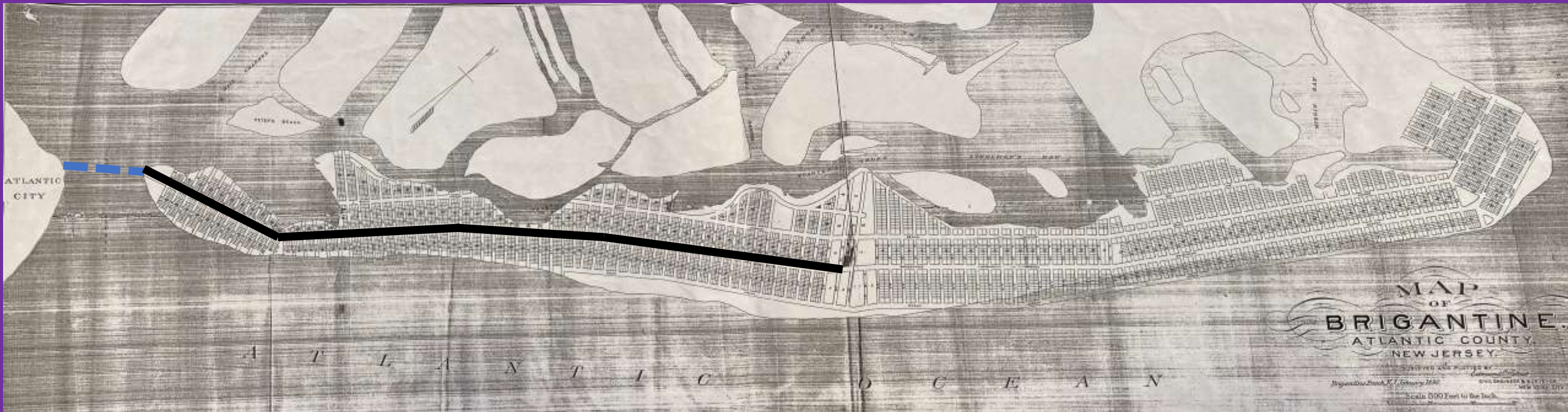
BRIGANTINE BEFORE 1850



Atlantic County
Historical Society

Railroad Dream #1

1880-1890 – North Atlantic City - Brigantine Today



The North Atlantic City Railroad Company

Atlantic County Historical Society

ANOTHER NEW JERSEY RAILROAD CHARTERED.—Last week the **North Atlantic City Railroad** Company was incorporated and chartered, and the \$2,000 per mile required by the law of New Jersey deposited with the State Treasurer. The road will run **north** from the Inlet at Atlantic **City**, three miles to **North Atlantic City**. The directors are George W. Stever, William Smedley, Isaac A. Braddock, E. Z. Collings, John S. Doughty, David Headley and Henry Fowler. The officers are: President, Wm. Smedley, of Bryn Mawr; Secretary, David Headley, of Philadelphia; Treasurer, Isaac A. Braddock, of Haddonfield.

Nov. 9, 1880

Trenton State Gazette

* From Atl. City using the Camden Atlantic RR tracks from the Atl. City station to the Inlet

* A new RR bridge across Absecon Inlet

* 3 miles of track in Brigantine with a station

* \$2000/mile plus bridge

The Dream Quivering
Philadelphia Inquirer
Aug. 5, 1881

The Brigantine Beach Co.

The Brigantine Beach Railroad Company of New Jersey, organized to construct a road from Atlantic City to North Atlantic City, has just dissolved its charter in order to recover the \$7,000 forfeit deposited with the State. It is said this action was taken because the Camden and Atlantic Railroad Company refused to ratify the contract to operate the new road. The Brigantine Beach Land Company is expected to complete the road.

THE NORTH ATLANTIC.

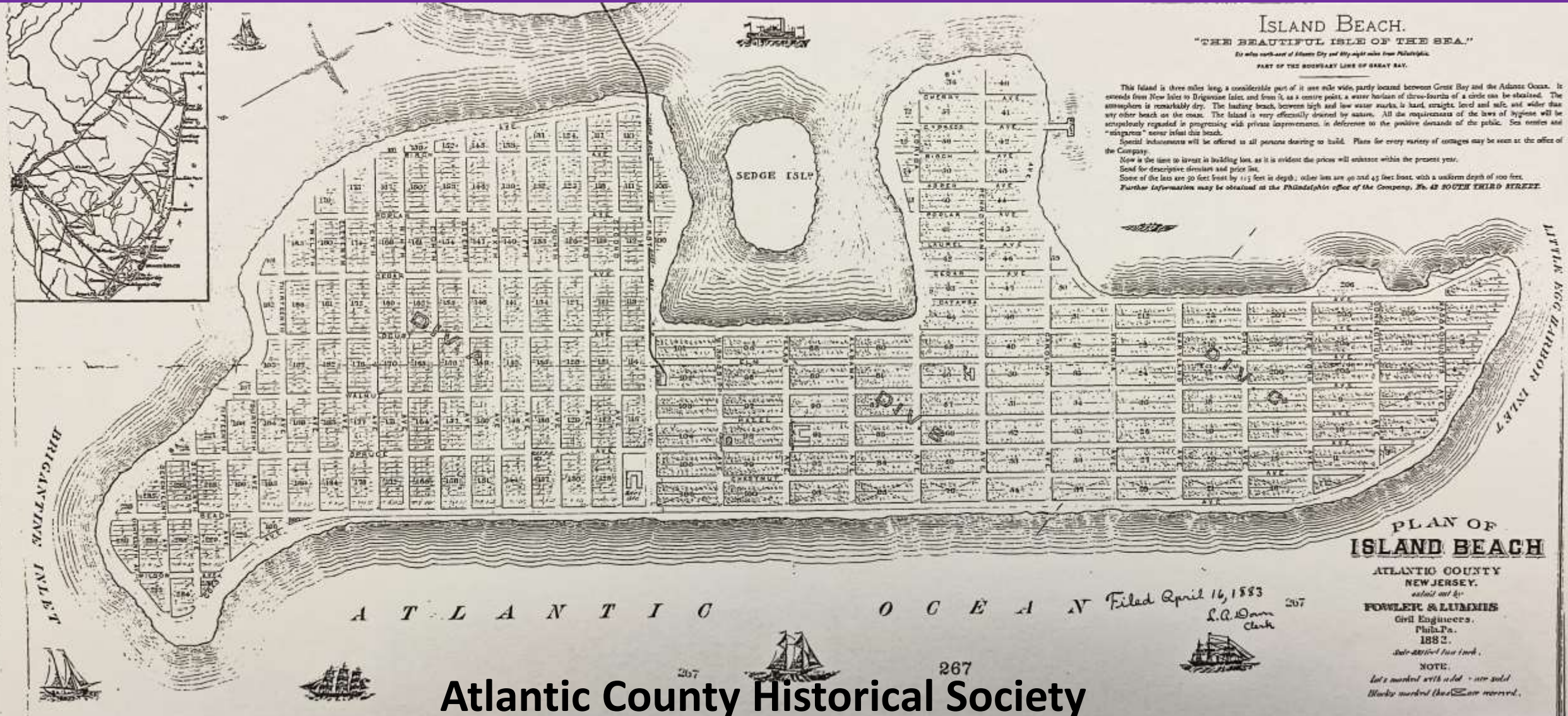
—●—
DIFFICULTIES ABOUT THE LEASE
—●—

The Stockholders of the Camden and Atlantic to Consider the Question To-Morrow—What President Freeman Says.
—●—

Dream #1 Dies
Camden Courier Post
Nov. 4, 1881

Railroad Dream #2

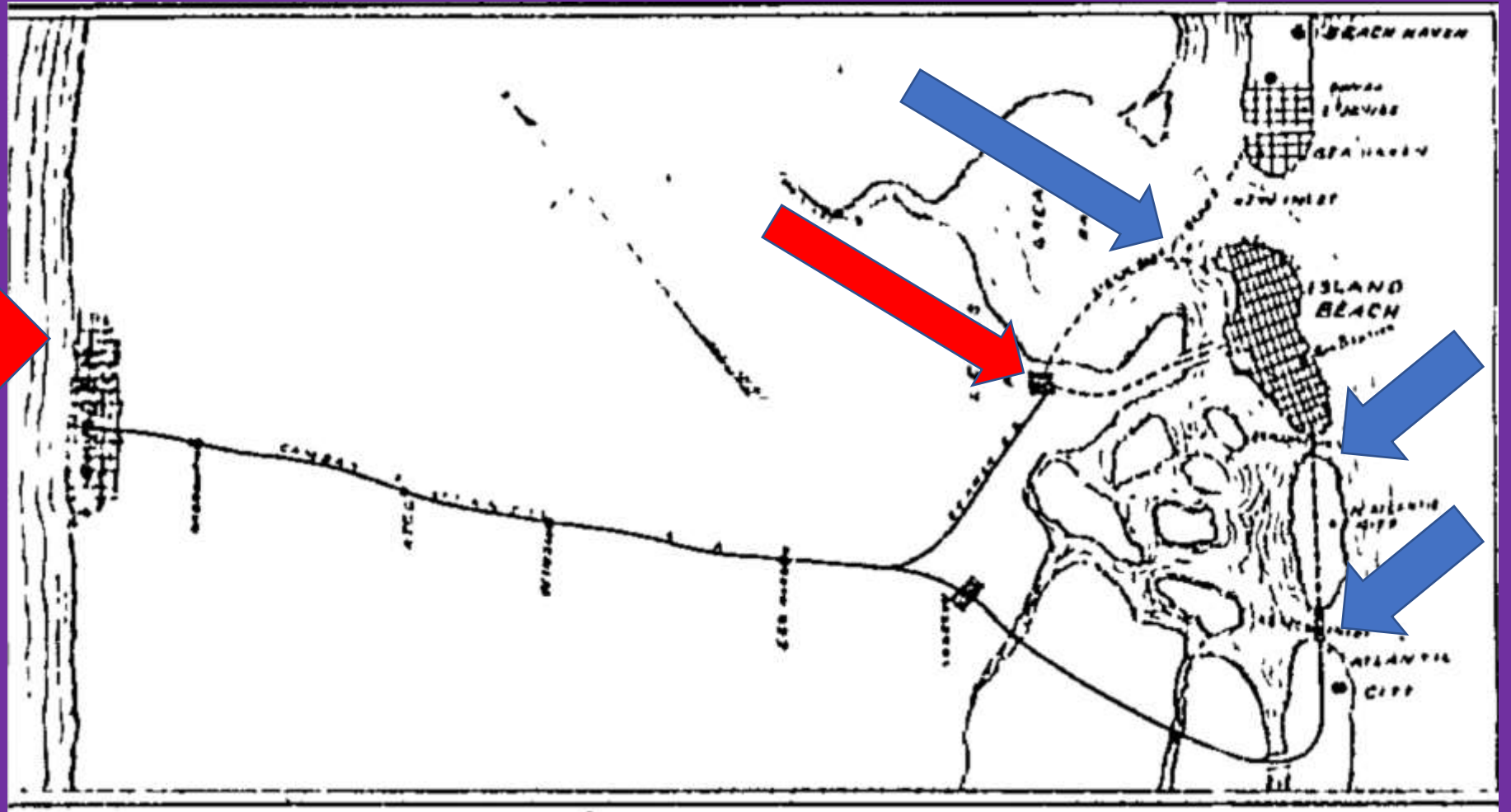
1882 Map – Island Beach – Little Beach Today



A Penn. RR Spur from Absecon to Leeds Point – A Ferry to Route to Island Beach & Beach Haven

Leeds Point

Note the
“proposed”
bridges and/or
ferries



ISLAND BEACH.

The entire North Brigantine Islands, the property of Island Beach Company, incorporated in the year 1881, is, without exception, the straightest, hardest, and widest insular bathing beach on the sea coast.

Cottage lots, 4000 square feet each, at figures much below the real value.

The Company are ready to erect original in style and ornamental buildings consisting of family cottages, hotels, restaurants, clubs houses, shops, stores, etc., almost fire proof, ten to twenty per cent. cheaper than the prices asked at any of the projected resorts on the coast.

Six room cottages, in all styles, strong, neat and convenient, \$800 to \$1200.

Eight and ten room cottages, \$1200 to \$1500.

Queen Anne style, \$1500 to \$2500.

All built in the best workmanlike manner and lined with fire proof material.

Call or send for maps and circulars, Phila. office, No. 42 S. Third Street.

The Long Beach Railroad

N

A New Shore Railroad.

The Pennsylvania Railroad Company have surveyed a route from Absecon to Sea Haven, Beach Haven and Barnegat City, which will be called the Long Beach Railroad, and will be controlled by the Pennsylvania Railroad. The line will connect Philadelphia, by way of Absecon, along the coast, in an almost direct line, with New York. A new hotel will be built and 5,000 shares of stock will be issued at \$10 a share.

Monmouth Democrat of Freehold, NJ –
Aug. 14, 1884

ISLAND BEACH HOUSE,

ON THE

BEAUTIFUL ISLE OF THE SEA,

NOW OPEN for the present Autumn for boarders by the day or week. The best accommodations. Furniture all new.

Gunning and fishing excellent the entire season. They cannot be excelled anywhere.

Marlin, curlew, yellow-leg plover, snipe, willet, blue heron, duck, geese, brant and other feathered game will afford ample sport for expert or amateur sportsmen.

During September, October and November, sheepshead, flounders, striped bass, black bass, cod, salmon, trout and other choice fish abound in the waters around Island Beach.

Great Bay comes within the fishing grounds. The simple word "immense" may qualify the number of fish within its spacious boundaries.

Trips can be arranged for parties desiring to breathe the healthy atmosphere, pure dry and exhilarating, as it ever is, on this beautiful Ocean Isle for any day in the week.

On each Thursday special excursions will be made by steam yacht from Leeds' Point to the Island.

Take the 8 o'clock A. M. train, C. & A. R. R., Vine street Ferry.

Persons desiring to invest in lots or simply visit the ocean-washed and beautiful beach, would do well to join with the excursion parties on each Thursday. Remember 8 A. M., train.

Now is the time to invest in lots and get ready for the boom next spring and summer, when passengers will be landed on the beach within two hours from Philadelphia.

Splendid building lots, 4000 square feet, as low as \$150 per lot, in easy payments.

Island Beach Cottage Building Association, a new organization, to expire in from five to six years, is worth the attention of all persons who intend to build cottage homes by the sea or wishing a safe place for investment.

Further information can be obtained at the Philadelphia Office, No 42 S. THIRD Street, second floor.

Dream #2 Grows - An Island-Long Housing Project

Dream #2 Dies

No record of "why" yet found

The transport yacht was even sold -

Camden Morn Post - Nov. 17, 1884

Railroad Dream #3 – This One Would Be Built! The Brigantine Beach Railroad

MISCELLANEOUS **RAILROAD** NEWS.

PHILADELPHIA, May 23 (*Special*).—The Atlantic City and **Brigantine Beach Railroad**, which was incorporated a few days ago, was organized to-day by the election of the following officers: President, John K. Cuming; secretary and treasurer, John Roberts; solicitor, George S. Graham; directors, John K. Cuming, N. Lippman and George R. Krickbaum, of this city, and Thomas K. Reeves, M. D., John J. Gardner, Louis Kuehnle and Richard H. Turner, of Atlantic City. The road has a capital of \$150,000 and it is expected to be ready for the beginning of operations before the close of the year.

PHILADELPHIA, May 23 (*Special*).—A circular was

The New York
Tribune
May 24, 1887

year.

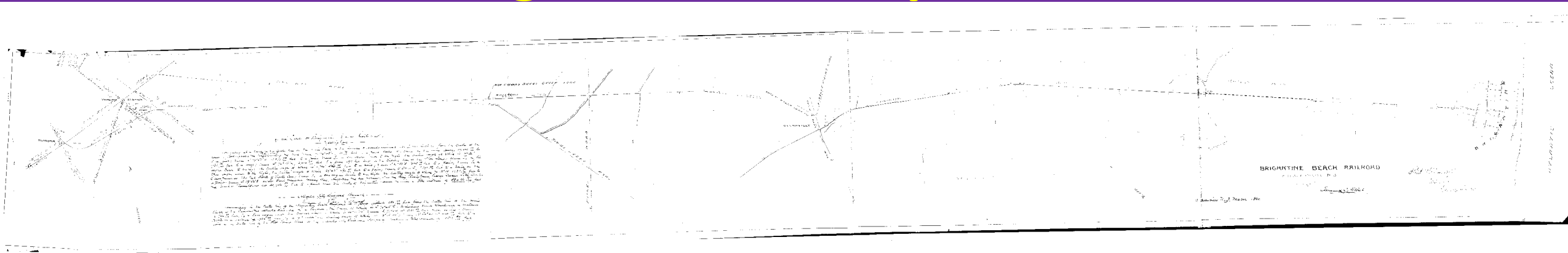
The contract for the construction of the **Brigantine Beach Railroad** was made today. The road is to run from Absecon to and along the **beach**, and will be ten miles long. Brigantine is the island next north of Atlantic City.

Three hundred journeymen stonemasons

The First Plan: Absecon to Atlantic City and over the Inlet – Bridge Never Materialized

Baltimore Sun – May 27, 1887

The Second Plan: Pomona to Oceanville and across the marshes to Brigantine – full speed ahead!



1890 Plot Plan filed with The NJ Secretary of State (compliments of Rob Reid)

The Preliminary Phase Went Well

1887-1889

- **Apr 22, 1887 - Penna. RR authorizes the BBRR project at \$7000 per mile plus bridges (Cam Morn Post)**
- **May 19, 1887 – Local and State pols added to BBRR board: Sen. Gardner, Kuehnle, Reed, Turner (CMP)**
- **June 29, 1887 – Brigantine Improv. Co., aka Brigantine Land Co. stockholders approve financing (CMP)**
- **July 29, 1887 – Contracts for construction signed (CMP)**
- **Nov 23, 1889 – 9 miles completed (Cam Daily Telegram)**
- **Nov 23, 1889 – 2 hotels approved for terminus plus remodel Holcomb's Hotel (CDT)**

The Almost-Done Phase Was Tough

1890

- Feb 24, 1890 – Trestle over Grassy Bay damaged by county wide ice storm (Cam Morn Post)
- Feb 25, 1890 – BBRR cancels agreement with Cam & Atl RR
- Feb 25, 1890 – Boat owners demanding 35' wide draw under threat to destroy present trestles (NY Herald & NY Tribune)
- Apr 8, 1890 – trestles across Grassy Bay finished (Jersey City News)
- May 17, 1890 – Reading RR applies to cross Camden & Atlantic at Pomona Station. Spur called Pomona Branch RR. (Camden Courier Post)
- Jun 15, 1890 – Construction completed – awaiting court to approve the crossing (July 29, 1890 – Camden Courier Post)

LILY LAKE PARK TONIGHT

ROLLER SKATING - 8 to 11
DANCING - 9 to 12

BIG TIME 4th OF JULY
ELABORATE DISPLAY OF FIREWORKS
Afternoon and Evening

BALL GAME
Germania vs. Vineland White Sox
Game Called 8 o'Clock

DANCING AND ROLLER SKATING
Afternoon and Evening

SWIMMING AND BOAT RACES
At 2.30 P. M.

Make Reservations for Your Chicken Dinner

DON'T MISS THIS GRAND CELEBRATION

AUTO BUSES MEET ALL TROLLEYS AT ABSECON—FARE 15c

United States of America.
STATE OF NEW JERSEY

No. 25 \$500

SECOND MORTGAGE FIVE PER CENT GOLD BOND

Brigantine Transportation Company

Principal payable November 1, 1908, but redeemable at the pleasure of the Company
at any interest period after November 1, 1901. Interest payable
May first and November first.

The BRIGANTINE TRANSPORTATION COMPANY, a Corporation existing under the laws of the State of New Jersey, acknowledges itself to be indebted unto the bearer, or the registered owner hereof, in the sum of FIVE HUNDRED DOLLARS in gold coin of the United States of America, of the present standard of weight and fineness, which sum the said Company promises to pay to the bearer or to the registered owner hereof, on the first day of November, 1908 (unless said bond shall have been theretofore redeemed by said Company at any interest period after November 1, 1901, as provided in the mortgage hereinafter referred to), at the office of Continental Trust Company in The City of New York, with interest thereon until maturity, or date of redemption, at the rate of five per cent, per annum, payable semi-annually, in like gold coin, at said office, on the first days of May and November in each year, beginning on the first day of May, 1899, upon the surrender of the coupons hereto annexed as they severally mature.

The principal and interest of this bond are payable without deduction of any tax or taxes which the said Company may be required to withhold, and the said Company hereby agrees to pay any tax or taxes which, by any present or future law of the United States of America, or of the State of New Jersey, may be imposed upon this obligation for national, state or municipal purposes.

This bond is one of a series of fifty bonds, each for the sum of Five Hundred Dollars, all of like date and tenor and effect, issued under and secured by two certain conventional mortgages bearing date the first day of November, 1898, made by the said Brigantine Transportation Company to Continental Trust Company of The City of New York as trustee for the bondholders of said bonds, in which said mortgages reference is hereunto made, the principal of this bond may be registered on the books of the said Brigantine Transportation Company, at its office at Atlantic City, New Jersey, or at its agency at the office of Continental Trust Company of The City of New York, and if so registered it shall thereafter be transferable only upon the books of the said Company by the owner, in person or by attorney duly authorized, unless the last preceding transfer shall have been to bearer, and transferability by delivery thereby restored, and it shall continue to be susceptible of successive registrations and transfers to bearer at the option of the holders, but such registration shall not affect the negotiability of the coupons annexed.

This bond shall not become obligatory until authenticated by the Certificate of Continental Trust Company of The City of New York, Trustee, aforesaid, properly executed.

In Witness Whereof, the said BRIGANTINE TRANSPORTATION COMPANY has caused its corporate seal to be hereunto affixed, and the same to be attested by the directors of its President and Secretary, on the first day of November, 1905.

Wm. H. H. H.
PRESIDENT

A. D. Powell
SECRETARY

The Almost-Done Phase Continued

1890

- Jun 20, 1890 - \$350,000 stock offering sold (Phila Inquirer)
- July 6, 1890 – Worker mysteriously shot at Pomona Junction (PI)
- July 10, 1890 – Railroad crossing suit adjudicated by “carefully chosen panel” (Jersey City News)
- July 14, 1890 – New hotels almost finished (Camden Post)
- July 24, 1890 – local pols wined and dined lavishly (CMP)
- July 25, 1890 – strike by unpaid Italian and Negro workers. Says BBRR has no money (York, PA Dispatch and papers across the US)
- July 26, 1890 – Workers damage miles of track sections (Dayton, OH Herald)
- July 29, 1890 – BBRR denies money shortage (Harrisburg, PA Patriot)

The Almost-Done Phase Continued

1890

- Aug 27, 1890 – Official opening projected for Aug 28th (CMP)
- Sep 4, 1890 - local pols wined and dined lavishly again (PI)
- Sep 17, 1890 – BBRR in receivership under Judge Carrow; he is investigating some of the investors; operates OK (Trenton Evening News)
- Oct 25, 1890 – Nor-easter damages trestles across Grassy Bay but quickly repaired (Pittsburg Dispatch)
- Nov 21, 1890 – land sales campaign starts around stations in Pomona and Cologne - \$1 down and \$1 per week for each 40x170' lot

A List of Stops

Note: The Pomona stop was where the BBRR crossed the present railroad. We will look at the location on the next slide.

Thanks to the Atlantic County Historical Society

Collection of Theodore A. Xaras

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EXCURSION

TO

Atlantic City

(via BRIGANTINE)

Saturday, Aug. 25, 1900

Special trains of open cars will be run on the following schedule:

Leave	A. M.	A. M.	P. M.
Brigantine Junction		9.35	5.30
Pomona.....		9.40	5.34
Absecon Road.....			
Port Republic.....		10.05	5.48
Oceanville.....	7.30	10.20	5.52
Arr. Atlantic City	8.30	11.30	7.00

Return Boats will leave Atlantic City at 2.30, 6.00 and 11.30 P. M.

Round Trip Fare, - 40 Cts.
Including Trolley, Steamboat, etc.

C. R. VANETTEN, Gen'l Manager.

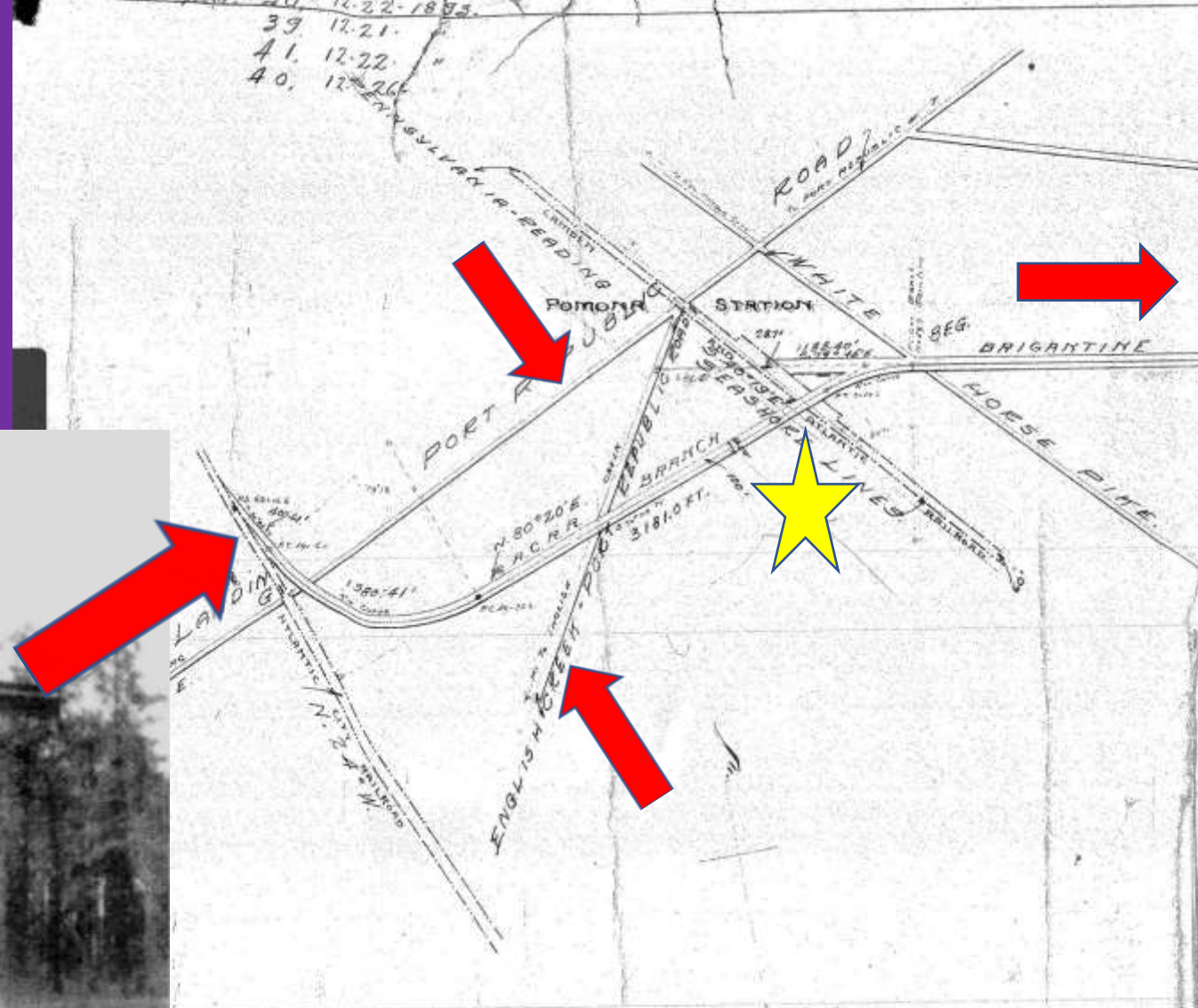
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the roundabout route of the trolley and steam short line.

Pomona Junction, aka Brigantine Junction

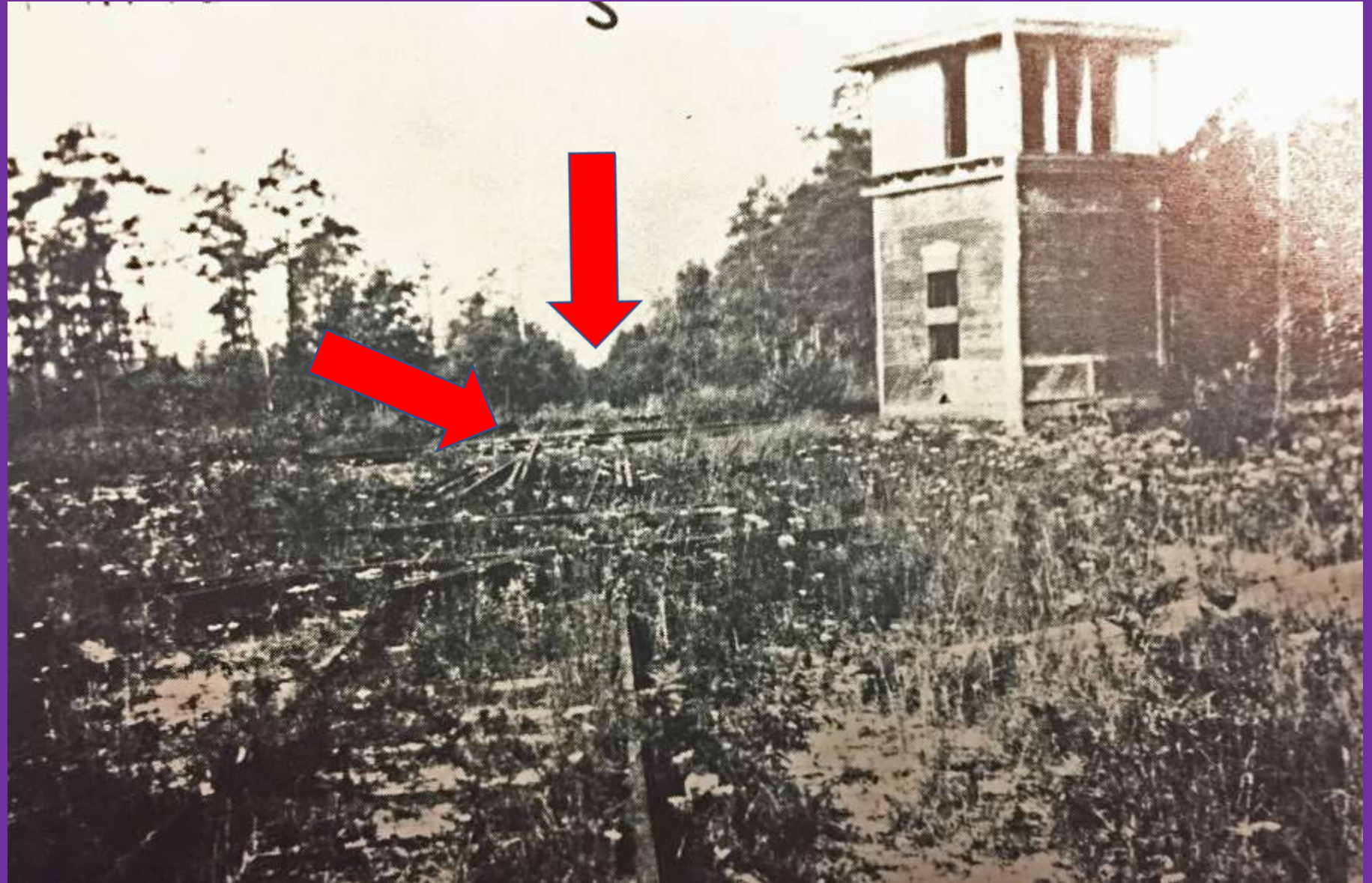


Brigantine Junction Station



NJ Sec of State 1890 Map
Thanks to Rob Reid

**Pomona
Junction
Track
Diamond
and Watch
Tower**

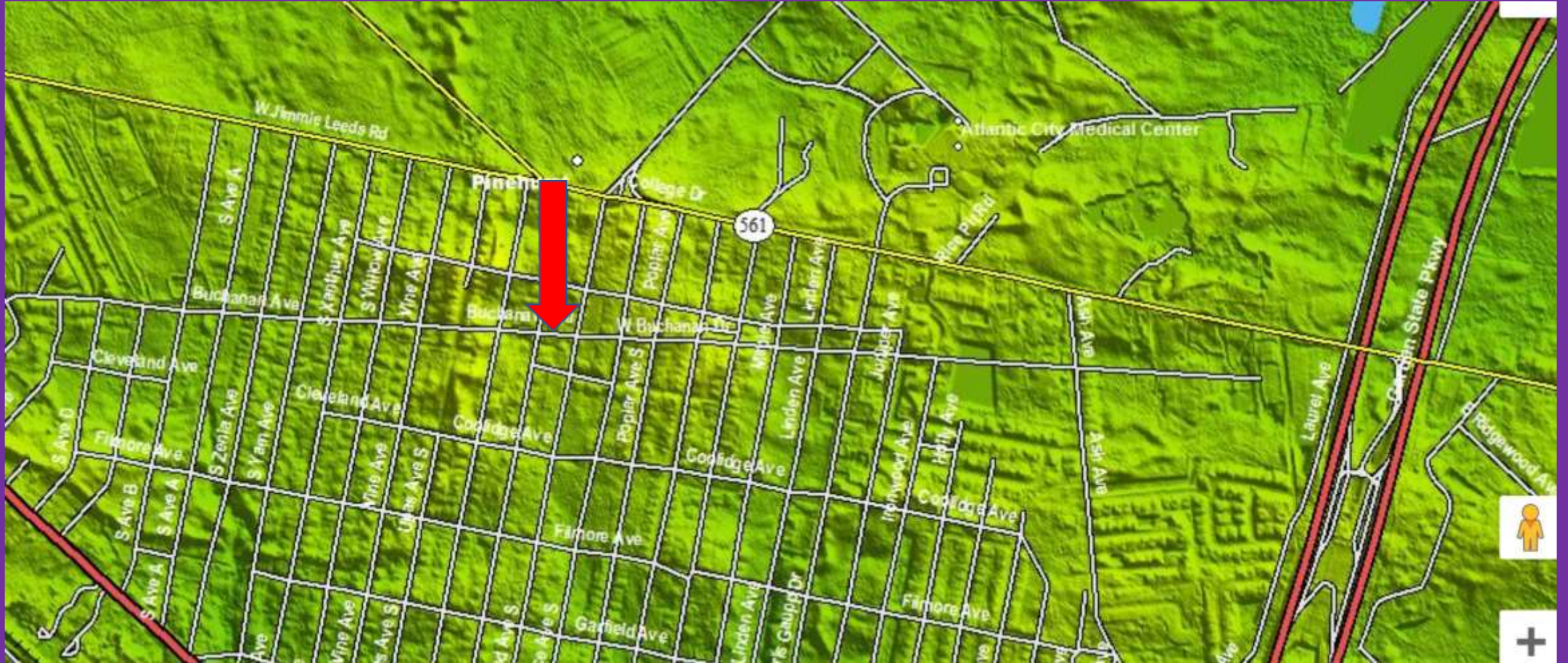


Thanks to Dennis Niceler for an orientation hike

The Remains of the BBRR Trackbed - Lidar



Buchannan Ave

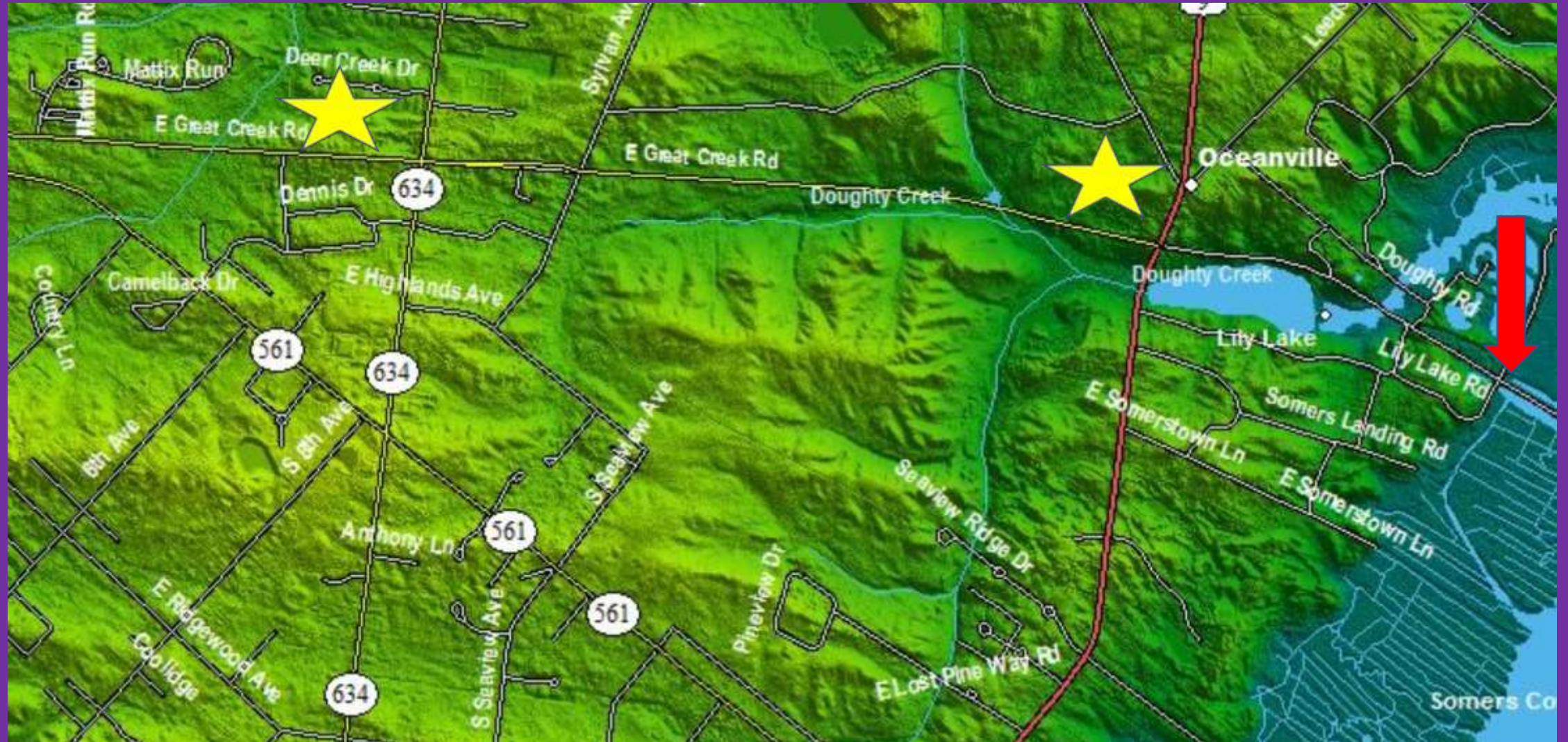


Buchannan Ave becomes Great Creek Road

★ = Absecon Station (Highland Blvd. connected with Wrangleboro Road going to Port before 1904)



Left Star = Port Republic Station
Right Star = Oceanville Station



Left Photo: Oceanville Station on the NW corner of Great Creek and Shore Road

Right Photo: looking north on Shore Road to Great Creek RR crossing



Oceanville Train Station



Conover's
Store

Rt. 9 & Railroad before 1909
Railroad is now Great Creek Road
Oceanville, N.J.

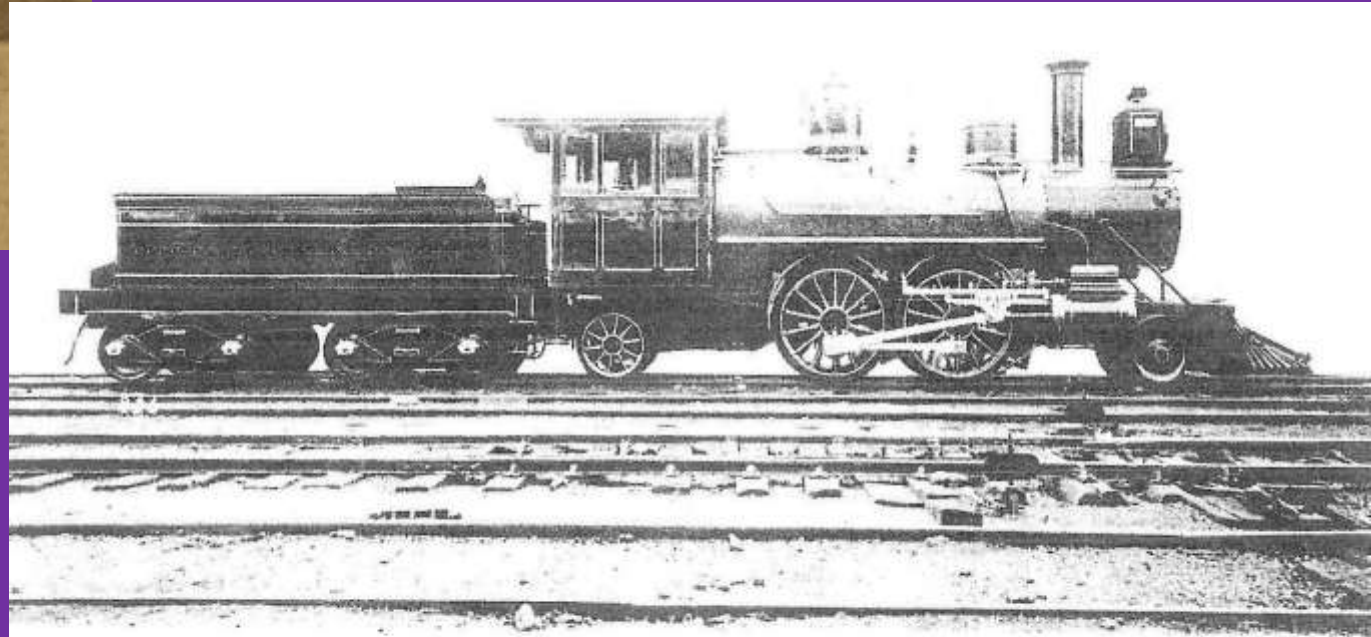
Thanks to the Galloway Historical Society

Lily Lake Siding Just East of Shore Road



Atlantic County Historical Society

Baldwin 2-4-2 BBRR Locomotive



Philadelphia and Brigantine Beach Railroad
Locomotive. Baldwin Number 10524, built in 1889, a
Type 2-4-2.
Collection of H. L. Broadbelt

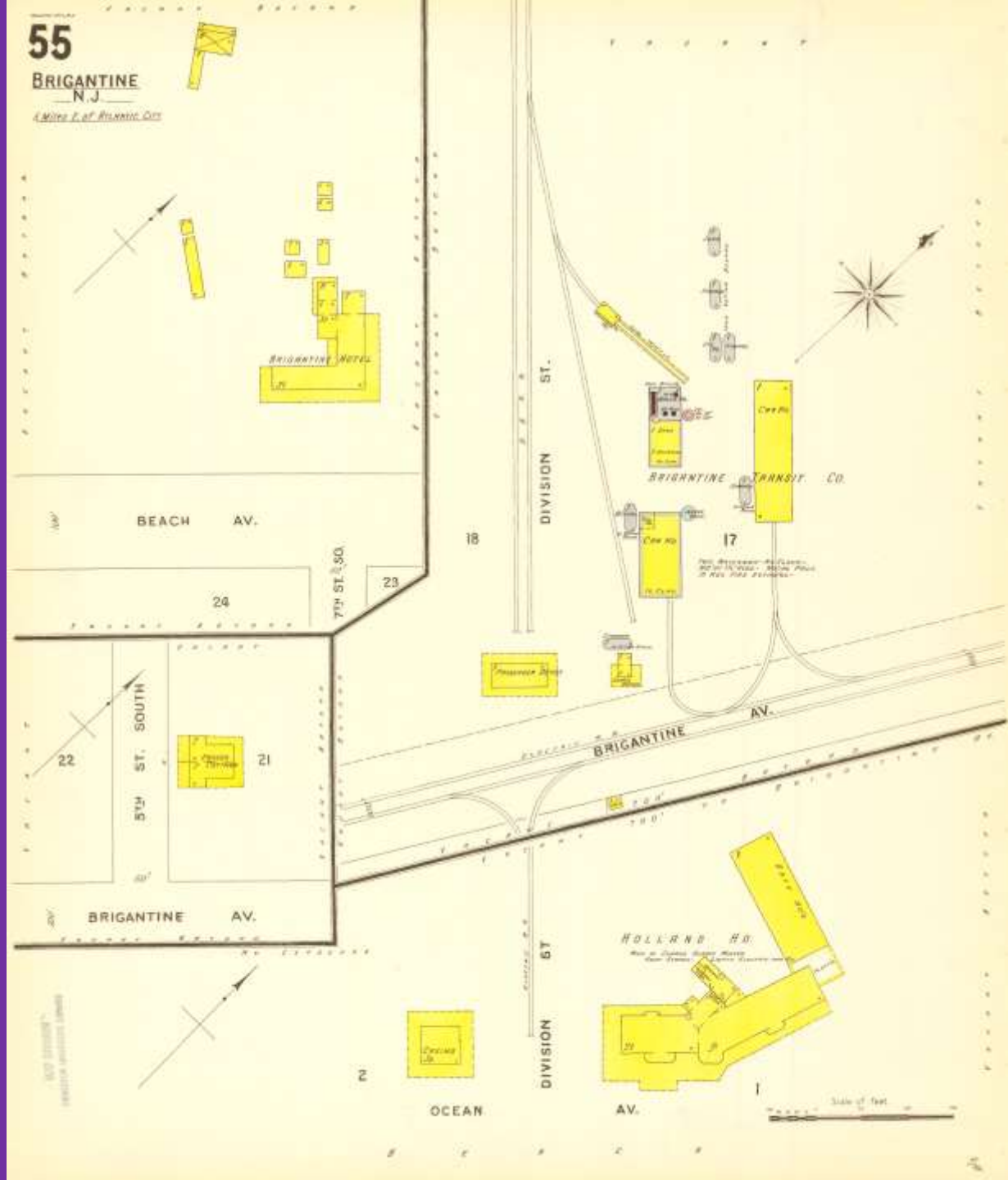
OVER GRASSY BAY

Railroad to Brigantine (c) 1900



Clarence Conover Brigantine Rail Trestle (c) 1920







**AC INLET FERRY DOCK
CONNECTS AC
RAILROADS AND HOTELS
WITH
BRIGANTINE TROLLEY
EXCURSION**

Brigantine Excursion House

Thanks to
Paul Schopp



End View of
Brigantine Excursion House - October 17th 1891.
East of the house - J. Kennedy.

End View of Brigantine Excursion House, Coast of New Jersey
Sketched October 17th 1891. by J. Kennedy

The First Decade of the Business Not Good 1890-1900

- Jan 3, 1891 – man, horse and wagon killed on Shore Road at Oceanville (CCP)
- Mar. 17, 1891 - creditors begin to execute judgments (NY Sun)
- May 3, 1892 – executive management team shake-up (Cam Daily Telegram)
- May 5, 1892 – Nor'easter destroyed part of the trestle – repaired (Lancaster)
- Apr 18, 1893 – Brig Transit 2-deck electric trolley to run whole island (PI)
- May 2, 1893 – Steamer “The “Brigantine” ready to start AC commute run (PI)
- Jun 18, 1893 – 4 hotels add fishing, bird hunt, skeet shooting to bathing (Pitt Pr)
- Nov 13, 1893 – plans submitted to connect Oceanville to NYC (Cam Morn Post)

The First Decade of the Business Not Good 1890-1900 Continued

- Jun 13, 1894 – receivership escalates to foreclosures (Cam Daily Cour)
- Aug 8, 1894 – contract favoritism claim in court – bonds 4 years no-int pay (PI)
- Aug 13, 1894 – Brig Land Co purchases BBRR- ext to EHC planned (Cam Courier)
- Oct 10, 1894 – Nor'easter destroys some of the trestle – repaired (NY Trib)
- May 5, 1895 – 2 more steamers ready – trolley system profitable (PI)
- Jun 28, 1895 - BBRR bought by George H. Cook of NYC (Leb PA Daily)
- Aug 7, 1895 – Reading RR to cancel contract and vehicle use (PI)
- Aug 15, 1895 – forest fires threaten BBRR but no damage (Balt Sun)

The First Decade of the Business Not Good 1890-1900 Continued

- Jan 7, 1896 – threats to attach steamboats for unpaid bills (Phila Times)
- Jan 9, 1896 – company's indebtedness doubles from start (PI)
- Feb 5, 1897 – BBRR and BTC sold at auction to J. Jayne of Phila (Balt Sun)
- Mar 19, 1897 – reorganization with Cook again in charge, Jayne out (PI)
- Sep 28, 1897 – BBRR buys its own engine fr Brooklyn Bridge (Brook Daily)
- Feb 24, 1900 – plans to connect BBRR to Tuckerton and NYC (Wall St Jour)
- Feb 25, 1900 – planned route: Tuckerton > Whiting Junc > Lakewood > Red Bank > Cent Jersey tracks to NYC (NY Trib)

The Last Three + Years of the Business - Bad 1900-1903 Continued

ATLANTIC CITY'S STORM DAMAGE

High Seas Wrecked Ocean Pier's End
and Dispatches Were Sent
by Rail.

Special to the Post-Telegram.

ATLANTIC CITY, Feb. 24.—The heavy seas incident to Saturday's storm wrenched loose some of the big piling supporting the extreme outer end of the ocean pier, and used them as a battering ram to shatter enough of the pier to cause the big observatory at the sea end, which for several years past has been a favorite place for crowds, to collapse and fall into the ocean.

The water rose almost to a level with the deck of the pier, and the tide on the ocean front was the highest for a long time. The main section of the pier stood the severe test without damage.

Feb 24, 1902 CMP

TRAIN WRECKED BY WASHOUT

A washout along the tracks of the Philadelphia & Brigantine railroad, caused the train running from Brigantine Junction to Brigantine to be wrecked about two miles west of Pert Republic Station at 9.30 o'clock this morning. The train was running backward at the time and the engineer could not see the deep gully which had permitted the rails to go down and the foremost car was derailed.

Conductor Cordery immediately notified the junction officials.

BRIGANTINE, NJ 1902



MANGLED BODY ON TRESTLE

Struck by a Freight Train on the
Brigantine Railroad

Special to The Inquirer.
ATLANTIC CITY, N. J., Oct. 12.—
Wandering forth from a small freight
house where he and a companion had
taken refuge from the storm on Friday
night, William Barney, colored, who lived
on South Twelfth street, Philadelphia,
was struck by a freight train on the
Brigantine Railroad and ground to pieces.
His mangled body was found on a tres-
tle about a mile from Brigantine late last
night by Walter and Joseph Allen, oys-
termen, and brought to this city this
morning.

Oct. 13 1903 – A Storm
Destroyed Trestles & Bridge

A RECEIVER APPOINTED.

Newark, N. J., Nov. 17.—Vice Chan-
cellor Stevens to-day appointed Rich-
ard Daparrot receiver for the Philadel-
phia & Brigantine Railroad Company.
The application was made on behalf
of J. O. Heald and other bondholders.
The company has an authorized cap-
ital of \$300,000, and owns a short line
connecting Brigantine Junction with
Brigantine.



Operated for freight only through at
least 1911 for DAR monument

Brigantine Trestle Destroyed – Local Freight Continued

A RECEIVER APPOINTED.

Newark, N. J., Nov. 17.—Vice Chancellor Stevens to-day appointed Richard Daparrot receiver for the Philadelphia & Brigantine Railroad Company. The application was made on behalf of J. O. Heald and other bondholders. The company has an authorized capital of \$300,000, and owns a short line connecting Brigantine Junction with Brigantine.

Nov 18, 1903

Pottsville Miners' Journal

March 16, 1905 Phila Inq

Last Chance Idea!
Suburban Trolley
ext on Shore Road
– Absecon to Port
Republic –also
connecting with
Brigantine Rebuilt
tracks

May 8, 1910 Phi Inq

Cyclist Tossed by a Train

Special to The Inquirer.

PLEASANTVILLE, N. J., March 15.—Carl Gehring while riding his wheel attempted to cross the tracks of the Reading Railroad at Brigantine Junction, when he was struck by a fast train and thrown some distance. While Gehring was somewhat shaken up, he was not seriously hurt, but his wheel was smashed to pieces.

Ambitions have been credited to the present management of the Shore Fast Line, controlled by Philadelphians, to link all the resorts from Long Branch to Cape May with a chain of connecting roads. While surveyors have been mapping out a route from Absecon to Port Republic, about nine miles, no one has ascertained for whom they were working. However, whatever syndicate would build the line would connect with the Suburban Trolley Company, whose line ends at Absecon, and which is likely to become a part of the Shore Fast Line.

Such an extension would join the abandoned Brigantine railroad at Oceanville, and if repaired it would give a road into Brigantine, which that resort today is anxious to have. Close connections are being sought with the lines that run out of Ocean City towards Cape May, and it is within the range of possibility that Cape May and Wildwood will soon be linked to Atlantic City by the spreading arms of trolley lines, which provide so much entertainment to visitors, who travel by the thousands in the summer in all directions on sightseeing explorations. It is the visitors who, it is anticipated, will support these developing trolley extensions, which today run through much of the populated sections of the county.

Brigantine Beach RR Auctioned Off In Full Nov 1, 1910 – NY Times



Tracks Removed for Scrap for
World War I needs by 1915

AUCTION SALES.

IN THE MATTER OF HOLLAND TRUST COMPANY. Notice is hereby given that Samuel Bryant, Receiver of the Holland Trust Company, will sell at public auction on the second day of November, 1910, at 12:30 P. M., at the Exchange Salesroom, Nos. 14-16 Vesey Street, in the Borough of Manhattan, City of New York, the following described assets of Holland Trust Company:

1. \$50,000 2½ per cent. Consolidated Stock of the City of New York, (exempt from City and County taxation), payable November 1, 1929.
2. \$52,500 4½ per cent. Corporate Stock of the City of New York, (exempt from all taxation, except for State purposes), payable November 1, 1957.
3. 800 shares Brigantine Beach Railroad Company, (of New Jersey), par value \$100 each.
4. 260 shares Philadelphia & Brigantine Railroad Company, (of New Jersey), preferred stock, par value \$100 each.
5. 260 shares Philadelphia & Brigantine Railroad Company (of New Jersey) common stock, par value \$100 each.
6. 50 shares The Brigantine Building & Improvement Association, (of New Jersey), par value \$100 each.
7. Interest in railroad property, about 14 miles long, represented by receipt of J. O. Heald, Attorney, for \$28,000 of Philadelphia & Brigantine Railroad Company (of New Jersey) 5 per cent. bonds due May 1, 1909. These bonds were for 28-50ths of total indebtedness secured by mortgage foreclosed, the property having been bought by John O. Heald as attorney for the bondholders.

Dated City of New York, October 19th, 1910.

SAMUEL BRYANT,

Receiver of Holland Trust Company, 19 Liberty Street, Borough of Manhattan, New York City.