

Hightstown



East Windsor

# *Historical Society News*

Autumn 2023

## The First Deadly Accident on Camden & Amboy Railroad

by Cappy Stults

**W**hat was the first accident on the C&A railroad and what was the one with the first death? Rather than recount those that were closer to Bordentown or closer to Amboy, I offer here what I believe to be the most credible account of the first accident and the

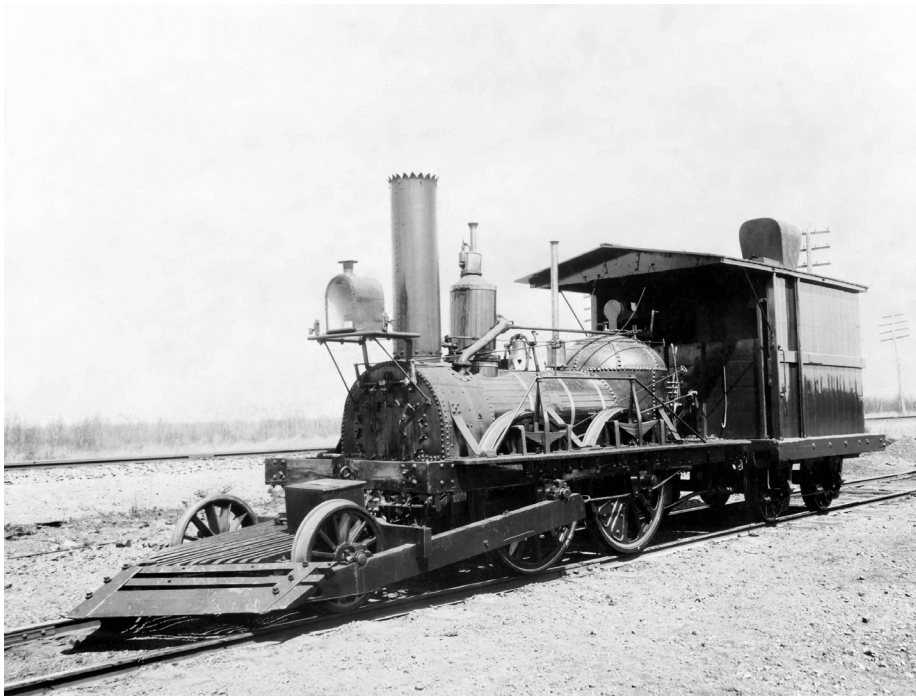
Former President John Quincy Adams was three years into his retirement from an 18-year tenure in the House of Representatives. He is the only President to serve in Congress after having been President. He was on his way from New York to Washington, DC, via

Philadelphia. It must have been quite an adventure as this rail had only begun operation two months earlier on September 9th. He was to go through Hightstown to Bordentown and from there take a steamboat to Philadelphia. The Bordentown to Camden section was yet to be built. The train was likely traveling at 20 miles per hour as it approached Hightstown. Approximately 3 miles north of Hightstown, near where the right of way now goes under the NJ Turnpike, the axle broke on the forward coach. The second coach derailed and overturned. All 24 passengers were injured. Two were killed, one at the scene and another later. Ironically one of the passengers injured was Cornelius Vanderbilt who had a broken leg.

He of course later became a railroad

tycoon (NY Central Railroad). John Quincy was not injured and wrote the following in his diary that night in Philadelphia:

Blessed ever blessed be the name of God, that I am alive and have escaped unhurt from the most dreadful catastrophe that ever my eyes beheld! We arrived at New York half past six this morning. I took leave of Mr. Harrod, his daughter, my niece Elizabeth, took a hack with Mr. Potter, and crossed from the East to the North River, put my baggage into the steamboat Independence, Captain Couglas, and walked to the City Hotel. I



*"John Bull" Locomotive that was pulling the train at the time of the accident.*

first death on the Camden and Amboy. I am certainly far from a professional or trained historian, but I hold truer the writings of someone who was there versus someone who was told about an event.

Therefore, I herein offer John Quincy Adams' exact words from his personal diary recounting his ordeal just outside of Hightstown on November 8, 1833; 190 years ago this year. Others have even said that it was the world's first recorded railway accident with passenger fatalities.

(cont. pg 3)

# President's Message

Dear Members and Friends,

I hope your summer went well and you all stayed out of the heat as much as you could. I ran across a Gazette article while doing some research. 1983 – Hightstown – 40 days were 90 degrees and above. Six were in June, 11 in August and 7 in September. September 10th was 98 degrees! But these were read out at Lee's Turkey Farm by Dick Lee. It was certainly hotter in town. So let's hope we are done and don't repeat 1983.

**Thanks again to those who donated to the addition.** A few more have come in over the summer. Joe Lauderback and his committee have been working on organizing the new space. The old area looks fantastic with a lot of breathing room to work on research.

**A reminder of the Annual Meeting** at Old Yellow Meeting House (OYMH) and Albivi's Restaurant. September 30th at 11 AM. There will be a program about OYMH and the cemetery. It should be very interesting. Also, there will be a short meeting including electing the officers. I will remain as President for one more year. Greg Ciano has agreed to serve as Vice President as we have lost Robin Smith to Virginia. Cookie Cummings will be the assistant Treasurer. Robert Szymanski will continue as Treasurer and Shirley Olsen as Secretary.

We had **another successful walking tour** on the August 23rd and the school district asked us to give a bus tour for the new teachers on August 29th. Thank you Julie Ely for assisting. We are looking for more volunteers particularly to assist in the library reorganization but also to serve as docents on two Sunday afternoons a month as we reopen the Society on a scheduled basis. Please call or send me an email if you can help.

**As noted, Robin Smith is leaving us.** She has been very active since the 1980s. She has served in nearly all capacities including the Doll Show, chairing the house tour, and as President in 1992 – 1994 during the Freight Station renovations. Thank you Robin. We will miss you. Best of luck to you and your family in Virginia.

One final note. **Our monthly meetings are generally on the first Tuesday of the month.** Sometimes they are altered due to a holiday. Everyone is welcome to attend. We open sharply at 7 p.m. and rarely go past 8:15.

Cappy Stults, President  
609.712.1811  
cstults@gmail.com

# Features

- 1 **The First Deadly Accident on Camden & Amboy RR**  
*by Cappy Stults*
- 4 **Camden & Amboy Sleepers and Sand Ballast**  
*by Cappy Stults*
- 7 **Larry Kelly - Heishman Trophy Winner**  
*by Cappy Stults*
- 9 **Website Changes**  
*by Gregory Ciano*
- 9 **Then and Now**  
*by Gregory Ciano*

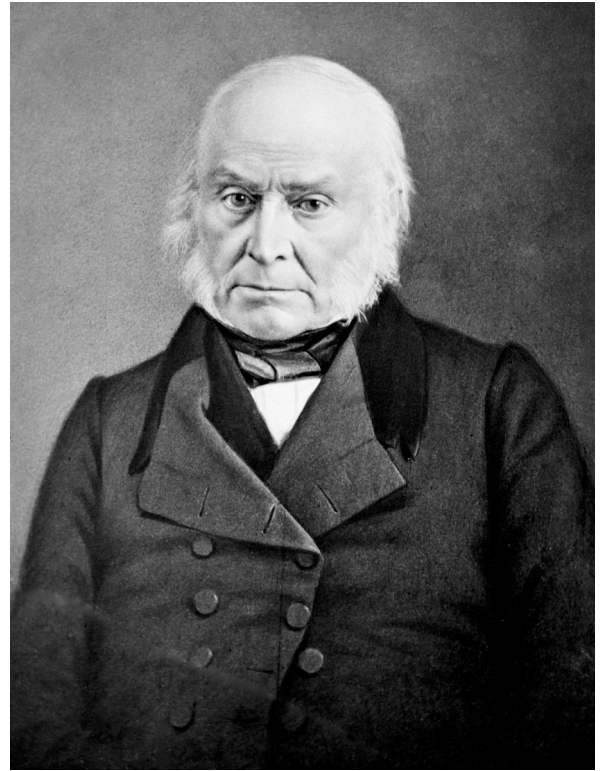


Frank Grover's Paper Store

## First Deadly Accident... (cont.)

found my wife and family proceeded thence last Monday on their way to Washington. There was a card of invitation to attend a public dinner given to Commodore Chauncey to-morrow; to which I wrote a declining answer. I then returned to the steamboat, which left the wharf at eight, and landed the passengers at Amboy about twenty minutes past ten. The boat was crowded almost to suffocation, and the people of every land and language seemed congregated in it – among the rest, a whole tribe of wild Irish, whose language I now for the first time heard spoken. The only persons of the passengers whom I knew were David B. Ogden, of New York, and Dr. McDowell, whom Dr. Condict introduced me to last winter in Washington, and who then was a Professor at Princeton College, but has since left it and removed to Philadelphia. There were upwards of two hundred passengers in the railroad cars. There were two locomotive engines, A and B, each drawing and accommodation car, a sort of moving stage, in a square, with open railing, a platform, and a row of benches holding forty or fifty persons; then four or five cars in the form of large stage coaches, each in three compartments, with doors of entrance on both sides, and two opposite benches, on each of which sat four passengers. Each train was closed with a high, quadrangular, open-railed baggage-wagon, in which the baggage of all the passengers in the train was heaped up, the whole covered in an oil cloth. I was in car B, No.1, and of course in the second train. Of the first ten miles, two were run in four minutes, marked by a watch of a Mr. De Yong, in the same car and division with me. They stopped, oiled the wheels, and proceeded. We had gone about five miles further, and had traversed one mile in one minute and thirty seconds, when the front left wheel of the car in which I was, having taken fire and burned for several minutes, slipped off the rail. The pressure on the right side of the car, then meeting resistance, raised it with both wheels from the rail, and it was oversetting on the left side, but the same pressure on the car immediately behind raised its left side from the rail till it actually overset to the right, and, in oversetting, brought back the car in which I was, to stand on the four wheels, and saved from injury all of the passengers in it. The train was stopped, I suppose within five seconds of the time


when our wheel slipped off the rail., but it was then going at the rate of sixty feet in a second, and was dragged nearly two hundred feet before it could stop. Of the sixteen persons in two of the three compartments of the car that overset, one only escaped unhurt, a Dr. Cuyler. One side of the car was stove in, and almost demolished. One man, John C. Stedman, of Raleigh, North Carolina, was so dreadfully mangled that he died within ten minutes; another, named, I believe, Welles, of Pennsylvania, can probably not survive the day. Captain Vanderbilt had his leg broken, as had Mr. West, minister of the Episcopal Church of Newport, Rhode Island; Mrs. Bartlett, wife of Lieutenant Bartlett, of the U.S. Corps of Engineers, and her sister, dangerously hurt; her child, about three years old, is not expected to live; Mr. and Mrs. Charles, of St. Louis, Missouri, severely cut and bruised; a Mr. Dreyfuss, of Philadelphia, cut in the head and sprained in the back; and six other persons, among whom are Dr. McDowell and a young lady with him, gashed in the head and otherwise wounded. The scene of sufferance was excruciating.



*6th President of the United States, John Quincy Adams*

Men, women, and a child scattered along the road, bleeding, mangled, moaning, writhing in torture, and dying, as trial of feeling to which I had never before been called; and when the thought came over me that a few yards more of pressure on the car in which I was would have laid me a prostrate corpse like him before my eyes, or a cripple for life; and, more insupportable still, what if my wife and grandchild had been in the car behind me! Merciful God! how can the infirmity of my nature express or feel the gratitude that should swell in my bosom that this torture, a thousand-fold worse than death, has been spared me? At my request, a coroner's inquest was called upon the deceased. The other dying man was left at Hightstown, three miles beyond where the disaster happened; and after a detention of nearly three hours, the train was resumed, and, leaving the two broken cars behind, the rest proceeded to Bordentown, thirty-five miles from Amboy. The coroner's inquest, held by a magistrate of the court, had been sworn, and I had been given my testimony before we left the fatal spot. Several of the wounded were left at Hightstown. The rest were transported on cushions from the cars over the railway to Bordentown, and thence with us, in the steamboat New Philadelphia, to Philadelphia. On reaching the wharf, the Rev. Mr. Brackenridge came on board, and told

me he had heard I been seriously injured by the accident on the railway. Apprehensive that such rumors might circulate and reach my family, I wrote on board the steamboat to my wife, at Washington, and to my son Charles at Boston, and dispatched the letters to the post office in Philadelphia. We landed at Chestnut Street wharf, between six and seven in the evening, and I took lodging with Mr. Potter, at the United States Hotel.

EDITOR'S NOTE: John Quincy Adams was an overlooked President in my American history instruction and reading. His service to the country is likely unequalled and his intellect highly respected by his peers. I strongly recommend John Quincy Adams: American Visionary by Fred Kaplan, Harper 2014 

---

## Camden & Amboy Sleepers and Sand Ballast by Cappy Stults

There have been numerous newsletter articles about the Camden & Amboy (C&A) railroad over the decades. Recent events have us revisit our “sleepers” (forerunners of railroad ties) and learn too about “ballast” (sand and pebbles) that was in Hightstown and sent to the Smithsonian Institute back in the 1980s. But first a bit of a recap.

We are going to quickly jump from the railroad’s conception in 1828-1830 to more recent times when the C&A’s successor was dissolved. After over a century of successful operations, there followed a number of railroad consolidations that involved the C&A. More recently in 1968, the Pennsylvania Railroad (successor to the C&A and others), merged with the New York Central Railroad, to form the Penn Central Railroad. Due to the elimination of passenger service on this line and the competition from trucking on highways, the railroad business in this corridor was not doing well and could not be financially sustained. In 1970 Penn Central went bankrupt but continued to be operated under a receiver. Then in 1976, this corridor was transferred to Conrail, a government-created publicly owned railroad.

Conrail determined it was in the best interest of the railroad to remove the locally called “high bridge” that was over Route 130, at Hickory Corner Road, East Windsor. This created two “spur lines”, versus a through line. Although not certain, I recall that there were differences between “spur” lines versus “through lines” regarding subsidies, rates, and taxes. Thus, the incentive to sever the through line and create two spurs.

The lower southern section still had freight customers in Windsor and south while the upper section north of Route 130 served industries in Cranbury, Monroe Townships, and others. But in Hightstown-East Windsor, the only freight users that remained were Minute Maid (Coca-Cola) on Mercer and Summit Streets, Gardner Cryogenics, Cranbury Station Road, and Willams Street, albeit with limited usage. Because of this very minimal use, Conrail decided to abandon the spur line through Hightstown in 1982.

After the decision for “abandonment” became public, some in town, Clark Hutchinson, Bob Craig, Kathryn Dennis, and others including this writer, lobbied to retain the bridges over Stockton and North Main Streets. At public meetings, various reasons for keeping them and possible uses were suggested. Miss Dennis’, owner of the Gazette, expressed her opinion that a hasty decision could be later regretted because once the railroad removes them, they are gone forever. This writer suggested pedestrian and bike trails around the downtown using both or one of the bridges. Surprisingly at the next meeting, the council voted unanimously that the bridges should be removed (Ken Eiker was absent). No study had been done for any alternatives. Although generally, things



Removal of the C&A train trestle over Main Street

move slowly with government, within 3 months of this vote, the removal of the bridges had begun. Possibly this quickly to avoid any organized opposition to the bridge removal.

Nobody would argue that the bridges as they existed were not very attractive. Also, they restricted the flow of trucks due to their low clearance. But this restriction served Hightstown quite well by keeping oversized trucks out of the downtown. Once they were removed, the obstructions for the trucks and commensurate restrictions disappeared.

After the bridges were removed in mid-1983, the removal of the high railroad embankment between Shangle & Hunt and Rogers Street began. This embanked bed began to rise south of Monmouth Street to counteract the decreasing elevation slope down to Rocky Brook. The natural grade did not return until reaching just south of Rogers Avenue. Behind 100-124 North Main Street, the mound for the tracks was nearly twenty feet high (between the current Allen & Stults and CCL buildings). This earthen bed was well over 100 years old and was on top of the original railroad bed of 1831. Quite a lot of dirt to remove!

During the excavation, contractor George Bradford and Borough Superintendent Larry Blake struck very large stones of various colors and shapes. Although their shapes varied, their dimensions were similar. They clearly were not naturally occurring rocks or stones and they did not match adjacent lithology and geology. All of the stones also had holes in them. Some had two holes, some three or more. Although they were near the "Rocky Brook" it was clear to Blake and Bradford that they were not natural and they had something to do with the original railroad. Also, "Rocky Brook" was not THAT rocky.

Blake contacted the Historical Society. Clark Hutchinson and Bob Craig posited that these were "sleepers" that were originally from 1831/1832. Although history



*Excavated sleeper stones at the corner of Rogers Avenue & Railroad Avenue*

at that time indicated that the sleepers along the C&A were from Sing Sing, these were different. Geologist Pierre Lacombe of the United States Geological Survey inspected the stones and advised that they were of local origin. Most recently Lacombe told this writer that the stones were from "Perrineville Mountain!" When he told me that, I of course laughed saying, "We don't have any mountains around here". He too laughed and explained, "That is how that area is geologically referred to and these stones are consistent with the iron and other minerals there." Note that the "mountain" and stone quarry were in Millstone Township, near Perrineville and Clarksburg.

So, the Historical Society, with the town's blessing and Blake's work, stockpiled the dozens if not hundreds of sleepers in various locations. Some next to Rogers Avenue were left in place. The largest stockpile was on a borough-owned island in East Windsor on the north side of Wyckoff Mills Road. I remembered this parcel from when I was on council and from stories told to me by my grandparents. It was called the "pest house"; short for "pestilence house". Shacks were built there to house quarantined people afflicted with communicable diseases such as tuberculosis, cholera, smallpox, typhus, and the Spanish Flu. The borough always kept ownership of this property even after it was no longer in use. It likely started pre-Civil War or 1890s during very bad epidemics. Another story for another time. Dozens of sleepers were moved there in 1983/1984 and were mostly forgotten except by a few of us. Some others were given to the Smithsonian Institute for display in the Transportation Museum, in Washington D.C.

Some years later in 2016, because of the years of work by Kathy Patten, Christian Kirkpatrick, Pierre Lacombe, and Bob Patten, the Rogers Avenue "sleeper" site was added to the National Register of Historic Places. This location is significant as the 22

sleepers there are in situ (their original location). See the 2016 Fall Issue of the Newsletter.

Nearly 40 years passed when in November 2022, Pierre Lacombe contacted the Borough requesting permission to take some of the sleepers. Pierre, in conjunction with the Bordentown Historical Society, was in the process of creating a Camden & Amboy Railroad Museum in Bordentown. The sleepers would be an important addition to its authenticity if they could procure some.



*Pierre Lacombe standing among the discarded sleeper stones.*

After not receiving a prompt response from the Borough, Pierre contacted the Society for help. Ironically, and unbeknownst to the Society, the Borough had just sold the “pest house” lot to a developer. The Society had to move quickly. When this writer contacted the Borough, they gave the Society the new owner’s name and address and were cooperative in assisting us and Bordentown.

We contacted 219 Wycoff Mills, LLC, (the pest house), now owned by John Kainer. He was initially a little suspicious as I would have been. For one, he had never heard of the sleepers there. But he soon agreed to meet with us at the site. Pierre and I met with Mr. Kainer who also brought his college-age son. He was very cooperative and even interested in the project. Ironically, his son was wearing a Stevens Institute of Technology sweatshirt. He was a track athlete at Stevens so I of course had to fill him in about the Stevens family and the C&A railroad. Neither of them had ever heard the history. After exchanges of insurance requirements and contracts, the Bordentown Historical Society was given permission by Kainer to remove sleepers from the Wy-

coff Mill site. Hightstown Borough gave permission for the removal of a couple of others of different mineralogical compositions from Dey Street Park. On December 12 and 19, 2022, the pickup was done and the “sleepers” made their way south to Bordentown, down Route 130! Coincidentally it was transported exactly parallel to the original C&A railroad line, 191 years later! Bordentown hopes to have this exhibit done by the 200th anniversary of the C&A railroad.

The Society received the following email and pictures from Bordentown Historical Society (BHS):

The transportation of the stones was coordinated by Pierre Lacombe of the Board of Directors of the BHS with the help of Phil Hatrack, Erik Burro, Randi Acorcey, Ken Hyman, and Zack Steen. BHS would like to thank former Hightstown Mayor Lawrence Quattrone; Charles “Cappy” Stults, President of the Hightstown East Windsor Historical Society; and John Kainer for permission to move 16 of more than 500 stone sleepers that are in their community. BHS would also like to thank Mayor Jennifer Sciortino, Deputy Mayor Joe Myers, Commissioner

James Lynch, and Bob Erickson Superintendent of the Bordentown Public Works Department for all their assistance. Funding for parts of this activity was provided by the taxpayers of New Jersey through a grant from the Burlington County Division of Parks Cultural & Heritage Affairs.

So, you ask, what about the Sand and Pebbles in this article heading? Truth is stranger than fiction. Coincidentally on April 17, 2023, this writer was contacted by Caitlin Gilroy of the Smithsonian Institute. She is a Collections Accountability Specialist for Deaccessions and Disposals for the National Museum of American History. She was in charge of disposing of older items that had not been used and would not be used by the museum.

In their possession were two boxes of sand



Photo sent from the Smithsonian showing the box and dirt that they had from the Hightstown East Windsor Historical Society. It appears Clark Hutchinson had sent them to the Smithsonian in October 1984, to keep with the sleepers. They were offering to send them back to us, at our cost, before they disposed of them. I quickly had thoughts of the *Raiders of the Lost Ark* and that very large warehouse where time would forget what was in every crate, one containing the Ark!

After some back and forth, we requested additional pictures and I reached out to Pierre at Bordentown, to see if they wanted the sand and pebbles. He indeed wanted them for use in their exhibit. A month or two later or even a year earlier, they would have been in a landfill somewhere.

In late May we executed a release with the Smithsonian and they shipped back our sand and dirt, fully labeled as sent and in the boxes that were used back in 1984. After arriving in Hightstown on June 8th, this writer delivered them to Bordentown on August 12th. Our Society retained a few bags for our displays. 

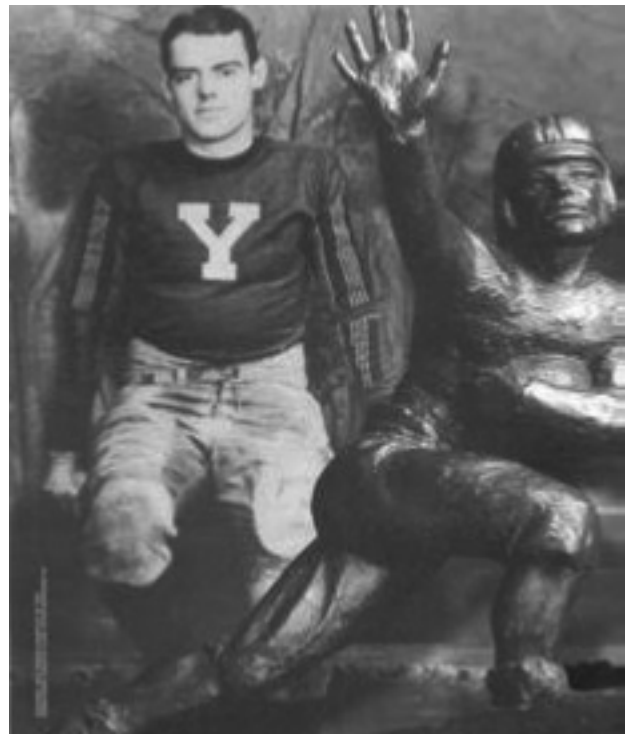
## Larry Kelley - Heisman Trophy Winner by Cappy Stults

As the days grow shorter and schools restart their sessions, thoughts of football come to mind, and for many, this means college football. Although most have heard of the Heisman Trophy, the award given to the best college football player of the year, did you know Hightstown and Peddie School can claim a Heisman Trophy winner as one of our own?

As the decades fade to memory, few recall or have even heard the name Larry Kelley. It is a fact that he is the first winner of the Heisman Trophy, he played football at Peddie, returned to Peddie to coach, lived in Hightstown for years, and married a local girl. Some articles call him the second winner, but they are incorrect.

Some clarity. The Best College Football Player of the Year award was initiated by the Downtown Athletic Club in 1935. It was awarded to Jay Berwanger that year. But the following year it was given the name "Heisman Trophy", in honor of the Club's athletic director who had recently died. It was then in 1936, its first year as the Heisman, that it was awarded to Larry Kelley of Yale University. He rightfully can be called the first Heisman Trophy winner. Although the name made him first, as important is the fact that 1936 was also the first year that players west of the Mississippi were eligible to win, therefore 1936 was the first year it was a national award. A significant difference from 1935.

The Ivy League was very prominent in football in those days. It also was not unusual for players to play both offense and defense. Larry Kelley played tight end and likely was in nearly every play of the game.



Larry Kelly and his Heisman trophy

Lawrence Morgan "Larry" Kelley was born in 1915 in Conneaut, Ohio. He was raised in Williamsport, Pennsylvania, in a mid-

dle-class family, and as reported in a Sports Illustrated story in 2000, a Williamsport relative said, "Larry always did what he wanted to do, when he wanted to do it." After graduating from Williamsport High School, he came to Peddie for a post-graduate year. He was a three-sport athlete in Williamsport and Peddie.



*Larry and two members of the Peddie football team*

Doing a "PG" year was not unusual, particularly for high school athletes who were headed for the Ivy League or similar private colleges and universities. He was smart, handsome, charming, and a member of Skull and Bones while at Yale.

After graduating from Yale, he refused contracts from a number of professional teams; football's Detroit Lions, and baseball's St. Louis Cardinals and the New York Yankees. He was a three-sport athlete. Instead, he returned to Peddie to teach and coach. He later left Peddie for a job in business, then he returned to teaching at a different boarding school but eventually returned to Peddie. After a few failed marriages, he returned to Hightstown and married Ruth Becker, sister of one of his best friends, Jerome "Red" Becker, former postmaster and mayor of Hightstown. Red and Larry started playing golf together in 1938 at Peddie Golf Course when he had returned to Peddie to teach. Ruth was quite accomplished in her own right. She was tops in her high school class. She then became a Navy nurse.

Surprising many, Larry put his Heisman up for auction. He later explained that it would be impossible to split the trophy between various nieces and nephews, and there was also the issue of whether it would be at Peddie or in Williamsport, Pennsylvania, where he graduated high school and had lived since he was 7 years old.

"The Stadium" sports bar owner, James Walsh, bought the Heisman at auction in 1999 for \$328,110. It is on permanent display in the sports bar in Garrison, New York. Larry split the proceeds among a number of his family.


In June, six months after the auction, Kelley committed suicide in his house in Hightstown. He was 85 years old. He had a stroke the prior year and had heart bypass surgery. We today know a lot

more about the latent effects of head trauma and concussions, so maybe he was suffering from CTE, Chronic Traumatic Encephalopathy, considered to be a brain disease from repeated head impacts. Back in his playing days helmets were mere pieces of leather. There were even those in the 1930s who never wore helmets at all as they were not required. We of course will never know whether he had CTE, although up to the time of his stroke, his wife's niece, Bobbie Becker Ficarro, who saw him often, advised me that he did not show any signs of cognitive impairment. He spent many weekends in the Becker's and Ficarro's yard and houses with Ruth's family. But he had told reporters that he had constant ringing in his ears that drove



him crazy.

Sports Illustrated wrote that Kelley's biggest college fame was when Yale was trailing Navy 7-6. A Navy player fumbled the ball and Kelley "accidentally" kicked it downfield. He chased it and recovered it. Two plays later teammate Clint Frank (Heisman winner in 1937), scored and Yale won 12-7. The following year a rule was instituted declaring that a fumbled ball would be ruled "dead" at the spot where it was kicked, whether by accident or not. It was known as the Kelley Kick rule.

It was reported that back at Peddie and Cheshire Academy, Kelley was happier in the classroom than on the athletic field as a coach. A replica of the Heisman Trophy was given by Kelley to Peddie and is on display in the Ian Graham Athletic Center. 

---

## Website Changes

by Gregory Ciano

We've been making some changes to our website at [www.hewhs.com](http://www.hewhs.com). Some informative, some entertaining, some fundraising. Here's what we've done.



## Calendar of Events

Here you'll find everything we're up to for the next several months. Need information on the Annual Meeting in September? You'll find that plus Google Map directions

AUTUMN 2023

to where it's being held (Old Yellow Farm House) and where the lunch we'll be held (Albivi Brick Oven). We're also listing when the upcoming Historical Society meetings are being held. It's usually the first Tuesday, but sometimes that date moves due to holidays so it's best to check here first.

## Video Page

We have a page that holds all of our videos (House Tour, Children's Short Films, Gnomes of Ely House).

## eStore

We've opened an online store. Currently we're selling five 8" x 10" photos of Downtown Hightstown from the late 1800s to the early 1900s. We plan to change that up and add more as time goes on.

## The HEW Blog

We're starting to digitize the history stories from past newsletters to make it easier to find information about the past of Hightstown and East Windsor. At this time, we have a biography of past Airport Road resident George Sumbry, the story of Clara Barton's time here as a teacher, and a biography of the Underhill Family (they lived on the corner of Stockton Street and Dutch Neck Road) and the Ice Plant they owned, with more to come! A new article goes up once a month so check back regularly.

Links to all of these changes can be found on our homepage. [www.hewhs.com](http://www.hewhs.com)

Find all these changes at [www.hewhs.com](http://www.hewhs.com)

Be sure to check out our video series *The Gnomes of Ely House*.



You can find them on our video page.

# Then and Now

by Gregory Ciano



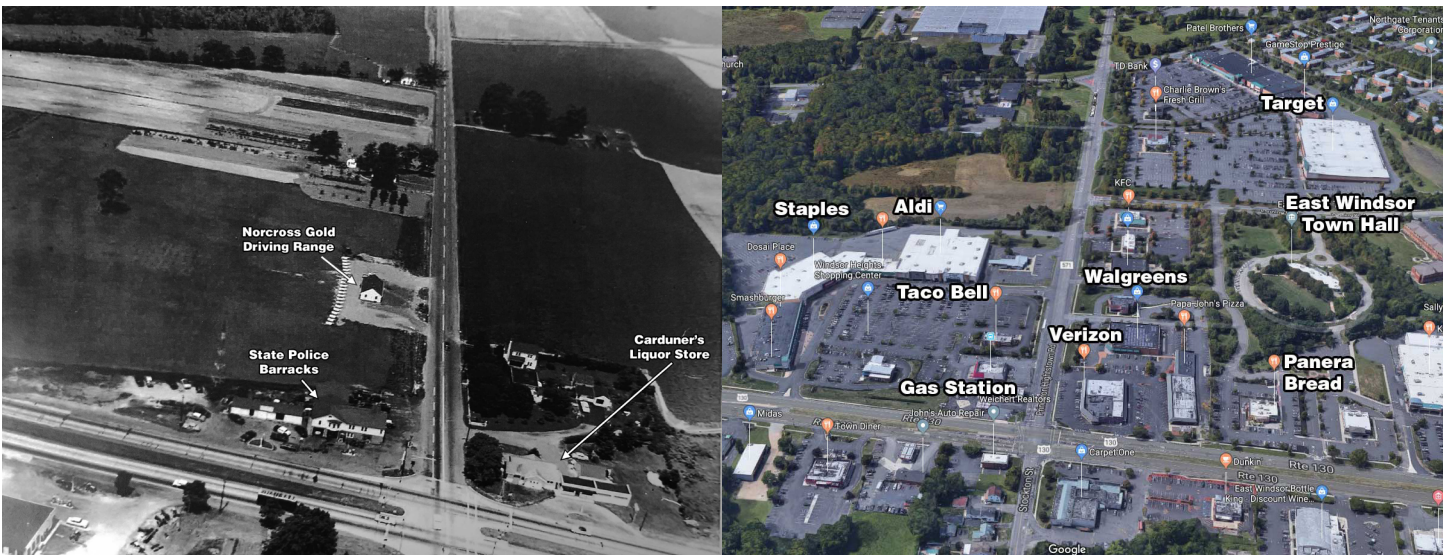
**Shangle Homestead (photo c. 1902). Corner of Morrison Avenue and Center Street.**

This house was built in 1856 by Sering Shangle. Sering's son, John R. Shangle, was the Hightstown Mayor from 1907 to 1910.

To the left of the house you can see the Hightstown water standpipe. Water from artesian wells (water well that doesn't require a pump to bring it to the surface) were drawn to it. In the "now" photo you can see the Hightstown Water Tower standing in the same spot.

During the mid 1920's to the early 1930's this building was a barrack for the NJ State Troopers. One of the original hitching posts for the police horses is still in front of the home. The large garage around the back housed the troopers' horses, their Harley-Davidson motorcycles, and their police cars.

Today this is Simplicity Funeral and Cremation Services at Glackin Chapel.



**Corner of Route 130 (heading left to right) and Route 571 (going up). (photo circa 1950's)**

This is an interesting perspective, and thanks to Google Maps we're able to see a "Now" photo from the same angle. I've labeled some landmarks to make it easier to place yourself in the photo.

First of all, look at all that open space! And look at the number of trees in the "Now" photo!

In the "Then" photo we see Norcross Gold Driving Range which sits where Aldi's is today. Then there's the New Jersey State Police Barracks (second floor of that building) which sits where the Conoco gas station is today. Finally, we see Carduner's Liquor Store which sits where Verizon is today.

## Hightstown East Windsor Historical Society

Founded 1971 to educate while preserving for future generations, our people and our community's history.



### Officers

President: Charles "Cappy" Stults  
609.448.0110 - cstults@allenstults.com

Vice President: Gregory Ciano  
gregory.ciano@gmail.com

Recording Secretary: Shirley Olsen  
609-448-8388

Treasurer: Robert Szychowski  
609-448-9490

Asst. Treasurer: Cookie Cummings  
cookcummings@yahoo.com

### Committee Chairs

Finance: Robert Szychowski  
609-448-9490

Property & Grounds: Beverly Mann  
Curtis Crowell

Library: Joe Louderback  
Robert Craig  
609-584-1806  
Eileen Couturier

Website: Gary Stevens  
609-469-1860

Membership: Cookie Cummings  
cookcummings@yahoo.com

Museum: Cookie Cummings  
cookcummings@yahoo.com  
Sue Dilger

Newsletter: Charles "Cappy" Stults  
609.448.0110 - cstults@allenstults.com  
Gregory Ciano  
gregory.ciano@gmail.com

Programs: Gregory Ciano  
gregory.ciano@gmail.com  
Christian Kirkpatrick  
Nancy Laudemberger  
609-443-6536

Publicity: Shirley Olsen  
609-448-8388

### Building Committee

Curtis Crowell, Christian Kirkpatrick, Shirley Olsen, Robert Szychowski

### Society Trustees

Curtis Crowell, Nancy Laudemberger, Bonnie Lou Field, Irene Schubert, Bev Mann and Gary Grubb

Layout by Gregory Ciano.

Printed by Harwill Express Press

## Membership Application

*Support us this year at the following rates:*

- |   |  |
|---|--|
| <input type="checkbox"/> Individual .....\$20         | <input type="checkbox"/> Family.....\$25         |
| <input type="checkbox"/> Booster .....\$40            | <input type="checkbox"/> Sustaining.....\$50     |
| <input type="checkbox"/> Life (Individual) .....\$200 | <input type="checkbox"/> Life (Family).....\$275 |

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email 1: \_\_\_\_\_

Email 2: \_\_\_\_\_

Where did you hear about membership?

\_\_\_\_\_  
\_\_\_\_\_

Please mail the completed application along with a check made payable to:

### HEW Historical Society

Membership Committee

164 North Main Street  
Hightstown, NJ 08520

*Thank you for your donation!*



**Or pay online by clicking "Become a Member Today" on our website: [hewhs.com](http://hewhs.com) or scan this QR code.**

- I would not like to be part of the New Member Spotlight.

## Volunteer Opportunities

*I would like to volunteer to help out with the following committee(s):*

- |   |                                     |
|---|-------------------------------------|
| <input type="checkbox"/> Property & Grounds | <input type="checkbox"/> Newsletter |
| <input type="checkbox"/> Library            | <input type="checkbox"/> Programs   |
| <input type="checkbox"/> Membership         | <input type="checkbox"/> Publicity  |
| <input type="checkbox"/> Museum             | <input type="checkbox"/> Docent     |

**Current 2023 picture of the Disbrow Hill Geodetic Marker referred to in Pat Donahue's article in Spring 2022 issue.**



Presort Std  
US Postage  
PAID  
Permit #510  
Trenton, NJ

**Hightstown-East Windsor  
Historical Society  
164 North Main Street  
Hightstown, NJ 08520  
www.hewhs.com**