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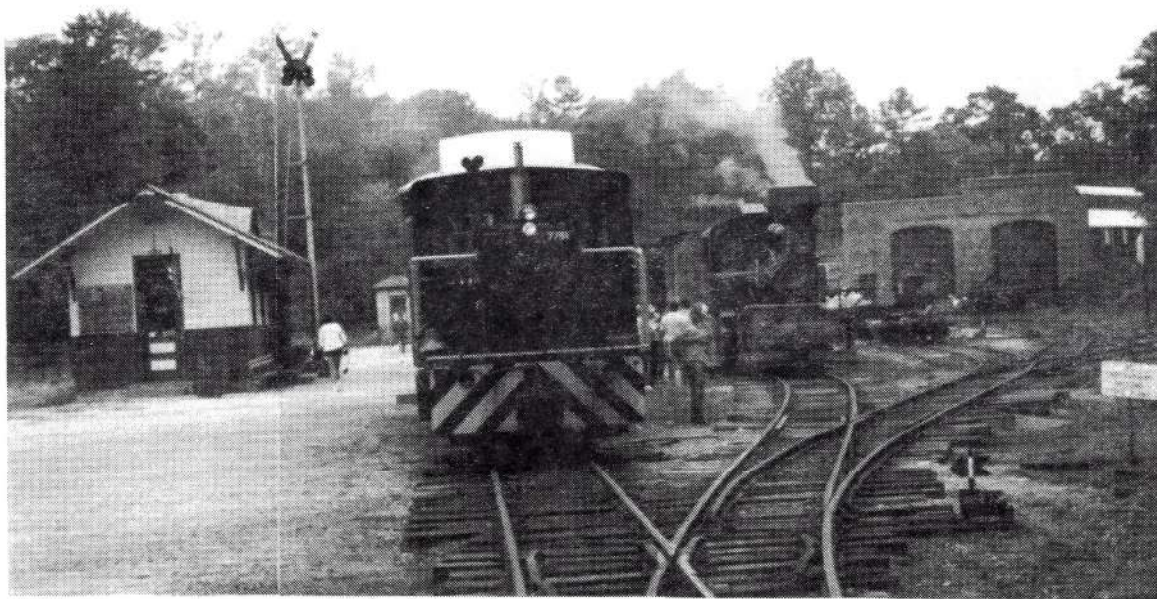


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Vol. 5, No. 2

December, 1990



By splicing two of Donald F. Koehler's photos together we were able to obtain this panorama of the Pine Creek Railroad's shop and station area. One of the features of this Summer's picnic was a visit to this interesting railway operation.

DESTINATIONS is published several times a year by the North Jersey Electric Railway Historical Society. Distributed free to members in good standing; \$1.50 per copy to others. Regular membership is \$12 per year. For information about membership or publication sales write: North Jersey E.R.H.S., Box 1770, Rahway, New Jersey 07065. Frank S. Miklos, Editor; Anthony J. Hall, Assistant Editor; Beverly and Peter Rodel, Production Assistants.

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

Anthony J. Hall, President Robert A. Sherwood, Vice President
William J. Keeler, Secretary Frank S. Miklos, Treasurer

Regular meetings of the North Jersey E.R.H.S. are held on the third Tuesday of each month (except July and August) at 7:30 P.M. at the Reed Center, 1670 Irving Street, Rahway, N.J. Entertainment featuring electric traction subjects is presented at each meeting.

Membership Notes

The last issue of DESTINATIONS had a listing of members who sent a contribution with their dues payment. Since then, we received additional contributions from the following individuals:

Ralph C. Anderson
Frank F. Taylor
Ted Eichmann
Albert Ambrose
George A. Knopf

R. B. Frazier
A. W. Mankoff
Brian Hager
E. Wayne Scott
John Brinckmann

Thanks again to everyone for their support.

We recently received a letter from member John Hellings reporting that the New Jersey American Legion 40/8 Society box car was destroyed by fire and a replacement is needed. These four-wheeled box cars were used in World War I and World War II. They got their name from the stencil they carried, "40 humans/8 horses". If anyone knows of the existence of another car of this type, please write to us and we will be happy to pass this information along to Mr. Hellings.

Mr. Hellings also enclosed two postal covers with his letter to us. One cover salutes the Lehigh & Hudson River Railway Company, while the other was published to commemorate the 1088 N.R.H.S. Convention. Copies of these covers are available from Mr. Hellings for a nominal fee. Those who are interested, may write to us and we will forward your request to Mr. Hellings.

We are pleased to announce that member John H. Riley has just published a book on the Hudson River trolley line which includes the history of the Bergen and Passaic Divisions of the Public Service Railway. The book sells for \$27.95 plus \$1.95 sales tax and may be obtained from Mr. Riley at 14 Scenic Drive, Oak Ridge, N.J. 07438. It is a fine companion to Mr. Riley's earlier book on the Newark City Subway, copies of which are still available from Mr. Riley.

Also on the literary scene, an excellent article on the old Public Service terminal in Newark by member Al Mankoff was featured in the July-August, 1990 issue of ELECTRIC LINES. Copies of this issue might still be available from the publisher at 77 W. Nicholai St., Hicks-

ville, N.Y. 11801.

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Another book dealing with Public Service is the story of the 49-Union trolley line which was written by member John Brinckmann and published by our friends at the North Jersey Chapter of the National Railway Historical Society. The cost of this excellent volume is \$12.90 including postage and handling. Copies can be obtained from Les Whitfield, P. O. Box 394, Highlands, N.J. 07732.

Finally we cannot overlook the fine book on the Liberty Bell Limited which was published a couple of years ago by member Bill McKelvey. This hard-covered volume provides the reader with a pictorial trip over the line from the 69th Street terminal in Upper Darby to Allentown. It is available for \$20.00 plus \$2.00 for postage and handling, from Mr. McKelvey at 103 Dogwood Lane, Berkeley Heights, N.J. 07922.

We are pleased to have members such as these who are preserving New Jersey's transit heritage through their published text and photos.

We SaSHAY to the Sea Shore!

NJERH's Annual Picnic

by Tony Hall

Saturday, July 28th dawned with sky overcast and a not-so-encouraging forecast, but the show must go on and it was in that spirit that we departed Newark's Penn Station at 8:45 A.M. destined for our three part "Super Summerfest" with our intrepid driver, member Michael Glikin at the helm. Our Metro Park stop was made without incident, after which we headed south for Allaire State Park, home of the Pine Creek Railroad, last outpost of steam in the Garden State.

Thanks to John Lyle and Bill Wolfe, we were able to unload our group at the railroad station instead of at a remote parking lot. It seems that the State of New Jersey had a regulation against allowing buses to enter state parks on weekends! So much for government support for public transportation. John and Bill were able to have us admitted by special arrangement, for which we were most appreciative.

The star of the day's show was to be the newly restored shay locomotive, only hours out of the shop after years in temporary retirement. And true to their promise, Pine Creek people had her steamed up and ready to roll right on schedule. Oozing steam from every port, wrapped in a mantle of fragrant coal smoke, hissing and burping like some fire breathing mechanical dragon, the shay eased its little train out of the terminal siding, into the woods and out onto the open field for a series of photo run-bys. If there were any doubts in anyone's mind that this was a living machine, they were soon allayed, especially for those viewing the locomotive from the starboard side, for it is from that vantagepoint that the full operating mechanism is visible with pistons dancing, crankshafts cranking, slide joints sliding (and joining), wheels doing what they do best, the shay was a mechanical symphony for the eye, compared by one wag to a "steam-powered sewing machine". Famed cartoonist Rube Goldberg must have been inspired by a shay. Everything seems to move. It is a delight to see. The hospitable Pine Creek crew invited this writer for a very memorable cab ride.

In addition, there was a shop tour disclosing great progress on a variety of ambitious restoration projects and a ride in the beautiful

ex-Newfoundland wooden coach. For the non-railroaders on the tour there were the attractions of Allaire Village.

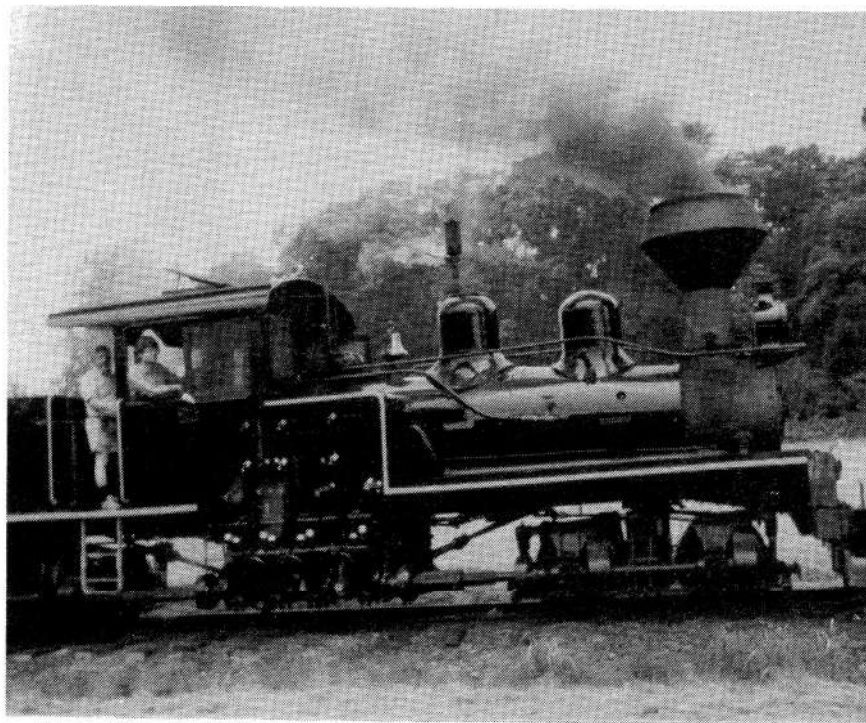
Alas! We had to tear ourselves away from the charms of the Pine Creek's lovely shay to reboard our spotless bus enroute to the second segment of the day's activities. We experienced the only rain of the day on this leg of the tour. But, by the time we arrived at the Keeler's beachfront inn at Sea Bright, the rain had departed, but a threatening overcast and that jinx of the Jersey shore, a steady northeast wind, persisted, forcing most of the picnickers onto the vast veranda of the inn, a venerable structure which, if it could speak, would tell us of the countless Jersey Central trains it had witnessed passing its front yard enroute to Seabright station and beyond. The Keelers provided a sumptuous spread for the entire group, working the entire afternoon to ensure everyone's satisfaction. Not the best day for the beach, we none-the-less had several self-assured surfers. With but a few large rocks holding back the wrath of the restless North Atlantic less than a hundred yards away, a fine salt spray was everywhere. But the air was warm, the breeze invigorating and the rain failed to materialize. Good food shared among good friends made the time pass swiftly.

At Six P.M. we boarded our bus once again for the final activity of the day, our sunset cruise up the Navasink River. Our boat was about sixty feet in length and had a partially enclosed lower deck and an open deck topside. She was spotless. We loaded our ice tub with its cold drinks aboard and weighed anchor at 7:00 P.M. Our captain gingerly maneuvered his craft out of its slip at Atlantic Highlands Marina, out behind the protective seawall to the open water of Raritan Bay. We could plainly see the roadbed of the former Jersey Central Highlands - Sea Bright Branch despite the absence of track these many years. Entering the Navasink under the famous twin lights of Atlantic Highlands, the remaining piers of the CNJ bridge were plainly evident. Watching motor traffic hum past high overhead on the steel lift span of the Route 36 bridge reminded one of elevated trains passing over the streets of New York or Brooklyn, or even Hoboken.

Cruising up the Navasink toward Sea Bright, we passed several waterside restaurants, some of whose patrons waved and called out to our party. Clearly, some of those establishments had well-stocked bars and a very good time was being had by all. In fact, good times and prosperity were everywhere evident along this route. As we turned to reverse course just short of the bridge between Sea Bright and Rumson, the overcast was rent and a beautiful sunset beamed down, bathing the closing hour of our tour in golden sunlight.

Arrival back at the wharf and our subsequent bus ride back to Metro Park and Newark were achieved without delay and everyone disembarked with much praise and thanks for a memorable day of railing and sailing. In particular, our very special thanks to Mike Glikin and the Bayshore Bus Company, Bill Wolfe and John Lyle III of the Pine Creek Railroad, Jack and Mrs. Keeler for their outstanding hospitality and the boat operators for a fine passage. Your help made this day a great success.

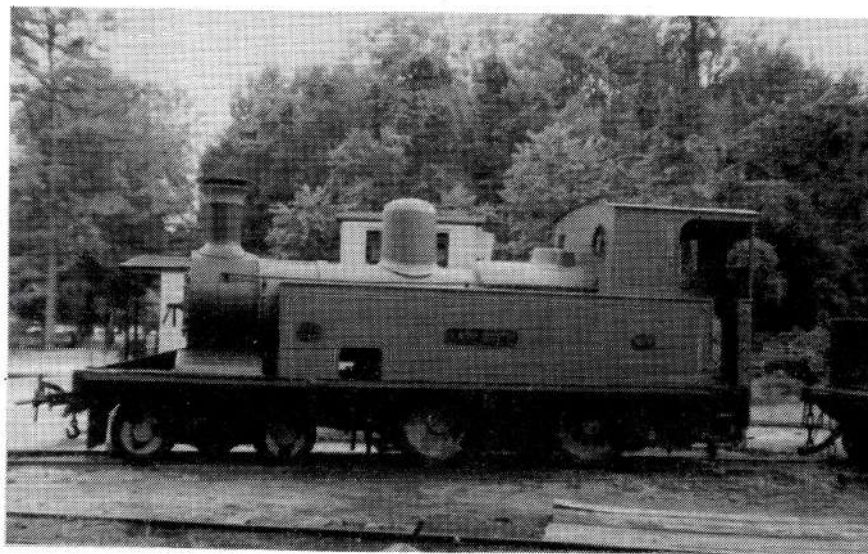
The complicated workings of a shay are detailed in this closeup by Donald F. Koehler.



Wheezing and puffing, the shay makes its way around the Pine Creek's circular track.

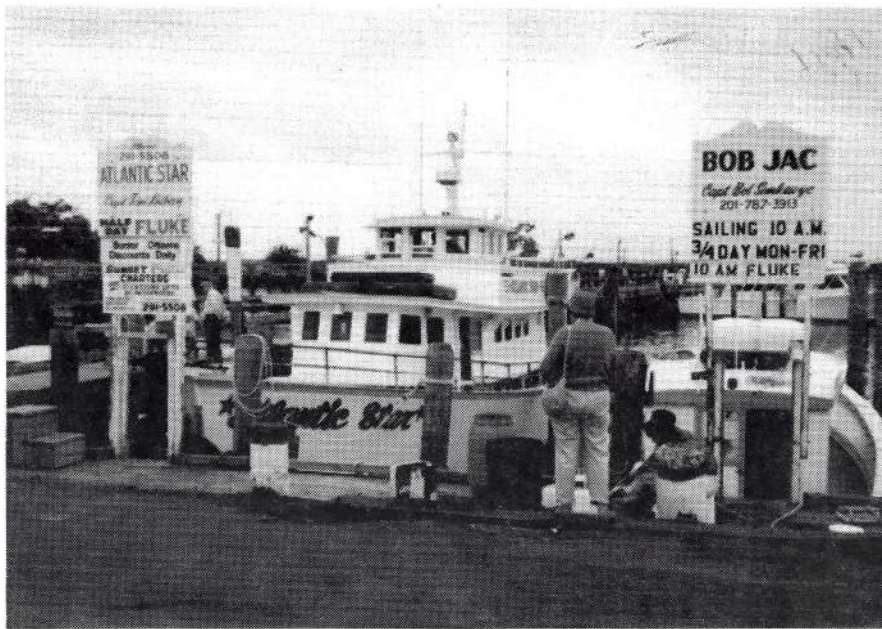
Peter Rodel photo

Among the prized possessions of the Pine Creek Railroad is this Irish locomotive named the "Lady Edith"
photo by Peter Rodel





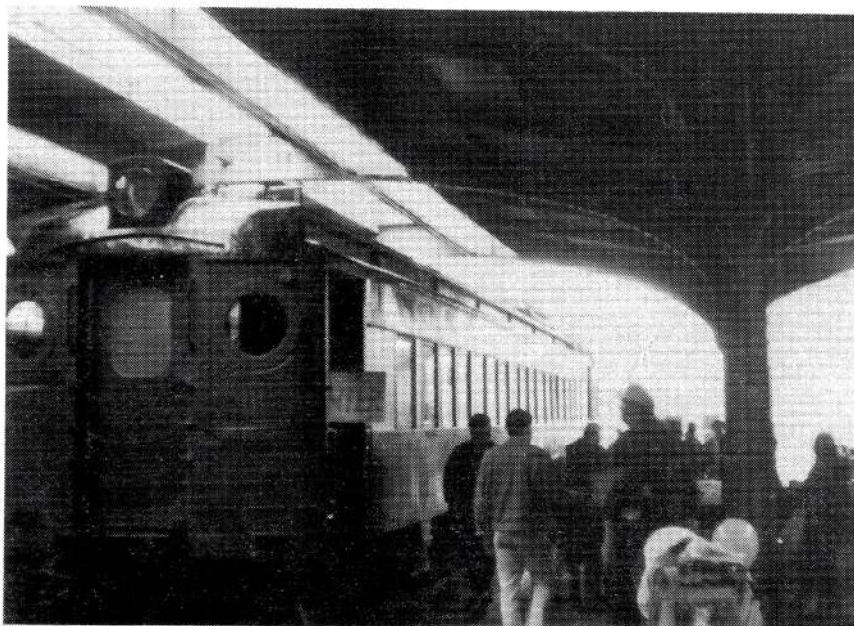
With the spacious veranda of the Keeler's home as a backdrop, our group clusters around the picnic table for a chance to enjoy food and beverages.
Peter Rodel photo.



The "Atlantic Star" prepares for our group to board for its cruise up the Navasink River. Sunset has not yet fallen on this scene at the Atlantic Highlands Marina.
Peter Rodel photo.

HOBOKEN TEN

BY TONY HALL



Dismal, damp weather was very much in evidence on the day of the 1990 Hoboken Festival. However this did not discourage people from visiting our sales table on the platform of Track 10, and viewing the displays set up inside Pennsy MU No. 413. photo by Frank S. Miklos

The rain that missed us earlier this year at Sea Bright caught up with us at Hoboken. Never-the-less, we enjoyed a rewarding day at the recent Hoboken Festival.

Preparations were brisk since we only got a clear signal from benefactor Ben Friedland on the Monday preceding, but fortunately No. 413 was ready to go and show. Pete and Bev Rodel helped with the final cleanup and provided a table and chairs for our sales activities. Bob Landwehrle wire brushed ten of the luggage racks salvaged from the Wilmington cars before they were scrapped recently, enabling us to refit these devices to No. 413 in time for the festival. Bob Sherwood got some of the light circuits working again, a big help as it turned out, since the weather made the Hoboken train sheds a bit gloomier than usual. Bob Hooper assisted in preparations, luggage rack installation in particular. The move to Morristown was on Thursday, so the final touches had to be completed with the car

perched on the connecting track at the junction. Frank Miklos put together our display boards. All was in readiness in plenty of time for the Friday night move to the Festival.

Saturday morning found us at the west end of Track 10, rain coming down steadily with a forecast of more to come. Light connections were made successfully, displays set up, sales table established and stocked in due course and we began to be concerned with what effect the weather might have on the turnout. Pete and Bev Rodel manned the table while Frank hosted the displays aboard the car. Bob Hooper and his son handed out leaflets and Bob Sherwood and Jack Keeler took turns to relieve the others. Despite reports that the weather did in fact limit attendance, we experienced a large number of visitors to No. 413, many flyers were given out, and our sales table did well, while perhaps not as well as other years when we enjoyed more favorable weather. At closing there were still numerous visitors trying to see it all.

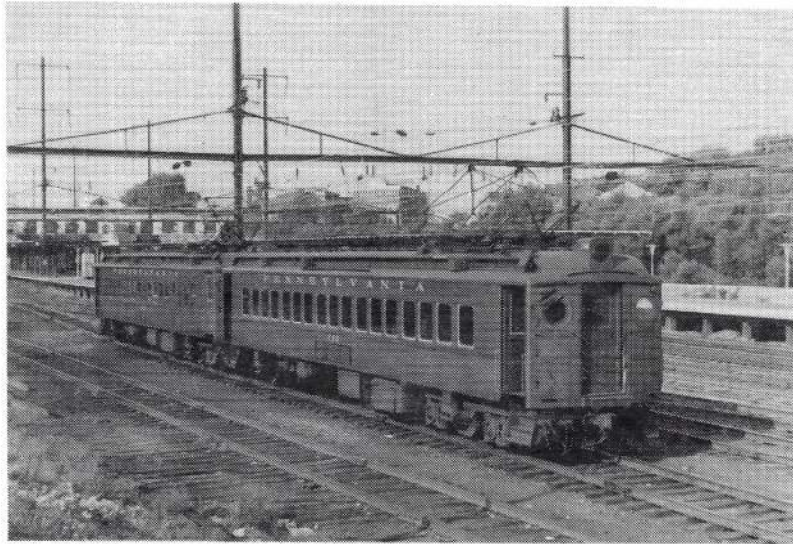
Departure was delayed until 8:00 P.M. due to switching operations going on in the yard including the removal of ex-PRR equipment owned by Bennet Levin of the Juniata Car Company of North Philadelphia, to Hudson Tower for interchange with ConRail. We believe this to be Mr. Levin's first participation in Hoboken and we look forward to seeing more of him in the future.

Neither dazzling sunset nor phalanxes of camera clicking rail fans greeted this year's departure. It was dark and raining. Unlit Bergen Tunnel was hardly darker. But a surprise awaited our train at West End Junction; it was diverted onto the Boonton Line for the first time. How often does an MP-54 make that move? By this time the rain had stopped and a warm sultry breeze flowed through the open windows of No. 413. The train snaked its way down onto the Greenwood Lake Line, but due to the darkness it was difficult to determine the consist. It appeared to be the BLUE RIDGE, the MORRIS COUNTY, the IMPERIAL SANDS, the cabooses of the E-L Society, Whippany Museum and the M & E, the Tri-State E-L Instruction Car, our No. 413 and the ex-PRR observation car MOUNTAIN VIEW. You may rest assured that this varied consist turned many surprised heads at the many grade crossing on the route. All went well until, as the train approached Route 46 at the Willowbrook Mall, it went into an emergency stop. Fortunately No. 413 was NOT responsible and after the problem was located and corrected, the train continued on through the sultry night. At Denville, they changed ends for the run to Morristown. For this part of the run our No. 413 was second from the power in a ten car train. No. 413 rode flawlessly without a sound. At Morristown the train was taken apart and the equipment stored there for later dispersal. It was ten o'clock by the time all was secured and all good-byes were said. We were very happy that Frank had left his car at Morristown thus shortening the long ride home after a very busy and productive day.

THE "PENNSY'S" MP-54'S

BY ELBERT W. SIMON, JR.

The Pennsylvania Railroad was a pioneer in development of steel passenger cars, ordering its first P70 in 1906. Car 1652 was delivered in December, 1907 by Altoona Car Shops. Several hundred cars were delivered over the next several years and were used to equip the trains ser-



Generations of "Pennsy" commuters depended upon the classic MP-54 MU cars for their journey to work and to other activities. This two-car train poses at the Trenton yard in the waning days of their career. Both cars retain their PENNSYLVANIA letterboards at a time when Keystone decals graced most of the active MU's. Frank S. Miklos collection

ving Penn Station when it opened in the winter of 1910.

The "Pennsy" referred to its coaches as "passenger" cars and, in the wood era, they used letters to identify each classes such as PK. But the steel cars were identified by a number equal to the inside length not counting the vestibules. So, the new standard coaches were 69 feet, 7 inches inside length and hence received the designation P70.

From the beginning, it was felt that suburban cars would not be the same size and a series of shorter designs was proposed--consisting of a coach, combine, mail-baggage and mail-baggage-coach. (Eventually, several motor-baggage cars would come as well). The coaches being 53 feet, 8 inches inside length would be a P54, and since, even from the first, electrification was being considered, they became the MP-54.

The impetus to acquire steel suburban cars came with the completion of Penn Station in New York, because only all-steel equipment would be permitted to operate through the associated tunnels. In Fiscal year 1909, orders were placed for 78 cars from three builders.

First deliveries came from American Car and Foundry, which built No. 201 to 234 (except 222 and 225) between September and November 1910. The first six, 201 - 206, were equipped at Altoona for D.C. operation. The intent was to operate a shuttle service between Manhattan Transfer and Penn Station, because it was assumed that most commuters would continue to ride to Exchange Place--the center

of business was downtown in those days. In early 1911, Pullman built thirty examples and Standard Steel Car, sixteen--all in the 200 series.

"Pennsy" was never one to do anything half-way--the Fiscal year 1910 included 14 more cars from Standard Steel Car, 25 from Pullman and 15 from ACF (54 cars in all).

But they really hit their stride the following year--105 from Altoona Car Shop, 41 from Pressed Steel Car Co., 25 from ACF and 12 from Standard Steel Car--193 in all. And in 1912, more orders came from Pressed Steel (87), Standard Steel (87) and ACF (97)--close to 200 cars.

The final batch of MP-54's were ordered in Fiscal Year 1913--fifty from Altoona, 45 from ACF and 105 from Pressed Steel Car--a final group of 200.

In less than four years, 724 virtually identical cars had been acquired for suburban service from five builders. "Pennsy" called itself the "Standard Railroad of the World" and one aspect of this was the adoption of standard designs--it really didn't matter who had built the specific car.

These cars occupied most of the numbers between 1 and 747, except 23 numbers largely reserved for office, or company-service cars.

"Pennsy" had established two pioneering electrification projects--a Mount Holly-Burlington, N.J. line and the Dillsburg (Pa.) branch of the Cumberland Valley. Neither required many cars and it's believed that they were served by converted steam cars.

In 1906, affiliated Long Island was operating its first electrification, with cars designed to be compatible with the first IRT subway steel cars. But it would be South Jersey which would receive the first major electrification, and it would be equipped with MU's.

The Millville line of the West Jersey and Seashore ran 80 MPH from the Camden ferry terminal through Woodbury, Glassboro and Northfield. From Newfield, a route headed across the county to Mays Landing, Pleasantville and Atlantic City. Direct current was the state of the art in 1906, as the New Haven's A.C. system was only then under construction. Third rail, then, would follow, but with trolley poles for operation in a few areas of congested operations--as in parts of Camden, Gloucester and south of Newfield.

The initial fleet of cars was built of wood because car builders' experience with steel was limited and because quick delivery was desired. Using the old-style classification system, they became class MP-1. A follow on order in 1908 became class MP-2. Between them, the number series ran from 6700-6779, although several were destroyed almost on introduction day in a derailment at the Atlantic City draw. Although this technology would be extensively used on the Long Island and the Penn Station electrification, the "Pennsy" would opt for high-voltage alternating current when it planned the next project.

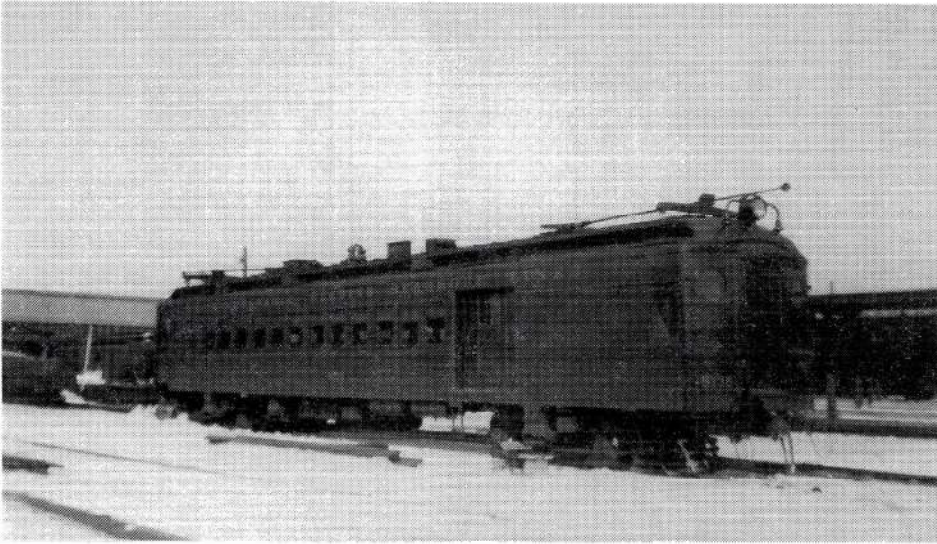
In the meantime, however, the West Jersey would receive thirteen steel MP-54's from Altoona between April and June 1912. Numbered 6780-6792, after the MP-2's. They would serve till the end of PRSL electrification in 1949. They were joined in 1924 by 6793-6794, rebuilt from second numbers 6 and 94.

It would be the famous Paoli local which would receive the first "Pennsy" A.C. electrification. Nearly-new MP-54's 501-582 were selected for conversion. They retained their old numbers and coincidentally, started the MU numbering series. The expected benefits of quick turn-arounds and reduced congestion were realized, easing the pressure on the stub-ended Broad Street Station.

A second project, in 1917, extended electrification to the Chestnut

hill branch in Philadelphia and twenty additional cars were converted. As car 583 was an office car, they were numbered 584-603. In general, the cars selected for conversion to 584-603 swapped numbers with the original 584-603 car they replaced. These first MU's would be known as E-1's, along with 14 more conversions of 1922 (604-617).

The first E-2's were trend setters in another way, as well. They were **eight** cars built new at Altoona in 1926 with aluminum bodies,



D C-powered MF-54's were operated by lines that were affiliated with the Pennsylvania Railroad. The photo above shows a former West Jersey and Seashore combine re-lettered and re-numbered for the PRSL. Its trolley poles and third-rail shoes are clearly evident. The photo below shows a train of Long Island Rail Road MP-54's on the Rockaway line before that service as acquired by the New York City Transit Authority.

collection of Frank S. Miklos



a pioneering use of this construction. They received new "electric" series numbers, 619-626. Obviously there were no older cars to swap numbers with, so "old" 619-626 became 6,94 and 201-206, taking the numbers of the two cars which went to the West Jersey in 1924 and the original 1910 MUs which were sold to the Long Island Rail Road.

New cars ordered in 1927 would begin at number 740, so the existing 740-747 were renumbered into gaps no longer needed for company service cars, or into the few gaps never used.

The 1926 program included eighty new MP-54's built from scratch and numbered between 740 and 819 (P-70's had been built in 1923 and numbered from 820 up). So, the new cars were ordered and delivered this way:

740, 750, 771, 774	-Pressed Steel	November, 1927
805-819	A.C.F.	December, 1927
751-770	Standard Steel	December, 1926
775-804	Standard Steel	Sept.-Nov., 1927

And the conversions of "steam" cars to Mp-54 E2's commenced in 1927 and embraced 113 cars (627-739) by late 1930. All were for Philadelphia area service, beginning with Wilmington, then West Chester, Norristown and Trenton (earlier, the short Fort Hill branch had been electrified off the Chestnut Hill Line). All of these cars had been motors and, apart from the eight D.C. cars, only one other car had been retired. On the other hand, a car was acquired from the Tuckerton Railroad in its place.

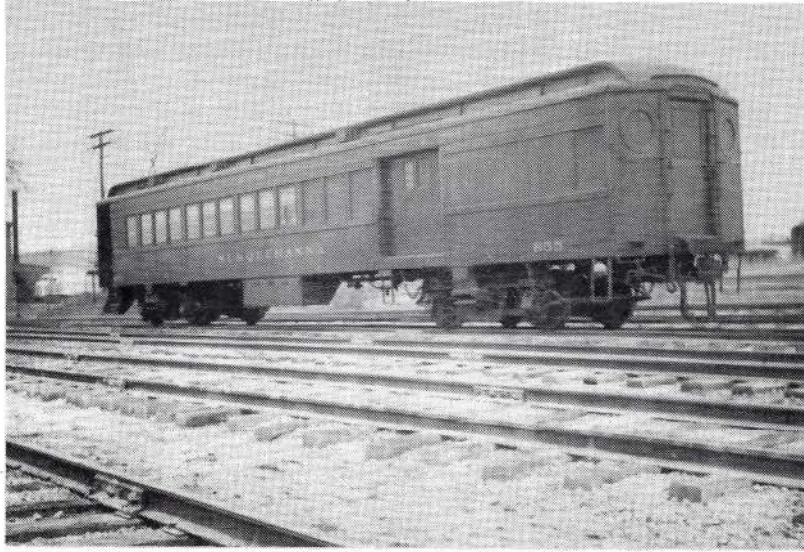
1930 was the year when the Great Depression began in earnest, and the year in which the "Pennsy" retired its last steel-underframe coach. The affiliated Long Island was receiving the last new MP-54's that year, albeit equipped with arch roofs and the parent company augmented them with the sale of 35 cars from its own collection.

It's likely most of today's readers will remember the MP-54's in their multiple-unit form, but the cars saw extensive use in "steam" suburban zones--most notably Pittsburgh, Baltimore and Chicago. And in the early thirties, locomotive-hauled trains still served most of North Jersey.

That was to change with the electrification between New York and Trenton, opened in 1933. Because the stops were further apart, the railroad took a new tack in MU development, and the E-3 or "Bride and Groom" motor-trailer combinations were the result. The motor cars were more powerful, but certainly not twice as powerful as an E-2, and the consequent noise and vibration in the motor cars was not pleasant. Still most served into the Penn Central era. Because no more room existed at the top of the number series (P-70 coaches started at 820), the motors were numbered downwards into the 459-496 series and the trailers became 1-43. (There were more trailers, because a small group of E-3 combines was rebuilt, while, on the other hand, four RPO-baggage trailers were commissioned).

The station at Manhattan Transfer was retained as a transfer to the Hudson & Manhattan rapid-transit trains which still ran to Park Place, Newark. The line to Exchange Place, Jersey City was electrified and MU service augmented through locomotive-hauled service. With the completion of the Newark station improvements in 1937, H & M trains served the new station and the line to Park Place and Manhattan Transfer eliminated.

Throughout the thirties, business declined on the railroad as everywhere else. Yet, relatively few MP-54's were sold off--no doubt many were stored for part of the time. Until 1940, when 100 cars were sold to the Boston & Maine, which was under pressure to replace wooden cars in suburban service. The cars became 800-899 and were joined by a few



Among the MP-54's which ventured away from the Pennsylvania Railroad was this combine which saw service on the Susquehanna Railroad. It retained its end door as evidence of its MU heritage.
collection of Frank S. Miklos

combines and RPO-baggage cars as well. (Postwar, almost as many Reading steel cars found their way to North Station as well).

No doubt, these cars could have been well used during World War II, when the PRR rebuilt box cars into suburban coaches, modified baggage, RPO and combine cars into the same, and purchased almost 100 Pullman parlors and sleeper-observations which were likewise rebuilt into high-capacity coaches. A serious derailment occurred at Delair, N.J. in 1943 involving a train of open platform Pullman observations rebuilt with picnic-style wood seats. The cause was not due to the use of these cars, but to excessive speed.

With the war over, traffic went into a decline and these wartime expedients were soon only a memory. New, streamlined coaches were acquired for long-distance trains, causing a cascading of P-70's down to suburban service.

As a result, the number of "steam" MP-54's declined rapidly throughout the late forties. But, there would still be one more "last hurrah". Seeking additional MU's, "Pennsy" turned to the remaining fleet, now all over 35 years old and marked fifty cars for rebuilding to a new generation MU. Unfortunately, it had to be compatible with existing cars, but new trucks and quieter motors were installed. Interiors featured modernized lighting but left not doubt as to the car's vintage. The cars became 409-458, under the E-3 motors, and the last eight were not equipped with cab signals and train control. The 451-458 had to operate as intermediate cars.

The new cars were E-6's. There was a concurrent program to refurbish fifty existing MU's as E-5's. They retained their old numbers, and the second half received new trucks (but still with only two motors) and a somewhat modified interior. One of the fifty was a combine, 4549.

And that was that! No further developments would involve the MP-54's.

They soldiered on, seemingly indestructable. While a few cars had been written off fairly early (in a 1936 New Brunswick fire), most of the electrics outlived the "steam" cars which were retired in 1956. All remaining locomotive-hauled suburban service was provided by P-70's of various vintages.

Further development would take a new form. Hometown builder Budd had introduced a lightweight coach which it hoped would evolve into a series of lightweight designs--sleepers, lounges, diners, etc. As it happened, the only application was as a high-performance MU. "Pennsy" took six, delivered in recession 1958. These six Pioneer III entered service in Philadelphia and offered such amenities as bright lighting and air-conditioning. The city had provided operating assistance for several years, and in 1963, the Passenger Service Improvement Corporation (PSIC) sponsored the purchase of 38 developed cars as the SILVERLINERS. They were sufficient to begin the retirement process, and another twenty SILVERLINER III's came from St. Louis Car in 1967 to move it along.

The formation of Penn Central in 1968 found 327 MP-54's still in service including 291 motors and 36 trailers. The motors would retain their numbers, but the low-numbered trailers would conflict with RDC's, especially after the New Haven came in 1969. The trailers, as repainted into P C green, would become 900's. (At least one trailer was repainted but not renumbered, but that's how it goes sometimes).

Now, New Jersey began a capital improvement program, resulting in the acquisition of 35 JERSEY ARROWS in 1968. Exit more veterans. Penn Central ran out of steam quickly and two moves impacting on the MP-54's illustrate this clearly. Eight cars were refurbished at Altoona and became a "pull train" operating as a unit behind a GG-1 in North Jersey. Car numbers were 1350-1357 and one car retained a pantograph for heat and light. (Two trains of earlier New Haven cars were similarly converted). And, several dead motor cars were officially reclassified as trailers and renumbered above the E-3 trailers.

New Jersey purchased twenty E-6's and had them refurbished (in P C green). Two hundred G.E.-built cars arriving in 1973-1975, (70 New Jersey and 130 Philadelphia) broke the back of the remaining fleet, leaving only 46 E-6's and a few older cars by the 1976 formation of ConRail.

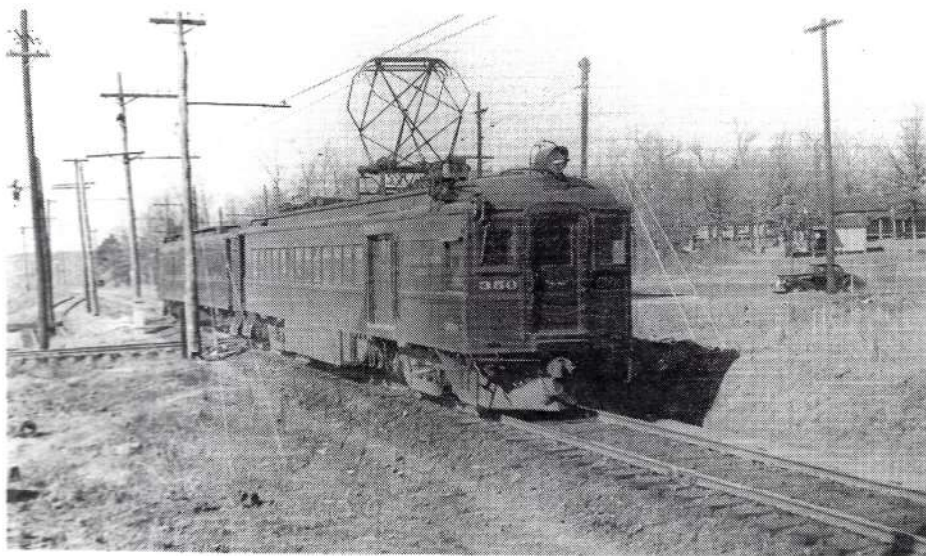
By then, Philadelphia had only a handful of cars in service and Reading cars were drafted to replace the last of them. But not before a number had been repainted into SEPTA's original scheme. Maryland retired its cars in favor of leased NJT ARROWS in the summer of 1979.

When the ARROW II MU's arrived in 1979, they were assigned numbers 534-603. The few surviving MP-54's in that series added a 3 to form a four-digit number. Earlier, in 1966, the newest cars, 800-819, were renumbered 500-519 to free up the 800's for the new Metroliners.

The last 46 E-6's were retired in July-August 1981, by then 18 were N J Transit and 28 owned by SEPTA.

The basic MP-54 seated 72 passengers and had a rather spartan dry hopen lavatory. The cars set up with smoking room seated only 68. The distinctive owl-eyed look included a built-out section to accommodate the control equipment. A simple control stand was provided at each end of most cars. You moved the controller to the right to go forward, to the left for reverse. The airbrake was to the right. A cab-signal panel was provided for most cars.

The communicating whistle was a simple air device, as was the road whistle--nothing pretentious here. A headlight unit was fitted to the front of the clerestory roof. A pantograph was mounted at the



MP-54's were sold to other railroads in the United States and Mexico. This motor-combine with rebuilt windshields saw service on the Piedmont and Northern. It tows a trailer car near Spartanburg, South Carolina in this 1941 view. collection of Frank S. Miklos

"motor" end of two-motor cars. Trailers were jumpered to the adjacent motors, hence had no pantographs.

We've only covered the MP-54's today, but remember that commuter-length (short) designs were produced in combine, baggage, baggage-RPO and baggage-RPO-coach versions.

It's been some ten years since the last MP-54's groaned to a stop at a "Pennsy" station. Some survived an incredible 65 years of demanding service. They earned their keep and then so. Fortunately, museums have preserved some examples, so you can visualize "Pennsy" commuting life in the good old days as a brace of MP-54's galloped downtown to begin yet another business day.

PARTING COMMENTS

Our thanks to El Simon for this most interesting article on a subject that is of particular interest to this organization. Mr. Simon has written articles for many noted rail publications including PASSENGER TRAIN JOURNAL and we are pleased that he took the time to contribute to DESTINATIONS.

The North Jersey E.R.H.S. is also pleased to be doing its part in preserving some of the MP-54's. This past summer saw a second coat of black paint applied to the roof of car 413, and a coat of red applied to the trim around the windows. Thanks to the efforts of Tony Hall, Bob Landwherle, Bob Sherwood, Péte and Beverly Rodel, and Frank Miklos, the car is well protected from roof leakage. This is one of the most critical factors in car preservation.

Another coat of paint was also applied to the roof of combine 3406. The original painting of that car's roof took place four years ago. An inspection revealed that the weather was beginning to take

its toll, so a fresh coat should protect the car from leaks for a few more years.

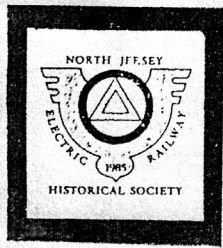
Our search for spare parts saw three trips to Wilmington in the spring. One took us to the junk yard south of the city where we salvaged more windows, seats and door hardware. The other trips to Wilmington took us to Amtrak's famous shops just prior to the scrapping of the last two MP-54's on the N J Transit roster. Thanks to the cooperation of the Southard Salvage Company which acquired the cars for scrap, we were able to obtain more window sashes, seat cushions, other miscellaneous parts and most importantly--luggage racks. Assisting us in these efforts were Mike Burshtin, Steve Barry, Dave Dutcher, Tony Hall, Bob Sherwood and Frank Miklos.

Finally, we have to thank Ed Lipani for contributing nearly two dozen ceiling light fixtures for the MP-54's. The fixtures in question were salvaged from a scrapped Brill bus and matched the description of the ones in our rail cars. When we tested the ones from Mr. Lipani we found that they were exactly the type we needed.



Tony Hall, Dave Dutcher, Mike Burshtin and Bob Sherwood are hard at work on salvaging the luggage racks inside of the soon-to-be-scrapped N J Transit MP-54 No. 447 at Amtrak's Wilmington shops.

We apologize for the long interval between issues of DESTINATIONS. The Editor fell behind due to a very busy schedule this past year. To compensate, we have put out this jumbo issue which matches our largest issue prior to this one. Work is already underway on another issue of DESTINATIONS which should be published in the near future. The next issue will feature an article by George Knopf about the 2600-series cars on Public Service's Mount Prospect line.



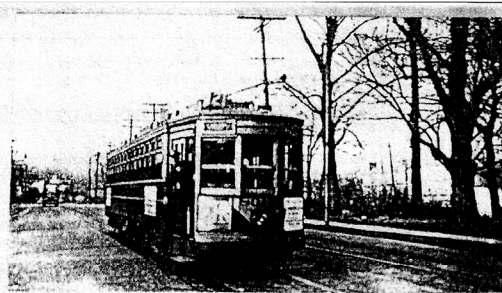
THE FAST LINE NETWORK

Memories. History, Information

Public Service Railway

Public Service Coordinated Transport

#5



In 1933, Public Service selected twenty cars from the 2600 and 2700 series and re-built them with rapid-transit interiors, consisting of longitudinal sectioned seating with simulated leather covered rattan cushions. Enameled piping hand holds extended from the seat to a horizontal handhold that ran the length of the car body on each side. It is known that Public Service developed prototype(s) of this innovative feature in one or more of the 2200 series cars.

At the right is the only extant photo of a 2200 showing the experimental interior. Shot by Charles Wrege at the Passaic Wharf in 1939, it is one of those lucky one-of-a-kind photos we dream about so often. Car 2221 last operated on the Newark Avenue line. It was scrapped a few days after the picture was taken. ▶



▲ 21 Orange line car 8014 rolls slowly along Main Street, near Ridgehurst Road in West Orange as motorman Charley Haeder peers at the camera from his vantage point at the open car door. This was before dead man controls came into the picture and motormen often let their cars roll slowly around Erie or Mississippi Loop while they changed signs or were otherwise occupied. Charley Haeder, similarly pictured in several W-M photos, was always good for a wave and a grin--but only did so when traffic was light a no passengers were riding. He began working for Public Service after WWI and stayed with the cars until retirement after WWII. He was one of a number of PS motormen who did not possess a drivers' license and who had no interest whatever in piloting a bus or ASV. Charley always said that when the trolleys retired, he would, too--and that was how it worked out.

THIS ISSUE CONTINUES THE CHRONOLOGICAL LISTING OF PUBLIC SERVICE PREDECESSOR COMPANIES:

- 1896 Camden & Suburban Railway Company organized, April 14.
- Camden Horse Railroad Company (1866) leased by Camden & Suburban Railway Company, May 1.
- 1897 Westfield & Elizabeth Street Railway Company incorporated, January 11.
- Jersey City, Hoboken & Rutherford Electric Railway Company (1892), leased to New Jersey Electric Railroad Company, June 7.
- Saddle River Traction Company incorporated, June 22.
- South Orange & Maplewood Traction Company organized, November 1.
- Monmouth Traction Company incorporated, December 15.
- 1898 Consolidated Traction Company (1893) leased by North Jersey Street Railway Company, June 1.
- Orange & Passaic Valley Railway Company organized, July 5.
- Rapid Transit Street Railway Company of the City of Newark (1889) leased by Newark Passenger Railway Company, July 19.
- Perth Amboy Railroad Company incorporated, October 25.
- 1899 Union Traction Company (1894) foreclosure, January 27. Dissolved, 1905.
- Newark & Hackensack Traction Company incorporated, February 23.
- North Hudson Turnpike Company organized March 28.
- Peoples Elevating Company incorporated, May 31. Dissolved February 9, 1934.
- White Line Traction Company incorporated, June 9.
- Morris County Traction Company incorporated, June 13.
- New Jersey Electric Railway Company (1894) merged with White Line Traction Company, June 30.
- Paterson, Garfield & Clifton Railway Company (1891) merged with Paterson Railway Company, August 14.
- Camden & Trenton Railway Company organized, October 31.
- Monmouth Traction Company (1897), name changed to Camden & Trenton Railway Company, October 31.

- Jersey City, Hoboken & Paterson Street Railway Company organized, November 1.
- Saddle River Traction Company (1897) merged with Jersey City, Hoboken & Paterson Street Railway Company, November 1.
- Jersey City, Hoboken & Rutherford Railway Company (1892) merged with Jersey City, Hoboken & Paterson Street Railway Company, November 1.
- White Line Traction Company merged with Jersey City, Hoboken & Paterson Street Railway Company, November 1.
- Paterson, Passaic & Rutherford Electric Railway Company (1893) merged with Jersey City, Hoboken & Paterson Street Railway Company, November 1.
- Paterson Horse Railroad Company (1863) merged with Jersey City, Hoboken & Paterson Street Railway Company, November 1.
- Palisades Railroad Company (1872) merged with Jersey City, Hoboken & Paterson Street Railway Company, November 1.
- 1900 Ridgefield & Teaneck Railway Company incorporated February 16.
- Middlesex & Somerset Traction Company organized February 20.
- New York & Philadelphia Traction Company (1894) merged with Middlesex & Somerset Traction Company, February 20.
- New Brunswick City Railroad Company (1890) merged with Middlesex & Somerset Traction Company, February 20.
- Brunswick Traction Company (1895) merged with Middlesex & Somerset Traction Company, February 20.
- New Jersey & Hudson River Railway & Ferry Company organized, February 27.
- Bergen City Traction Company (1894) merged with New Jersey & Hudson River Railway & Ferry Company, February 27.
- Ridgefield & Teaneck Railway Company (1900) merged with New Jersey & Hudson River Railway & Ferry Company, February 27.
- Raritan Traction Company incorporated, March 2.
- Perth Amboy Railroad Company leased to Raritan Traction Company, May 21.
- South Jersey Gas, Electric & Traction Company incorporated, August 31.

- Camden, Gloucester & Woodbury Railroad Company leased to South Jersey Gas, Electric & Traction Company, August 31.
- Elizabeth, Plainfield & Central Jersey Railway Company organized, November 30.
- Westfield & Elizabeth Street Railway Company (1897) merged with Elizabeth, Plainfield & Central Jersey Railway Company, November 30.
- Plainfield Street Railway Company (1891) merged with Elizabeth, Plainfield & Central Jersey Railway Company, November 30.
- 1901 Elizabeth City Horse Railroad Company (1869) merged with Elizabeth, Plainfield & Central Jersey Railway Company, February 15.
- Elizabeth Street Railway Company (1887) merged with Elizabeth, Plainfield & Central Jersey Railway Company, February 15.
- Rahway Electric Street Railway Company (1893) merged with Elizabeth, Plainfield & Central Jersey Railway Company, February 15.
- Woodbridge & Sewaren Street Railway Company merged with Elizabeth, Plainfield & Central Jersey Railway Company, February 15.
- South Orange & Maplewood Street Railway Company (1894) merged with South Orange & Maplewood Traction Company, July 29.
- Paterson Railway Company (1888) merged with Jersey City, Hoboken & Paterson Street Railway Company, August 2.
- North Hudson County Railway Company (1865) merged with Jersey City, Hoboken & Paterson Street Railway Company, August 2.
- Hudson & Bergen Traction Company (1893) merged with Jersey City, Hoboken & Paterson Street Railway Company, November 4.
- Paterson & State Line Traction Company incorporated, November 15.
- Trenton & New Brunswick Railroad Company incorporated, December 10.
- East Jersey Traction Company incorporated, December 13.
- 1902 Suburban Traction Company (1893) foreclosure. Charter declared forfeited for non-payment of taxes. (Date not shown)
- Burlington City Traction Company incorporated February 11.
- Hudson River Traction Company incorporated, March 21.
- Peoples Traction Company incorporated, July 12.
- 1903 Public Service Corporation of New Jersey organized, May 6.
- Newark & Hackensack Traction Company (1899) receivership, January 20. Foreclosure, September 1.
- South Orange & Maplewood Traction Company (1897) leased by North Jersey Street Railway Company, October 1.
- Trenton Terminal Railroad Company incorporated, October 29.
- Elizabeth, Plainfield & Central Jersey Railway Company (1900) leased to Public Service Corporation.
- 1904 New Jersey Short Line Railroad Company incorporated, April 2.
- Hudson River Traction Company (1902) leased to New Jersey & Hudson River Railway & Ferry Company, April 15.
- East Jersey Street Railway Company organized, April 21.
- East Jersey Traction Company (1901) merged with East Jersey Street Railway Company, April 21.
- Raritan Traction Company (1900) merged with East Jersey Street Railway Company, April 21.
- Perth Amboy Railroad Company (1898) merged with East Jersey Street Railway Company, April 21.
- Middlesex & Somerset Traction Company (1900) merged with Elizabeth & Raritan River Street Railway Company, April 30.
- East Jersey Street Railway Company (1904) merged with Elizabeth & Raritan River Street Railway Company, April 30.
- Camden & Suburban Railway Company (1896) leased to South Jersey Gas, Electric & Traction Company, May 2.
- Elizabeth & Raritan River Street Railway Company (1890) leased to Public Service Corporation of New Jersey, May 2.
- New York Harbor & Real Estate Company incorporated July 7. Dissolved December 18, 1930.
- Camden & Suburban Railway Company lease assigned to Public Service Corporation of New Jersey by South Jersey Gas, Electric & Traction Company, July 25.
- Burlington County Railway Company incorporated August 20.
- Peoples Traction Company (1902) merged with Burlington County Railway Company, August 20.
- Burlington County Traction Company (1902) merged with Burlington County Railway Company, August 20.
- Mount Holly Street Railway Company (1890) merged with Burlington County Railway Company, August 20.
- 1905 Union Traction Company (1894) dissolved, October 14.
- Camden, Gloucester & Woodbury Railroad Company lease assigned to Public Service Corporation of New Jersey by South Jersey Gas, Electric & Traction Company, December 22.
- 1906 Elizabeth, Plainfield & Central Jersey Railway Company (1900) lease assigned by Public Service Corporation of New Jersey to Elizabeth & Raritan River Street Railway Company, March 14.
- 1907 Orange & Passaic Valley Railway Company (1898) lease assigned by Public Service Corporation of New Jersey to North Jersey Street Railway Company, July 23.
- Elizabeth, Plainfield & Central Jersey Railway Company lease reassigned by Public Service Corporation of New Jersey from Elizabeth & Raritan River Street Railway Company to North Jersey Street Railway Company, July 23.
- Elizabeth & Raritan River Street Railway Company (1890) lease reassigned by Public Service Corporation of New Jersey to North Jersey Street Railway Company, July 23.
- Elizabeth & Raritan River Street Railway Company merged with United Street Railway Company of Central Jersey, July 25.
- Elizabeth, Plainfield & Central Jersey Railway Company (1900) merged with United Street Railway Company of Central Jersey, July 25
- United Street Railway Company of Central Jersey organized, July 25.
- Public Service Railway Company organized, August 20.
- United Street Railway Company of Central Jersey merged with Public Service Railway Company, August 20.
- Jersey City, Hoboken & Paterson Street Railway Company (1899) merged with Public Service Railway Company, August 20.
- North Jersey Street Railway Company (1894) merged with Public Service Railway Company, August 20.
- Camden, Gloucester & Woodbury Railroad Company lease assigned to Public Service Railway Company by Public Service Corporation of New Jersey, September 24.
- Camden & Suburban Railway Company (1896) lease assigned to Public Service Railway Company by Public Service Corporation of New Jersey, September 24.
- Newark & South Orange Railway Company (1892) merged with Public Service Railway Company, October 2.
- Pavonia Horse Railroad Company (1867) merged with Public Service Railway, October 2.
- North Hudson Turnpike Company (1899) merged with Public Service Railway Company, October 2.
- 1908 Bergen County Turnpike Company (1802) leased to Public Service Railway, January 2.
- New Jersey Rapid Transit Company incorporated, September 1.
- 1910 Camden & Trenton Railway Company (1899) foreclosure, April 9.
- Camden & Trenton Traction Company organized, May 16.
- Elizabeth & Trenton Railroad incorporated, May 18.
- New Jersey Short Line Railroad (1904) sold to Elizabeth & Trenton Railroad, May 21.
- Riverside Traction Company incorporated, June 20.
- Camden & Trenton Traction Company (1910) leased to Riverside Traction Company, June 20.
- Burlington County Railway Company (1904) foreclosure, July 8.
- Suffern Railway Company incorporated, September 1.
- 1911 Elizabeth, New Brunswick & Trenton Railroad Company incorporated, April 18.
- Hudson River Traction Company (1902) merged with New Jersey & Hudson River Railway & Ferry Company, April 18.
- New Jersey & Hudson River Railway & Ferry Company (1900) leased to Public Service Railway Company, May 1. Approved by Public Utilities Commission, April 18.
- 1912 Trenton & New Brunswick Railroad Company (1901) charter accepted by Elizabeth & Trenton Railroad Company. Leased April 1.
- Riverside Traction Company (1910) leased to Public Service Railway Company, April 1.
- 1913 Public Service Railroad Company organized, July 29.
- Elizabeth, New Brunswick & Trenton Railroad Company (1911) consolidated with Public Service Railroad Company, July 29.
- Trenton Terminal Railroad Company (1903) consolidated with Public Service Railroad Company, July 29.
- 1917 New Jersey Transportation Company incorporated.
- 1923 New Jersey Transportation Company (1917) name changed to Public Service Transportation Company, June 7.
- Public Service Transportation Company organized, June 7.
- 1926 North Jersey Rapid Transit Company (1908) name changed to Public Service Rapid Transit Railroad Company, December 15.
- Public Service Rapid Transit Railroad Company organized, December 15.
- 1927 Public Service Transportation Company incorporated, December 15.
- 1928 Public Service Coordinated Transport organized, January 31.
- Public Service Transportation Company (1923) consolidated with Public Service Coordinated Transport Company, January 31. Dissolved October 1.
- Public Service Railway Company (1907) consolidated with Public Service Coordinated Transport Company, January 31.
- 1929 Public Service Transportation Company (1923) deed and assignment of all property rights, December 31.
- 1930 Public Service Rapid Transit Railroad Company (1926) dissolved, February 8.
- 1931 Suffern Railway Company (1910) dissolved, November 16.
- 1934 Peoples Elevating Company (1899) dissolved, February 9.