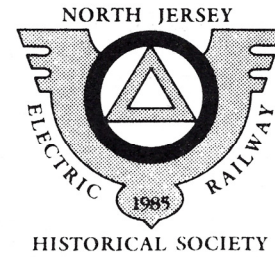


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The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

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May, 1991



The North Jersey E.R.H.S. collection of cars arrives at the Jersey Central Power & Light Company's Gilbert Generating Station on October 20, 1990. The park-like setting of this location provides a pleasant atmosphere for car restoration work. photo by Tony Hall.

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 publications sales write: North Jersey E.R.H.S., Box 1770, Rahway, New Jersey 07065.

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

As of March 15, there are still a number of members who have not paid their 1991 dues. We wish to thank those who have paid, and remind those who still have not renewed, to send us your payment. A dues renewal form is enclosed for the convenience of unpaid members. This will be the last issue of DESTINATIONS to be sent to members who have not paid up, so send in your dues promptly if you wish to remain active with our organization.

Particular thanks must be given to the following members who sent a contribution with their dues payment: Richard D. Adam, Herman Bachmann, John Brinckmann, John W. Beuscher, Francis J. Capalbo, Ted Eickmann, John B. Gutberlet, Joseph A. Haas, Brian Hager, Alan Hannonck, Paul J. Heiser, William Joyce, Robert E. Landwerle, Hervey Lesch, William McKelvey, Thomas F. Moran, Norman Olsen, Ronald Parisi, David Phraner, Michael E. Popp, Rev. Charles Reinbold, William R. Rorer, Howard P. Rose, Bruce Russell, Henry Ruschmeyer, Frederick Schieferstein, John M. Schluter, Johannes Sieberer, Leslie Sugai, Rev. John Sullivan, Harold M. Tepper, G. Lester Whitfield, and John A. Yohannan.

Thanks again to all of our members for their support and encouragement.

Refuge on the Delaware by Tony Hall

Last Fall the N.J.E.R.H.S. MU car collection was successfully moved to its new home at the Gilbert Generating Station of Jersey Central Power and Light Company in Holland Township, Hunterdon County. This change was the result of a series of events dating back to the mid-eighties, so in the interest of clarification, let's flashback a few years.....

About ten years ago, Frank Miklos and I, realizing that the 2651 trolley restoration would require greater resources for successful completion than it had yet attracted, decided to start an organization to expedite the project. Bob Sherwood and Jack Keeler had a similar view to preserving their D.L. & W. MU 3541. At a meeting in Mahwah we decided to pool our resources to benefit both cars and

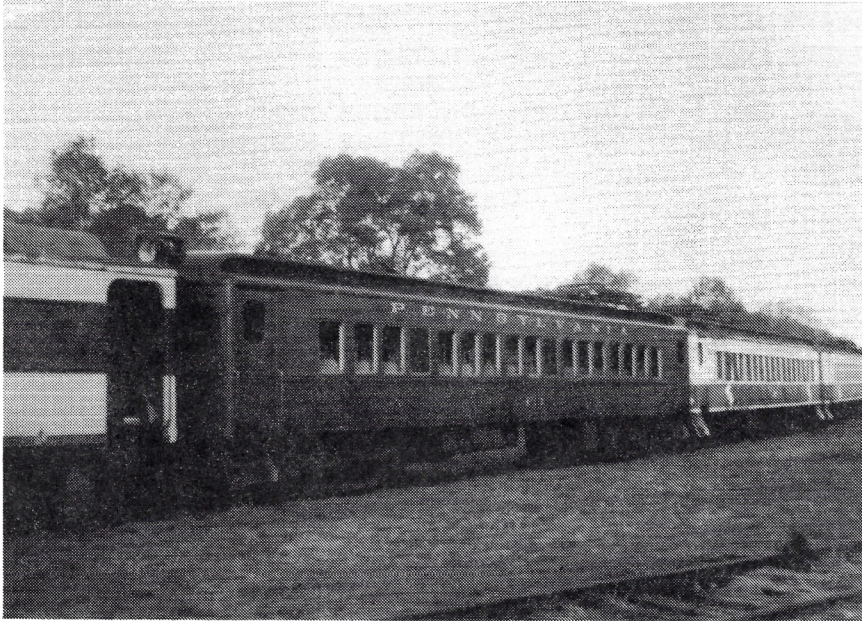
and went one better in acquiring the 3406 combine as a rare and fitting "mate" for the motor car. The 3406 story is well documented in DESTINATIONS No. 1, so, suffice to say, as our organization has grown, so have our ambitions.

Agreement was reached with Ben Friedland at a meeting in Whippany to store our collection for a nominal fee. By that time, the roster had grown to include, in addition to the D.L.&W MUs, a Stillwell work car, no less than four ex-Pennsy MP-54s and the GG-1 4873, a reasonable sample of electric railway equipment historic to the State of New Jersey. Without previously arranging storage space with Ben, we would not have attempted to expand the collection at all.

At that time, it was still unclear just how many, if indeed any, GG-1s would be preserved by N J Transit, since the museum was only beginning to be discussed. Under the leadership of Jack Keeler we decided to act to save one, since most surviving units were at that time lined up in Harrison, presumably awaiting the torch. Also on the endangered list were two Transit-owned MP-54s, lying derelict in a remote section of Wilmington yard. Although no official intent had been expressed, it was widely felt that Transit would not be sufficiently interested in preserving these units to have them moved north. For this reason Frank Miklos and I undertook to preserve four MP-54s which at that time were in the possession of the Delaware Car Company. Although our fears for the two N J Transit "Wilmington MUs" proved eventually to have been well founded (they were scrapped in 1990), we are nevertheless indebted to Bill Herkner and Fred Malchow at Transit for arranging with Amtrak, permission for us to salvage parts from those cars prior to scrapping.

In 1989 the picture changed abruptly when events developing around Ben Friedland's unfortunate illness led to the sudden termination of our "lease" at Whippany. Thanks to our long-time participation in the United Railroad Historical Society, we were able to arrange for storage of the collection at J.C.P.&L. in Gilbert with the generous cooperation of Dave Griffith, Chief Engineer at the plant. Walt Grosselfinger of U.R.H.S. had previously negotiated agreements with J.C.P.&L. and Public Service for the storage of historic, museum-bound equipment. Ken Miller of P.S.E.&G. had opened the doors to the North Bergen Generating Station coal yard for the storage of historic cars and locomotives there. The 4873 was deemed too heavy for the Gilbert track and was slated to be moved to North Bergen instead. However, due to the compromising of its historic significance in light of the subsequent salvation by Transit of four other G's, and a re-examination of the track bed at North Bergen, the 4873 was, in effect, embargoed at Whippany. With the move of the MU cars to Gilbert imminent, Ben graciously relented on the G until another disposition could be arranged. It must be borne in mind that storage at both utilities, the moves there by Transit as well, were all to be without cost to N.J.E.R.H.S. or U.R.H.S.

As time passed, however, it became clear that a final arrangement would have to be made for 4873. Scrapping was a real possibility, and we frankly could have put the money to good use on the MU cars. However, "Hoboken Ten", at which we were able to display the 413, thanks to the continuing cooperation of Ben Friedland, proved to be the setting for what might have been a script out of old Hollywood. The Lone Ranger, in the person of rail enthusiast Bennett Levin of the famed Juniata Car Company of North Philadelphia, appeared at the last minute and offered to make the G a monument, restored, displayed and illuminated at his shop, an inspira-



With most of its windows missing, MU 413 displays the senseless vandalism that took place while it languished in the Port Morris yard awaiting the final leg of its journey to the Gilbert Generating Station in Holland, New Jersey.

photo by Frank S. Miklos

tion for generations of future rail riders on the former Pennsy mainline. We agreed with enthusiasm. At this writing, Mr. Levin is making the necessary arrangements with Conrail for the move to Philadelphia. In the near future, be sure to look for the North Jersey E.R.H.S.- U.R.H.S. GG-1 when traveling south on the N.E. Corridor.

Shortly thereafter, the MUs were moved from Whippany, but, unfortunately, not immediately to Gilbert. We received word from a source deep within New Jersey Transit that the cars were sitting at Port Morris! We rushed out there and discovered that they had indeed been moved there without any notice to us. By then, vandals had broken in and done thousands of dollars worth of damage. Paint, which, had we known of the move in advance, could have been removed, had been splashed all over the interiors of the cars. Doors and windows had been smashed, and papers, parts, and supplies littered the landscape. The mindless morons who take pleasure in this madness had two weeks to ensure the thoroughness of their work.

Finally, on October 20th, the move to Gilbert was accomplished. Since then, N.J.E.R.H.S. work parties have been engaged in trying to repair some of the damage suffered enroute. Our other major winter project has been the systematic storage of our considerable collection of spare parts. We have designated two MP-54s and the Stillwell as warehouse cars, thus freeing the D.L.&W. cars and the

two best MP-54s from that service. Since the "storage" MP-54s were inaccessible while at Whippany, bits and pieces had to be stowed in "project" cars as they were collected, complicating on-going refurbishment of those units. At Gilbert, the entire collection is coupled in a train, making the distribution of items through the cars a relatively easy matter.

In the latest episode of this continuing story, the seat cushions salvaged last summer from the Wilmington MP-54s had been stored, for lack of suitable transportation at the time, in a garage in nearby southern New Jersey, thanks to fellow U.R.H.S. delegate, Steve Barry. On February 23rd these were moved to storage at Gilbert in a convoy of vehicles owned and driven by N.J.E.R.H.S. members Bob Sherwood, Stuart Palmer, Bob Hooper and me. And so we are seeing the completion of our warehousing project and a substantial beginning to the damage suffered along the way. We anticipate that the appearance of spring weather will bring forth a host of new volunteers, eager to assist in the preservation of some of the last remnants of New Jersey's rich electric railway heritage.

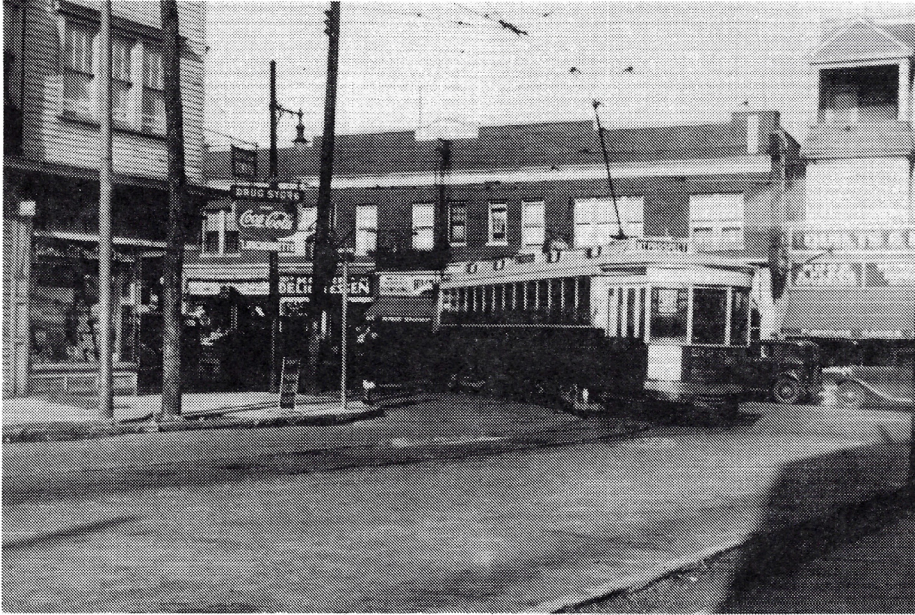
Trivial Trolley Trivia of the Twenty Six Hundreds

by George A. Knopf

I recently received my copy of TROLLEY TREASURES--THE WARTIME YEARS IN NEW JERSEY by A. W. Mankoff and C. D. Wrege, PhD. I have since spent many hours looking at pictures and reminiscing of the good old days when those compromise roof cars were the "Pride of P. S.". Well anyway, the cars with the "roll-top" roofs were my favorites. Now, since the year 1987 marked the 50th anniversary of the operation of the last car on Broad Street, Newark (the Mt. Prospect Line), I thought I might pass along some trivial trivia about the 2600-class cars on that line.

My earliest recollection of the Mt. Prospect goes back to the summer of 1921, when the family moved to within two blocks of the Hawthorne Avenue-Walcott Terrace terminus of the line. At that time, the Mt. Prospect roster consisted mainly of cars of the 1800, 2000 and 2100 single-end class. Summer time saw a variety of open-end platform (1250 series), closed in window platform 1200's and low numbered single-end 1400 open cars. I distinctly remember open-platform cars 1250 and 1254 which had eisenglass blinds that were lowered to protect the motorman during inclement weather. I remember too, as a boy riding 1403, 1407 and 1408. I'm sure there were others!

Since all operations in those days was with two-man crews, (the exception being the Fast Line), backing into the Walcott Terrace wye was a simple maneuver. The conductor would simply guide the motorman's backward operation into the wye from the back platform. With one eye back looking out the front side, watching for Model T's and on-coming traffic and the other on the conductor, they managed to get the cars backed into Walcott Terrace without too much difficulty. There were occasions, however, when the pole would get caught between the frog and the guide wire as the car was backing in. Most times they could get the pole back on the wire and try again. If the situation became complicated, they would just wait and the next car would push them forward beyond the frog and switch, and they would



Car 2663 backs into Walcott Terrace from Hawthorne Avenue. Single-end cars on the Mt. Prospect line were equipped with front poles and backup controllers for this maneuver, but the motorman in this photo chose to take his chances with the rear pole.

Wilbur G. Sherwood photo

try again. It should be noted that on occasion, the second car would pull the problem car, pole down, into the wye, and then it would proceed in a forward direction east, down Hawthorne Avenue. If need be, a replacement would be waiting at Miller Street and Elizabeth Avenue. Please note that the Hawthorne Avenue portion of the wye could hold three 2600-series cars while the Walcott Terrace wye could hold two of the same. This made it simple to shuttle the cars in and out of the wye and maintain good service whenever a problem arose at that terminus.

The two-man operation continued until the big strike of 1923, which was settled with the agreement for one-man operation. April of 1924 saw the arrival of the first of the "big cars" on the Mt. Prospect. The original roster consisted of 42 cars, 2651 through 2692, transferred from the Orange line. Each car began service on the Mt. Prospect as a double-end two-man car. One by one they were rebuilt as single-end one-man cars, but retaining their front poles and rear controllers. No forward pole rope retriever was used, the rope being slid through a bar midway down the center of the front platform to an anchor hook attached to the forward door frame on the dead side of the platform. (See photo p.114, 2686, p.37, 2622, bar is visible on platforms of both cars). (Please note all references to photographs are from TROLLEY TREASURES.) For some unknown reason, the base of the front pole retrievers was not immediately removed, making it easy to identify a Mt. Prospect blocks away in the heavy downtown trolley traffic. The original back headlight remained

on all the cars, until the paint scheme included the P.S. emblem with the blue circle and red triangle within it, replacing the spelled out "Public Service" on the sides of the cars. At this point, some cars returned from the paint shop with a blank panel where the rear light was, the first of these was 2687. The removal of the rear lights was a slow, never-completed process, as 2672, a deluxe car, went to the Hudson Division unchanged after its run of 13½ years on the Mt. Prospect in 1937. More about 2672 later.

The inclusion of the Public Service decal brought about a change to the exterior look of the cars. The decal was placed under the center on the side of the car, or as it was with the 2600's, under the eighth window on a 14-window side, with the car number beneath it. In the case of the 1600, 1800, 2000, 2100 and some 1900's the procedure was reversed, the number above the decal in the center of the car. The first few cars painted thusly had the decal in the center panel, but the car number remained under the second window from each end as they had been when "Public Service" had been spelled out on the side of the cars. A very few cars were painted in this manner. 2651 had such a paint job and was the only car on the Mt. Prospect to be painted this way. I recall 2454 on the Broad line being another. These cars remained that way for a short period, and the number was placed under the P. S. emblem to coincide with the cars now coming from the shops.

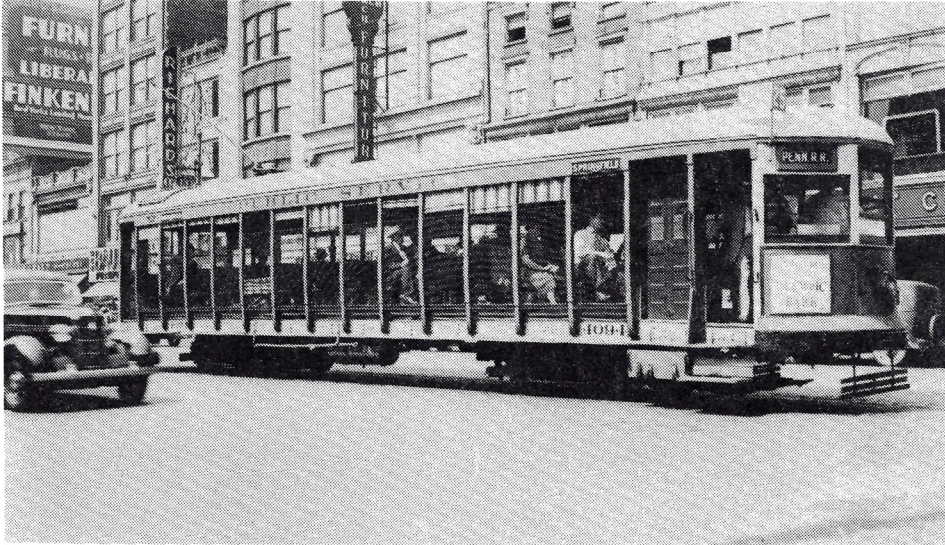
All single fare car line cars were painted with the word "IN" over the first door and "OUT" over the second door of the front platform to introduce to, and expedite the flow of passengers with the new system. The rear door of the back platform was used as an "emergency" or "transfer to next car" door. (2682-p.107. Please note, car is already single-end, notice white space where left side front steps would be. A close look will reveal a retriever base only on front of car.)

Soon after, the cars appeared with a vertical bar attached to the roof over the entering door. Only when all the cars in operation were equipped with these did the blue angled plates appear on the cars designating the number of the lines, i.e. "27" Mt. Prospect, "13" Broad, "25" Springfield, etc. (This also can be observed on the same photo of 2682.)

Operation remained pretty much the same on the Mt. Prospect, but it was not unusual to spot an occasional 2650 or 2660 "borrowed" by the Orange line. Usually, after a short period they would return home to the Mt. Prospect. This continued until May, 1929, when open 4100's appeared on the Mt. Prospect. This roster consisted of cars 4128, 4130, 4133, 4134, 4135, 4136, 4137, 4138, 4140, 4142, 4144, 4145, 4161 and 4169. No doubt, these cars came from the Orange line also as a number of the "big cars" from the Mt. Prospect appeared on the Orange line. (It may be noted here that straw hat season and open car season started on May 15 and ended on September 15 each year.)

The open cars were genuine single-end cars, which had been converted to one-man operation by screening in the "live" side of the car and installing two doors at the front end, one door at the rear to coincide with the closed cars. An aisle had been cut through the center of the wooden benches to provide a means for passengers to move in and out of the car. When originally built, these cars seated 96 persons!

The backing-in problem was resolved by having a man, probably another motorman guide the car into the Walcott Terrace wye from the rear platform. During rush hours, he would remain at the wye, and as each car stopped at Clinton Place he would board it and do his thing. After dark or in inclement weather, he would remain aboard



Public Service's 4000-series open bench cars were originally built in the traditional style with open sides and running boards. They were rebuilt for one-man operation by enclosing the sides of the cars with screening, modifying the front ends with doors and folding steps, and cutting an aisle through the rows of seats. Rebuilt car 4094 is shown on Market Street in Newark in August, 1936. Similar cars saw service on the Mt. Prospect line.

Collection of Frank S. Miklos

the car, travel east on Hawthorne Avenue and transfer to the next car heading west toward Clinton Place. A signal, the blinking of the headlight of the eastbound car informed the motorman in the oncoming car of the passenger aboard. Both cars would stop and the transfer was made.

The open cars operated all summer, and in late August, some of the missing 2600's returned to the Mt. Prospect as "deluxe" cars, in their new cream and maroon colors. A deluxe car was one where the original longitudinal rattan seats were removed, and replaced with leather cross seats. The first of these cars to appear were 2663, 2658 and 2691. One by one they returned, 2680, 2662, 2663, 2665, 2669, 2676, 2678, 2684, 2686, 2687 and 2689, each with its back headlight removed and the retriever base gone from the front end of the car. Car 2672, one of the last to be converted, returned with the old back headlight still in place, and it remained there until the car was transferred to Hudson County. Each of these cars had a wooden bench built along the doors on the blind side of the rear platform. These seats would accommodate at least three people. Shortly afterwards, they were installed on the remaining single-end cars.

In the process of conversion, 2654, 2666, 2680, 2681 and 2683 returned as double-end deluxe cars. At the same time, the Central line, losing a number of its 2700 cars to the Harrison line, which was being upgraded from 1500 and 1700 series cars, took 2667 as a

deluxe double-ender. Cars 2659 and 2674 now appeared on the Harrison line as deluxe double-enders. After a short period of time the five cars mentioned on page 8 made their appearance as Harrisons, leaving the Mt. Prospect once again with only single-end double controlled cars.

Amidst all the ~~converting~~ and exchanging of cars, one was still unaccounted for. I finally spotted it one afternoon on my way home from school. 2670 was standing all by itself on the ramp to the upper level of the old P. S. Terminal with a strange paint job. The upper half, from the window sills to the roof was painted in the new cream shade of the deluxe cars, while the lower part of the body had the old orange-yellow standard on all Public Service cars. Was this an experimental paint job our was 2670 actually the first 2600 to be converted to a deluxe car? It returned to the Mt. Prospect line, in cream and maroon, but was the different from the other deluxe cars in that it had longitudinal leather seats and six porcelain hangars along the first three windows of the car. All the others had two-windowed longitudinal seats and four porcelain hangers on each side.

The year 1930 brought about another change in the appearance of the Public Service cars. Holders for ads first appeared on the right front panel in place of the two small hooks on which "Fare 5 cents", "Enter Front Door" or destinations of the car were hung. They were installed on the right side panel, front and rear, on all single-end cars, and at the right front door on double-enders. No doubt the size of these were determined by the size of the panel of the 2600-2700 cars, as they just fit exactly. 2670 led the parade with this innovation, the unpainted gray of the ad holder clashing with the maroon of the car. Eventually it was touched-up, but that touch-up color never matched the shade of the car, yellow or maroon. A complete new paint job usually remedied the eye sore.

The following year, 1931, saw the introduction of the three-fingered or winged shield around the headlights of the cars, 2449 being the first car to receive this innovation. On the yellow cars the shield was a tuscan red with a cream ring inside it, circling the headlight. With the maroon cars, the cream color matched the upper portion of the car, while the shield itself was of a pinkish hue. In addition to the shield, a two-line safety slogan reading "Obey Traffic Law" and "Look Out For Stop" in two-inch condensed Gothic lettering appeared on the cars. On single-end cars it was placed beneath the number on the rear platform, while on the double-enders it was seen at the bottom of the left front panel. It was removed finally, from the double-end cars when it was decided to place ad racks on the left front and rear panels of the cars.

In the Mt. Prospect family, 2662, 2678 and 2687 were the first three deluxe cars to sport the look, while 2653 was the first of the "old yellows". It was not unusual, however, to return to service from the paint shop with the shield around the old "dead" back headlight, the safety slogan on the bottom of the left rear panel and the retriever base still on the front of the car. In most cases, after a short period of time, the light was removed and either a circular patch or a whole new panel replaced it. Exceptions to this were 2673 and 2679. It took another painting before they "got into style". It should be noted also that it only took a period of 18-20 months for each of the deluxe cars to receive a new paint job. The yellow cars took a little more time. It was, indeed, a very rare occasion to see a Mt. Prospect that really "needed a new paint job!" The final addition to this new appearance was the installation of the ads for the Bayonne and 125th Street ferries on the upper right and left portion of the windows on the rear platform. (See photograph of 2624 on page 40.)

About this time, operations in Camden were being curtailed. The low 3200's (3200-3221) were appearing on the Central and Orange lines in deluxe colors, while the 3225-3249 series were making their appearance on a number of main lines in Newark as 2751-2775 series. The Clifton line, at this time had a number of double-end 2300's, with 1500 and 1700's being used as trippers. The Bergen line was solely the latter, in various shapes and conditions. The 2300's of the Clifton was transferred over to the Bergen and they were supplemented with 2753, 2754, 2755, 2757 and 2759. Cars 2701, 2703, 2704 and 2707 form the Central also made their appearance with this change-over. Again, note should be made that cars 2712, 2723, 2727 and 2750 from the Central shuttled back and forth from the Orange and Bergen lines until they became part of the 8000 series.

At the same time, cars 2752, 2758, 2760, 2763, 2768, 2769, 2770, 2771 and 2773 were assigned to the Clifton line to complete the Clifton roster. 2651, 2652, 2657, 2661, 2664, 2668 and 2677 were rebuilt into double-end cars. Since none of the Clifton cars were deluxe cars, the longitudinal rattan seats remained intact. A number of these cars got their introduction to the red shield at this point. All of these cars still had the back headlight at this point, except 2677, and of course, it had to be replaced.

It was interesting to note that originally the back door steps had a rear plate the width of both doors, (see 2633, p. 55) and when these cars were rebuilt for double-end operation, a single panel was installed behind the step, (see 2681, p. 106) making it possible to tell whether the car was being operated from the #1 or #2 controller.

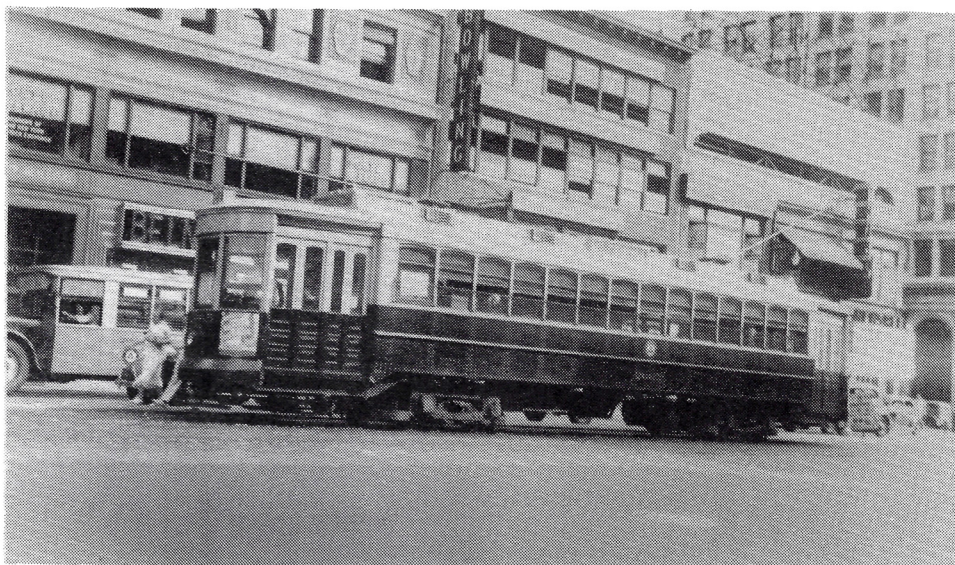
With the removal of these seven cars from the Mt. Prospect, 2654 and 2681 returned to fill a rather large gap. They remained for about a year and then found their way back to the Harrison line. On occasion, yellow cars 2751, 2756 and 2762 and deluxe cars 2699 and 2715 would appear as trippers during rush hours, but any deviations from the 2651-2692 series was indeed rare.

In early 1934, cars 2653 and 2655 found their way back to the Orange line, and shortly after were converted into 8019 and 8017. Car 2664, already a double-end car, became 8012. Al Mankoff and the experts say it became 8000. I have reason to disagree, but they did the research!

The demise of the South Orange Avenue line on November 26, 1936, started a progression of transfers of the 2630-2650 cars to the remaining main lines, #1-Newark, #25-Springfield and #13-Broad. After these assignments they were transferred to Hudson County along with the single-end 2700's and 2800's. A few remained in Essex and were assigned to the Mt. Prospect line, where they were refitted with rear control boxes and front poles and operated until the last day of service. Among these cars were 2630, 2632, 2634, 2635, 2636, 2639 and 2647, which made its appearance with a brand-new paint job! This was for only three months! They came over from the Broad in September, 1937.

On Saturday, December 17, 1937, the last car 2669, made the final trip, and trolleys on Broad Street, Newark, became a memory.

As previously stated, aside from the 2651-2692 series, few other cars saw service on the Mt. Prospect during the 1924-1937 period. With the exception of the five cars mentioned already, 2213, 2260 and 2265 found their way there after the conversion of the Union line to all-service buses in October, 1935. These cars were easily operated on the Mt. Prospect as all the 2200's on the Union line had been equipped with rear controllers. Of these, 2213, was the most popular with the motormen, because of its great pickup and speed. The old girl could really move along. It was also popular with rail-



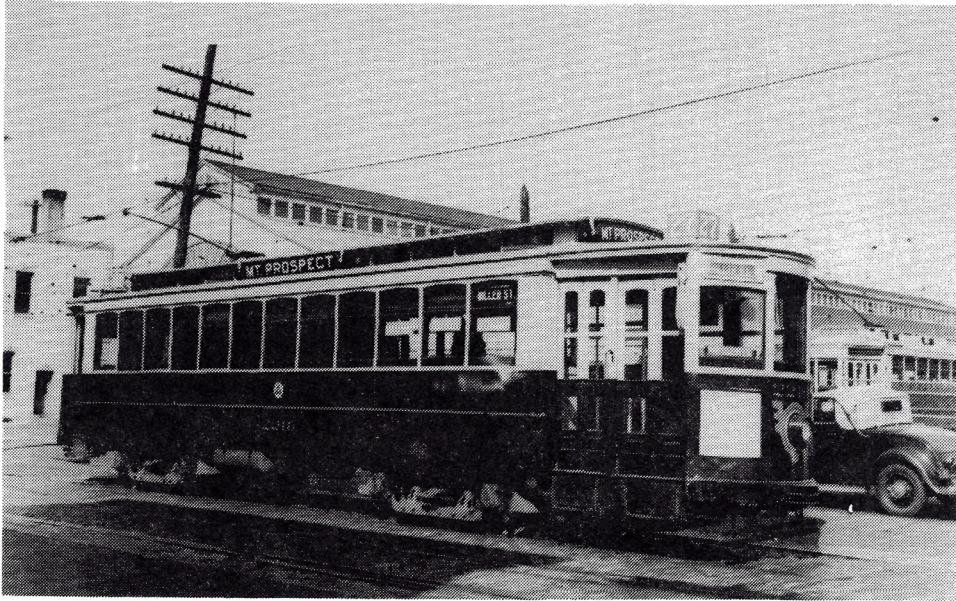
Mt. Prospect Car 2665 pauses at Broad and Market Streets in Newark on August 21, 1937. The sealed doors and lack of steps on the left side of the vehicle clearly show that it has been converted to single-end operation. However, it retained a front pole (without a retriever) for backing into the wye at the Walcott Terrace terminal. Service on the Mt. Prospect line would end just four months after this picture was taken, but Car 2665 would see over ten years of additional service in Hudson County.

photo by Wilbur G. Sherwood

fans because of its unique rebuilt front platform. Car 2237 on the Broad had a similar reconstruction.

OTHER SILLY TRIVIA: Car 2679 was the last yellow car to have the back headlight removed, car 2673 was the next-to-last. Probably by then, they knew there would be no more conversions to double-end cars. Car 2678 rode around with the double plate from the steps on the blind side until its last painting in 1936. Car 2686 was the last car to receive the "see-through" panels in its front doors, this coming in late 1935. All other cars had this done during 1933-34. On its final trip to the paint shop in early 1937, car 2672 returned with a bracket under the roof moulding of the front platform which was installed to prevent the rope to the pole from wearing grooves in the moulding. Of course, the front pole was never used in regular operation, but remember 2672 still had a back headlight. (It was finally removed in Hudson County.) Car 2676 was the last of the "regulars" to receive the maroon and cream paint job, this in the summer of 1937. The car returned without the safety slogan, "Obey Traffic Law, etc." on the rear platform. The car went to Hudson County, saw some service there, was stored at Passaic Wharf and returned to service on the Orange line with longitudinal wooden seats. Car 2692 never had the front retriever base removed (see photos, pp 108-109). An interesting point to ponder is that if 2692 had been returned to service in 1944, would the retriever base been removed or would it

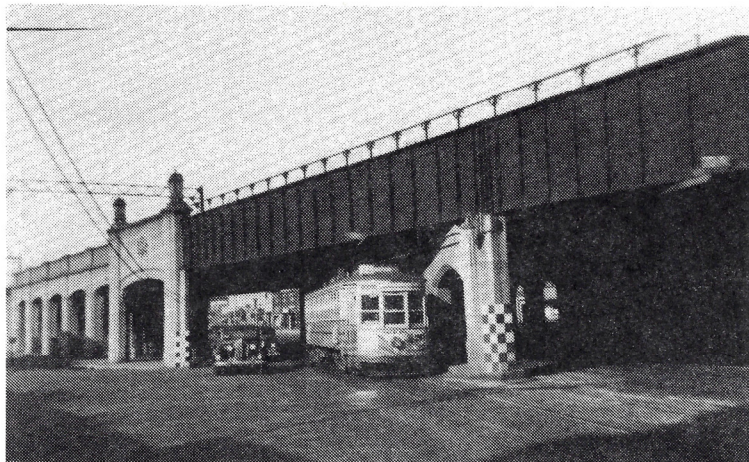
have remained and would 2692, like 2670, still shown physical evidence of those glorious days on the Mt. Prospect line.



Older deck-roof 2200-series cars made a brief appearance on the Mt. Prospect line when rail service ended on the Union Line. Car 2219 is shown in front of the Miller Street carhouse. The track arrangement at this depot was a challenge to single-end cars which were often required to run "wrong rail" such as depicted in this scene. Back up moves against the flow of traffic on the Miller Street service trackage were required for cars using certain tracks in the yard.

photo from the North Jersey Chapter NRHS

A Scene From The Past



1991 marks the 40th anniversary of the abandonment of the 21-Orange line beyond the Roseville carhouse. This view shows car 8008 passing under the Lackawanna on Main Street in East Orange. In January, 1954, car 8008 would have the honor of being the last old car to run in the Newark City Subway. collection of Frank S. Miklos