

\$1.50



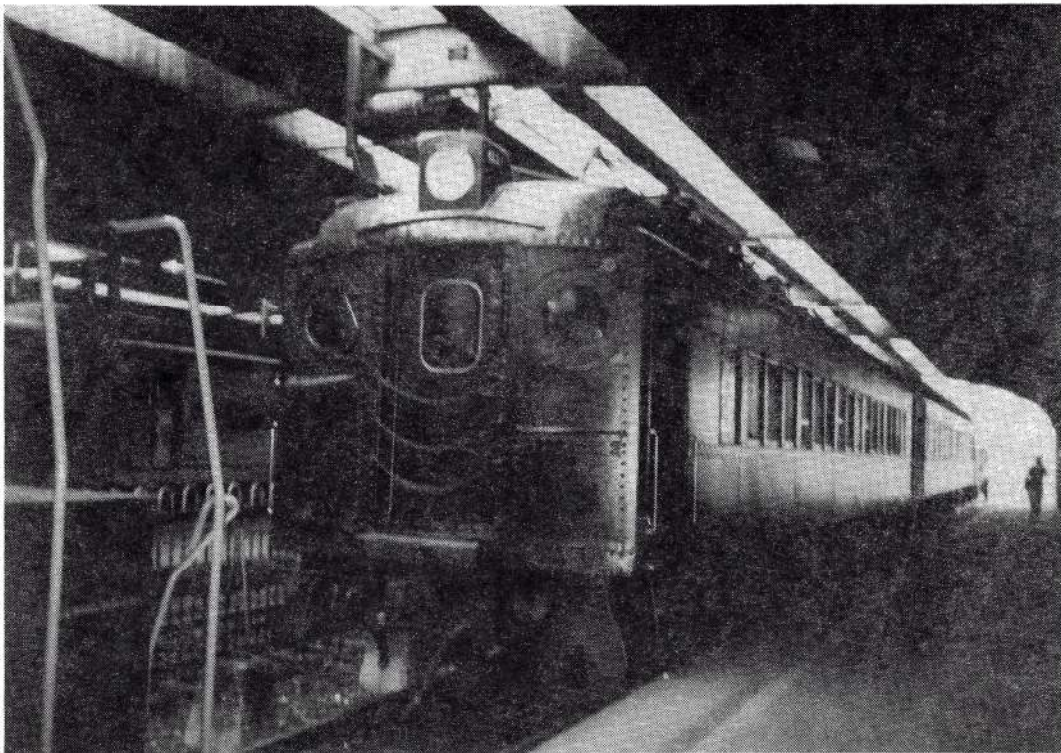
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*The Newsletter of the North Jersey Electric Railway Historical Society*

Box 1770, Rahway, New Jersey 07065

Volume 6, No. 2

December, 1991



Ex-Pennsylvania Railroad MU No. 413 poses at the west end of Track 12 in the vast Hoboken Terminal. In addition to a fresh coat of paint, the car sports a rebuilt headlight and glazing in the end door and windshields. The date is October 5, and the occasion is the 1991 Hoboken Festival. 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 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 Rodel, Production Assistant.

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

Anthony J. Hall, President                      G. Lester Whitfield, Vice Pres.  
Robert E. Landwehrle, 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.

*Farewell to a Friend*



Pete Rodel mans the table at the 1989 Hoboken Festival. photo by Frank S. Miklos

It is with profound sadness that we report the death of Pete Rodel on October 22 at the age of 78. Pete was one of our most active members, giving freely of his time on occasions too numerous to count. In these days every organization is hard pressed to find volunteers to handle the countless tasks that crop up during the course of a year. The members of the North Jersey E.R.H.S. were fortunate to have someone like Pete Rodel to assist in such things as cleaning our cars; manning the table at railroadiansa shows; assisting in mailing our meeting notices and newsletter, and pre-

paring the refreshments at our monthly meetings. We are only scratching the surface in describing the contributions that Pete has made to our organization.

Pete was also active in his church as a trustee, choir member and scoutmaster. He was honored by the members of the congregation more than fifteen years ago with a special proclamation, but in reality our members were honored by him through the imprint his time and efforts have made on behalf of our organization.

To his wife Beverly, whose contributions to our organization are equally impressive, we extend our sincere sympathy. We also extend our sympathies to his sons; his step-son and step-daughter, and his grandchildren.

## **Membership Notes**

We recently received word of the death of another member named J. Edward Burroughs from Gillette, New Jersey. Our sincere sympathy is extended to his family.

Since the last issue of DESTINATIONS we received contributions from the following members: Norman W. Hosler, Jr., William F. Strassner, Anthony C. Mazzella, Manuel Deutschman, Paul J. Pieniazek, Michael and Linda Burshtin, George A. Knopf, Eric Schnee, Peter Hasler, and E. Wayne Scott. We appreciate these contributions along with the support of all the members.

Dues renewal notices for 1992 are enclosed with this issue of DESTINATIONS. We are pleased to announce that there will be no increase over last year. Our dues of \$12 per year are still lower than the annual dues of most other railfan organizations. Thanks to the support of our members we were able to hold the line on dues. We urge your continued support through the prompt payment of your 1992 dues.

## ***Elusive Eleven***

***by Tony Hall***

After no less than two last-minute date changes, the eleventh Hoboken Festival finally materialized on the fifth of October. Although we had long ago expressed our interest, our participation was as doubtful as the date itself right up to the eleventh hour. This, coupled up to the fact that the North Jersey E.R.H.S. sponsored cars were now stored in Conrail territory, seemed to bode ill for our participation on the 5th.

In spite of the unliklihood of displaying car 413 at Hoboken, hope sprang eternal, and we began the work of preparing the car for the big day. Frank Miklos and yours truly put yet another coat of red paint, approximating Tuscan red, onto the exterior of the car. Despite some drips, most of it actually got onto the car. Bob Hooper re-assembled the headlights with Bob Sherwood completing the wiring so that they could be operational for the display. Finally, the call from Transit; yes we WOULD have a spot on track thirteen, but no, we wouldn't appear in the official run-down of displays; it had already gone to press. Of course the whole thing still hung on CUR being able to get Conrail to move



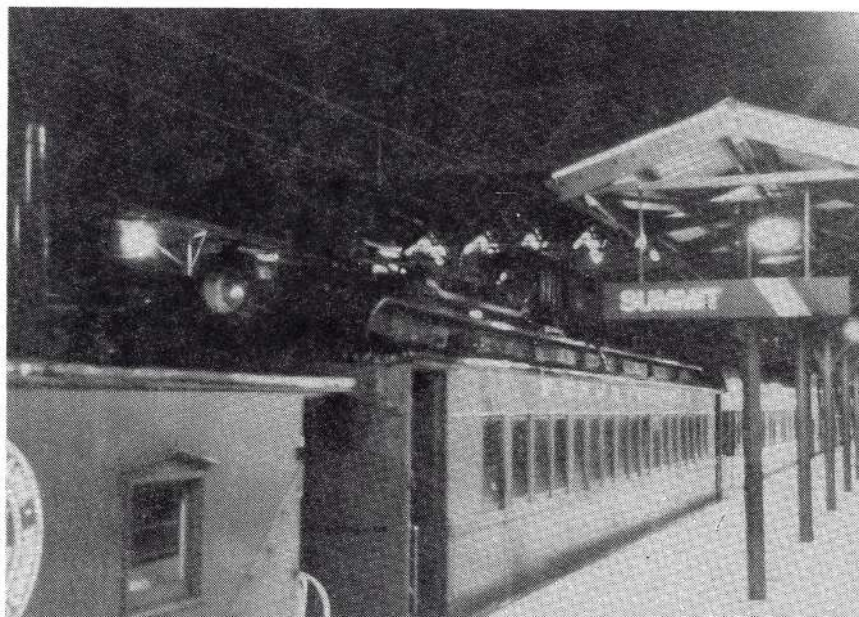
Bob Hooper puts the finishing touches on the headlight. A new number plate replaces the original one which was smashed by vandals. Frank S. Miklos photo

the 413 to Hoboken at a price we could afford, which these days is next to nothing. While I had mailed a request to this effect to Conrail months earlier, I had as yet no response and had pretty much forgotten about the whole thing, hoping that somehow Transit would go down to Gilbert and haul us out. While this was not to be, imagine my surprise when I got a call from Conrail asking if we were still interested in making the move. After explaining a few particulars about who we were and what we were up to, they sent me a letter offering to do the whole thing FREE. There is a God after all!

Aside from a little rain, we had a great day. We took in a few dollars at our sales table and a huge number of visitors thronged through the car, viewing our displays and taking our free literature. We made many new friends that day and renewed some old acquaintances.

A hitherto unmentioned link in this fortunate chain of events was the indispensable help of our old friend Ben Friedland. Conrail handled the car only as far as Dover. The Morristown and Erie took over from that point and the car laid over in Morristown. For the return, the same provision prevailed with the much appreciated added perk that the car crew would ride; and ride we did.

Railfan weather reigned, but it is still a thrill to ride an E-6 class MP-54 up the Morris & Essex, non-stop, with the windows open and the rain blowing in. No lights, only the symphony of the rails playing the concerto for MP-54 in wheel flat major. Somewhere along the grade to Millburn the tempo slowed to a definite adagio, as the mighty Alcos encountered thoroughly wet rails.



Former Pennsylvania Railroad MU No. 413 finds itself in Lackawanna territory. The train returning equipment from the Hoboken Festival paused at Summit to allow a regular N J Transit MU train to get ahead.  
Frank S. Miklos photo

The ensuing wheelslip resulted in our being delayed just long enough to necessitate an unscheduled stop at Summit station to allow a scheduled train to pass; thus an unusual opportunity to snap an MP-54 in an unfamiliar setting.

The final cliff-hanger in this series of uncertainties and surprises would be...waiting for the car to arrive, safely it would be hoped, back at Gilbert. This was to happen the following Thursday, but actual on-the-spot inspection would have to wait for a subsequent weekend. That inspection finally came and it revealed the car to have weathered the trip unscathed, in sharp contrast to the events of a year previous. The final twist was that, in the end, the car had gotten TURNED. Apparently it did not travel the same route in each direction. Anyway, now it stands out at the end of the string of cars, much better poised to be photographed than previously.

We owe a debt of gratitude to our friends at Conrail, Morristown & Erie, and New Jersey Transit for helping to make possible our participation in Hoboken Eleven. We owe a continuing thank you to Jersey Central Power and Light for providing secure storage for the equipment.

However, if we are to repeat this success next year, it will be necessary that MORE VOLUNTEERS offer to help with the preparations. Each year the same three or four people do all of the work of car restoration. It's getting to be too big a job for such a small work force. We need lots more help if this group

is to "live long and prosper," and if the idea of a railroad museum for New Jersey is to survive.

## Correspondence Corner

Since the last issue of DESTINATIONS, Tony Hall received two letters containing historical information which he felt would be of interest to our readers. Therefore we are reprinting them along with some appropriate pictures.

19 July 91

Dear Tony,

I read your summary of street car equipment possibly available for a New Jersey transportation museum.

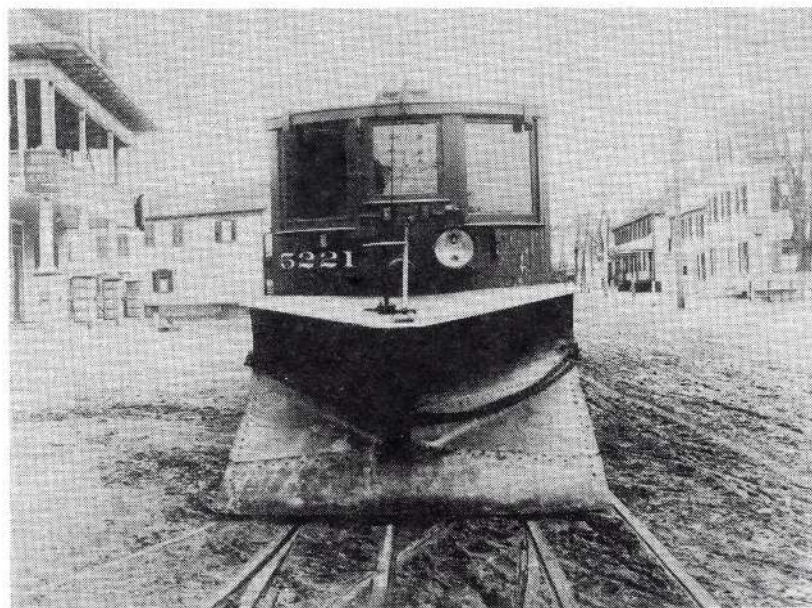
Am enclosing some notes with the correct dates of building of some PS cars.

The 2651 car body was built in July 1917 and like many cars built during a summer went into service on the changeover from summer cars to all closed cars. Trucks and electrical equipment installed in August, Car possibly sat at Passaic Wharf Yard...but was at Roseville Car House on 9 Sept. 1917.

There were 176 cars of the true 2600 type, plus 33 built for Camden with one less window.

3201, 3208, 3211 and 3219 acquired the compromise roof when the cars were rebuilt after fires at Camden in 1918 and 1919.

5221 was built by Russell Mfg. Co. at Ridgway, Pa. Russell had a specialty of snow plows. Photo made about the time the car went into service shows the car with snow plows (single track) mounted...any coupler hidden. Was equipped with a tower for line work. A 1913 photo of 5221 stringing wire at Port Reading Junction for the Perth Amboy Line does show a coupler.



Sincerely,  
Ed Francis

This early view at Milltown shows car 5221 as it was delivered with its snow plow.  
photo from John H. Brinckmann, Jr.

## Trolley Notes From Ed Francis

2651 built by Public Service Railway at Newark Shops, completed 11 August 1917 when mounted on Standard O-50 trucks, 4 W 514c motors and 2-Hld controllers. First assignment Roseville Car House, 9 September 1917.

The 2600 type cars were:

2600	Built Newark Shops	1915
2601-2650	"	" 1916-1917
2651-2700	"	" 1917
2701-2750	Cincinnati Car Co.	1918
3225-3249	"	" 1918 for Camden. Renumbered 2751-2773 (1927/28) when moved north.
3250-3282	Cincinnati Car Co. for Camden.	A shorter version of the 2600 series.
2800-2812	a single end version built at Newark Shops.	All were replacements for cars destroyed by fire. Built 1922-23.

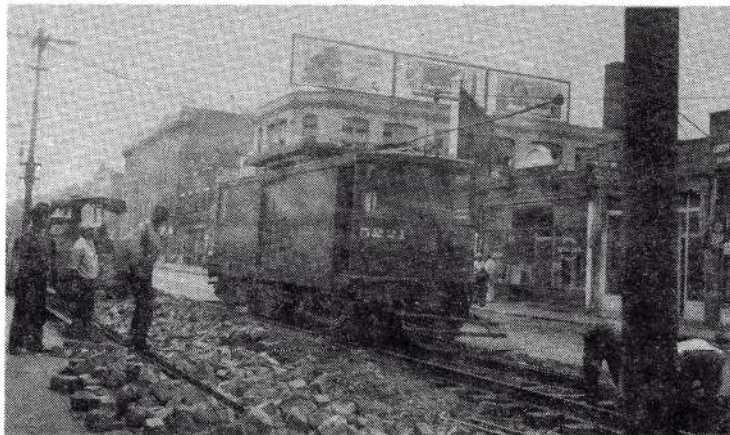
2431 was built by Cincinnati Car Co. Body at Plank Road shops on 6 August 1912. Completed 11 October 1912. First equipped with 2-C50P trucks, 4-W307 motors, 2-HL controllers.

The 2400 type cars were:

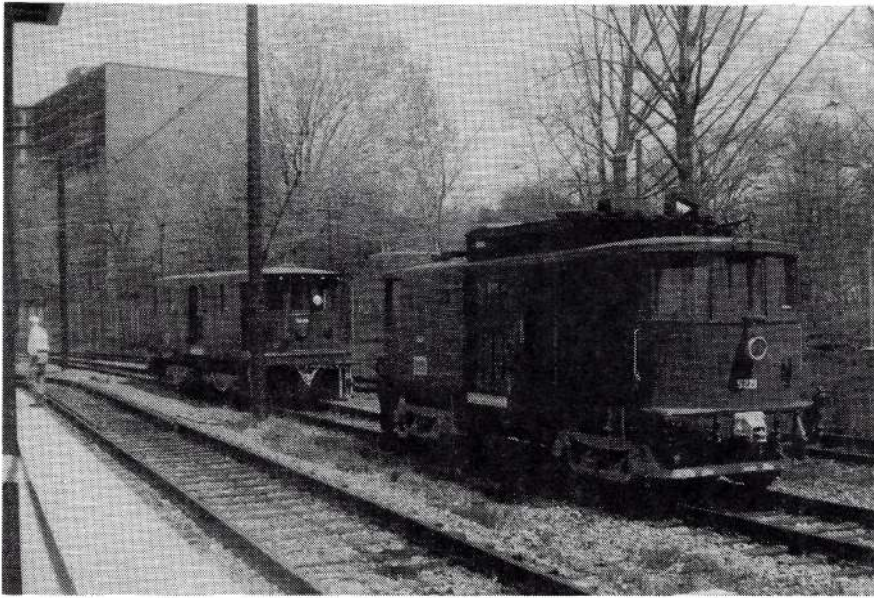
2400-2425	Built Newark Shops	1912
2426-2475	Cincinnati Car Co.	1912
2476-2484	Built Newark Shops	1913
2485-2494	"	" 1914
2495-2504	"	" 1915
2505-2523	"	" 1915

2483-2484 ownership was assigned to Public Service Railroad for the Carteret Line, but never operated on the Public Service Railroad.

5221 was built as a single track snow plow and was equipped with a tower for line work, and couplers for use as a locomotive. 5221 used to handle coal cars between the PRR connection at Dayton and the power station at Plainsboro. (5200 series cars were all snow plows.) 5221 was built in 1912.

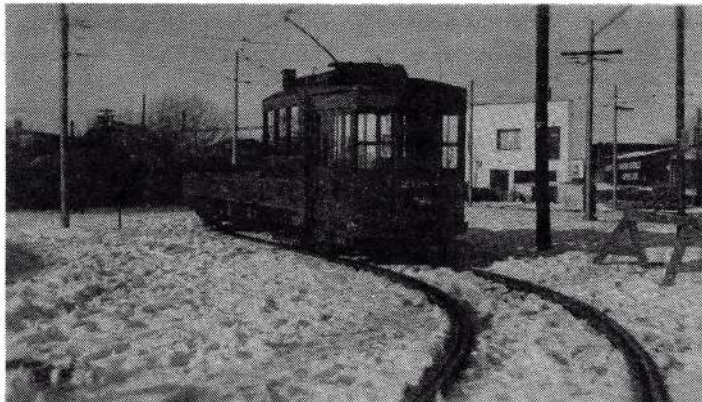


This 1934 view shows car 5221 at a track reconstruction project in Plainfield. It still had its coupler from the days when it doubled as a freight locomotive on the "Fast Line".  
North Jersey Chapter, N.R.H.S. photo.



A recent view of car 5221 at Franklin Avenue station shows where the coupler was attached to the front of frame. The sides have been opened at one end of the car to facilitate the loading and unloading of supplies.  
photo by Frank S. Miklos

Car 2683, the "garbage car", should have been renumbered to the 5600 series of work cars, but received a snow plow number, 5223.



For a brief period the "garbage car" retained its original number. It is shown approaching the platform at Franklin Avenue shortly after the loop was put into service.

collection of Frank S. Miklos



## Postscript to "Trolley Trivia"

The feature on the Mt. Prospect trolley line in the last issue of DESTINATIONS brought some additional thoughts from its author in a recent letter.

June 20, 1991

Dear Tony:

I do at this time, want to thank you for your great presentation of my "Trivial Trolley Trivia" in the May issue of DESTINATIONS. It was indeed gratifying to know that all the "Trivial Trivia" was worthwhile putting down in print. All the information there was recollections of a "trolley freak" from the age of about 5 to 20, and I'm glad it could be passed along for whatever it's worth. As a boy, I could never find someone else who had **the** same passion for trolleys as I did. Perhaps then, I would have stored a lot more trivia and passed it on today. The 2600s were my favorites, with the open 4000-4100 playing a close second. If you ever wanted to see a trolley hang a tight curve gracefully, you would have loved to see a 2600 backing into Wolcott Terrace, or a 4000 circling the tight loop at Olympic Park! The latter, however, may have been the last open cars built in the U.S.A.

I would like to point out, however, that the descriptions under the photos of the 2600 indicate the front pole was used for backing into Wolcott Terrace. This was not so. The photo of 2663 is actually the normal procedure for backing in. The forward pole was only used in an emergency. In the 13 years the cars were on that line, I only saw it used twice. Growing up, I was always there when the opportunity occurred, and by the way, if I had a dollar for every car I saw back into Wolcott Terrace in that period of time, I could go on a terrific vacation tomorrow!

In the photo of 2663 backing in, you will notice a delicatessen just to the left of the front of the car. If you walked up Hawthorne Avenue and got within 25 feet of its doors and you like a good corned beef or pastrami sandwich, or the likes, you would have really worked up an appetite! On the other hand, however, just to the right of the rear platform, on the corner, was a fish store. Now, this was a real fish store! In the window they had a large fish tank, where you could pick out your "catch of the day" for your next dinner. Right next to the store was the Hawthorne theatre, where, on a warm summer's evening, when they left the front doors open for "ventilation" (there was no air conditioning in those days) the "AROMA" in the rear of the theatre was not coming from the movie they were showing at the front of the theatre. And they showed some real stinkers. This, however, is not trolley trivia.

Here is a little - - - for what it's worth. John O'Connor has come up with a 1920 P.S. roster and in it it shows the following:

2600	Orange-Central-Roseville	Built by Public Service	1915
2601-2650	South Orange Avenue	Built by Public Service	1916
2651-2700	Orange-Central-Roseville	Built by Cincinnati	1917
2701-2725	Orange-Central-Roseville	Built by Cincinnati	1917
2726-2732	Orange-Central-Roseville	Built by Cincinnati	1918
2733-2734	Orange-Central-Roseville (Emergency Fleet Cars)	Built by Cincinnati	1918

2735-2750 Port Newark  
(Emergency Fleet Cars)

Built by Cincinnati 1918

It is possible that these cars served occasional runs on the Roseville as there were 84 cars assigned to those lines, but his roster shows there were numerous older cars assigned to these lines at the same time, so I would think they served the bulk of the Roseville line. By the way, the original roll-top roof sign did have "Roseville" included on it, along with any line of consequence in Essex County.

Please note that car 2600 was the last car built in an order of 25 cars at the P.S. shops. The first 14 cars being 2500-2523. This was in 1915. These cars had conventional roofs on them and were equipped for MU operation. 2600 was of a new design with the compromise roof and roll top line signs. It was also designed to accommodate more riders in conjunction with the expected opening of the new terminal at Park Place in 1917.

In between the orders for the 2651-2700 and 2701-2725 group, the 3225-3249 series was built at Cincinnati. This group was later renumbered 2752-2775 when they arrived in Essex County in the early thirties. These cars were probably all built with the advent of WW1, the 2600s serving Port Newark and the Kearny shipyards, while the 3225s were their counterparts serving the Camden shipyards. There are pictures of these cars showing the damage inflicted on them on their way from Cincinnati to the P.S. shops.

An interesting item is that only the cars built in the "emergency fleet" in the 2700s were later modified to single-enders. The emergency fleet cars were built by the U.S. government and after WW1 were sold to P.S. for \$1 apiece. What a buy that was! Some of those babies ran until 1954.

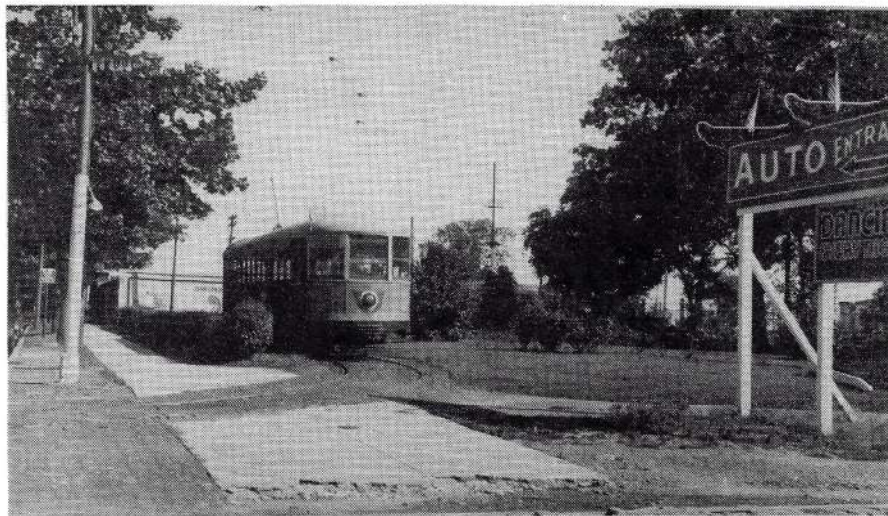
Another interesting thing is that when 2651-2692 were transferred from the Orange-Central lines to the Mt. Prospect, it was probably the last "block" of cars transferred from one line to another. Up until that time, the newer cars were moved in "blocks" from line to line depending on their numbers. With the advent of single-ending and one-man operation and finally, the "DeLuxing" the cars became mixed up numerically, as all the later rosters show.

So much for trivia. Thanks again for using my story. Hope these little pieces of info were worthwhile. By the way, if anybody has any questions on the cars they feel I could answer, I'd be glad to hear from them. Thanks again.

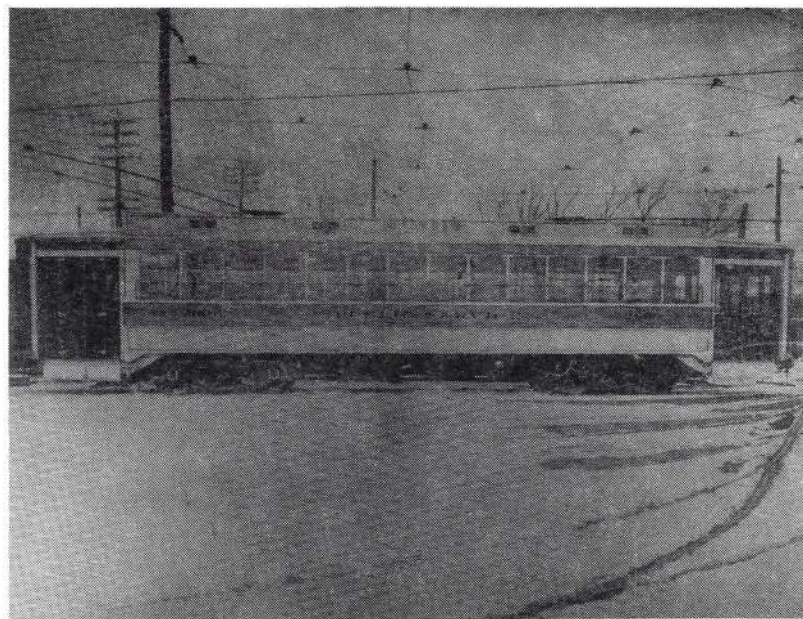
Sincerely,

George Knopf

Editor's Note: The two rosters that were included in this issue of DESTINATIONS are generally consistent with one exception: Ed Francis's roster shows cars 2651-2700 being built by Public Service at its Newark Shops, while the roster from George Knopf shows them being built by the Cincinnati Car Co. Perhaps a final determination can be made from something that was discovered during the restoration of car 2651. When stripping paint from the platform bulkhead we unearthed a builder's decal with the name "Pay Within Car Co". Was this an in-house name of the car building division of the Public Service Railway, or was this a subsidiary of the Cincinnati Car Co? Maybe one of our readers can solve this puzzle.



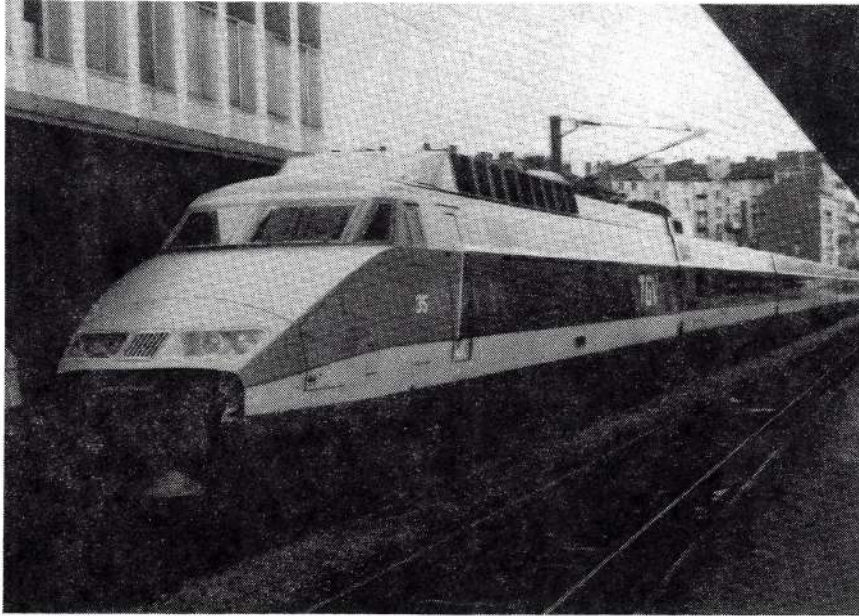
George Knopf's fond memories of open cars rounding the loop at Olympic Park are captured in this view of car 4082 preparing to take the last curve before exiting that terminal. North Jersey Chapter N.R.H.S. photo



Public Service's first compromise-roof car was 2600 shown in this early view at Plank Road shops. Note the original style of roof ventilators and the destination sign mounted in the window next to the rear door. The sign boxes were placed next to the front door when the cars were converted to one man operation.

# The 1967 New Jersey High Speed Rail Test Runs

by Bill McKelvey

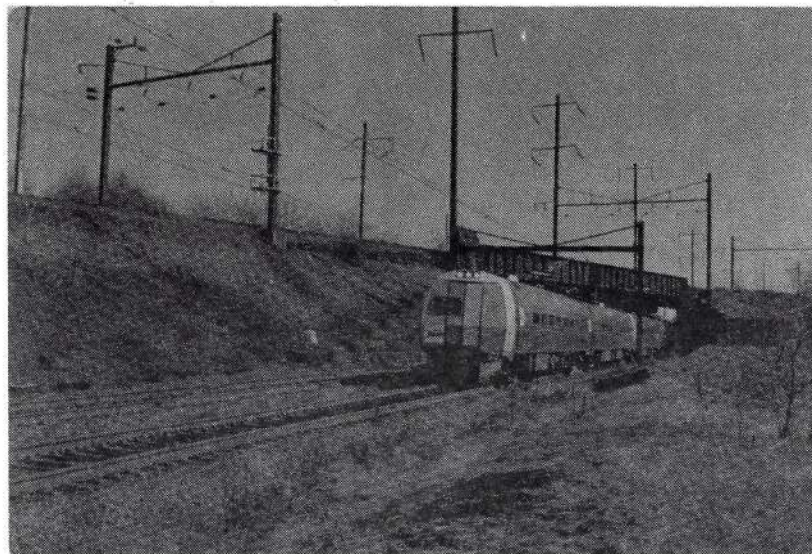


France's TGV trains have set new speed records for intercity rail travel. One of the sleek trainsets is shown at Grenoble in 1988.

photo by Frank S. Miklos

Early in 1990 SNCF (the French National Railroad) opened their new Paris - Le Mans TGV line with 186 MPH normal speeds. I have ridden on both the new and the older Lyon TGV lines. They are fast, smooth, and impressive! Incidentally, on May 18, 1990 SNCF set the new world rail speed record on a test run with the TGV at 320 MILES PER HOUR! There is no need for MAG-LEV, monorail or other Disneyiana... It is an apropos time for an historic re-view of the high speed test runs in New Jersey more than two decades ago.

The French ran a test train at 206 MPH in 1965. In the same year the Federal Transportation Act established funding for the research and construction of high speed trains in the United States. A section of track No. 3 of the Pennsylvania Railroad main line between Trenton and New Brunswick was upgraded with welded rail and new wood ties. Three test trains were set up for the experiments: (1) the Silverliner II (a/k/a DOT) cars, built by the Budd Company with special streamlined front end, (2) the Metroliners, also built by the Budd Company, and (3) the Turbotrain, built by United Aircraft Corp. During July of 1966, before any of the above trains were run at high speed, the New York Central Railroad mounted twin turbojet engines on the roof of a specially equipped Budd RDC and it attained 183.8 MPH on a test in Ohio.



America's answer to foreign high-speed rail service was in the form of the "Metroliners". Unfortunately the high-speed MU cars that inaugurated the service could not match the reliability of equipment such as the Japanese "Bullet" trains. Today that service is provided by locomotive-hauled Amfleet coaches charging premium fares. The breakdown-prone "Metroliner" MUs were stripped of their electrical gear and added to the pool of Amfleet coaches. Frank S. Miklos photo

The New Jersey test runs were operated by the following engineers: Elton B. Selover, William J. Stolte, and George Smeltzer. The latter is deceased, but I was able to interview the other two. Each of the three men were engineer instructors and were chosen for the test runs because it was they who would have to train the other engineers when the new equipment was put into service. Early in 1967 these men attended a special three-month orientation school prior to the test runs.

The routine for the test runs began at the Morrisville, Pennsylvania maintenance shops, where the test trains were based. There were 21 miles of the special high speed track, located between Fair Tower at Trenton and County Tower at New Brunswick. The tests were always terminated at least four miles before the towers so as to allow sufficient distance for braking. The record runs for the three trains are as follows:

Silverliner II	156 MPH	May 24, 1967
Metroliners	164 MPH	December, 1967
Turbotrain	170.3 MPH	December 20, 1967

(E. B. Selover was the engineer for each of the above record runs)

The original arrangement of the underfloor equipment on the "Metroliners" caused ballast to be sucked up during the high speed runs.

This was corrected by relocating some of the equipment, and installing wind shields for others. A few deer, other animals and birds were hit during the test runs. There was one hair raising experience when in spite of elaborate precautions a piece of track equipment wandered out onto the test track.

After two years of testing, the "Metroliners" finally entered revenue service on January 16, 1969. E. B. Selover was at the controls of the first southbound train. For normal service with passengers the speed limit was 125 MPH. Nearly 23 years later the speed limit on the Northeast Corridor as currently operated by Amtrak is unchanged.

On January 12, 1989 Amtrak sponsored an employee reunion for all employees who were a part of the inaugural operations. A special train was operated from New York to Washington for about 100 individuals. A sumptuous buffet luncheon was provided at the Columbus Club in Washington.

It should be noted that the Silverliner II cars were similar to those purchased for Philadelphia commuter service. They were custom built for the High Speed Test program and were never used in regular passenger service. The four cars, numbered T-1 thru 4, were owned by the United States Department of Commerce and were later conveyed to the U S Department of Transportation when that agency took over the responsibility for the high speed rail tests. These cars were mobile test beds and were used on various railroads for instrumentation, research and development purposes.

## *The Thorny Side of Harvesting Parts*

*by Frank S. Miklos.*

Several times in DESTINATIONS we have reported on our efforts to obtain parts for our cars. Trips to junkyards in Wilmington, as well as to Amtrak's Wilmington shops, have rewarded us with seat cushions, window sashes, door knobs and latches, vestibule doors, latches for traps, and countless other items of hardware. Finding appropriate parts for vintage equipment is always a challenge as the sources of supply disappear with the passage of time.

A case in point is the situation with the ceiling lights in the Pennsylvania Railroad MU cars. Each car had 36 light fixtures and all but one out of the 144 glass lenses were smashed by vandals after the cars were removed from service. The cars also had "bulls eye" lense covers in the vestibule lights which were removed while the cars were still in revenue service.

Some of the cars in the junkyard outside of Wilmington had lenses which were intact and we were able to salvage enough of them to completely equip car 413 with some left over to partially do a second car. But this was still far short of the 144 needed for all four cars. The lenses appeared to be identical to those which were used for several years in Public Service's old-look GMC buses. On one trip to Wilmington, we found an ex-Richmond GMC of similar vintage, but the lenses were shorter and wider than we needed.

About two years ago Ed Lapani indicated that he had some lenses from an old Brill bus that matched the description of the ones we require and he offered them to us. After picking up these lenses we compared them with the ones we needed and found that they matched perfectly.

We then knew that Brill buses were a potential source of supply, but not many of them exist today, even in junkyards. At the 1990 Hoboken Festival one of N J Transit's historic buses (ex-Public Service E303) was on display. The lenses in the light fixtures proved to be the same size and style that we need, but again the vast fleet of old Public Service buses has all but disappeared. Some were sold for use as far away as Seattle and Puerto Rico.

There was one potential source of supply in a large bus junkyard in western Pennsylvania, near the Ohio border. I was told that as many as a hundred buses of various makes and styles could be found along with some retired Cleveland trolleybuses. Last October, after attending the E.R.A. convention in Toronto, I took side trips to Buffalo, Cleveland and Pittsburgh. My routing was designed to include a stop at this junkyard.

The buses were spread out over acres of property. Some were packed together so closely that there was no room between them. None of the lenses in the old GMC buses was of the right size. There was a section with several Fitzjohn buses, but none of their lenses were suitable. Checking each bus was no easy task. In addition to close clearances, the vehicles were often sitting within a heavy growth of trees and other vegetation, most of which were equipped with a generous supply of thorns. Fortune smiled on us in the form of a Brill bus that was parked at the side of one of the roadways with the front door open for easy access. There was a complete set of light fixtures of the exact type we needed. Aided by Tony Sassa of Philadelphia who joined me in this venture, we began the process of removing the lenses. Unfortunately some of the screws were rusted in place and would not budge no matter how much we strained, so we were forced to admit defeat and move on to others. A hammer and chisel would not have been practical in this situation because in attempting to use such force to break the screw free, we would probably shatter the delicate lenses we were trying to rescue. We succeeded in salvaging about a dozen lenses from the Brill and set out in search for another such vehicle.

There were several Mack buses from Cleveland in the lot which had a different style of lense what would fit into the frames of our light fixtures. On the theory that half a loaf is better than none we salvaged over a dozen of these lenses. The different lenses would still be better than no lenses at all.

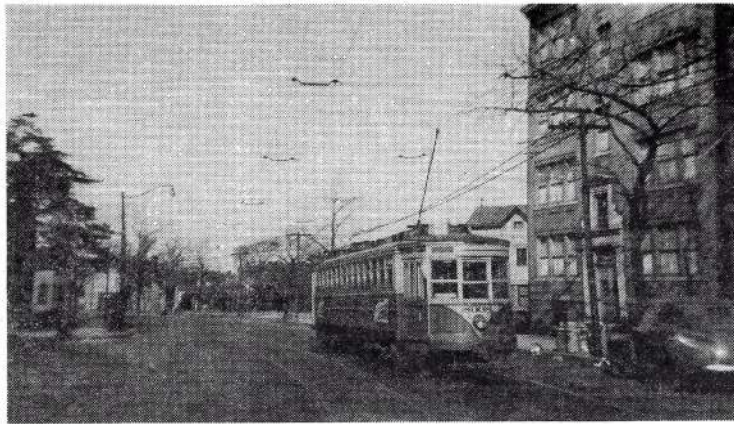
We proceeded to the far reaches of a portion of the vast property in a search for more Brills without success. At the end of one of the driveways was a postwar Cleveland White parked with its rear facing us. I climbed onto the bumper and peered through the back window. The bus had exactly the type of fixtures that we needed. However, getting to the front door seemed nearly impossible. There were trees and thornbushes nearly up to the roof of the bus, making passage prohibitive. I tried to force my way through only to find myself driven back by a barrier that made barbed wire seem like rubber bands. I decided that I would have to forget this vehicle, but the thought of being so near and yet so far to our quest made me determined to make one final effort. I literally proceeded an inch at a time, breaking down the foliage ahead of me. Despite my caution, an occasional thorn would snag my clothing or scratch my arm. Slowly I made my way to the front door only to find it closed. With the aid of Tony who had joined me on the struggle through underbrush, we forced the door open and finally reached our goal of salvaging the light fixtures. Fortunately, the screws came loose easily and we

removed about 25 lenses from this vehicle. The trip back through the brush was a little easier, but a few more thorns managed to get us. We emerged from the vegetation scratched and bleeding, but secure in the knowledge that we had accomplished our objectives.

The result was about 50 ceiling light lenses, over 30 of which were the exact style we needed. Less than three months have elapsed since our visit to the junkyard, and I have just heard that it has shut down and the vehicles are being removed from the property. The sources of supply for vintage equipment parts continue to disappear!

## Scenes From the Past

We continue our tribute to the 21-Orange line as we commemorate the 40th anniversary of its cutback to Roseville Carhouse.



The West Market Street branch of the 21 line was abandoned on the same date that the service was discontinued beyond Roseville carhouse. Car 8008 is shown on West Market Street where the trolleys shared the overhead with all-service vehicles. When the all-service operation ended, the extra wire was removed. This was a rare example of streetcars outlasting "more modern" trolleybuses.



Most cars on the 21 line were double enders even though there were loops at all terminals and cutbacks. Car 2621 shows its single-ended configuration as it pauses for passengers in this view from the platform of the Lackawanna's East Orange station. Some single-end cars were put into service during WW-II to replace double enders that were required for service to the South Kearny shipyards. photos from the collection of Frank S. Miklos