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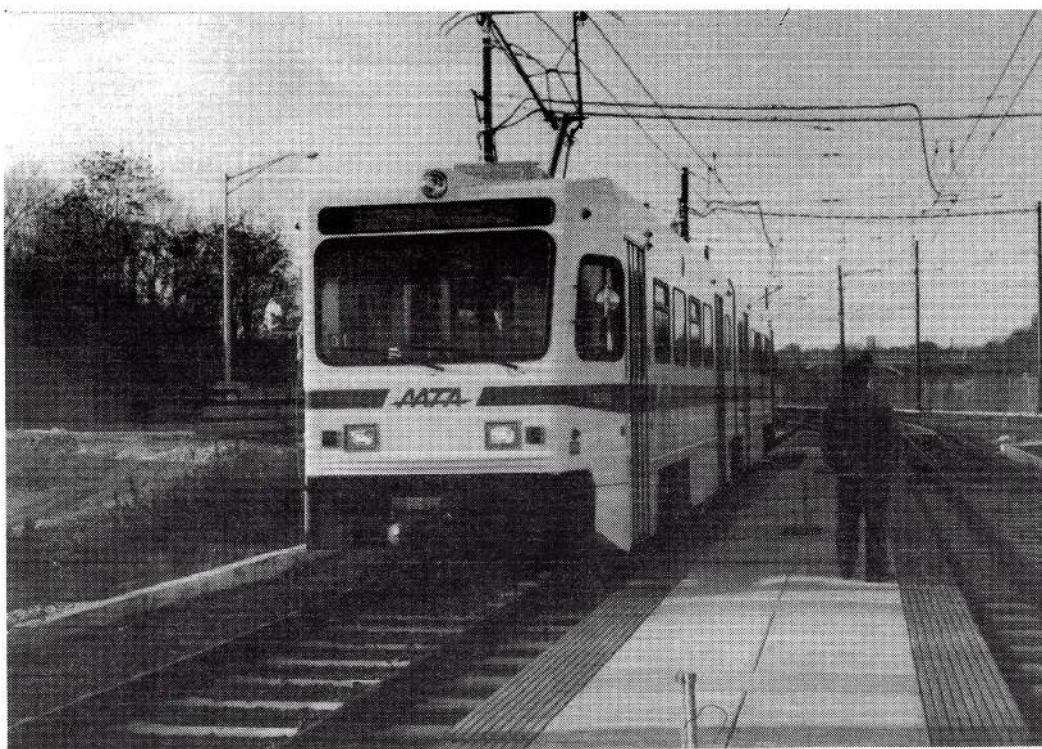


*The Newsletter of the North Jersey Electric Railway Historical Society*

Box 1770, Rahway, New Jersey 07065

Volume 7, No. 1

May, 1992



Baltimore light rail test car No. 5001 pauses for pictures at the North Avenue station during the North Jersey E.R.H.S. tour on November 16, 1992. photo by Bob Hooper

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                      Robert E. Hooper, Vice-President  
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.

## Membership Notes

We are pleased to announce that the North Jersey E.R.H.S. recently took in its 200th member. As with any organization, we have lost some members due to death or drop outs, but we still stand at nearly 150 active members as of 1991. Our 1992 renewals are encouraging. A dues renewal form is enclosed with this issue of DESTINATIONS. Those who have paid will have the word "PAID" stamped on their forms. Those who owe us dues will have "PLEASE REMIT" stamped. Please check the form to verify the status of your membership.

As of April 1 nearly 100 members have paid their 1992 dues. We also received contributions from the following members: Douglas R. Bennington, John W. Beuscher, Michael & Linda Burshtin, Francis J. Capalbo, W. Edward Catteral, William E. Christian, Jr., Perry Didriksen, Ted Eickmann, Paul Espersen, George E. Graff, Brian A. Hager, Allan H. Hannock, Peter Hasler, Norman W. Hosler, Jr., Neal Huff, William D. Joyce, Donald F. Koehler, Robert Landwehrle, J. G. Madden, John B. Gutberlet, Daniel V. Marchese, Thomas G. McBride, Bill McKelvey, Thomas F. Moran, Garry M. Pace, Rev. Charles Reinbold, W. R. Rorer, Fred Schiefferstein, Howard P. Rose, E. Wayne Scott, Les Sugai, Les Whitfield and John A. Yohannan.

Whenever possible we encourage our members to use this publication as a forum for their ideas, recollections, news and needs. In this regard member Dick Bowker is seeking information on the availability of audio tapes of the Pennsylvania Railroad's older MP-54 MU cars. The older versions of these cars were noted for their groaning and grinding when they were pulling out of a station. Their vibrations could rattle the windows of any building that was within 100 feet of the tracks. If you know where such audio tapes may be obtained, please let us know. We will be happy to pass this information along to Mr. Bowker.

# The Baltimore Excursion

by Frank S. Miklos



Car 5002 is the center of attraction for our tour of Baltimore's spotless new light rail maintenance center.  
Frank S. Miklos photo

Each year the North Jersey E.R.H.S. tries to plan at least one excursion or picnic for its members. When the subject was raised last year there was overwhelming support for a trip to Baltimore. In addition to the Baltimore Streetcar Museum, there was the rapid transit system and a new light rail system that is under construction. Saturday, November 16 was chosen for the trip.

Arrangements were made with Peter Schmidt of Baltimore's MTA, and Charles D. Lloyd of the Baltimore Streetcar Museum for a tour of the new light rail line as well as the museum.

For our bus charter we selected the VanNortwick Brothers Bus Company with a request that member John Yohannan be designated as the driver. However, John was stricken with the flu a few days before the trip and another driver was sent in his place. While the other driver did an excellent job, we were disappointed to learn of John's illness and sorry that he was unable to accompany us.

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The bus departed from the Metro Park train station after waiting for the connecting trains from New York and Trenton, both of which were on time. Our projected arrival in Baltimore was shortly before noon, and our bus pulled into the parking area of the light rail shops at exactly 11:45 A. M. We were met by Mr. Schmidt and several members of the Baltimore Streetcar Museum including Mr. Lloyd. The museum people were dressed in their traditional streetcar motormen's uniforms with their gold badges and buttons. These provided an interesting contrast to the modern high-tech facility that we were about to enter.

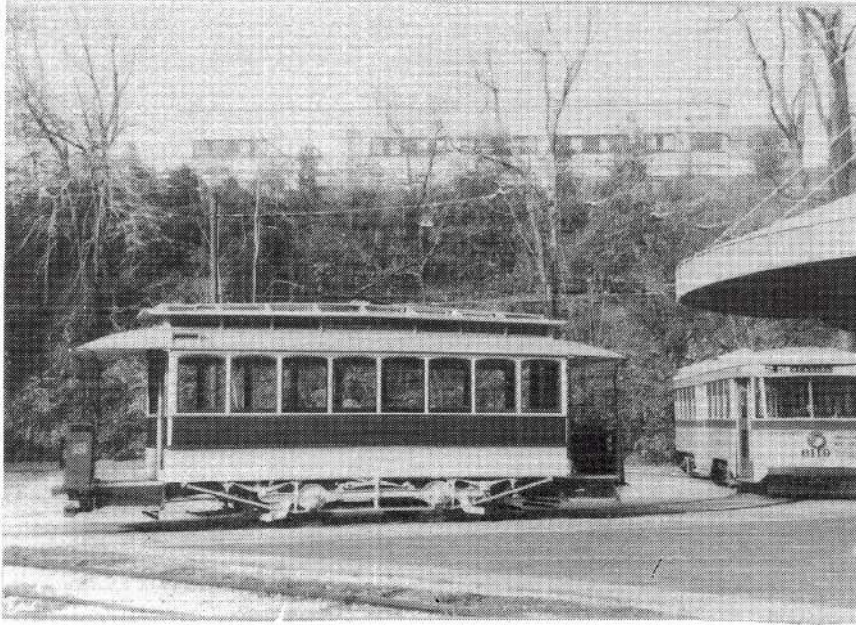
Mr. Schmidt provided us with a tour of the new light rail shop where one of the newly delivered cars was being checked by technicians from the manufacturer and the transit system. Another car was being road tested on a portion of the line that was energized for that purpose. The test car whizzed by while we were in the yard and we had the opportunity to photograph it in motion.

When we completed our shop tour, our hosts suggested that we stop for lunch at a fast food facility that overlooked the streetcar museum. Our group could either eat there, or get the food to go and eat at the museum. A gate from the restaurant parking lot led to a twisting trail that led down the hillside to the museum's visitor center and shop.

The staff at the museum pulled out some cars for us to ride, although there normally is no operation on Saturdays in November. Among these was a 1930's Peter Witt car that had only recently been completely restored. The car was pristine in appearance, and those who wished to do so had the opportunity to ride this car along with another vehicle that predated the Peter Witt by at least thirty years. Museum members were putting the finishing touches on their PCC which had just returned to the property after a thorough rebuilding at the main shops of Baltimore's MTA. The car looked like it had just been delivered from the Pullman Standard plant. It is encouraging to see such cooperation between a public transit agency and a museum group.

We reboarded the bus and proceeded beyond the downtown area to the new bridge across the Patapsco River for the new light rail line. The piers for the bridge are wide enough for two tracks, but initially only one track will be constructed. This portion of the line is not scheduled to open until the Fall of 1992, and the catenary poles have yet to be installed. Towering over the light rail bridge is a network of highway bridges, giving the scene an appearance of a gigantic roller coaster.

Our next stop was at Camden Station which will be the temporary terminal of the line. There is an extra track at this location to allow some cars to turn back. The arrangement is unusual here in that there is a single platform between the center track and the outside northbound track. Northbound cars using the outside track will have to load and unload through the left-hand doors. Time will tell whether this track will be used for through cars, or will instead be used for laying over cars that turn back here. An outside platform is available for southbound cars and this is arranged to allow an across-the-platform transfer if a MARC commuter train is on the adjacent track. The commuter rail terminal at Camden Station is in the midst of a complete reconstruction. The 19th-century terminal building is being restored to its original appearance, and a heavyweight car parked on one of the tracks



Two cars pose on the loop in front of the Visitors Center at the Baltimore Streetcar Museum.

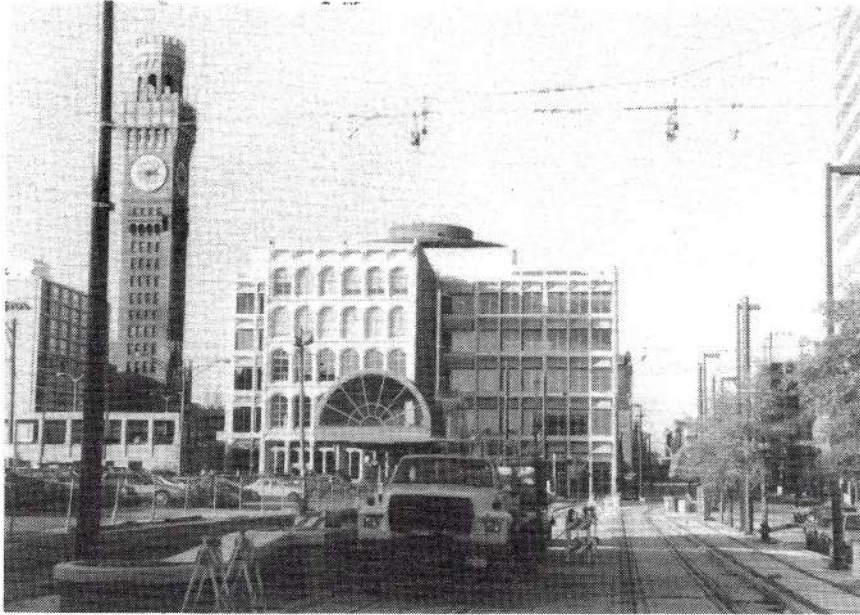
Frank S. Miklos photo

serves as a temporary ticket office and waiting room. Current plans call for the restored terminal building to be used for other purposes, so it remains to be seen if any passenger facilities are provided within the structure. Looming over the entire complex is the massive B & O freight warehouse which has been incorporated into the structure of the new Baltimore Oriole baseball stadium.

We left the Camden station stop and proceeded up Howard Street where the rails were set into the paving. The span wires were in place awaiting the installation of the catenary itself. We passed a hotel where I stayed on a visit to Baltimore a few months before the PCC's stopped running in 1963. At the time I could never have imagined that the future would see streetcars running right past the front door. The rails were gone for many years from Howard Street in 1963. The new trackage on Howard Street runs for just over a mile before turning onto a right-of-way.

This was one of the most interesting places on the system. The track descends a steep grade to pass under North Avenue; it then climbs another steep grade to pass over the roof of the Amtrak tunnels and must then descend another steep grade under the CSX bridge. It has already been called the roller coaster by employees of the MTA.

This location was near the light rail shops and Mr. Schmidt asked our driver to make a stop there so he could exchange his



The landmark Bromo Seltzer tower can be seen in this view of the Pratt Street station. The span wire is in place awaiting the installation of the catenary. Just beyond the platform, the tracks swing over to Howard Street where the light rail cars will share the roadway with motor vehicles.

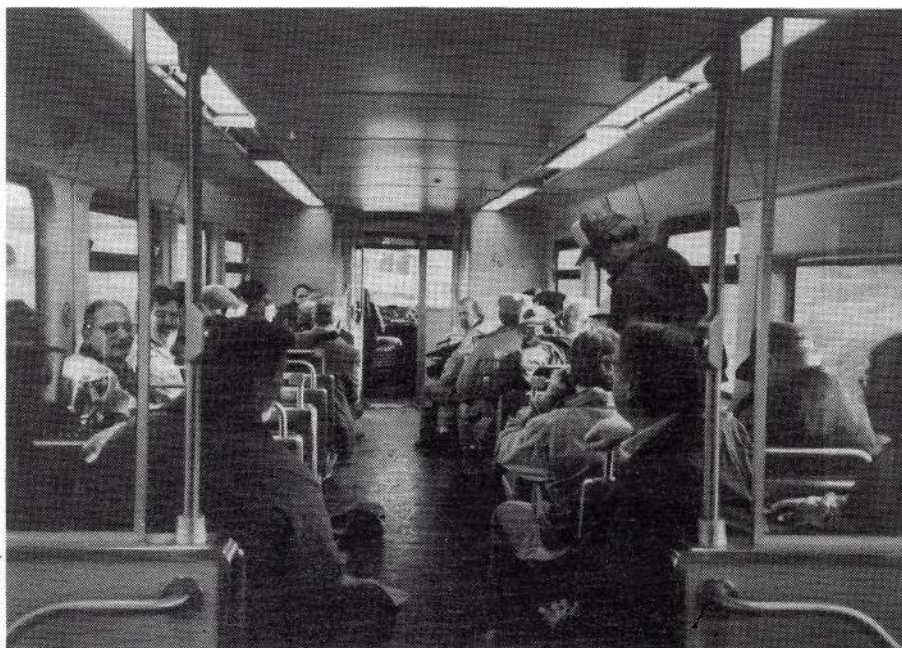
Frank S. Miklos photo

two-way radio for another one which did not have a dead battery. When he returned to the bus he indicated that the test car would be passing in a few minutes and he suggested that everyone walk over to the nearby North Avenue station platforms for a closer look at the vehicle. After the car arrived we were invited to examine the interior. It was then that we received a surprise. We were instructed to take seats, and a few seconds later the doors closed and the car took us for a ride on the test track between North Avenue and Woodbury.

The unannounced ride was unquestionably the highlight of the trip. The car rode well and this short sample of the line gave us an appreciation of the scenic nature of the new rail facility. This run through the Jones Falls valley was compared to the section of the Pittsburgh trolley system paralleling Saw Mill Run Boulevard but without the high trestles. The Baltimore line will be equally difficult to photograph.

We returned to the bus and ran on parallel roads until we reached the terminal at Timonium. A park and ride facility for buses is already in place there. Now it will be used for the rail line and a network of feeder buses.

Eventually the line will be extended several miles to Hunt Valley. Construction has yet to begin on this, and the welded rail,



Our group enjoys a ride on the Baltimore test car. The seats are in place, but the stanchions have yet to be installed. photo by Tony Hall

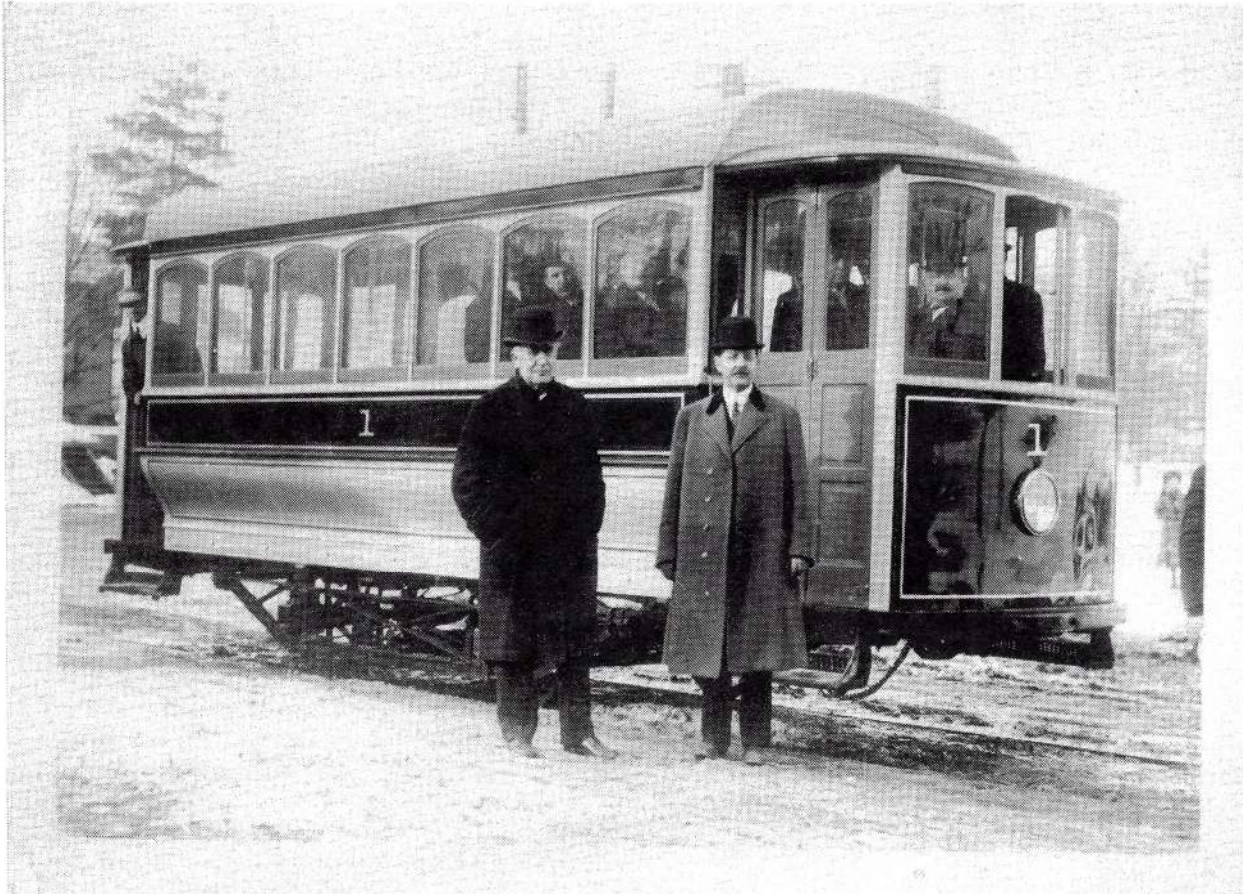
concrete ties and crushed stone ballast abruptly changes to jointed rail on worn wooden ties on a weed-grown right of way just beyond the end of catenary.

Our tour guides left us at this point, but not before giving us directions to the Owings Mills terminal of the Baltimore subway. By this time it was getting late in the day and we were beginning to race the clock. More time was lost as our group tried to cope with the rather confusing instructions on the ticket vending machines. A subway train had just left before we got to the platform costing us still more time. In order to meet our schedule which allowed time for a food stop, we would have to settle for just a short ride of one or two stations. However, a poll of our group revealed the desire to take a longer ride even if it meant going without dinner. A check of the schedule showed that a ride all the way to the Charles Center would cost us nearly another hour because we would just miss an outbound train and face a 30 minute wait for the next train. If we got off at the State Center stop, two stations short of Charles Center, we could make a good connection to an outbound train. We decided to do this, although there were still some diehards who were willing to cover the entire route even if it meant a late return to Metro Park.

We rode to State Center and boarded the outbound train. Our bus was ready when we got to Owings Mills and we headed back to Metro Park getting there barely within our scheduled time frame. It had been a great day. We were a little tired, a little hungry, but a lot satisfied by an excursion that exceeded everyone's expectations.

## EDISON STORAGE BATTERY CARS by Edward T. Francis

In 1910 Ralph H. Beach, an advocate of storage battery cars, designed a single truck light weight car to be powered with Edison nickel alkaline batteries. The car body was built by J.P. Sjoberg & Co. of New York City to Beach's design. The axles and wheels were fabricated by the Taylor Iron and Steel Works of High Bridge, N.J. The car was completed at the Edison West Orange, N.J. plant. Two Northern Electric motors, each rated 5 horsepower at 110 volts were installed. A Cutler controller was utilized. Power was supplied by 200 Edison type A-4 wet cell batteries.



*Edison and Beach pose in front of battery car #1.*

Trial runs were made in January, 1910 on Public Service Railway track. The car was based at the Public Service Railway Orange & Passaic Valley car house on Washington Street, Orange. The batteries were charged from Public Service trolley power utilizing a resistance bank. The tests were apparently successful as the car was sold to the Twenty Eight & Twenty Nine Street Railway ( part of the Third Avenue Railway System ) in New York City.

In November, 1910 a double truck battery car was completed by Beach at West Orange. Test runs were conducted on the nearby Orange Branch of the Erie Railroad. Thomas N. McCarter, President of Public Service Corporation and F.D. Underwood, President of the Erie were aboard



one of the trial runs according to a newspaper report. We don't know for sure if Thomas Edison was also on board, but it is quite likely that he was. The car ran for a while in regular service on the Orange Branch. Subsequently, an Erie timetable shows this car as operating from Harriman to Goshen, N.Y. It was later sold to the Lewisburg, Milton and Watsonstown Passenger Railway. The same road also bought one car from the J.G. Brill Co. Service was replaced by a Mack rail bus in 1921.

This photo was taken from Main Street looking East at the Erie West Orange station and the West end of the Orange Branch in August, 1909. The stub ended rails in the foreground are those of the SO&M (South Orange & Maplewood line) a/k/a Montrose or "Swamp Line". It appears that the switch connecting the "Swamp Line" and the Erie has been removed. The Public Service Railway track map of January 1, 1911 shows the Swamp Line crossing Main Street ( and the Orange trolley line ) to the Erie platform but no connection for interchange of cars. We do know that at least one battery car, which was completed at Silver Lake, ran to West Orange on the Erie and made a trial run on the Mountain Railway south of Main Street. Some temporary rail could have easily been spiked down to permit the interchange.

Beach's Federal Storage Battery Car Co. was housed in the Edison complex at Silver Lake ( Belleville ), N.J. ca. August 1911. Federal went bankrupt about 1914. Railway Storage Battery Car Co. then got exclusive rights to use Edison batteries in street and railroad cars. They also equipped car bodies built by J.C. Brill, Canadian Car & Foundry, and others. A number of cars were completed before production ended ca. 1924. Among the last orders were cars built for the Canadian National Railroad and the Central Railroad of Vermont. Many of these cars were converted to gas-electric operation by installation of gasoline engines. Not a single example of the battery type cars survives in the USA, although a few are still in use in Europe.

Postscript: The Swamp Line was abandoned on August 1, 1927, when service was aborted due to a flood. The last streetcar to operate on Main St. ( Route 21 ) was Public Service Coordinated Transport car #2628 on March 1, 1951. Passenger service on the Orange Branch was replaced by a shortlived shuttle bus on May 20, 1955. The Erie's West Orange station has long since been razed. Most of the Orange Branch has been abandoned and what rails remain in the Silver Lake area are used only rarely for freight service.

## North Jersey E.R.H.S. MP-54 Roster

Compiled by Elbert W. Simon, Jr.

<u>Car</u>	<u>Builder</u>	<u>Construction Date</u>	<u>Original Number</u>	<u>Renumber</u>	<u>Renumber Date</u>	<u>Converted to MU</u>
413	PRR-Altoona	10-21-13	702	149	12-9-29	8-30-50
427	PRR-Altoona	4-8-12	2	305	11-10-32	10-11-50
437	Pressed Steel	11-14-13	106			11-16-50
453	Pressed Steel	11-11-12	434	122	5-11-50	12-30-50

# Correspondence Corner

Tony Hall recently received a letter from Ed Francis with more information on the roster of Public Service cars. We are re-printing the contents of that letter because of the interesting notes that it contains.

7 February 1992

Dear Tony,

My thanks for the copy of the current issue of DESTINATIONS.

PS 2651-2700 were built by PS at Newark shops. Years ago I was able to scan the original record cards which were then in a vault at PS Terminal. Unfortunately no Xerox copy machine in 1947.

As for Roseville Car House in the spring of 1920 there were 142 cars assigned to Roseville-Central Ave. The 2600 and 2700 cars and 2429-2455 were assigned to "Orange-Central-Roseville"; and 18-1300s and 8-1700s to Kinney Line. Three odd cars were 916 which ran as the Essex Division Instruction Car, and 356 and 195 which were the Central Shuttle cars which operated in Orange from Central Ave. to the end of the Crosstown Line track in Scotland Street (Scotland Road today).

The remark in "Fast Line Network" about a franchise for the Orange Mountain Traction Co. to build in West Orange: Track never built. Stalled by a disagreement with P.S. Railway. Two years later the line ended service when P.S. Electric Co. shut off the power because of overdue power bill. Town of West Orange sold property for taxes.

"Pay Within Car Co." licensed a fare collection system and was not a car builder. There was also a Pay as You Enter system and back around 1908 PSRy. converted cars to that system with work done both at Plank Road Shops and at John Stephenson Co. plant in Elizabeth/Linden. I have notes about the number of "devices" purchased and shipped to both shops. Have no idea as to who really made the "hardware".

In a 1911 publication I found that "Prepayment Car Sales Co." was the sole licensor for the "Pay-as-You Enter Car Corp. The patent covered the folding and sliding doors at the rear platform and the conductor at that point. PSRy., Washington and Chicago systems were customers. Office at 50 Chruch St., NY; factory at Chicago.

Sincerely,

Ed Francis

## Steam Returns to the Black River

by Tony Hall



Pictured on the 28th of July last year, B R & W No 60 is shown entering the new Flemington terminal to pick up another load of appreciative passengers preparatory to proceeding south to Ringoes. This was 60's first full day of operation after an absence of three years during which a new firebox was fitted at the Ringoes shop of the B R & W. This Herculean task was performed largely by the Black River's own personnel under the able leadership of Kean Burenga, with the expertise of Chief Mechanical Officer Steve Sweeney along with the Boiler Erection Company filling in the gaps. Many volunteers and B R & W staffers added their skill and sweat to bring this formidable task to completion. I'm sure it isn't too often in our corner of the world that any steamer gets this kind of attention, so the people at Ringoes deserve a lot of credit for their achievement, especially in the face of limited resources. We all are benefitting from this effort, since we now have TWO period

steam operations in New Jersey, the other being the Pine Creek narrow-gauge in Allaire Park, featured in a recent issue of DESTINATIONS. This writer had the pleasure and the honor to be conductor of the train pictured on the previous page.

Rumors abound concerning the future of the Black River, especially since the apparent collapse of the movement to establish a state railroad and transportation museum, of which the B R & W was selected to be the operating centerpiece. While difficulties persist, it should be borne in mind that passenger loadings are up, steam is back, charter business is up, track work is under way, both parlor cars are undergoing major refurbishing and the rolling stock is also getting attention. Add to this is a growing cadre of committed volunteers, many with professional experience, not only operating the passenger service, but serving in car refurbishment, and even track work. These volunteers are in addition to the railroad's hard working paid staff who regularly perform miracles of maintenance with minimal materials and machinery.

But there is a limit to even THEIR resourcefulness. Persistent problems with the ex-PRR 4666 "Doodlebug" have exhausted the resources available for the maintenance of that historic but troubled car. The railroad is looking for a new home for it and is considering offers from the United Railroad Historical Society and the Phillipsburg Railroad Historians, but no disposition has been made at this writing. Also in need of work beyond its worth to B R & W operations, the "Syosset," Long Island Sunrise Trails Chapter's ex-NYC section Pullman, now a party car, has been sold to Keith Riley who is refurbishing the car with the help of member Greg Ill so that it can be returned to B R & W charter service. Member Hans Sieberer is continuing his skilled volunteer cabinet making talents in the service of the "Bishop" B R & W's own parlor car project. While things could always be better than they are, the future looks brighter for the B R & W this season than it has in a very long time. This is fortunate for New Jersey since the B R & W along with the Pine Creek is very likely to remain the closest thing to a railroad museum our state is likely to see in this century or the next.

## ***A New Generation Arrives***

***by Frank S. Miklos***

One of the ironies of having our cars at the Gilbert Generating Station is the lack of access to ordinary house current. There are no electrical outlets where we can plug in power tools, so all of our recent work has had to be done by hand or by battery powered drills etc., which eventually run down and have to be recharged.

An alternative to an electrical outlet linked to house current would be an electric generator of our own. Our dilemma came to the attention of the "Friends of the New Jersey Railroad and Transportation Museum". Through the efforts of Jason Wechsler, a Director of "Friends" and a member of the American Historic Truck Association, a generator was donated to our organization. Mr Wechsler's group is involved with rescuing and re-



With their panel truck backed up to the side of our combine, the Wechsler brothers jockey the generator into position for its move to the inside of our baggage compartment. photo by Bob Hooper

storing vintage trucks and he was able to obtain a generator that was used to power refrigeration equipment on a truck that was no longer in use.

The generator was delivered to Gilbert in March. Those who had agreed to assist in unloading the unit all showed up within minutes of each other. Considering the fact that we had all come from different parts of the state, this was a rare example of almost precise timing.

On hand was Tony Hall, Bob Hooper, Jason Wechsler and his brother along with myself. The panel truck which contained the generator was backed up to the door of the combine baggage compartment. There was a difference of at least six inches in floor level, so the truck was backed away and planks set on the ground to act as cribbing to elevate the truck. The truck was again backed into position and the floor height was still off by a couple of inches. To compensate for this, some wood and metal plating was placed on the floor of the truck and this proved to be just enough to do the trick.

The generator was on a pallet and a hand operated fork lift was pushed under it and maneuvered over toward the makeshift ramp leading to the baggage compartment. It was clear that there would be a tight squeeze as the generator had only an inch or two of clearance on each side. However, Jason and his brother gingerly eased it through the narrow opening and got it into the baggage compartment. Once inside, the generator was swung around to a lengthwise position and set down.

Jason then connected the generator to the diesel fuel tank and tried to start it up. Two or three attempts resulted in the generator starting briefly and then shutting down, but adjustments were made and it kicked over and ran continuously. The initial start up was accompanied by thick exhaust clouds and accompanying fumes as the unit flushed itself of accumulated carbon and other assorted crud. Within a few minutes the generator was purring quietly with no visible smoke coming out of the exhaust. Some of our group even speculated about whether it would be possible to hook the motor car to the generator and thereby run the train under its own power. While that might be nice, the purpose of the generator is to provide us with electricity for use in our car restoration work. To this end the generator still did not solve our problem. To function as intended it would have to produce current at 110 volts a.c. As it stood the generator produced an output of 480 volts as required for refrigeration equipment. For our needs we would need to tie the generator into a transformer to step the voltage down to house current.

We reported on the acquisition of the generator at our March meeting at which time we noted that we were seeking to obtain a transformer. Much to our surprise, member Dan Dicso showed up at our April meeting with a transformer, along with some cable and other electrical gear.

On Saturday May 30 Bob Landwherle, Tony Hall and myself met with Jason Wechsler to connect the transformer to the generator. We discovered that the generator voltage was too high to work properly with the transformer. However, we were able to get our power tools to work at a reduced voltage. We will be able to get by with this until such time as the matter can be resolved.

With a source of electricity at hand we now look forward to the start of another restoration season. As always our members are encouraged to participate in this work. Our demands are not excessive. There are many different chores for volunteers to do and we will not tax anyone beyond their strength. People can work at their own pace. If a member wishes to join a work session and does not have access to a car, we should be able to furnish transportation to and from the work site. Gilbert is a lovely setting for car restoration work and we urge anyone to see it in person. If you want to volunteer for a work session, please call Toney Hall at 908-388-0369. If each of our members set aside just a few hours of work each year our restoration efforts would make considerable progress.

## **"Friends" Rescues Historic Railroad Crossing**

The "Friends of the New Jersey Railroad and Transportation Museum, Inc." have acted to assure the preservation of a unique dual-gauge, double diamond, trolley/railroad crossing. The ten foot by twenty foot assemblage of rails estimated to weigh as much as 15 tons was recently removed during construction of the new highway Route 129 at Cass Street, Trenton. A group of historians, led by Robert Yeull and author Barker Gummere (who recently joined the North



Posing on the recently removed Cass Street grade crossing are Barker Gummere, Gary Kleinedler, Elmer Fry, Bob Yuell, Bill Christian and Frank Miklos. The dual-gauge trolley rails are clearly visible in the lower right hand portion of the picture. photo courtesy of Bob Yuell

Jersey E.R.H.S.) came upon the discarded crossing on April 11th during a trip to trace the route of the long abandoned Public Service Railroad Fast Line. They immediately recognized the importance of their find.

Cass Street was the route of entry into Trenton for the interurban trolley cars of both the Fast Line from Newark, and the Riverside line from Camden. The Newark line had a standard gauge of 4'8½" and the Camden line was 5' gauge. In 1929 the Pennsylvania Railroad extended a freight spur along the west bank (original towpath) of the Delaware & Raritan Canal. This required crossing the six rails of the trolley routes on Cass Street. The canal ceased operation at the end of 1932 and was filled in. The Public Service lines were abandoned in the 1930's and the PRR spur had been out of service for many years. However, the crossing, surrounded by cobblestones and partially covered by asphalt remained in the Street.

When Tony Hall learned of the find, he concurred in the effort to save the crossing and made inquiries for transport and storage. He sought the assistance of Pete Terp, President of the Phillipsburg Railroad Historians. Pete whose efforts to establish a rail museum in Phillipsburg are well known, has been a leading proponent in the move to preserve historic rail artifacts. As soon as he learned of this discovery he sprung into action. He arranged

to transport the crossing to a storage site in Phillipsburg. Bill McKelvey, Director/Treasurer of "Friends" made contact with Harry Coleman, Project Engineer for George Harms Construction Co., Inc. of Howell, N.J, the General Contractor for the Route 129 project. Mr. William Harms agreed to help and the required release document was signed by McKelvey. Fred Keith, Foreman of a Conrail track gang working nearby assisted by cutting the piece to meet the maximum width permitted for road transport. The heavy duty dual axle truck was provided by Robert Shandor, owner of American Automatic Sprinkler Co. of Phillipsburg.

On April 17th, Good Friday morning, the truck arrived at Cass Street driven by Lou Moser, with helper Pete Delikat. Harms employees assisted with the task of loading. A Caterpillar 235B Excavator was positioned to assist. Several slings broke and we realized that the piece was much heavier than initially estimated. The excavator finally managed to lift the crossing high enough to back the truck under it. The front end loader assisted by pushing the load onto the truck bed.

The loading operation was recorded photographically by Bill McKelvey and Bill Christian. The piece was transported to the Phillipsburg Railroad Historians site and unloaded. The historic crossing deserves a prominent place in the future New Jersey Railroad and Transportation Museum.



A backhoe raises the Cass Street grade crossing so that it can be loaded onto the truck in the background. This view shows the single railroad track with inbound and outbound dual-gauge trolley tracks crossing at right angles. photo by Bill Christian





# THE FAST LINE NETWORK

Memories. History, Information

Public Service Railway

Public Service Coordinated Transport

Memoirs from  
 GEORGE KNOPF  
 364 Spring Lake Drive  
 DeLand, FL. 32724

The pictures of 2312 and 2317 reminded me of my school days at Essex County Vocational School. I can't tell you how many times I rode those two cars back and forth! The school was just one block from the Orange Street terminus and I would usually miss the first car, walk back to Orange Street, and wait for the next Bergen. This would also give me a chance to see what was new on the Orange line. When the old Bergen would stop, we kids would exchange the poles and sometimes get into what was now the back door, while the motorman made out his reports. We'd sit in the rear of the car like angels, and he would take his controls and go up to the front of the car and prepare for the trip back to Wilson Avenue.

Next, he would let the waiting passengers come aboard, pay their fares, and if we were lucky, and he didn't check the registers, which he had zeroed, and come back into the car and count heads, we got a free ride. If we saw him coming, we would innocently head toward him, car ticket in hand. Sometimes, I think, he purposely "forgot" and just gave us a break. His name was Charlie Jones and he was an old-timer. I think he really enjoyed the cars and he was willing to answer any questions he could that I'd ask.

In those days if I was loaded and had an extra nickel, I could take the Orange car down to Broad and Market, hang around a while, and try not to be too late in getting home. By the time I'd get thru watching trolleys for an hour, it was too late to use a car ticket, and sometimes they would not accept E.C.V.S.

2312 Entering Bell Street, Montclair, Car House, January 16, 1936.  
 (Wilbur Sherwood Collection)



tickets on the Mt. Prospect line, so I always made sure that I had that nickel before I made that trip! In that period from 1931 to 1934, I saw many changes in the rosters of the lines and the appearance of the cars.

The "wings" around the headlights first appeared along with the warning sign, "Obey Traffic Law" and "Look Out For Stop". The first of the low 3200s arrived from Camden, along with 8000 making its first appearance on the Central line. The rest of the 8000s gradually appeared, one or two at a time, on the Orange line along with the 3250-3256 group.

Sometime, a little earlier, (1932, perhaps), single-end 2600s appeared on the Broad and Bloomfield lines for a short period of time. Then there was the arrival of the 2751-2775 group which appeared on a number of lines. 2752 and 2768 on the Broad line being used strictly as single-end cars, they and 7 more arrived on the Clifton line.

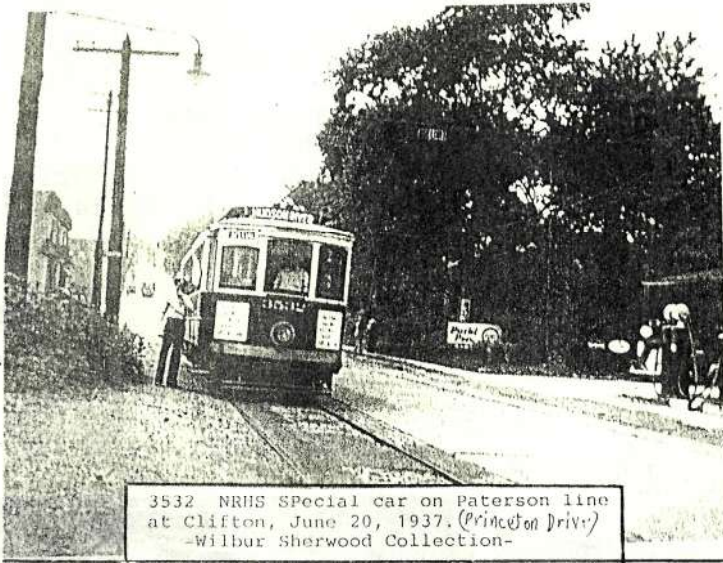
About this time, they were putting on the frames for the ads on the front and rear platforms and on these two cars, they were installed as if they were single end cars. The arrival of these cars brought about the end of the remaining 1500 and 1700 cars on the Bergen and the Clifton lines.

On the Bergen line, they were the mainstream until then. Now 2751s and the 2300s from the Clifton made up the lines.

Somewhere in that time, a number of 1991-1999 cars appeared on the Broad line for a while. That period also saw the single-end 2600s go back to the Orange and the South Orange lines, and the double

2317 Public Works Administration special car on Bloomfield Avenue, Verona, June 16, 1936. PWA #4.  
 (Wilbur Sherwood Collection)





3532 NRHS Special car on Paterson line at Clifton, June 20, 1937. (Princeton Drive)  
-Wilbur Sherwood Collection-

end 2600 and 2700s make their appearance on the Bloomfield line.

The 2800-2810 were now on the Broad line and 2811 and 2812 were on the Market. The Kinny now had deluxe 2400s, so it was goodbye to the variety of 1300s that had made up that line for years. They no longer appeared as trippers, since yellow 2400s from the Orange line took over that job. At that time, some Orange cars still ran down to Waverly, the loop at Weequahic Park off Frelinghuysen Avenue.

In the earlier days, 1931 and 1932, there were still a good number of 1600, 1800, 2000, and 2100s on the various lines. Off hand, 1 Newark, 11 Elizabeth, 13 Broad, 17 Paterson, 21 Orange, 25 Springfield, 29 Bloomfield, 33 Market, 43 Jersey City, and 49 Union carried them on their rosters. All of these cars, however, had the extended front platforms. None of these cars had single door platforms and none, (to my knowledge,) ever had the cream and maroon paint job or the "deluxe" interior.

The summer of 1931 was the last year for open car trolleys on the Orange line. It was also the last year that Vocational school ran into July. Our term closed on July 23 that year, and after June 30, it was a nickel to ride the cars because they would not accept car tickets after the high schools finished their terms. Nickels became scarcer, but whenever I could, I would splurge and ride an open car to my rendezvous at Broad and Market. This was the last year for general operation of open cars. The cars used were stored at Central Avenue. I believe they were the cars used again on the South Orange and the Springfield lines in 1934-1935. Apparently, they had stored them in a number of car houses for the last few years, including the Passaic Wharf.

In that period of time, 1931-1934, I saw 1800s, deluxe 2400s, yellow 2400s, 2660s, 2700s, low 3200s both conventional and compromise roof types, 3250-3256 se-

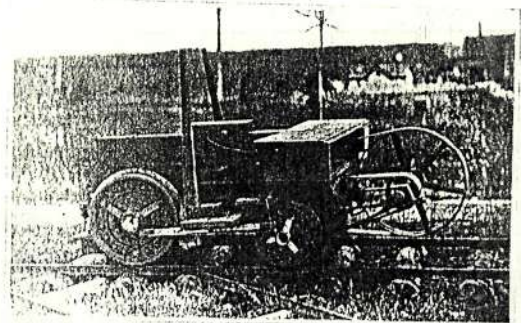
ies, 2751-2775s from Camden, and 8000s plus 4000s and 4100s on the Orange line! Even the lowly Bergen line had a variety--1100s, 1500s, 1700s, 2300s, and 2751s! The lowest number car I rode on was 1110 on the Bergen line. That was in early 1931 I rode it twice, and it was gone! The Clifton went from 1500 and 1700 trippers to 2300s, 7 re-made 2600 double enders and 2751 series. In that period, I also saw 3281 (deluxe) one time on that line!

The pictures of 2312 and 2317 were interesting to me because by 1936, I was working at Murphy Varnish Company at McWhorter and Chestnut Streets in Newark. Only a few 2300s were still operating on the Bergen line, then. (They came by that intersection) and 2312 and 2317 were not among them. It's interesting to me, because, somehow, it's still nice to know that they survived at least until 1936! I suppose they were used for specials and odd job runs. You might also note that they are still wearing the "Obey Traffic Laws" signs. By that time, all double end cars in regular service had brackets to carry ads on that panel, and the safety slogan no longer appeared on double end cars.

Also, it was interesting to note 2762 on the Central line as late as the summer of 1935! In that period of time at school, I saw 2762 on the Harrison, and, about 1935, after I started at Murphy's, I rode it home twice on the Mount Prospect line. Apparently, on the early days of the City Subway, a number of the high 2700s ran as trippers on the three surface lines until enough red cars were released from the Harrison to take their place.

In all these pictures of P.S. cars about 1936-1938, I'm always amazed at the good condition they seem to be in! Looks like they could have survived a good while longer--even the 2300s looked good!

George Knopf  
June, 1989



The belt-driven electric locomotive worked, but developments moved fast from this time on, and this grand early experiment, shown here at Menlo Park around 1880, soon passed into limbo. Note the cut-log ties supporting the rail--truly, the world's first "light rail"!