$1.50

16 DESTINATIONS

NORTH JERSEY ELECTRIC RAILWAY 1985 HISTORICAL SOCIETY

The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Volume 8, No. 2 November , 1993

West Hoboken Car House in 1913 with open and closed cars ready for operation. The city of West Hoboken was later renamed Union City. *Ira Duetsch Collection*

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, N.J. 07065. Frank S. Miklos, Editor; Robert E. Hooper, Assistant Editor; Beverly Rodel and Neal Huff, Production Assistants.

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 regret to announce the death of one of our long time members. Arthur Ward of Totowa passed away in April after many years of failing health. His railfan activities in recent years were limited to attending meetings of a local club near his residence, but prior to that he was a participant in many fantrips. He was a career railroader and at the time of his retirement, was employed as a conductor. Our sympathies are extended to his family.

Our apologies to Jim McNamara for omitting his name from the listing of persons with five years or more of membership. Aside from the original four Board of Directors, Jim was the first regular member to join the organization. Therefore we are especially embarrassed by this omission. Although we do strive for accuracy in producing each issue of DESTINATIONS, mistakes will happen. Therefore we welcome comments from our readers and urge them to bring such matters to our attention.

Congratulations are in order to Bob Sherwood and his wife on the birth of their daughter Sara. Bob is the third generation of railfan in the Sherwood family. The number of female railfans is growing these days. Maybe Sara Sherwood will carry the family tradition to a fourth generation.

At last count our membership stands at 125 active members. We are please to welcome our newest members, George D. Clark of Morristown, Keith Riley of Harbourton, Tony Zisa of Hackensack, Chett Wilhelm of Brodheadsville, PA., and George Heisler of Trenton to our organization.

Thanks are in order to the following additional members who included a contribution with their dues renewal:

Douglas Bennington, John Beuscher, John Brinckmann, Francis J. Capalbo, Perry Didriksen, Ted Eickmann, Paul Espersen, Pete Hasler, Norm Hosler, Donald F. Koehler, George E. Miller, Jr., Wayne Scott, and Johannes Sieberer.

We appreciate the generous contribution that we recently received from the Hoechst Celanese Foundation. The money will be added to our window replacement fund. Also contributing to the fund was Greg Ill.

Finally, we are grateful to the following individuals who responded to our appeal for contributions to the preservation of car 2651:

> Albert Ambrose, Herman Bachmann, William E. Christian, Ira L. Deutsch, Elmer W. Fry, Harold Geissenheimer, John J. Grasso, Barker Gumere, Jr., Brian Hager, Neal Huff, William D. Joyce, William F. Keigher, Theodore J. Labreque, Thomas G. McBride, William C. McKelvey, S. David Phraner, Rev. Charles Reinbold, James Tomczyk, Harry Volpe, and John A. Yohanan.

Over $1700 was realized from the campaign, but this is still short of what is required to protect 2651 from the elements.We are concerned about 2651 going through another winter without adequate protection. If you haven't responded to our appeal, we urge you to do so. Tony Hall has communicated with Seashore Trolley Museum to provide shelter and restoration if we are unable to do so in New Jersey. Meanwhile, we are trying to find a suitable solution within the state.

In conclusion, you may have noticed some changes in our listing of officers. With the growth of our organization, the job of administering the tasks required for it to function demand more time from the officers responsible. In an effort to ease some of the burden the Board of Directors voted to make some changes. Gary Madriss has agreed to serve as Recording Secretary and will take the minutes at our meetings, while Bob Landwehrle will retain the title of Secretary. In this capacity he will handle correspondence and other administrative tasks required by the office. Bob Hooper remains as Vice President, but his duties will now include overseeing the membership records. The Board has also authorized the establishment of the position of Assistant Vice President, but this position has yet to be filled. If any member is interested in serving in this position, please let us know. The Board would welcome their participation. We believe that this reorganization will better serve our members.

THUMB-NAIL SUMMARY OF PUBLIC TRANSPORT IN NEW JERSEY

Editor's note: The following article was written by an employee of Public Service Transport in 1963. Anyone with additional information on the writer is encouraged to response to the editor. The text used here is from the Ira Deutsch archive and is being presented in the interest of our readers.

The history of transportation is the most fascinating study, due chiefly to the fact that as our mode of transportation was developed our cities and towns grew in number and size.

The important steps in the evolution of methods of travel was the invention of the wheel in 3200 B.C. However, it was not until 1800 B.C. when the spoked wheel was used in Egypt. In 530 B.C. the Persian Empire was established and was the first "road empire". The second "road empire" was established in 100 B.C. by the Romans. The invention of the steam engine by James Watts was the foundation of modern transportation. This was followed by William Symington's Steamboat in 1788. The development of the MacAdam road made it possible for Richard Trevichick to invent and operate the steam carriage. This, of course, was the forerunner of the steam locomotive which was invented by George Stephenson in 1829. The first railroad tracks were band iron strips fastened on wooden rails.

In the early days the only means of travel

over land in New Jersey was over the old Indian trails which later were used as the basis for construction of roads. These roads were laid out through the valleys and draws between the mountains and many followed the course of rivers and brooks.

The first over the road public transportation was operated in 1687 by Richard Dell, using a so-called Stage Wagon (a converted farm wagon). A passenger desiring to ride between New York and Philadelphia was transported by Lawrie's Ferry between New York and Perth Amboy and then via Richard Dell's stage wagon to Burlington. The balance of the trip was by Aarent Schuyler's ferry down the Delaware River to Philadelphia.

During the 18th century farm products and other commodities were transported mostly by water, but during this period new roads, ferries and bridges made it possible to operate stage coaches and other vehicles over direct routes between the principal town and cities. The Old Dutch Road was popular after 1765 and made overland travel possible between Elizabethport and Trenton via New Brunswick. In 1766 a road was established between Jersey City (Paulus Hook) and Newark, establishing a direct route from the Hudson River to the Delaware River.

Early roads were poorly made, very narrow and poorly drained. Roads through swamp lands were usually made of planks laid crosswise and afforded a very bumpy ride.

Early in the 19th century turnpikes were established as a new means of travel for the long distance rider. This led to an increase in the number of coach lines. The growth of existing cities and towns was enhanced in proportion to the available transportation. New communities were appearing along the new turnpikes. This period also saw the rapid development of bridges over the Raritan, Passaic and Delaware Rivers.

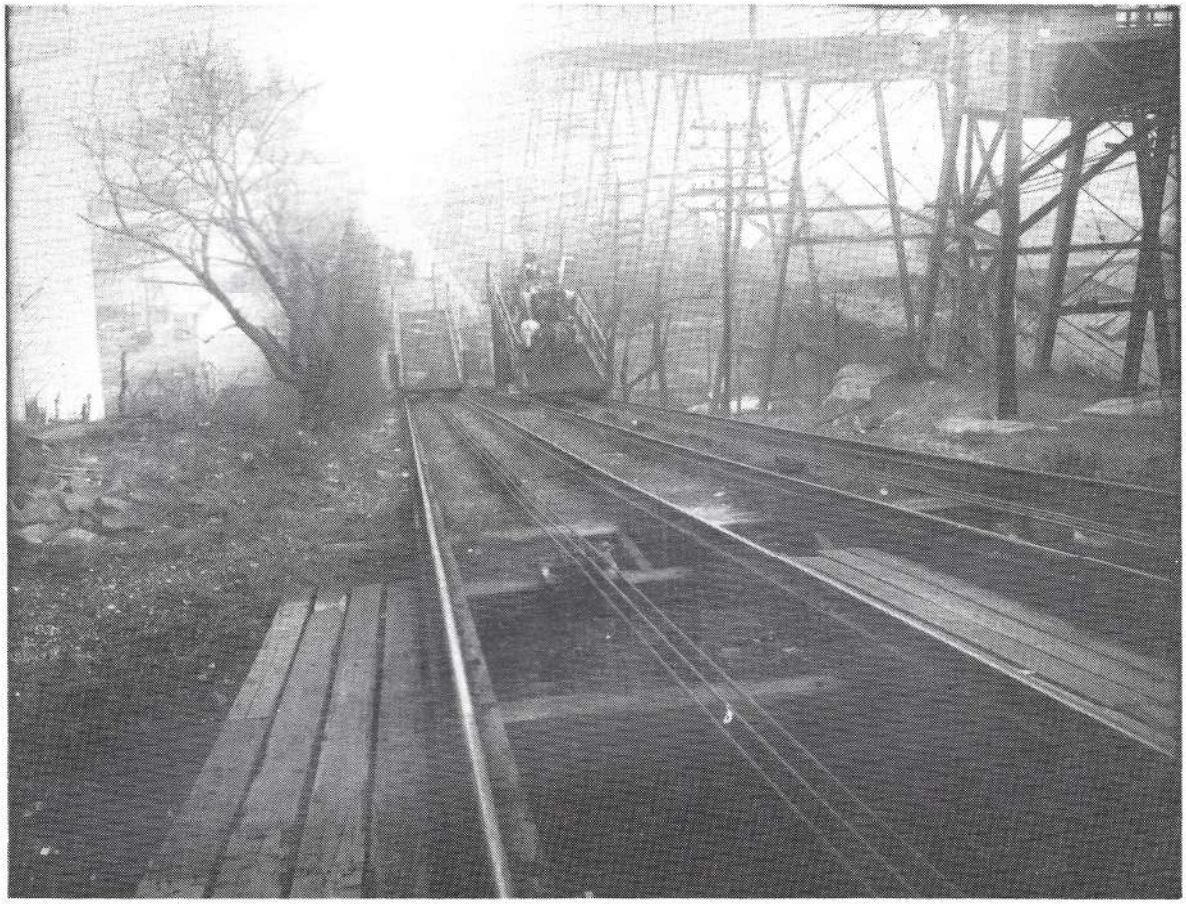
The first railroad in New Jersey was established by the Camden and Amboy Railroad Company in 1833 and 34. The first railroads were horse drawn. This railroad was designed in order to operate as an overland connecting link between the steamboat landings at South Amboy and Bordentown. A trial run was made in 1831 with the "Tom Thumb", the steam locomotive from England. By 1840 through railroad service was established between Jersey City and Philadelphia. Many new railroads were established between 1840 and 1909 throughout the state for movement of freight and passengers, and the water carriers were becoming more and more obsolete. By 1900 there were 2,300 miles of railroad track in the state.

Horse drawn street railway lines made their appearance in 1862. Many new companies were established throughout the State.

The early operators of horse drawn street cars were faced with some very difficult problems in the establishment of routes in the Hoboken area of Hudson County. This city, situated at the foot of the "Palisades", made it necessary to develop and use means of transportation which were novel to the area. The early operations of horse drawn street railway lines was via the steep grade on Ravine Avenue, and private right-of-way along the face of the hill to a point near Ferry Street on the Jersey City Heights, then known as Hudson City. Due to the steepness of the hill it was necessary to use four horses to pull the car up the hill. At one time they experimented with steam dummy engines, but their use had to be abandoned.

In November 1874, horse drawn cars were operated from Hoboken Ferry via double track to the Foot of Ferry Street, where an incline plane steam powered cable elevator was built in order to raise the car and horses to the top of the hill in approximately one minute. While one

elevator platform was raised another was lowered. This method for raising and lowering cars was in use until 1886. After that it was used for raising horses and wagons up the hill until 1928.



Wagon Elevator - Jersey City - View from top looking east - Jan. 11, 1915
Ira Deutsch Collection

On January 25, 1886 the new elevated cable structure was used for the operation of cable cars between Hoboken and the "Heights" at Palisade Station where the passengers changed to other horse car routes.

Experiments were made in order to find a suitable means of locomotion for the street cars. Gas motor cars were tried in Elizabeth without success. Steam dummy cars were operated between Jersey City and Bayonne and between the "Eldorado" West Shore Ferry and the Guttenberg Race Track.

With the advent of the electric car in 1862, horse cars rapidly disappeared from the transportation picture.

On June 6, 1903 Public Service Corporation started operating all of the street railway lines formerly operated by many different companies. These routes were consolidated into the Public Service Railway Company in 1907. Combinations of routes, extensions of routes and new routes were laid out by the Company. In 1903 there were 65 car routes over which 1368 cars were operated over 378 miles of track. The Public Service Railroad

Company was organized in 1913 and operated the "Fast Line" between Newark and Trenton via New Brunswick and between Newark and Perth Amboy.

Late in 1914 "Jitney" buses began to appear on the streets of Newark and other cities in New Jersey, in direct competition with the then existing street railway lines. Original operations were conducted with 5 and 7 passenger touring cars. Early attempts to increase the carrying capacity of the vehicles included building of crude bus bodies which were perched on top of truck chassis. Of course this type of vehicle did not afford a very pleasant ride. Experiments were made with different types of spring mounting which led to the development of a more comfortable ride and also made it possible to increase the seating capacity from 12 to 20 passengers.

During 1917 the New Jersey Transportation company, a subsidiary of Public Service Railway, was organized to operate buses. By Feb. 1918 buses were operated on the Tenafly-Camp Merritt bus route between the end of the street railway and Camp Merritt in Dumont. This company operated buses between the Raritan Street Railway Line at Finderne Corners and the Johns-Manville plant in Manville. During 1917 this company also operated bus routes in Newark and East Orange but they were soon discontinued.

The New Jersey Transportation Company's name was changed to Public Service Transportation Company and in 1928 was merged with the Public Service Railway Company to form the Public Service Coordinated Transport.

During 1923 the company embarked on a program of purchasing buses operated by other operators along the street railway lines, coordinating operation of these buses with the street railway lines.

On July 2, 1923 buses were substituted for street cars on the Kaighn Avenue route in Camden. This was the first street railway line in the State for which buses were substituted.

After our entry into the bus business a new engineering department was formed for the purpose of developing specifications and designs for the building of new buses which could be operated by us in place of the crudely constructed, poorly ventilated buses then in existence. By 1924 we purchased 200 new buses of undersling design. This department also developed the gas-electric vehicle, a combination of gas motor which operates an electric generator, furnishing electric power to motors operating the two rear wheels.

This led to the development of the All-Service vehicle which was operated as a trolley bus from the overhead wires, or as a regular gas-electric bus.

Our Company was the prime mover in the development of the use of diesel motors for buses. At present all of the bus operations are conducted with either oil-hydraulic or oil-mechanical buses.

The Company now has a fleet of air conditioned buses which are the latest in development and design for the comfort of passengers.

In 1962 our company, which is the largest localized transportation company in the United States operated 198 regular bus lines, 80 race track routes and the Newark City Subway. 369 municipalities in the State of New Jersey are served by these lines. Interstate service is operated to New York and Greenwood Lake, Philadelphia, Pa., and Wilmington, Delaware.

Our regular routes are both interstate and intrastate in character and operate through 20 of the 21 counties in New Jersey. The territory served runs from Cape May on the South, to Greenwood

Lake, New York, on the North. Our Southern Division lines operate to Wilmington, Delaware and Philadelphia, Pa., on the West and the Atlantic Ocean Shore Points on the east.

Our Eastern Division is divided into the Hudson and Bergen Districts, the Northern Division is divided into the Essex, Newark and Passaic Districts and the Western Division is divided into the Central and Morris Districts. These divisions operate lines on the West as far as Newton, New Jersey, to New York City and shore points along the Atlantic Ocean on the east. We own 2,531 buses and 30 P.C.C. street cars, operate over 5,549 round trip bus miles of route and 8 round trip miles of subway route. For the year 1962, 3,704,460 passengers were carried; 49,057 hours and 626,428 miles were operated on the City Subway Line, 261,790,259 passengers were carried, 7,500,049 hours and 94,043,948 miles were operated on our regular, special, school and chartered bus services.

Complied by

Chief Traffic Investigator

Christopher J. Schmitt

April 23, 1963

CATS ON A HOT HOT TIN ROOF

Restoration work continues at Gilbert generating station. This season we have focused on roof preservation. The roofs has been chipped and primed on the 413, and 437 and the Lackawanna cars. One side of 437 is being stripped of its SEPTA colors and primed. In addition, the 413 was repainted to eliminate the peeling paint caused by the summer sun.

With temperatures well to the 90s for most of the summer, the cars approaching one hundred and ten. It took lots of liquid refreshment to survive the work. In the end, the efforts are rewarding! To see the rain run off the car roofs rather than through rust holes makes the effort worthwhile and fulfilling.

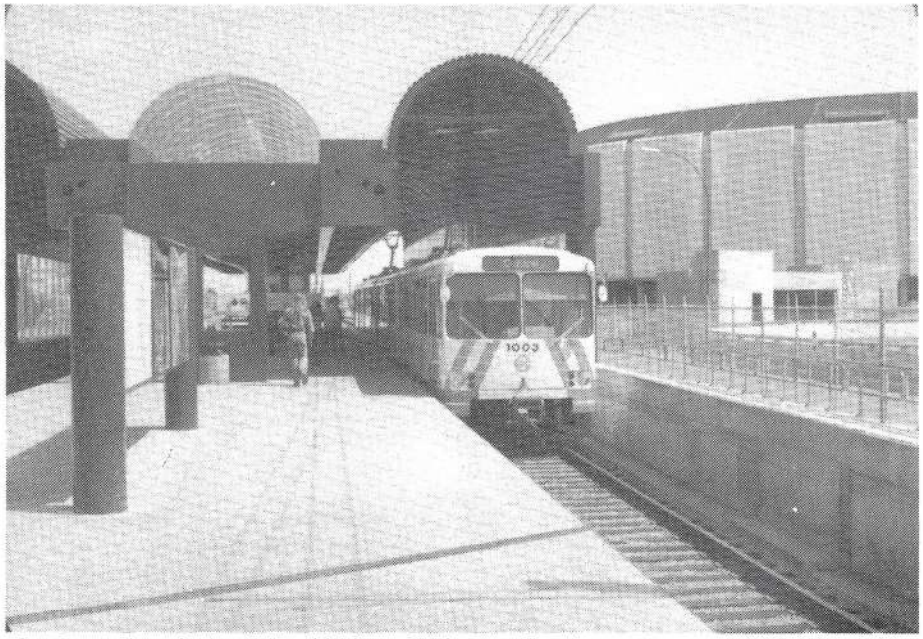
Bob Lanwehrle, Bob Hooper and Frank Miklos prime the roof of PRR MP54 #437.
Photo by Tony Hall

EDMONTON'S LIGHT RAIL SYSTEM

by Frank Miklos

Although light rail development in North America received a boost with the upgrading of systems in Boston and San Francisco, it took a Canadian city to move forward with the construction of a completely new system. That development tool place in Edmonton, the provincial capital of Alberta, which enjoyed major economic growth in the post war years. Thanks to the discovery of vast oil deposits in the province of Alberta, the major cities of Edmonton and Calgary achieved boomtown status. Edmonton saw the construction of numerous high rise office buildings in the downtown area. City planners were concerned about the problem of growing traffic congestion resulting from this development. They did not want to encourage auto use through the construction of a freeway system, so they set a goal of improving their mass transit system as an alternate.

Edmonton had a streetcar system that was discontinued in the 1950s. The most distinctive segment of the system was the operation over the city's famous High Level Bridge to South Edmonton. With a vehicular roadway on the lower deck and an upper deck with rail tracks, the bridge spans a deep gorge that includes the North Saskatchewan River. In the streetcar days, there were three tracks on the upper deck. The center track was used for Canadian Pacific trains while the outside tracks were for streetcars. Since the streetcars were single ended, they ran left handed to allow for evacuation in the event of an emergency since the streetcar tracks were precariously close to the edge of the structure.



Outbound train lead by 1003 at Coliseum Station

Photo by Frank Miklos

Trolleybuses replaced the streetcars on most of the routes. The trolleybus system was expanded over the years to

neighborhoods that were not served by streetcars. In recent years there has been a love/hate relationship between Edmonton Transit and its trolleybus system.

In 1979, Edmonton Transit purchased 40 Western Flyer trolleybuses to augment its fleet of C.C.F. Brills. Older Pullman built trolleybuses were taken out of service years earlier. Then the C.C.F. Brills were abruptly retired leaving just the 40 Flyers to provide service over six routes. In reality the performance of the Flyer trolleybuses left much to be desired with a major part of the fleet usually sidelined for repairs. The operable Flyers were spread thinly throughout the system with most service provided by diesel buses on weekends.

Just when it appeared that the days of the trolleybuses were numbered, Edmonton Transit announced plans for the purchase of 100 new vehicles from Brown Boveri. Since that firm was not in the bus building business, they subcontracted with General Motors of Canada to supply body shells. The result was a vehicle that had a GMC "Fishbowl" body with trolley poles, but with Brown Boveri builders plates and no reference to GMC. The delivery of the new trolleybuses brought the fleet to a system high of 140 vehicles, but this was reduced when the Flyers were sold to Mexico City. Since then the policy has been to continue running the system with diesel coaches on weekends and to mothball the entire trolleybus fleet during the summer. In 1990, 40 trolleybuses were leased to Toronto for a three year period. Plans have been announced for a further expansion of the system and some overhead has been installed but never used, so it is anyone's guess what the future holds for Edmonton trolleybuses.

The plans for light rail in Edmonton took many by surprise because the initial line does not serve any population centers. However the decision to proceed was largely dictated by the availability of a right of way that was sandwiched between tho sets of mainline railroad tracks. A former streetcar barn was also available along the alignment to house the light rail cars. Transit officials were well aware of the area's potential for development and rather than see the construction of highways to serve that development, they decided to invest in a rail facility instead. The city's coliseum indoor arena and sports stadium were also located along the line, each of which was a potential generator of riders. Since the right of way ran diagonally to the northeast, it was able to intersect bus and trolleybus routes running from every possible direction. Bus and trolleybus routes were restructured to serve as feeders to the light rail line when it opened in 1978.

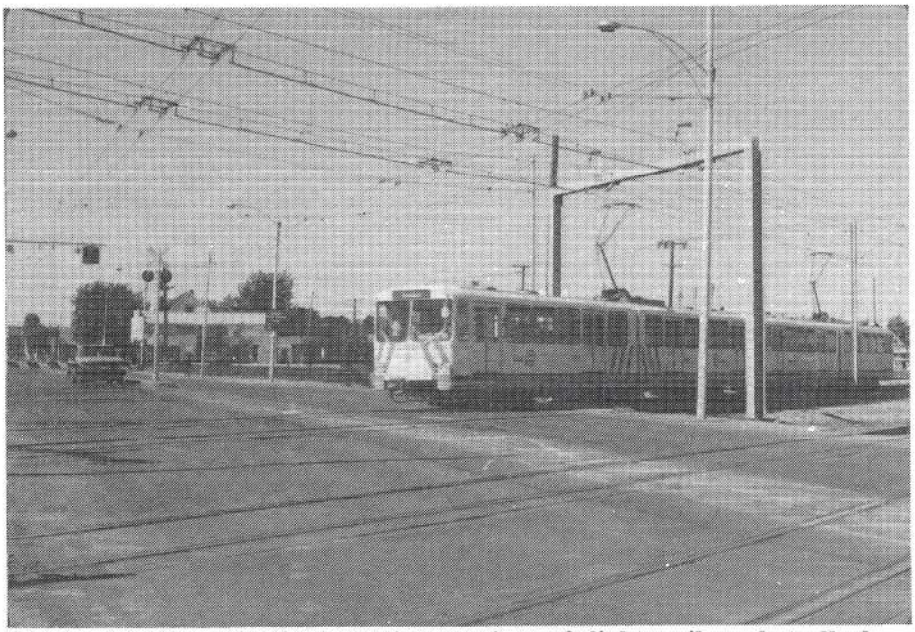
A subway was constructed to bring the light rail trains into the center of the city. The underground stops were Churchill and Central Station. Despite its name, Central Station was not located near a railway terminal. It received its name because it was situated in the central business district and was linked to major retail establishments and office buildings through a network of underground concourses known as Pedways. The outer terminal was located at Belvidere which was almost rural in nature despite being less than five miles from downtown.

Initially the light rail stations were manned with attendants in booths to collect fares and issue transfers. However, within a year, the honor system of pre-purchased tickets was adopted. Passengers caught without a valid ticket are subject to a severe fine.

Expansion of the system has been a slow process. The eastern end of the line was extended about a mile to a new terminal at Clairview which is even more rural than Belvidere. However there was lots of land available beyond the new terminal for a

new storage yard and shops to replace the old Cromwell streetcar depot. In the downtown area the line was extended in subway under Jasper Avenue for two more stations to Corona in 1983. The new stations at Bay (which is adjacent to a Hudson's Bay department store) and Corona are of a more elaborate design than the strictly functional lines of the original two underground stations. Because of the high standards adopted for the Edmonton light rail system, the construction costs are considerably higher than most other systems especially in the downtown area where subway construction is required. (The standards employed approach those of heavy rapid transit.)

For Edmonton's light rail system to be really effective, it would have to serve the university and the developing population centers in South Edmonton. Early expansion plans had called for the line to be extended under Jasper Avenue to a connection with the High Level Bridge where the light rail cars would use the abandoned streetcar roadbeds. As the line saw extended westward, the plans were changed to provide a separate bridge across the ravine for light rail trains only. The change in plans was the result of two factors, namely the reluctance of the Canadian Pacific Railway to share the bridge with LRV's and the fact that a new bridge would provide a better alignment with the planned LRV route in South Edmonton. The revised routing increased the cost of the expansion considerably and delayed the expansion of service for several years.



Grade crossing showing the intersection of light rail and trolleybus overheads. *Photo by Frank Miklos*

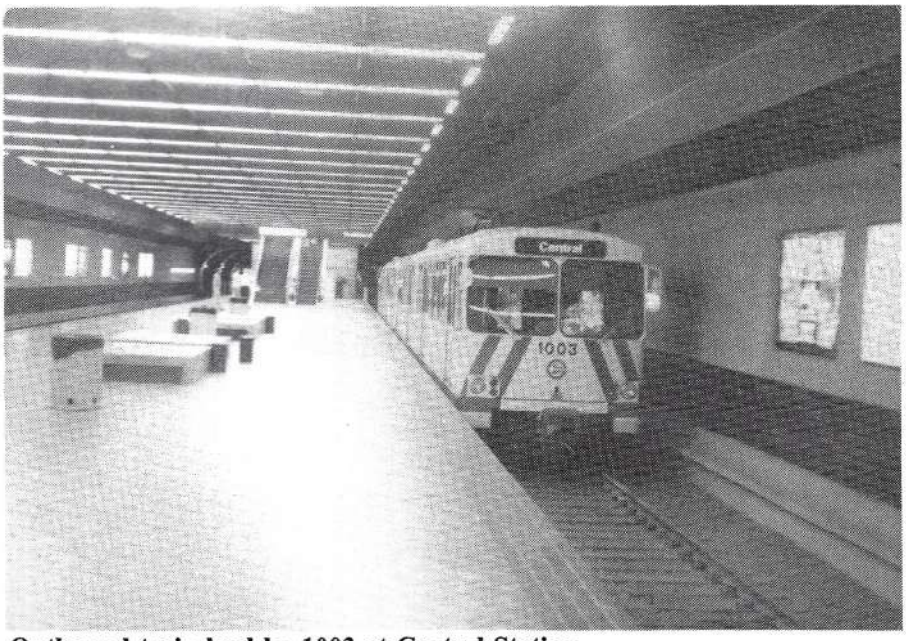
The line was extended to Government Center situated next to the provincial government buildings in 1988. Then in 1992, many years after the original target date, the line finally reached South Edmonton when a new bridge across the North Saskatchewan River was opened. Although there are plans for more extensions in the future, no money is

available for these projects at the present time.

Cars on the Edmonton system are of the U-2 class which was designed for the transit system in Frankfurt Germany. The were built by the German firm "Duewag" and were shipped to Canada for final assembly. They were equipped for high platform loading only, since all of Edmonton's stations are so designed. They have carpeting on the floor and fabric upholstery on the seats which are arranged facing each other as is done in Europe.

A unique method was employed for the construction of the underground portion of the line. After the utilities were relocated, trenches were built on both sides of the street where the subway was to run. The trenches reached sown to the floor level of the subway. Concrete forms were then set along the trenches and concrete was then poured and allowed to harden. When this was accomplished the forms were removed leaving the hardened concrete in place. These then became the walls of the subway. The roadway was then excavated enough to allow the tops of the walls to be exposed. Precast concrete slabs were then set in place on top of the walls for the width of the street. Finally, the dirt that was surrounded by the concrete walls and slabs was excavated out, leaving behind the finished subway structure. Dirt from the initial section of the line was hauled out by trucks. But this could not be done for the later extension as the trucks could not pass the completed stations and tracks. To accomplish this task, Edmonton Transit purchased a "retired" steeple cab locomotive from the BC Hydro Company in Vancouver along with some gondola cars. This makeshift train was used to remove the dirt from the subway extension during the overnight hours when the light rail system was shut down.

There are pockets for future light rail lines



Outbound train lead by 1003 at Central Station.

Photo by Frank Miklos

at several locations in the subway and provision for extension on the surface.

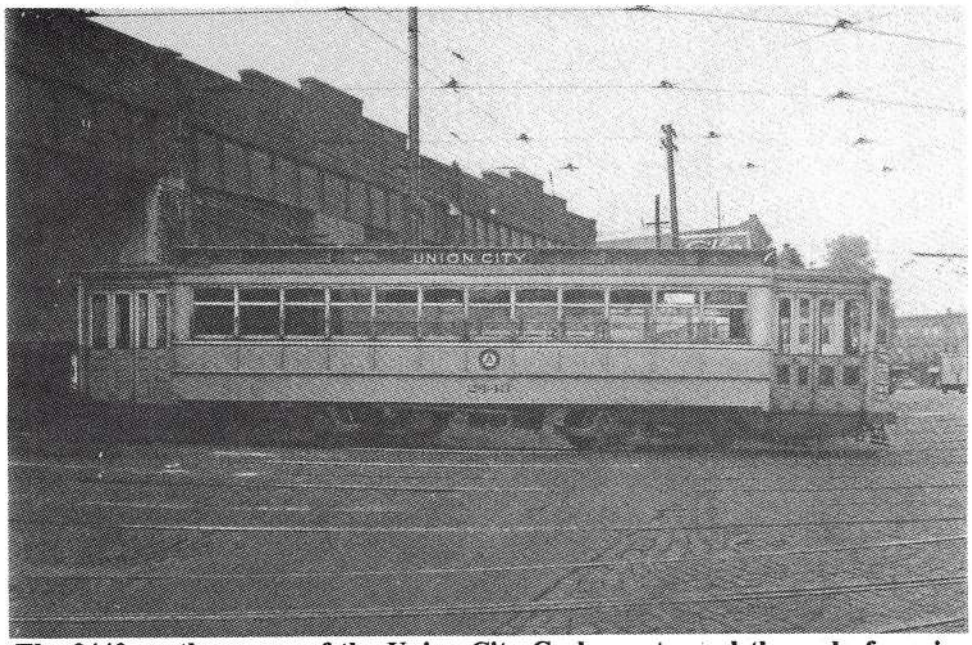
Ridership was lower than had been projected until the extension to South Edmonton was opened. That resulted in a 50% jump in patronage. Today this metropolis of a city boasts an impressive light rail system and a comprehensive network of bus and trolleybus lines. Thanks to the vision of its city planners, development will be served by rail transit rather than congested freeways.

SCENES FROM THE PAST

November 6, 1993 will mark the closing of NJ Transit's Union City bus garage. The structure serviced as a major trolley depot until August of 1949. The office and turret end of the building served as a horse car line office and barn. Gradually the trolley bays expanded to cover the entire city block.

The facility since 1949 has served as a bus garage for most of the major routes in Hudson county. Bus are stored in bay where the roof was destroyed. The buses still run across the trolley rail still in place in the floor. The bus routes presently assigned to Union City will use a brand new facility garage in North Bergen.

The building has been declared a landmark which will save it from demolition. It will become a maintenance and storage facility for the city.



The 2443 on the apron of the Union City Carhouse toward the end of service seems to have escaped the ordinance of required marker lights.

Ira Deutsch Collection

United Railroad Historical Society of New Jersey, Inc.

URHS INTERCHANGE

Vol. 5, No. 1.....Fall 1993

RR&T MUSEUM LEGISLATION SIGNED INTO LAW

In a July 30th ceremony, witnessed by representatives of both URHS and the "Friends of the N.J. RR&T Museum" organizations, Gov. Jim Florio signed into law a legislative bill establishing a 16-member Museum Commission to oversee the planning of the long-sought Railroad and Transportation Museum. The signing culminated a five-year effort by Garden State rail and transportation historians to create the facility. The legislation provides for the Museum to trace the development of railways and transportation in New Jersey.

In February 1992, separate Museum legislation was reintroduced in each Trenton chamber; a 1991 Senate version was not earlier acted upon. By the spring of 1993, the Assembly version (A-858) had passed the Transportation Committee and was sent to the Appropriations Committee for review. The Senate counterpart (S-348) was passed by the full body. Reconciled differences between the two pieces were then agreed upon.

Commission membership will be composed of two members from both the Senate and Assembly, five others from various Trenton state departments, one from N.J. Transit, and six public members appointed by the Governor, four from the public and one each from both URHS and the "Friends". Several of the positions are expected to be filled by former members of the Museum Study Commission.

With an expiration in September 2002, the new law also establishes funding for the project, such monies to be appropriated by the legislature only for Museum purposes. A $5,000 appropriation was included for Commission administrative costs. A key provision allows the use of state resources to undertake the work of the Commission.

The Commission is authorized to make recommendations regarding the general nature, scope and design of a Museum, including the presentation and examination of alternate sites, acquire railroad-related documents and memorabilia and raise funds for the Museum.

Prior to signing the bill, Governor Florio talked about the need to remember the historical aspects of both railroads and transportation systems in the state. He reminded the gathering of his transportation activities while serving as a congressman and of the various projects currently underway in the state which will provide new links to travellers. He also stated that he considers himself a "rail buff". Following the signing, a framed portrait of the URHS "Erie Limited" was presented the Governor, as well as an honorary membership in the "Friends" group. The pen which signed the legislation into law was presented to URHS President Walt Grosselfinger and will be displayed in the completed Museum.

(A special thank you is extended from URHS to all who wrote their elected representatives concerning the Museum legislation.)

URHS and "Friends" representatives view newly-signed RR&T Museum law upon being signed by Governor Florio.

FALL RAIL EXCURSION TRIP TO RUN 10/16

Fall foliage colors of three states will be visible to passengers aboard the URHS "Pocono Express" to Honesdale (PA) on Saturday, October 16th. Departing from Hoboken Terminal, the full-day, 275-mile trip will traverse the former Erie Railroad main line to Pt. Jervis and Lackawaxen, then travel via Hawley to the end of the former Erie Honesdale Branch. The train will also stop at Rutherford and Waldwick to board passengers. The route will feature a panoramic view from atop 200-foot high Moodna Viaduct as well as follow both the Delaware and Lackawaxen Rivers for a distance of 48 miles. The train will be powered by the URHS-recreated Erie diesel locomotive set and will include lounge/concession car #5450 and three "first class fare" cars: "NYC-3", (PRR) "Mountain View" and (PRR) "Alder Falls" .

(Included with subscriber-mailed newsletters (only) is a trip flyer describing the trip's offerings; as an "Interchange" supporter, your fare doesn't raise after 9/25!! Please consider joining us aboard the Pocono Express for a day of seasonal delights!!)

RESTORATION EFFORT/PLANNING CONTINUES

Since our last issue, we've been busy in several areas; a summary follows:

Equipment Items

*GG-1 #4876 was donated to the B&O Museum in Baltimore. *(The engine became famous in 1953 when it crashed through the floor of Washington's Union Station just before the Eisenhower Inauguration.)*

*Ex-PRSL RDC's M-402 and M-408 have been leased to the Cape May Seashore RR for restoration and operation.

*Ex-CNJ "Blue Comet" coaches 1172 and 1173 have been moved to Winslow Jct., N.J. and are on lease to the Southern RR of N.J.; they are currently being restored.

*Ex-NYC "20th Century Ltd." sleeper/lounge/observation Hickory Creek was obtained and moved to N.J. It is presently at Ringoes undergoing restoration to its "as-delivered" appearance.

*A Baldwin-built VO-1000 diesel engine, #19, was obtained from the Federal goverment via state disposition. It required extensive work prior to being moved from the Earle (N.J.) NWS to a restoration site on the Morristown & Erie R'way.

*Eight ex-GN 5300-series coaches were sold to the Pacific RR Preservation Assoc. (Portland, Ore.), returning to their "hometurf" via NJT/CSX/BN routing.

*Erie "E" units 834/835 were posed alongside Wayne County CofC BL-2 #54 at Lackawaxen (Pa.) during the 1992 URHS fall foliage excursion; pair will power 1993 version to Honesdale.

*F-7's 417 and 420 (ex NJT/CNW) continue to toil for Metro-North Commuter Railroad; their lease was extended for an additional year and they will be returned in the LV cornell red scheme.

ISTEA Application

In late 1992, URHS applied for Federal Intermodal Surface Transportation Efficiency Act monies in the amount of $553,710 to be used for a railroad equipment storage/rehabilitation facility and museum train. 220 applications, totalling $203 million, were filed with the state for some of the $6 million available to N.J. in the first year of a five-year, $30 million program. Unfortunately, URHS was not among the 20 awardees, and we will be polishing the application for FY95 consideration. (A similiar application was submitted by the "Friends" group for achive facility funding.)

Pt. Morris Trip

In mid-April, URHS was invited to participate on a New Jersey Transit inspection trip to Washington (NJ) arranged by state Assembly Speaker "Chuck" Haytaian. The trip enabled URHS to meet with both state legislators and NJT officials to present a proposal for utilization of a five acre portion of a NJT maintenance base at Pt. Morris as a storage/rehabilitation site for the Museum collection's rolling stock.

1993 Calendar

Our first fund-raising attempt with a color calendar produced disappointing results, prompting us not to repeat the effort for 1994. *(While supplies last, copies of the 12-photo publication remain available from our Middletown address for $5.75.)*

"Friends" Symposium

URHS co-hosted the annual "Friends" Symposium, held at Drew University. "Preserving and Restoring" was this year's theme. The 20 illustrated presentations included a URHS version which provided insights into the various restoration projects being managed by URHS throughout the state. The new URHS exhibit was displayed and was featured in a Newark Star-Ledger article.

Restoration News

Reading caboose #92887 (ex Conrail #18752) is being restored at the Ridgefield site. It will reappear in the yellow/green scheme when completed....Reading RS-3 #492, is being readied for an appearance at both the Hoboken Festival and Steamtown in mid-September....At Milford, CNJ RDC #556 is receiving an evaluation and preliminary maintenance in preparation for operational restoration. Several of the MP-54's at the same location are having roofs patched....CNJ GP-7 #1524, now NJT #5902, was turned over to URHS in May....NYSW RDC #M-1, restored and leased by URHS-member group NYS&W T&HS, has operated on several excursions in 1993....Ex-NYC tavern/lounge #37, renumbered URHS #5450, is close to making an operational debut on the 1993 "Pocono Express" as a HEP-equipped lounge/concession car.

Basic restoration work, needed to prevent the further deterioration of Museum resources, requires the help of many volunteers; no experience necessary! Work continues at several sites throughout the state; please call URHS at 908/671-4131 to learn of the various work schedules, pieces currently being worked on, or where your skills might best be applied.

(Vol. 5, No. 1 - Fall '93) *The URHS Interchange is published by the Publicity Committee, United Railroad Historical Society of New Jersey, Inc. (URHS). Material within may be reproduced providing source credit is attributed to URHS Interchange. Editorial office located at W-11 Avon Drive, East Windsor, NJ 08520-5647; to avoid additional postage expense, address changes requested in advance.*