

\$1.50

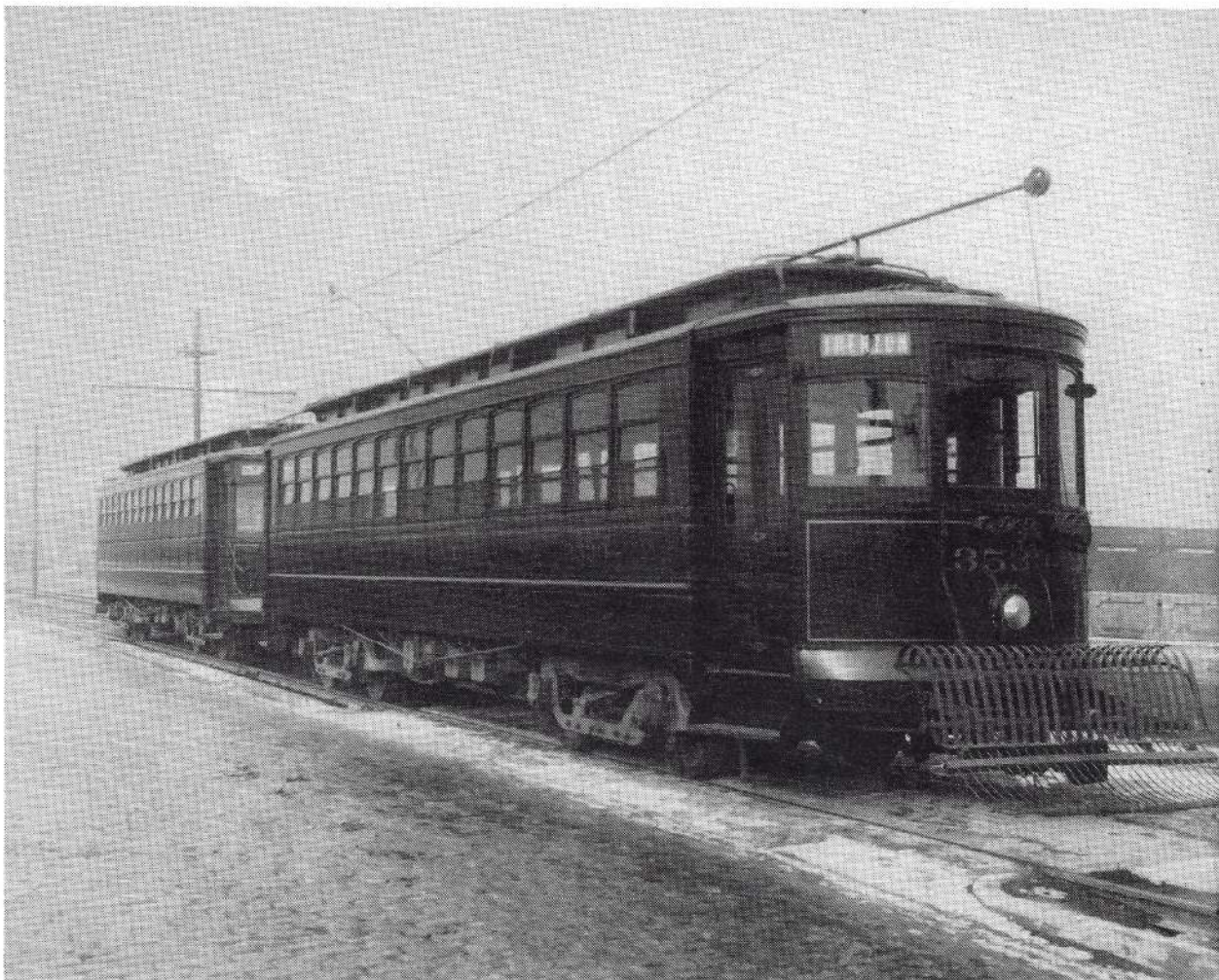


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Volume 9, No. 1

June 1994



Ira Deutsch Collection - Negative #650

Public Service Railroad Company Train - Car Numbers 3533-3534 - on Plank Road, Newark, NJ - January 16, 1914

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

Anthony J. Hall, President
Robert E. Landwehrle, Secretary

Robert E. Hooper, Vice President
Frank S. Miklos, Treasurer

Gary Madriss, Recording Secretary

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

Our apologies to Ben Tongue for omitting his name from the listing of the contributors to the 2651 fund. Other recent contributors to this fund are George Knopf, Benjamin Muckenhoupt and John Brinckmann.

A warm welcome to new members: **Michael O'Leary** of Paramus, NJ, **George Tomczyk** of Parsippany, NJ, and **Barbara J. Harriman** of Elsworth, ME. We are pleased to have you aboard.

A reminder to everyone that it is time to renew your membership for 1994. So far more than half of our members have paid their dues. We urge those who haven't paid to do so. Our car preservation activities depend on your support. This is especially important in view of our efforts to preserve Public Service trolley 2651 in New Jersey.

As always we welcome everyone's participation in our activities. If you haven't attended one of our meetings, we invite you to do so. Our meeting room is in the center of Rahway convenient to rail and bus transportation. Tell your friends about us and invite them to attend our meetings and to join your organization.

We cannot overlook our primary purpose which is to preserve several examples of historic rail equipment. We need volunteers to assist in restoring these rail cars. You don't have to be a skilled craftsman to participate and we will not ask you to do anything beyond your capabilities. However every hour of volunteer help gets us closer to achieving our goal of car preservation. One afternoon spent working on car 2651 or one of the MU cars at Gilbert Generating station is very rewarding. Those of us who participate in their work sessions usually get so involved that quitting time seems to arrive too soon. If you are interested in volunteering for this restoration work drop us a note at the above address.

We can arrange for transportation to the work site if you don't have access to a car.

Finally a dues renewal form is enclosed with an indication of your status. This will be the last issue of DESTINATIONS to be sent to unpaid members. If you haven't paid your 1994 dues, we urge you to do so.

Frank Miklos, Editor

We wish to recognize the following people who will be celebrating five years of continuous membership in our organization in 1994:

Jan Archacki	Neal Huff
Kenneth Berk	Donald F. Koehler
Robert Diamant	Layne Alan Simon
William C. Fahey	James Tomczyk

Our thanks to the following members who have included a contribution with their dues:

Herman Bachmann	eGeorge A. Knopf
Douglas R. Bennington	Donald F. Koehler
Joseph F. Braun	Robert E. Landwehrle
Michael and Linda Burshtin	Joseph G. Madden
Francis J. Capalbo	Anthony C. Mazzello
Phillip Craig	Thomas G. McBride
Ted Eickmann	William McKelvey
Walter W. Ench	Frank S. Miklos
Edward T. Gibbs	Thomas F. Moran
Harold Geissenheimer	Garry M. Pace
Gene D. Gordon	Stuart M. Palmer
John J. Grasso	S. David Phraner
John B. Gutberlet	Torin Reid
Brian A. Hager	Rev. Charles Reinhold
Anthony J. Hall	Peter W. Riemer
Robert E. Hooper	W. R. Rorer
Norman Hosler	Harold P. Rose
Neal Huff	Bruce Russell
Gregory III	John M. Schluter
William D. Joyce	Philip E. Stevenson
Barker Gummere, Jr.	Harold M. Tepper
William F. Keigher	Les Whitfield
Gary E. Kleinedler	John A. Yohannan

Thanks to these and all our members for their support.

FAST LINE RAIL RECOVERED FROM FARRINGTON LAKE

by *Bill Christian, Jr.*

For the record: A group of FAST LINE Enthusiasts gathered at the abandoned Fast Line crossing of Hardenberg Lane and the spot where the Fast Line crossed Farrington Lake on December 4, 1993 at about 10 AM to recover FAST LINE rail; just about two years after a group under the leadership of Bob Yuell discovered that rail was still in place at that location. This group included Bill Christian, Elmer Fry, Barker Gummere and Gary Kleinedler.

The RECOVERY group assembled for the removal included members Tony Hall, Bill Christian, Bob Hooper, Gary Kleinedler, Bob Landwehrle, Bill McKelvey, Frank Miklos and Bob Yuell. Assisting them with the needed equipment was Frank Dunn.



Tony Hall Photo

"Yup, it's real rail!" NJEHRS group raises FAST LINE rail from Farrington Line. Pictured above in the December 1993 activity (from back left) Bill Christian, Bill McKelvey, Frank Miklos, Bob Lanwerhle (under the hat), Bob Hooper and Gary Kleinedler. Frank Dunn, at the left front, provided the necessary power cutting equipment. Not pictured Tony Hall.



General view of the FAST LINE *Bill Christian Photo*
alignment across Farrington Lake.



Bill Christian Photo

Generations of fisherman and ducks have stepped over these FAST LINE rails after they were taken out of service in 1927 with the new alignment.

Permission to enter the Public Service Electric & Gas Company right of way (former that of the Public Service Railroad Fast Line) had been obtained by Tony Hall through the good offices of our member, Kenneth Brown, Esq. Once the group has assembled and organized the tools necessary to "liberate" the track, some of which was still at gauge, the task began.

Facing the abandoned trestle, the left rail which protruded beyond the right one was pulled up and set upon a foot long piece of heavy rail as a fulcrum. Then Mr. Frank Dunn, armed with a diamond saw,

Continued on page 4

FAST LINE RAIL RECOVERED...*Continued from page 3*

proceeded to cut the 30 foot long, 60 pound per yard rail about in the middle with Mr. Hooper who supplying coolant to the saw from the nearby lake. It was surmised that the group could transport 15-16 foot lengths on a boat trailer brought to the site by Mr. Hooper.

After cutting through the head of the rail, one end of the rail was lifted by all hands and dropped on the fulcrum and it promptly broke all the way through.

Another rail was similarly "liberated" and two more were set up for a future foray at the site. In addition to the two rails free at the site, there were still three more to be dug out of the sand and liberated from the ties.

Interestingly, the spikes and track guides discovered are in much better condition than any of those found in July in Milltown. (See following story.)

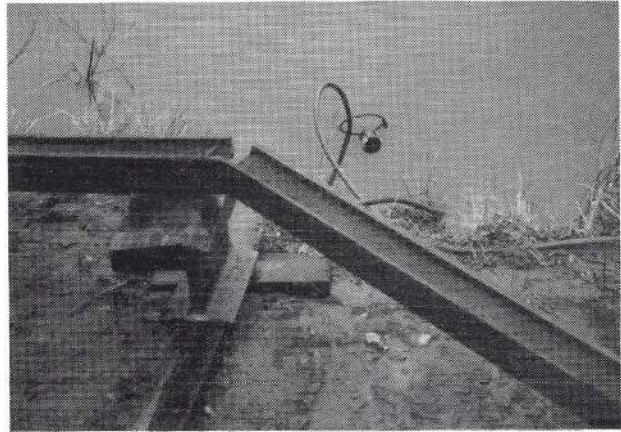
PHASE II

Saturday, April 16, 1994 found a group assembled to continue our effort. Messrs. Bill Christian, Perry Didriksen, Frank Dunn, Tony Hall, Bob Hooper, Gary Kleinedler, Bill McKelvey, Frank Miklos and Dave Phraner gathered at the site of the FAST LINE trestle across Farrington Lake to remove the remaining rail.

*Bill Christian Photo*

April 16, 1994 - The weather started out where left off in December, HEAVY RAIN. Bob Hooper provides shelter while Frank Dunn makes quick work of the rail

Page 4

*Bill Christian Photo*

Sixty pound to the yard rail split easily by cutting through the head of the rail and dropping it across a fulcrum.

*Bill Christian Photo*

Loading rail onto the trailer. The weather was less than cooperative as the rain got heavy as the day progressed.

The track from the original alignment held well preserved rail, spikes, track guides and ties. The track had been buried for 67 years after the abandonment of the alignment in 1927 when the level of the lake was raised by increasing the dam height.

Despite being buried for 67 years, some of the ties held very fast to the spikes and track guides that they have held for so long. It took the effort of the entire group to pry the spikes loose.

Although the weather was anything but good to start with, it cleared up after an hour. The use of a dry cut carbide blade made quick work of cutting the rail sections that could be handled.

Within minutes after the last rail was cut, Barbara Christian arrived with coffee and sandwiches. Just in time. (Barbara, the crew thanks you very much!!)

MILLTOWN RAIL DISCOVERY

by *Bill Christian, Jr.*

Aside from the track we discovered at Farrington Lake in East Brunswick, things along the FAST LINE have been rather quiet lately. That is, until June and July 1993, in Milltown.

During late June and most of July, Middlesex County had a contractor assigned to remove the ties from the South Amboy trolley line which ran through town, mostly on the East side of Main Street (which at both ends of town become Milltown Road). The assignment was to remove ties from Hill Street, on the South side to Elkins Lane at the North End.

Since, at the time, I was recovering from surgery and was not permitted to drive or ride, I was available for walking photographic service.

The contractor, very cooperatively, started at the Kuhlthau Avenue intersection with South Main Street and worked northward to Washington Avenue (near old Car House) and completed removal of ties and repaving by the July 4th weekend.

After the 4th, they continued north and on about July 12 or 13 uncovered rail in addition to ties at a passing track near the Bronson Funeral Home in the vicinity of Cottage and Richter Avenues. I was not out on that very hot day, so I saw no rail but was advised by another fellow who was there that, in deed, there was rail.

I made sure that I was out on the 14th and 15th because I suspected that the switch from the South Amboy Line at Milltown Junction surely would have rail. As you can see from the photographs, I guessed right.

While there were only ties on Main Street on the old South Amboy Line, at the sites of the Milltown Turnout and the Milltown Junction Switch something else was discovered. In addition to spikes and track guides uncovered, there was also Rail! The rail pulled from the turnout was lost but a lot of the rail from the switch was saved. Because the author was on site taking pictures, he made arrangements for



Bill Christian Photo
Rail, Ties & Block being removed from Junction Switch - August 15, 1993



Bill Christian Photo
Some of the rail removed from Milltown Junction Switch - August 15, 1993

assistance in moving some of the rail to safe haven. Through the good offices of Tony Hall and Frank Miklos, who came to Milltown that night, August 15, 1993, every piece short enough to be handled by two people was transported to my back yard.

More photos on Page 6

Traction Trivia

Data provided by John Rossman

Early New Jersey Abandonments

- 1905 - Brigantine Transit Co.
- 1914 - Orange Mountain Railway
- 1916 - Cape May, Delaware Bay & Sewells Point Railroad
- 1916 - Ocean Street Passenger Railway (Cape May)
- 1918 - New Jersey Rapid Transit (Sea Isle City)

MILLTOWN RAIL DISCOVERY

Continued from Page 5



Bill Christian Photo

Main St. looking south just south of Milltown Junction - August 15, 1993



Bill Christian Photo

Gone forever from beneath Milltown's streets is any evidence of trolley service. N. Main St., Milltown at the junction of the South Amboy Line and the FAST LINE after removal of rail, ties & block - August 15, 1993.

CHARLES BLAIKIE - GRAND SON ?

SPEEDER DONATED TO ARCHIVES

Mr. Cameron Blaikie, retired Vice President of the Northern Railroad of New Jersey has donated his personal speeder (track car) to the URHS historical collection for eventual inclusion in the state museum.

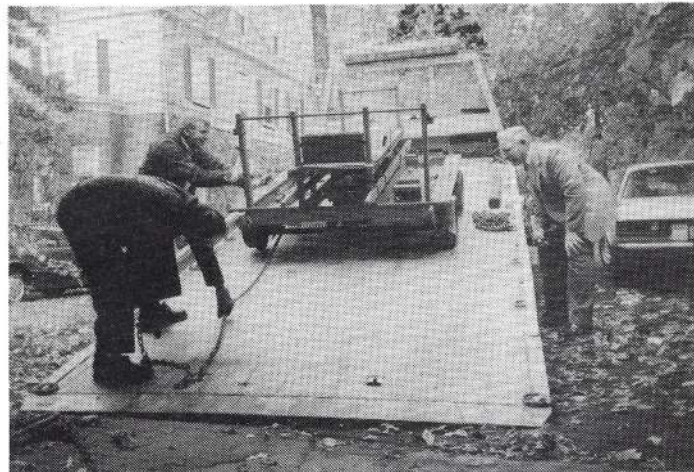
Time is usually critical in these situations. And, most importantly, don't assume that all inquiries are dead ends. Some really have rewards.

The NRR of NJ leased to the Erie RR. and became its Northern Branch. It ran from Susquehanna Transfer to Nyack passing through Ridgefield, Englewood, Cresskill and Piermont.

The speeder was provided by the railroad for Mr. Blaikie's use in service to the Northern Railroad of New Jersey.

The NJERHS and the URHS combined efforts to save this unusual piece of equipment. Tony Hall received a call looking for someone with an interest in the speeder. Pete Hasler responded and is now storing it until the museum happens.

If these two individuals had not responded, it would have been lost. So, the moral seems to be communication. When you hear that archive items might be available, let someone within the railfan/historical society community know.



Pete Hasler supervises the loading of the new addition to the URHS collection. *Tony Hall Photo*

“FAST LINE” TROLLEY STOCK AND BOND CERTIFICATES

by Robert Yuell

My consuming interest in the “Fast Line” trolley started in March, 1991 with the acquisition of a real photo postcard (circa 1913) showing the trolley station on Plainsboro Road in Plainsboro, NJ. I was aware that a trolley had passed through my town sometime in the past but that was about it.

In this short span of time I have learned much about my favorite trolley. My information search is still active including old newspaper files, corresponding with others and interviewing local individuals. I have also discovered the yearly financial records such as Poor’s, Moody’s, McGraw Electric Railway Manual, etc. in the Princeton University Library. This opens a new vista of collecting interest - “Fast Line” stocks and bonds. In order to know what is possible to

collect you need to know what was available in the past.

Based on my limited research so far, I have come up with the following listing. It may not be complete or correct but I decided to publish it anyway. The first six companies were predecessor companies to the Public Service Railroad Company (Not to be confused with the Public Service Railway Company).

The trolley line was always known as the “Fast Line”. The original cars manufactured by the Niles Car and Manufacturing Company of Niles, Ohio had the name “The Trenton & New Brunswick **Fast Line**” on their letterboards.

Continued on page 9



"FAST LINE" TROLLEY STOCK & BOND CERTIFICATES

Company Name

Authorized

Outstanding

Trenton & New Brunswick Railroad Company

organized Dec. 10, 1901

Capital Stock	\$100 shares	\$1,000,000	\$1,000,000
Funded debt:	5% 30 yr. gold bonds in \$500 and \$1000 denominations due 1/1/1932	\$1,000,000	\$1,000,000

Trenton Terminal Railroad Company

organized Oct. 29, 1903

Capital Stock	\$50 shares	\$100,000	\$15,000
Funded debt:	6% gold bonds for \$15,000		

New Jersey Short Line Railroad Company

organized Apr 2, 1904

Capital Stock	\$100 shares	\$3,000,000	\$2,100,000
Funded Debt	5% 30 yr. gold bonds in \$500 and \$1000 denominations due 4/1/1934	\$2,500,000	\$1,750,000

New York - Philadelphia Company

organized Dec. 31, 1904

Capital Stock	\$100 shares	\$4,000,000	\$2,530,500
Funded Debt	5% 30 yr. gold bonds in \$500 and \$1000 denominations due 3/1/1935	\$4,000,000	\$600,000
	6% 3 yr. gold bonds due 4/1/1910	\$350,000	

Elizabeth & Trenton Railroad Company

organized May 18, 1910

Capital Stock common	\$50 shares	\$900,000	\$811,350
5% Preferred	\$50 shares	\$300,000	\$180,300
Funded Debt	5% 50 yr gold bonds in \$1000 denomination due 4/1/1962	\$1,200,000	\$990,000

Note: As of Dec. 31, 1936, Public Service Corporation owned \$502,050 of the common stock and \$125,700 of the preferred and owned \$565,000 of the bonds, leaving \$425,000 outstanding for the public. They bought up the stock and bonds to the current level from nothing starting in 1928.

Elizabeth, New Brunswick & Trenton RR Co.

organized Apr. 18, 1911

Capital Stock common	\$100 shares	\$90,000	\$90,000
Funded Debt		None	None

Note: All stock owned by Public Service Corporation

Public Service Railroad Company

organized July 29, 1913

Capital Stock	\$100 shares ??	\$500,000	\$285,000
Funded Debt		None	None

Note: As of Dec. 31, 1936 all the stock was owned by the Public Service Corporation, but at some point prior to 1930, some of the stock was owned by the directors and quite possibly some owned outside the company.

"FAST LINE" CERTIFICATES continued from Page 7

PLAINSBORO LIBRARY HOSTS FAST LINE DISPLAY

It has been much easier to research this information than to actually find the certificates. So far I only have stock certificates as follows:

1. T&NB Railroad (issued and cancelled) #10 for 80 shares = \$8000)
2. NJ Short Line Railroad (unissued)
3. New York - Philadelphia Company #4

Bob Yuell reports that he has on display at the Plainsboro Library an illustrative history of the "FAST LINE". Photographs and artifacts are presented. Elmer Fry provided a "bird's eye" sketch of the area around Plainsboro related to the "FAST LINE".

This display will only be in place through the end of June so be sure to stop by and see it.

If anyone has any questions, wishes to correspond or has any of these items for sale, please let me know. Contact: Bob Yuell, 68 Thoreau Drive, Plainsboro, NJ 08536.



TEMPEST IN A TROLLEY

by *Tony Hall*

Following last spring's unsuccessful attempt to raise funds for the repair of the trolley shed at Ringoes, thus ensuing the continued preservation of the 2651 in New Jersey, I concluded that there was not sufficient interest in our state to achieve that goal.

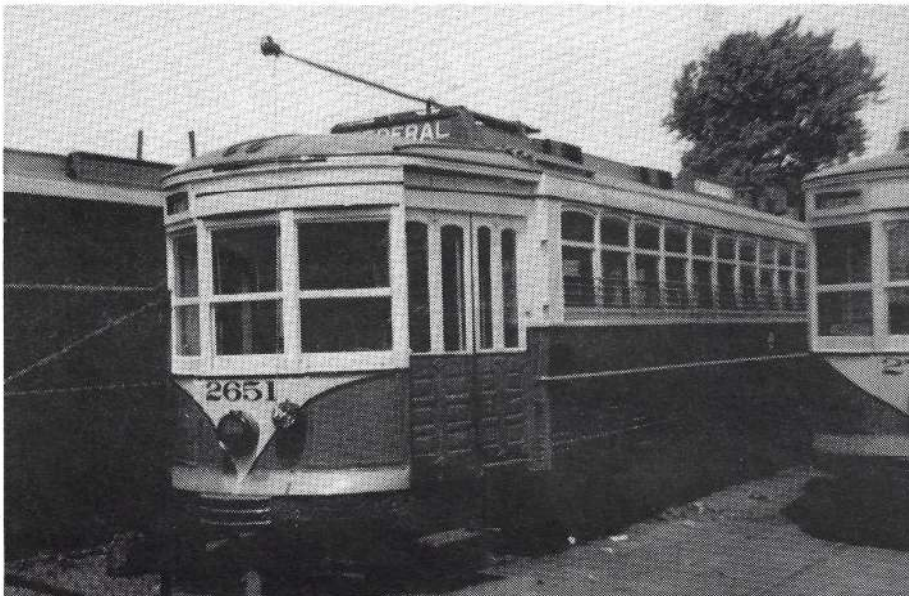
Having been approached by the Seashore Trolley Museum several times over the years, I considered arranging placement of the car at Kennebunkport with an eye to seeing it restored and running in my lifetime. After some months of discussions, November 20 was agreed upon as the date to meet and make a deal. However, three weeks passed with delay after delay and I began to wonder if they were still interested in having the car. Finally, on December 14, Frank Miklos and Bob Hooper came through with a solution to the dilemma; I would sell the car to the NJERHS, a 501C(3) tax exempt organization, making it qualified for numerous deductible contributions and benefits which would not accrue so long as it was personal property. On the basis of their arguments and my high personal regard for the individuals involved, I decided in favor of the sale to NJERHS.

Shortly after this turn of events, Seashore claimed that they had spent \$2000 in preparation for the acquisition of 2651 and that I owed them that amount! I turned to those who had been instrumental in persuading me to keep the car here and Frank and Bob came through with their personal funds in an amount that was forwarded to Seashore in order to help them with any expenses they might have experienced, even though we were under no obligation to do so.

I continue to have grave misgivings about the decision I have made. It remains to be seen whether or not sufficient interest can be raised in New Jersey for the 2651 project to be successful. All previous attempts at trolley car restoration in our state have been failures. I'm not sure that the record for railroad cars is much better. Nevertheless, I am regaled with golden promises of a better future to come. It would seem that the light rail revolution is imminent and with it, an avalanche of interest in the historic artifacts as well. It may will be so, but for the time being it will depend on the vision and generosity of the relatively few who are members of this and similar

organizations to support this project to the maximum of their ability. Recent events described above by no means guarantee the future of 2651. We have merely bought a little more time, one last chance.

I must yet again ask all to contribute on a continuing basis and to the fullest extent possible to the 2651 Fund.



Arthur Ward Photo - Frank Miklos Collection

P.S.C.T 2651 - Greenville - April 27, 1944

PAST & PRESENT

We are pleased to be able to provide some comparison photographs of the Union City (West Hoboken) Car House. Unfortunately the 35 mm camera is no match for the large format camera.



Bob Hooper Photo

Union City Bus Garage (ex West Hoboken Car House) - New York Ave. and 27th St. corner - Oldest section of car house. - November 1993



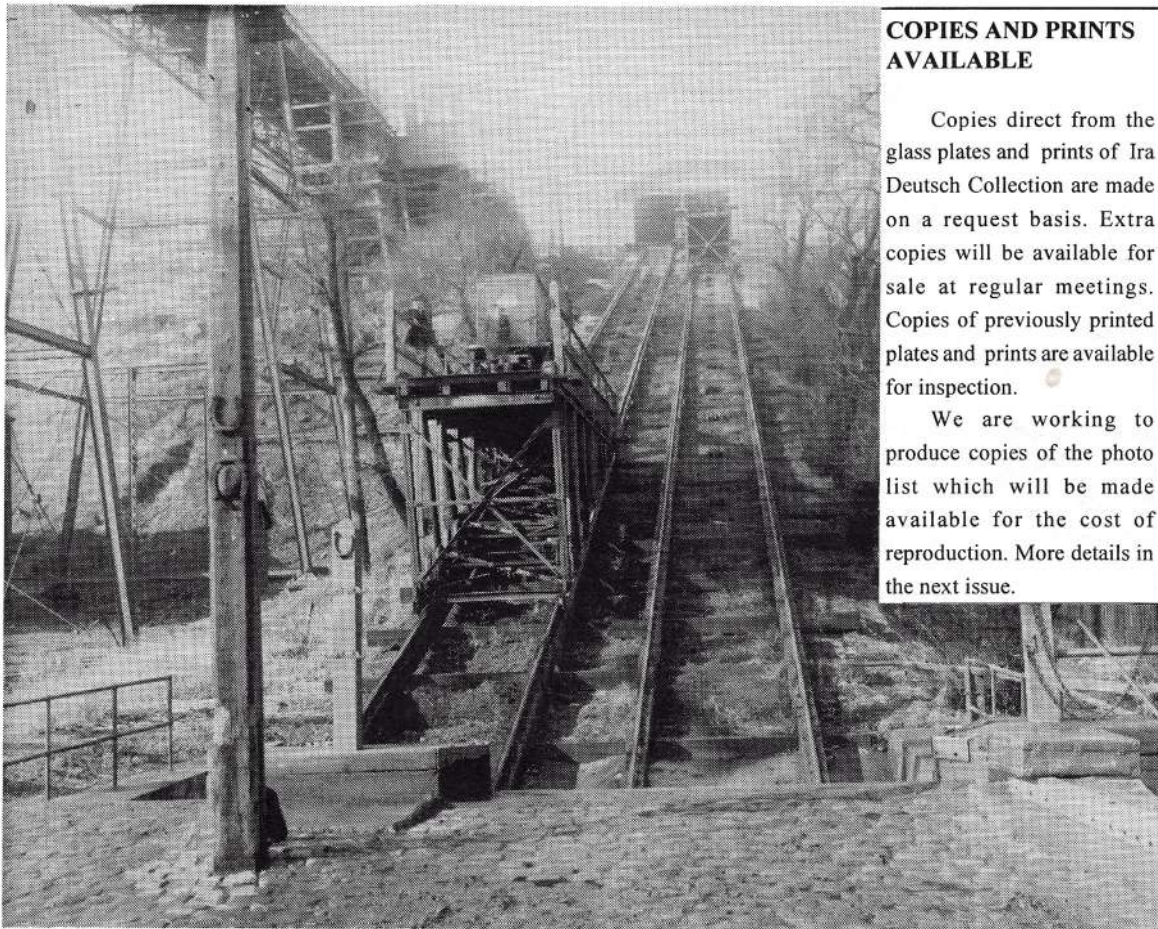
Bob Hooper Photo

Union City Bus Garage (ex West Hoboken Car House) - New York Avenue and 29th St. corner. A center column and roll down doors were added. The two center bays were damaged in a fire that also claimed the roof. - November 1993



Ira Deutsch Collection - Negative #432

West Hoboken (now Union City) Car House - General view looking SW along Clinton Ave. (now New York Avenue) from Elm St. (now 29th St.). Original construction is at far end in this photograph. Circa 1913



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AVAILABLE**

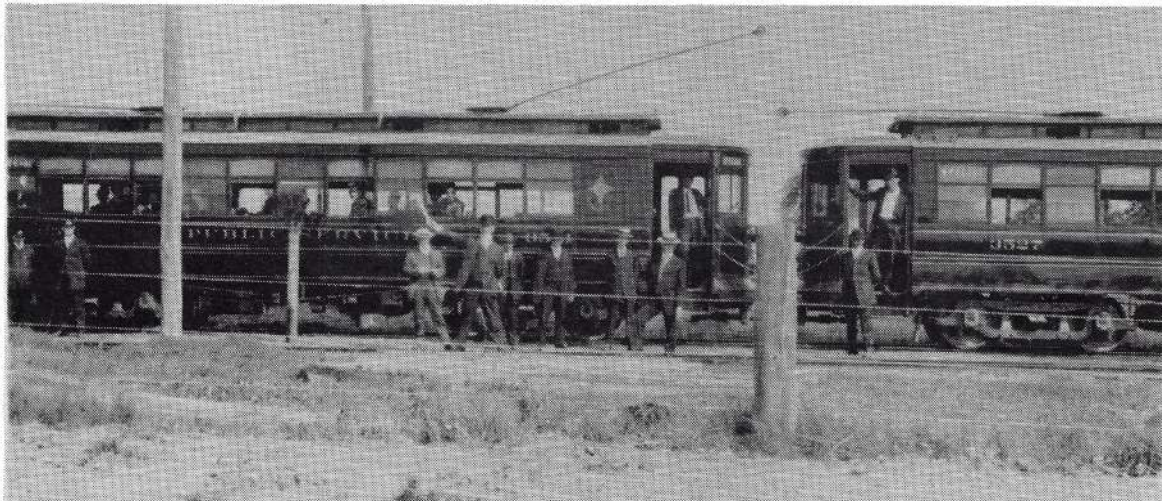
Copies direct from the glass plates and prints of Ira Deutsch Collection are made on a request basis. Extra copies will be available for sale at regular meetings. Copies of previously printed plates and prints are available for inspection.

We are working to produce copies of the photo list which will be made available for the cost of reproduction. More details in the next issue.

Ira Deutsch Collection Negative #905

Wagon Elevator - Jersey City - Looking from bottom west - January 11, 1915 -

Editor's note: This view is the companion of the photo used to illustrate Mr. Schmitt's Thumb-Nail Summary published last month. (The upper right corner of this plate is cropped to cover a damaged area of the plate.)



Ira Deutsch Collection - Negative #045-161

Trenton Terminal RR Inspection Train - Location unknown - June 1, 1913