

\$1.50



The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Volume 10, No. 1

August 1995



Photo from the Ira Deutsch collection - Neg # 50

The newly constructed Hudson Place Terminal of Public Service presents a formidable presence to the traveler arriving at Hoboken. This bird's eye view, unavailable to the typical traveler, shows the loop structure perched over the street and squeezed along side the H&M building. May 1, 1910 sees the structure nearly complete.

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

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

Neil Huff, Vice President
Gary Madriss, Recording Secretary

P.O. Box 1770, Rahway, NJ 07065

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

President's Message

The year is quickly speeding by. While my personal schedule is hectic (daughter's wedding), the weather has not been amiable to restoration work. With September at the door, we need to get back on track with our various restoration activities. The work runs the full gamut of activity from simple chipping of paint to body filling and metal working. Whatever your skill level, we need your interest and enthusiasm. So get involved.

If restoration work is not your bag, there are other tasks that need attention. We have a large collection of negatives that need to be cataloged. This is portable work and only needs your interest. So speak up, I guarantee you will find it interesting and rewarding.

We are in need of authors and researchers on electric transit and railroad topics. Several members have discussed starting an oral history program to record what we know and have seen. If you like to browse through libraries or talking and listening to your fellow enthusiasts. If you have a story to tell but not feel capable of writing it, call us and we can get you in touch with someone who will do the writing for you.

Bob Hooper

Wanted:
**An experienced rider of
the #43 Jersey City Line.
Need description of
Mosquito Tavern and
ride over line. Call Bob
Hooper at 908-876-4709.**

For your added information

NJERHS Meeting - September 19
Hoboken Festival - September 23
NJERHS Meeting - October 17

WELCOME ABOARD!

Please welcome new members:

Thomas W. Casey, Hackensack, NJ
George Conrad, Old Bridge, NJ
Harry Donahue, Stanhope, NJ
Joseph A. Guarino, Middletown, NJ
Kenneth J. Roods, Jefferson City, MO
Patrick R.C. Wilhelm, West Orange, NJ
Ann Scott, Marion, IA
Tom Wacaster, Hillside, NJ

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

| | |
|--------------------------|----------------------|
| William J. Armstrong | John Kopf |
| Herman Bachmann | Robert E. Landwehrle |
| Douglas R. Bennington | Daniel V. Marchese |
| Kenneth Berk | Anthony C. Mazzella |
| Kenneth D. Brown | Thomas G. McBride |
| Michael & Linda Burshtin | Tom Moran |
| William E. Christian | Michael F. O'Leary |
| Ira L. Deutsch | Garry M. Pace |
| Ted Eickmann | David Phraner |
| Edward T. Gibbs | Torin Reid |
| Gene D. Gordon | Charles Reinbold |
| John J. Grasso | Kenneth J. Roods |
| Barker Gummere | W. Rudy Rorer |
| John B. Gutberlet | Charles Roselius |
| Brian Hager | Henry W. Ruschmeyer |
| Robert E. Hooper | Bruce Russell |
| Norman W. Hosler | John M. Schluter |
| Neil Huff | Ann Scott |
| Jeffrey J. Jotz | E. Wayne Scott |
| William D. Joyce | Edward C. Sosman |
| William F. Keigher | Harold W. Tepper |
| Gary Kleinedler | Harry J. Volpe |
| George A. Knopf | G. Les Whitfield |
| Donald F. Koehler | John A. Yohannan |

Your assistance is needed... Ask your electric railfans buddies to join you in NJERHS. Fan trips, newsletters and shared experience are only possible with a strong membership. Call and we will forward a membership application and the latest issue of Destinations to your prospect. All we ask you to do is follow-up and see that the person completes the application.

2651 FATE RESOLVED FOR NOW!!

Bob Hooper

On the advice of our counsel (member Ken Brown, Esq.), we have reached a settlement to resolve the lawsuit brought by New England RHS (a.k.a. Seashore Trolley Museum). The settlement required the payment by us of four thousand dollars over two years. For this consideration, we have received an extended restoration window for fifteen years.

Now, I'm as reluctant as you to pay additional money to secure 2651 after paying Tony Hall his \$10,000. But after a long conference with Ken, I was aware that defending the lawsuit would have incurred a greater cost to the organization than the settlement.

While not boring you with all the legal i dotting and t crossing, the settlement document gives us fifteen years to make substantial progress toward restoration.

Now, restoration has to proceed forward with purpose. While the financial income from our dues structure is not large, our members have been more than generous with their donations of dollars and time. With the settlement clearly establishing NJERHS as the full owner of 2651, contributions are deductible.

We need your assistance. Restoration plans, needs and schedules are being laid out. It is not necessary to attend a meeting to participate. Much of the work is "people contact", funding raising, etc. Things that can be done at times other than meeting. Things that can be done individually or in small groups. So call or write us if you want to get involved. We need your help.

CAR NOTES - 2800s

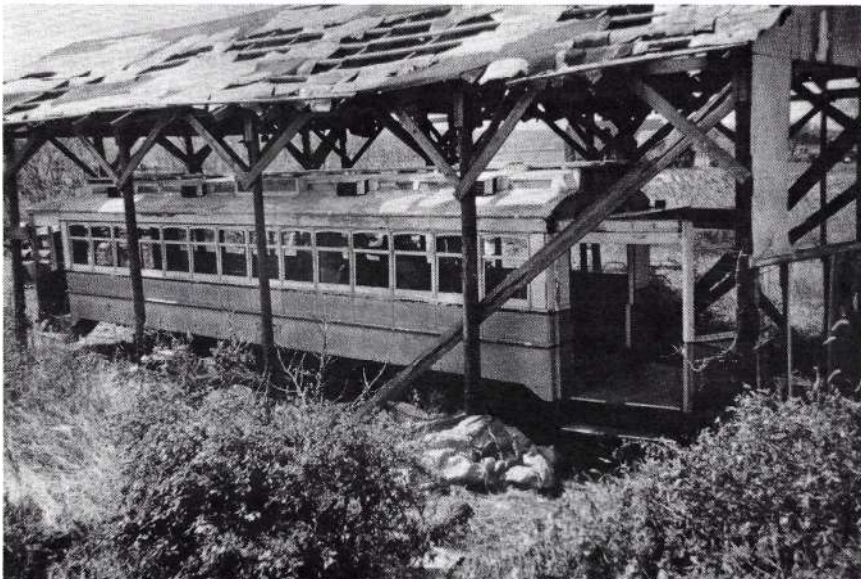
George Knopf relates additional information regarding the PSNJ 2800 series cars in a letter from Deland, FL.

He writes... Would like to add a few thoughts and a bit of trivia to John Brinckmann's notes. It seems apparent that the cars (2800s) first operated with the short platform in front, according to most vague stories of the early days of the cars. I, personally, never saw any of the cars prior to their being deluxed and painted with the cream and maroon colors. Over the years, I recall, on my way back and forth to school, I had seen each of the cars a number of times, and there was no evidence that they had operated in the reverse position. Unlike many of their 1991-1999 and 2200 series cars, there were no headlight patches or any indications of destinations signs in the left rear window of the platform.

There have been assumptions that the 13 cars were built as replacements for older cars lost in a fire in Camden. This is due to the fact that the 2800s were the only 13 window cars in Essex or Hudson Counties, and Camden had the only other 13 window cars, namely the 3200-3221 and 3250-3282 series. The story goes however, that Camden had only double-end cars and so they ended up in Essex County. By the way, all of the 3200s are accounted for, but there were a few 2300s sent to Camden in the early 20's for a short period of time.

During their life span, they (2800s) saw service on the Bloomfield line, until they were replaced in 1933-34 with the double-end 2600-2700 cars for use in the new Subway being built. 2800-2810, all deluxe cars, were moved over to the Broad, where they stayed until the last operation in September 1937. On occasion, one might be seen briefly on the Springfield Penn Station run. From then on they operated on the Union City line. 2811 & 2812 were never deluxed and remained in

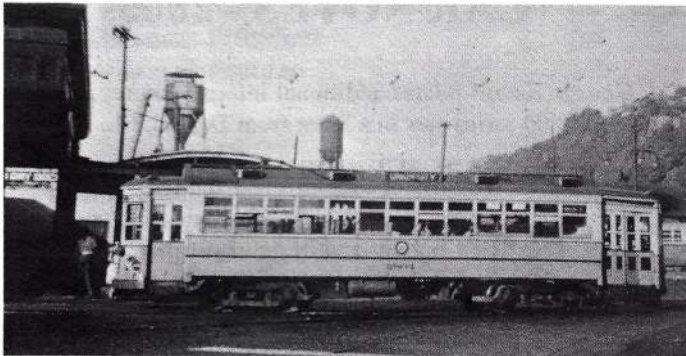
Continued on page 4



Car 2651 enjoys a day out from under the warps. In June, members gathered to inspect the condition of the previous restoration work. The "shed" is slated to be leveled requiring movement of the car to a new shelter.

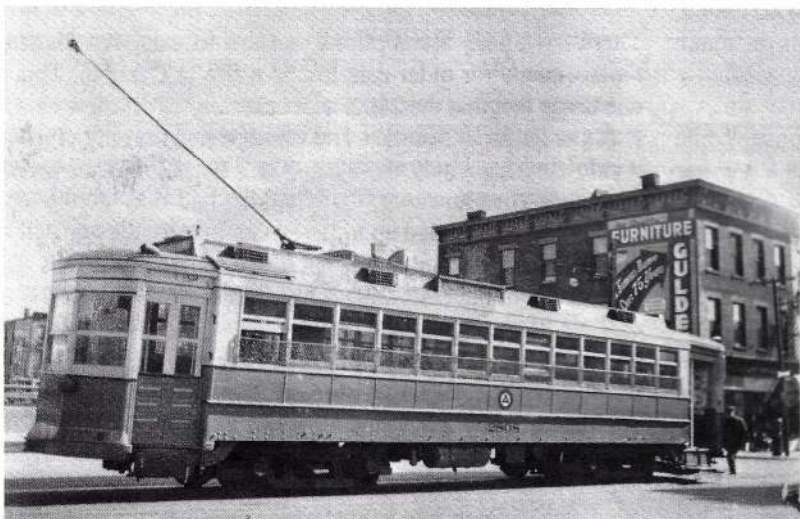
While the paint has faded, the previous restoration work remains in very good condition.

Rob Hooper photograph



From the collection of Frank Miklos

The #2804 pulls out of Weehawken in this undated photo. The forward roof ventilator is immediately adjacent to the platform over the first window from the short platform end of the car. Compare this to the photo of car #2808 below.



From the collection of Frank Miklos

Public Service #2808 on Bergenline Ave. at Marginal Highway O.C. signed for Union City. This photo was taken on September 23, 1944. Note that the forward roof ventilator is located over the second window. The roof ventilator closest to the platform is orientated to the rear or the short platform end of the car.

Car Notes - Continued from page 3

the yellow & chrome colors all the while in service, on either the Broad or Market lines. This probably accounts for their being scrapped in early 1939¹.

There are two oddities I'd like to mention:

1. The first few cars have the vents on the roof in the forward position, while the higher numbered cars have the vents moved toward the rear of the car. Could it be the first few cars built in 1922 were one way, while the 1923 cars were built the other way?
2. Cars 2800 & 2805 were involved in an accident at Broad St. & Central Avenue crossing over the same time. Both cars had considerable damage done to the left front platforms. Both cars were repaired, but the front platforms appear to be more of a "wrap-around" type.

I hope this note will be of some interest to you. Just my way of getting my two-cents in.

Sincerely, George

P.S. Would bet if ever pictures of the car are found from 1922 or 1923, they will show "wrap-around" two door rear platforms as were built on all the 1600s, 1800s, 1991-1999, 2000-2100 one way series cars built for P.S.

¹ Editor's footnote: Wrege & Mankoff in Trolley Treasures, Volume II present a photo of 2811 & 2812 moment before being burned in April 1940. 2811 sports a squared rear dash.



CORRECTIONS & COMMENTS ENCOURAGED

NJERHS welcomes comments and corrections to the information presented in these pages. While we strive to maintain the most accurate information. We don't always get it right. (See story in adjacent column.)

As the above letter from George Knopf demonstrates, we can contribute by what we see and know and increase the accuracy of our knowledge of the trolleys which has long since disappeared. Preservation of what people have seen is the only way to record correctly our knowledge of the past. So comments, corrections and additions are always welcome.

ORIGIN of "UNION CITY" CORRECTED

At the recent Steam Sunday outing at Liberty State Park, an error was pointed out in Destinations 16. It seems that the city of "Union City" was created by merging the towns was "Union Hill" and "West Hoboken" rather than simply changing the name of "West Hoboken" as our caption stated.

The "Union City" car line was gangly called the "Union Hill" line. So where did the name Union Hill come from?

Waterfront Line or HBLRTS progresses toward reality

Author's note: What was known as the Hudson River Waterfront Corridor Transit System, or simply "Waterfront Line" has been renamed "The HUDSON BERGEN LIGHT RAIL TRANSIT SYSTEM." Frankly, I like Waterfront Line better. But then we must be geographically specific.

While the technology is modern, the cost higher and the local populace more vocal, the basic principle remains the same. The steel wheel on steel rail makes for an efficient people moving system. While the planners and local populace don't always agree (Have they ever?), the waterfront Line has political support. And political support makes funding flow.

ROUTINGS.

Whether it is 1930 or 1995, the transportation systems on shores opposite the Big Apple have always been asked to reach the same objective: Moving as many people as possible across six fixed routes crossing of the Hudson River. With vehicular links clogged, this task comes down to greater use of mass transit to increase capacity. However in 1995, a new wrinkle has been added, workers must be also moved to the growing megacenters developing on the west shore of the river as well.

The real estate changed greatly from when the Public Service trolleys last operated in the area in 1949. The points of large employment have changed; the shipyards and factories have been replaced by back office operations for Wall Street. These soft product operations don't have the double pronged transportation need of manufacturing goods and employees. If the new jobs are to remain and continue to grow, the transportation infrastructure will be required to move people to their workplaces efficiently and effortlessly. With only a portion of these job centers operating, the remaining ones under construction and planned will have to see progress toward an effective transportation infrastructure.

Many studies of the Hudson County waterfront communities' economic development have stated that transportation has been the Achilles' heel of the areas. The lack of adequate transportation forced factories to relocate to areas with easier transportation access.

The routings planned are different for the ends of the operation versus the central part of the routing. While the names are familiar to students of the Public Service System, progress has significantly changed the means available to transverse the territory. The starting point for the first phase of the construction is E. 34th St., Bayonne at, east of Avenue E. The line will travel along an abandoned rail right-of-way, continuing along existing tracks into Jersey City and Liberty State Park (LSP). The trains will enter LSP near the Science Center and exit on a bridge over the Morris Canal Basin. From there, the line will progress alongside the Jersey Avenue extension and veer east across undeveloped land to Essex Street in the Paulus Hook neighborhood.

Traveling east along Essex Street, the line crosses Warren, Washington and Greene Sts. At Hudson St., it will turn north and head toward the Exchange Place PATH station. The exact alignment between Exchange Place and Hoboken Terminal has not been finalized but it will pass in the vicinity of Harborside, the Hudson Exchange Area and Newport.

On the southern end, there will be a western spur connecting LSP and Route 440. The line will follow the depressed CNJ right-of-way. Heading west from LSP, it will cross Halladay Avenue at street level, then bridge over Garfield Avenue and cross Randolph Avenue at grade. The line will dip below grade between Arlington Avenue, Clerk Street and Ocean Avenue. It will return to the surface at Martin Luther Drive and descend to pass under Bergen Avenue and Kennedy Blvd. The tracks will be at grade at West Side Avenue.

Park and Ride Lots on the southern end of the line will be constructed at Gateway (LSP), Richard St., West Side Ave., Route 440, 34th St., Bayonne and West 5th St., Bayonne. (The Bayonne terminus will eventually be extended to West 5th Street in Bayonne at the edge of Newark Bay.)

For the center segment from Exchange Place north to the northern border of Hoboken, the line will operate on private reservation or side of the road fashion. The routing is shown following the north side of 16th Street, the east side of Marin Boulevard north to Observer Highway. Then east alongside the south side of Observer Highway to Hoboken Terminal. The Hoboken Station will be located on River Street between Hudson Place and Newark Ave. This block of River Street will be closed to all traffic except pedestrians and LRT vehicles. At First St., the line will swing to the side of the road. At Frank Sinatra Drive, the line switches to the west side of the road. (Get you pictures of the remaining Hoboken RR street track now!). At 11th Street, it moves back to the east side and continues north turning on the 15th Street (currently a paper street). It turns north again at Park Avenue and runs along Park into Weehawken.

On the northern end of the line, from Weehawken north and west, the line use the West Shore RR right of way and tunnel under the Palisades and continue north to the Vince Lombardi Park-Ride on the NJ Turnpike. The exact alignment is not available to this author at this time. Stations has been designated at Port Imperial South, Port Imperial Ferry, Bergenline Avenue, Tonnelle Avenue, 69th Street, 85th Street, and Vince Lombardi.

FEEDER.

So the Waterfront Line like its predecessor Public Service Coordinated Transport, will service as a feeder to the mass transit river crossings as well as provide movement within the Hudson and Bergen County areas. Even the descriptive

Continued on page 19

TRANSIT STUDY UNDERWAY FOR SOUTH JERSEY

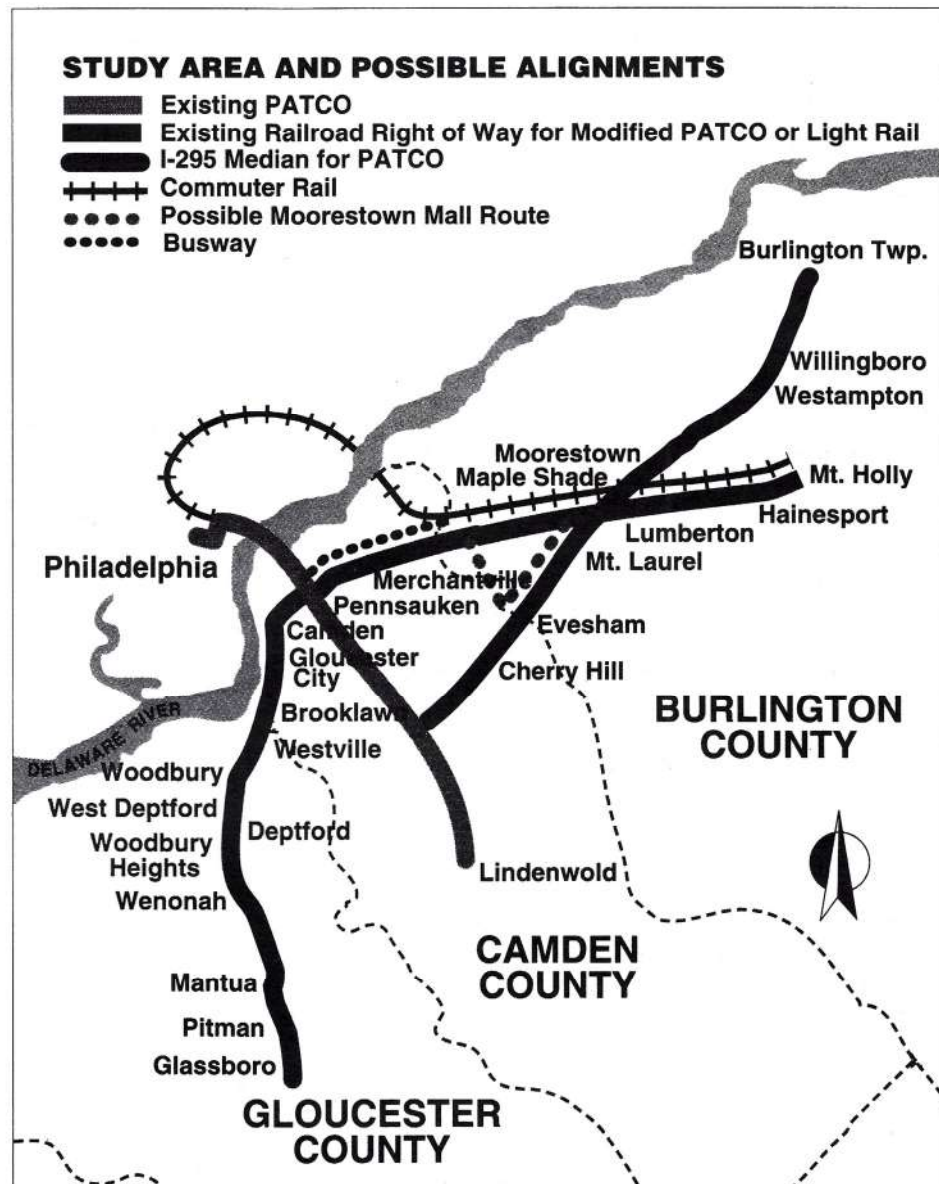
Balancing Funding, Regional and Political Issues

The planning canon for transit has been turned on South Jersey. NJ Transit is studying options for Burlington, Camden and Gloucester Counties. With the absence of the Delaware River ferries, long a focal point of the commuter, the plan to relieve highway congestion is focusing on the existing rail and highway bridges across the Delaware.

The NJT planners have proposed five potential modes in their 1994 study. (Why does it seem that we study forever? And then decided to do nothing after spending a lot of money.) The options proposed in mid 1994 were: 1) Modified PATCO; 2) Extended PATCO; 3) Light Rail Transit; 4) Electric Commuter Rail; and, 5) Busway. The summary of attributes for the alternatives is given in the accompanying table.

NJT in its efforts to involve the impacted communities has an extended process of public outreach. Designed to gather public input and reaction, this process surfaces lots of NIMBYs. Support for the proposal is bland news compared to the anti-groups which makes good press. (Whatever happen to reporting both sides of an issue?)

As the studies are completed, the light rail alternative seems to stand the greatest chance of being funded. This has generated some controversy from proponents of a one-seat ride into Philadelphia. NJ Transit's planners recognize this, but are confronted with the prospect of being denied any state or federal funding for rail transit in South Jersey if the price tag is too high. Even if funding is provided for a one-seat ride, the higher costs involved would result in shorter rail lines in New Jersey of the river. Thus commuters from Glassboro or Mount Holly may be forced to drive or take feeder buses to terminals in Millville or Maple Shade.



A longer rail line in New Jersey would serve more communities, generate more potential riders, and provide a one-seat ride for travel within Burlington, Camden and Gloucester Counties. This is not intended to be a permanent solution that precludes future direct rail links to Philadelphia. Just as Cleveland utilized the tracks of the Shaker Heights Rapid Transit light rail line to provide the right of way for its heavy rapid transit trains to Windermere, NJ Transit's planners envision the same type of dual operation in South Jersey after the initial light rail service is established. These are factors to be weighed, and as of this time the final choice of mode has still not been decided.

VINTAGE TROLLEYS, A NATIONAL OVERVIEW

by S. David Phraner, Port Authority of New York and New Jersey

The Fundamentals and "VT"

We hear today of returning to basics; embracing the fundamentals which provide reliable, no frills, user friendly products and services. This principle (and sometimes its opposite) is aptly demonstrated in public transportation and specifically in light rail transit. Vintage Trolley or "VT" equipment and facility design demonstrates the practice of basics in transit. Accordingly, this paper advances the notion that there are lessons to be learned by transit professionals from VT experience and VT practice.

VT appears to be more than a momentary gimmick, applying large doses of nostalgia for tourists and rail buffs. VT is growing more rapidly than any other form of urban rail transit to wit, twenty three VT "new starts" in twenty years. This paper explores the VT phenomenon in North America. It addresses VT's definition, functions, characteristics, applications and its variety of successes and failures. Is VT a fad, a museum, a toy, a joy ride or is it a genuine innovative form of urban transportation, functioning in a venerable disguise?

Defining Vintage Trolley or "VT"

This occasion is an opportunity to define VT for the first time. VT, as a transit mode is now established enough to qualify for a standard definition, but young enough that no one has yet given it an official designation.

The term "VT" is carefully considered. The "T" in "VT" applies to either "tram" or "trolley" quite well. Other terms popularly applied to VT include "heritage trolley", "historic streetcar" and combinations of these terms. Use of trolley car replicas in some VT reduces the validity of applying "historic" or "heritage" to describe such operations. Other elements of VT properties may not be authentically historic or part of local or national heritage. "Vintage" is a more flexible semantic which describes age or the frequent perception of age. A vintage wine, for example, imparts impressions of quality as well as significant era which may not necessarily be "old."

There seems to be a universal tendency to define VT using the trolley vehicle as the sole identifier. Even the fledging VT systems now in operation demonstrate that VT is better defined by a combination of features including rolling stock, service, infrastructure, management and operating environment.

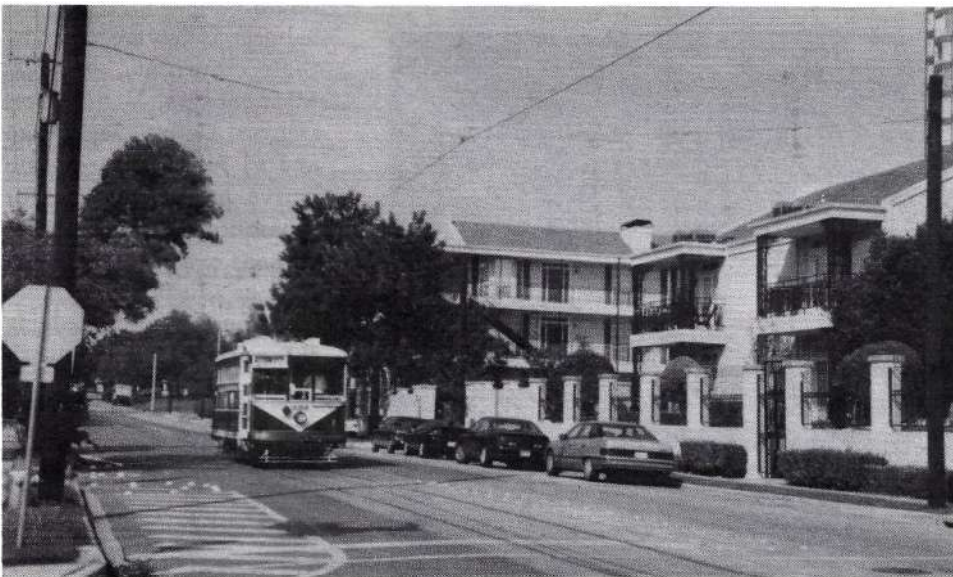
One thing VT is not, is a minibus or truck/van chassis with a body decorated to resemble a San Francisco cable car or traditional streetcar. The term "Vintage Trolley" is also proposed for common usage to avoid confusion with rubber tired highway vehicles which attempt to mimic rail cars.

What then is "VT?" A short definition of Vintage Trolley is offered as a standard for the genre:

"Vintage Trolley (VT) is a variant of light rail transit providing year round urban transit service using genuinely historic or replica vintage rail equipment with heritage compatible infrastructure."

Though considered part of the VT family, urban funiculars and cables lines such as found in San Francisco, Pittsburgh, and Dubuque are excluded from this analysis. Admittedly, they exhibit most of the characteristics of VT, differing from VT in geometry and propulsion. Trolley museums and museums feature trolley displays such as San Jose's Kelley Park or Calgary's

Continued on page 8



Frank Miklos photograph

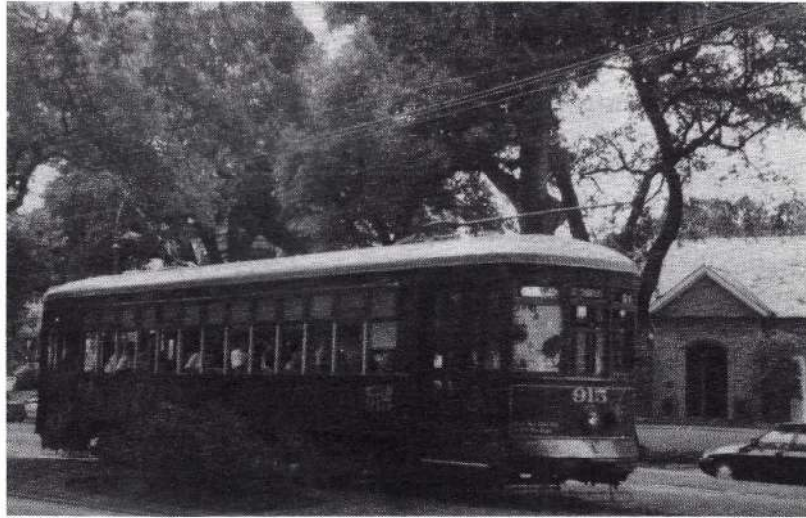
Dallas' McKinney Ave. operation passes through a residential district with unintrusive span wire overhead.

VINTAGE TROLLEY - *Continued from page 7*

Heritage Park are relegated to an appendix, but are otherwise not treated in the analysis. The listings in the appendices attempt to draw a fine line between electric traction museums and VT properties.

Consider existing transit PCC streetcar operations such as those in Philadelphia, Pittsburgh, Toronto Harborfront and Newark in a VT context. But are they VT? The cars qualify as historic vehicles if one uses the motor vehicle department eligibility criteria for issuing historic license plates. Within the transit spectrum however, these PCC properties are treated as modern operations with dated but hardly obsolete technology. As their transit managers clearly don't wish to impart an image of vintage equipment or nostalgia, most PCC operations don't quite fit the VT mold. Similarly, Fort Worth's Tandy Subway uses PCC car apparatus with replacement contemporary design bodies and amenities. Tandy's LRT rail transit property is clearly not vintage by intent.

Proposed trolley operations in Buffalo's Tonawanda Corridor and San Francisco's Embarcadero will employ second or third hand PCCs and reclaimed infrastructure and right-of-way. While this appears at first glance to be financial expedient rather than an intent to create a vintage image, both the vehicle and right-of-way are of some historic value. Muni for example,



Frank Miklos photograph

New Orleans Car 915 operates down the right of way reservation along Charles St. This grassy area is locally referred to as neutral ground and used as a jogging path.

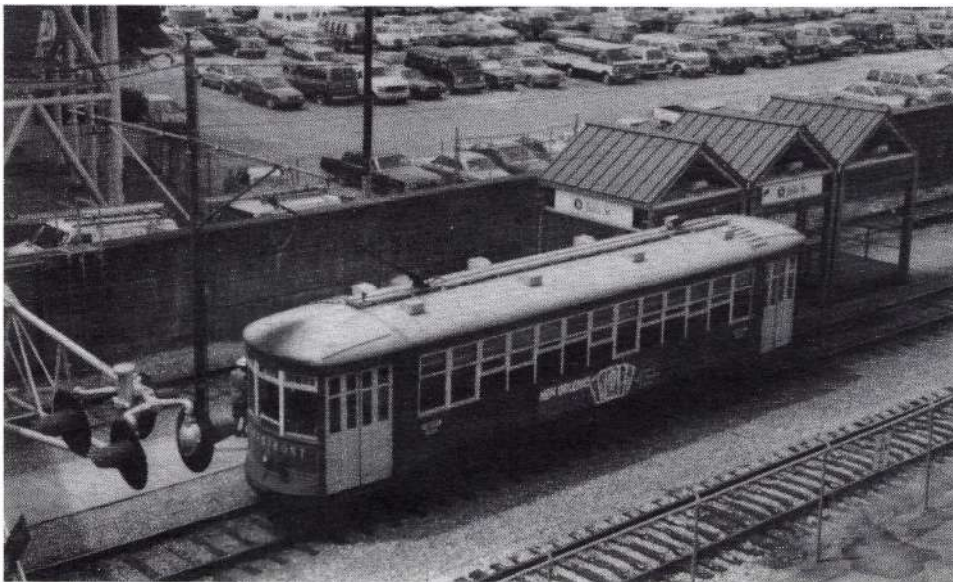
plans to take advantage of the PCC car's appeal by applying historic paint schemes of various PCC operators across North America. Hence they qualify as VT.

PCC cars do have other potential for furtherance of the VT concept. Surplus PCC components are being used to construct replica VT cars as recently demonstrated on Portland's four car order from Gomaco. Nelson, B.C. is using an ex-Toronto PCC to supply parts to rebuild a vintage car. In some cities that once operated PCCs on the surface, there are proposals to

return cars to their original habitats, as they are retired by their current owners. Minneapolis, Vancouver, Detroit, Dallas, San Diego and El Paso reportedly are active in such efforts for promotional, historical and perhaps even transportation reasons. Surplus PCCs are being purchased by fledging VT operators (Cincinnati, Frederick, Keokuk and Johnstown). These circumstances make a strong argument for treating recycled PCCs as VT.

Contrasting VT with LRT

The above definition of VT has been scrutinized and modified to suit a panel of VT practitioners, designers and



Frank Miklos photograph

The New Orleans Riverfront operation reuses freight railroad rails and Perley Thomas cars reacquired by the operation along with some W-2 class cars from Melbourne Australia.

| Table 1 | Light Rail (LRT) and Vintage Trolley (VT) Contrasted | |
|--|---|-----------------------------------|
| | LRT | VT |
| Infrastructure | New equipment - Some reuse of rights-of-way | Reclaimed r-o-w, track, equipment |
| Labor | Paid | Part time, paid, volunteer |
| Technology | Leading edge | Traditional |
| Capital Cost | Moderate > \$10 m./mile | Low < \$10m./mile |
| Car Performance | High (55 Mph. 2 Mphps) | Low (30 Mph.) |
| Functions | Line Haul, some distribution | Distribution, CBD Shuttle |
| Route Distance (shortest/longest) | > 3 miles (Denver 3.5) | < 5 miles (Galveston 4.7) |
| Image and Perception | Modern/Advanced | Traditional/Nostalgic |
| Demand features | Sharply peaked | Uniform loading |
| Peak Use | Rush Hours (7-9 AM, 4-7 PM) | Non Peak (10 AM-4 PM, 7-10 PM) |
| Predominant Users (travel motivation) | Commuter (routine) | Tourist/Shopper (discretionary) |
| <p>Note: While these are indeed generalities, and may not apply in all cases to all LRT and VT operations, they are offered here to help distinguish some of the less obvious, less visual differences between light rail and vintage trolley transit.</p> | | |

planners. Yet it is not quite enough to differentiate quinine VT from tourist rides, LRT, trolley museums or hybrid transit operations that happen to employ trolleys. Describing VT as a submode of LRT invites comparison of their general, mostly qualitative characteristics. See Table 1.

Additional Features and Tendencies

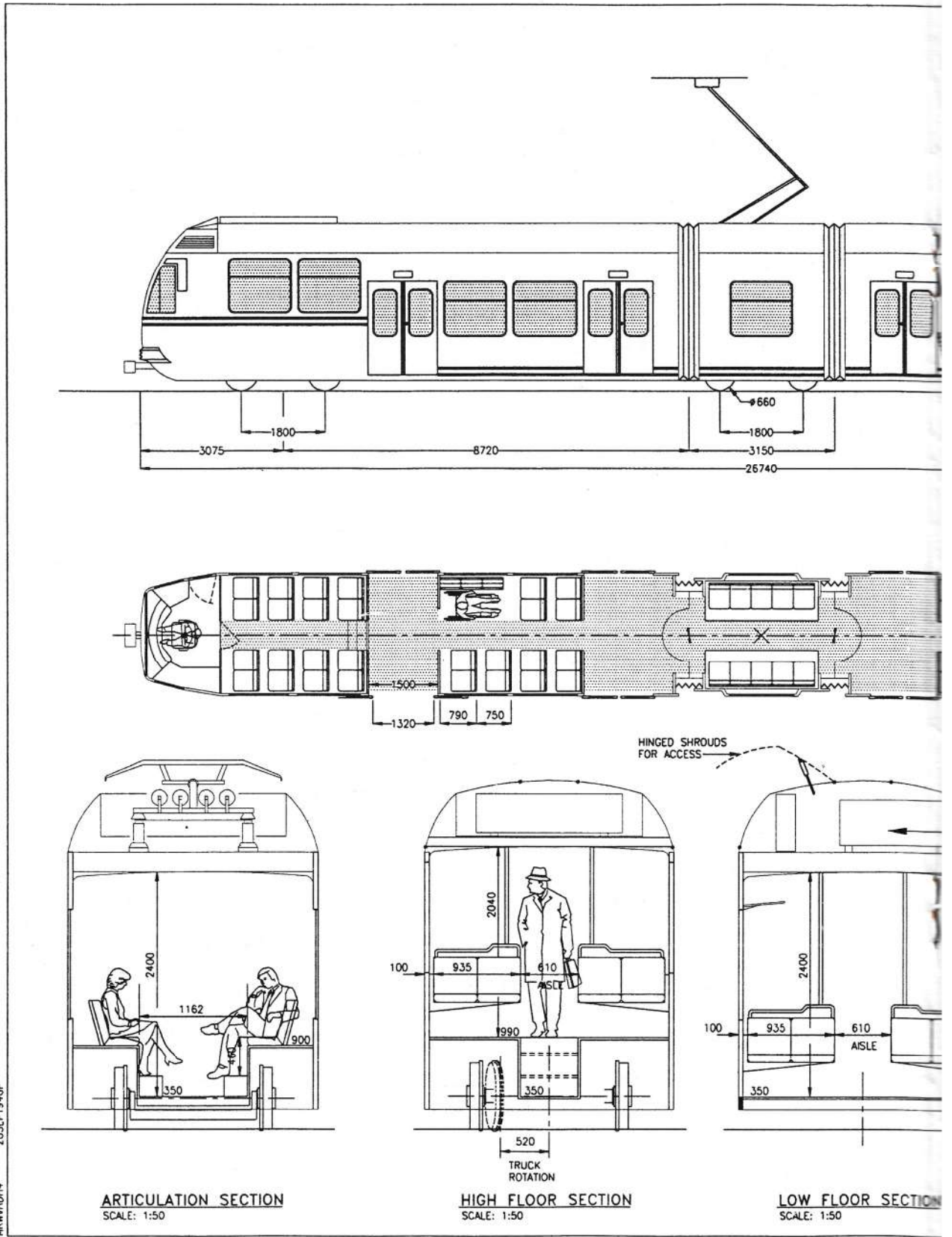
An inventory of North American rail properties yielded a list of twenty-three operations which exhibit some strong VT characteristics. Sixteen of these are selected as best representing the VT ideal as defined above. Clearly these VT properties were placed and designed by their sponsors to support certain community purposes, civic facilities and commercial land uses. VT, once built, also tends to attract and nurture complementary urban features such as historic districts, gentrifying neighborhoods, sight-seeing attractions and trendy shopping areas. These "downtown" features are some of the strongest techniques for renewing urban "main street" America. Their presence with VT suggests that VT itself is a powerful tool in improving, or at least helping to stabilize downtowns. Table 2 shows these features measured against the sixteen representative VT properties.

The sixteen representative VT properties also demonstrate some common physical characteristics which help to reveal the nature of VT. They are expressed in aggregate terms as averages in Table 3.

Electric freight railways not now routinely used for revenue passengers, like Keokuk Junction Ry., Gomaco's test track and some non-common carrier electric railways are not included in the appendices listings. Some of these freight railways host vintage trolley and interurban rolling stock.

Like each of their LRT brethren, every VT property is unique. Some like Seattle are integrated with the local transit system regarding fares, labor, schedules, and other aspects of operations. Others, such as McKinney Ave. Transit Authority in Dallas are fully independent from the metropolitan transit operator. Yet others, like New Orleans Riverfront are partially integrated. Funding and operating arrangements vary though nearly all VT has the support and some financial assistance of local business, corporate and retail commercial interests.

Continued on page 12

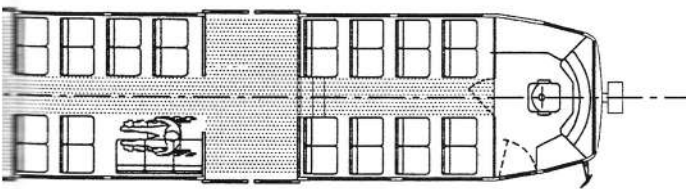
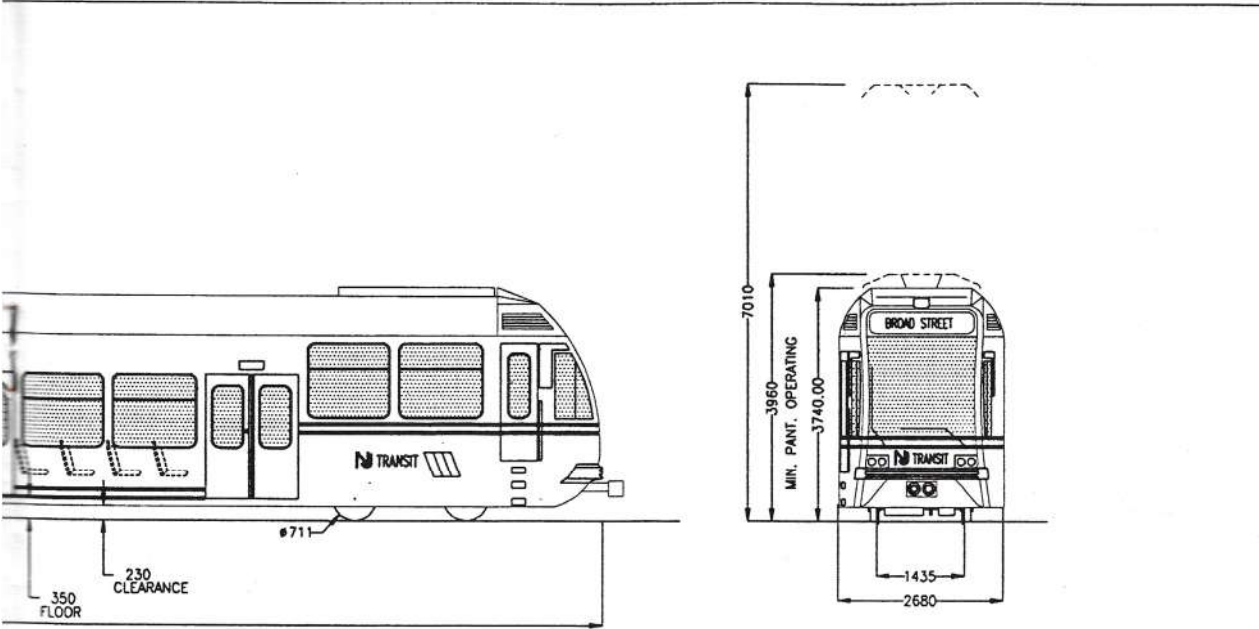


HPW/DH 28SEPT94CP

ARTICULATION SECTION
SCALE: 1:50

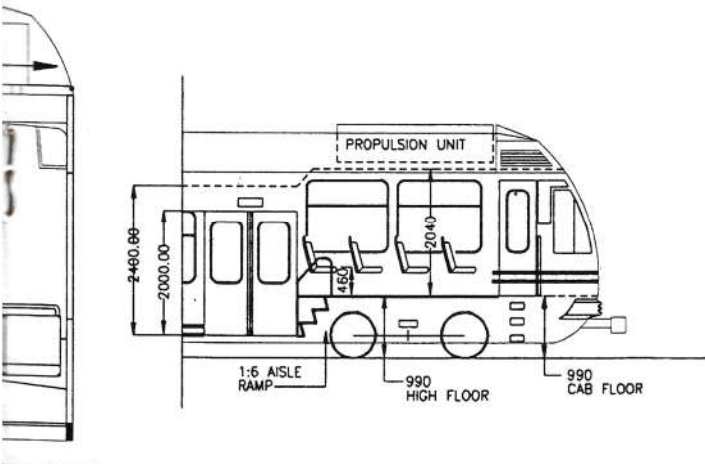
HIGH FLOOR SECTION
SCALE: 1:50

LOW FLOOR SECTION
SCALE: 1:50



MAIN CHARACTERISTICS

| | | | | |
|---------------------------------|-------|-------------|-------|--------|
| MAX. ACCELERATION WITH 2/3 LOAD | 1.35 | M/SQ.SECOND | 3 | MPHPS |
| AVERAGE DECELERATION RATE | 1.35 | M/SQ.SECOND | 3 | MPHPS |
| MAXIMUM SPEED | 88 | KPH | 55 | MPH |
| WHEEL DIAMETER | | | | |
| POWER TRUCK | 711 | MM | 28 | INCHES |
| TRAILER TRUCK | 660 | MM | 26 | INCHES |
| CARBODY LENGTH | 26.74 | METERS | 89.92 | FEET |
| CARBODY WIDTH | 2.68 | METERS | 8.8 | FEET |
| CAR HEIGHT | 3.74 | METERS | 12.3 | FEET |
| FLOOR HEIGHT AT DOORS | 350 | MM | 14 | INCHES |
| FLOOR HEIGHT ABOVE POWER TRUCK | 990 | MM | 39 | INCHES |
| CAPACITY | | | | |
| SEAT | 72 | PASSENGERS | | |
| STANDEES(4 PASS/M2) | 120 | | | |
| TOTAL | 192 | | | |



| NEW JERSEY TRANSIT LIGHT RAIL OPERATIONS | | |
|---|--------------|----|
| LRV NJT-01DH4 | SCALE: 1:100 | |
| CONVENTIONAL POWER TRUCK | OCT, 1994 | SC |

| Table 2 Features of Sixteen Representative VT Properties | |
|---|---|
| <p>Note: Of a total of twenty-three vintage trolley properties now in North America, sixteen are selected in this paper that best embody the features of VT as defined herein. These sixteen VTs reflect very diverse local conditions. Through each is different, they display some commonalities that may provide guidance to those considering a VT in their area. As we learn more about what works in VT, the common features could become means of the predicting VT project success.</p> | |
| 81% | Serve one or more major tourist attractions/districts |
| 63% | Serve a CBD shopping district |
| 63% | Of North American VT host cities are located west of the Mississippi River. Considering all twenty-three VT properties, 70% are located in the "West". Of those sixteen VT properties being proposed, slightly over half would be located in the west. The siting tendency of VT is coastal, not directional. This appears to be related to centers of commerce being on water and VT's affinity for waterfronts. |
| 50% | Serve a riverfront or waterfront area |
| 50% | Serve Convention, Civic or Sports Center |
| 50% | Have expanded or are actively planning to do so |
| 50% | Use reclaimed streetcar or railroad track and/or right-of-way |
| 44% | Use exclusive right-of-way for all or a portion of their route distance |
| 31% | Operate jointly with LRT (Portland, San Jose, San Francisco, Toronto (Tour Tram), Sacramento [disc.]) |
| 25% | Use of replica cars exclusively (Galveston, Lowell, Denver, Portland). None now use a combination of historic and replica VT cars. Only 10% of the total North American VT fleet is replica. Including one demonstrator and two museums the total is 15. |
| 6% | Have cars employing on board internal combustion power generation. Of the sixteen representative VT properties, only Galveston's four Miner-built cars feature this means of propulsion. Of the total of twenty-three VT properties, Denver's single Gomaco-built open car is the only other diesel electric VT. |

VINTAGE TROLLEY - *Continued from page 9*

Vulnerabilities of VT.

Detroit's "Downtown Trolley", San Antonio's "Brewery Line", and Dallas' "McKinney Ave. Transit Authority" demonstrate VT's vulnerability, as Seattle, New Orleans and San Jose demonstrate VT successes. VT patronage is more discretionary than conventional transit or LRT use which is based largely on daily commutation. VT, typically is linked to shopping, tourist travel, sight-seeing, restaurants and a host of other particularly recession prone enterprises. A sick downtown needs more than just a VT to revive it. A VT alone in an economically depressed CBD, absent other active economic remedies is doomed. VT financial performance varies and defies comparison. None however appear to be self sustaining using conventional accounting criteria. Experience in early VT operations suggest a few conditions that contribute to VT popularity and success:

- ◆ Strong and consistent political will, endowed in a single or group of dynamic leaders is an ingredient for VT success. It's essential for new VT starts. Seattle and Santa Clara VT's demonstrate the power of a strong and persistent

individual leadership in City Council President George Benson and Supervisor Rod Diridon.

- ◆ Commercial and business interest endorsement and support. This support would be reflected in a willingness of retail establishments to tolerate monetary interruptions of trade during VT construction. Other support measures include forming special assessment districts, corporate VT car sponsorship, and volunteerism of various forms. Businesses appear to demonstrate more tolerance toward VT than other rail transit because costs are lower and there is a perception that VT will serve as an attraction in addition to its transportation functions. VT also has the potential for helping place and manage CBD parking least disruptively. Memphis' Mid-America Mall and San Jose's downtown promise to provide examples of the mutual benefits of VT and traditional retail downtowns.

| Table 3 | General VT Physical Characteristics (averages of selected VT) |
|----------------|--|
| Car Fleet Size | 5.5 cars (82 cars on 15 properties, minus New Orleans St. Charles' 35 car fleet.) |
| Route Miles | 2.9 miles (40.8 total on 14 VT properties, Toronto and San Francisco operations excluded.) |
| Fare | \$1.36 (Ranging from \$.25 to \$3.75 over 12 representative VT lines.) |
| Capital Cost | \$3.4 million/mile (includes 7 properties ranging from Galveston's 2.6 m/miles to New Orleans Riverfront's \$3.4 m/mile, and St. Charles total rehab at \$7.2 m/mile. VT cost is rising. Seattle's initial 1.4 mile former rail line cost \$2.6 m/mile. Its 0.6 mile extension in street cost \$10.8 m/mile. |



Frank Miklos photograph

Even overhead at curves can be accomplished with a minimal of visual impact. This view of the McKinney Ave. operation catches a single truck Birney which actually ran on the original operation. The vehicle following the Birney is not another trolley.

Charles line were merely regarded as survivors of a past era. However, both demonstrated the lasting appeal and value of VT to the extent that their advocates prevented nationally publicized attempts to replace VT with "modern" bus transit. San Francisco and New Orleans were prototypes for early VT. Like urban inclines, Muni's VT cable system is excluded here.

The next step in the evolution of VT was Toronto's and Mexico City's vintage Tour trams of the early 1970s. There were vintage, pre-PCC cars operating on relative modern streetcar and LRT properties, primarily for sight-seeing.

Importation of vintage trolleys and trams from Portugal, Argentina, Australia and other nations for early VT projects followed. The domestic supply of vintage trolleys had either been scrapped, placed in static display or in operating trolley museums, of which

over thirty are located in the US and Canada (See Appendix C for current list of major traction museums and museums featuring early street transit.)

Yakima opened in 1976 and Detroit started the same year, introducing what Julien Wolfe has termed "purpose built lines." Seattle's Waterfront Line appeared in May, 1982. Lowell followed in 1985 and Orlando's Grand Cypress Resort in 1986 representing VT in recreational environments. Since then, Galveston, New Orleans, Riverfront and McKinney Ave. Opened within a year of one another (1988-89).

There are at least twenty-four major new vintage trolley projects now proposed, in planning or under construction. Some are in areas where VT is already present. Of these, five are committed in property acquisition or under construction. Some of these may assume the complexion of operating

Continued on page 14

- ◆ A well defined transportation mission is essential to VT to differentiate it from an amusement ride or a sole function as a tourist attraction. San Francisco's three cable car lines demonstrate the importance of a transport function in the context of an historic (and in this case a landmark) property. Insufficient route length to reach or link downtown attractions betrays a flawed transportation mission.

- ◆ An already strong CBD is desirable, but not essential.

The Past and Future of VT, An Evolving Phenomenon

The first "new" VTs appear in the mid 1970s. Previously, San Francisco Muni's three cable car lines and New Orleans' St.

VINTAGE TROLLEY - *Continued from page 13*

museums. Others, like Memphis and Orlando's "OSCAR," will become transit type VTs. Note in Appendix B for a listing of VTs proposed, committed or under construction.

The future of Vintage Trolley is promising on several counts. The landmark federal ISTEA (Intermodal Transportation Efficiency Act of 1991) legislation contains alternatives analysis funding for two VT projects; the downtown Orlando VT distributor OSCAR and Chattanooga's CBD loop. At \$5.0 million and \$2.0 million respectively, these study funds are in the capital cost magnitudes for VT. Federal funds, matched by local public and private resources have already been expended in New Orleans, Portland, San Jose, Galveston, Seattle, Lowell and McKinney Ave. One might cite federal funding eligibility by Federal Transit Administration (formerly UMTA) as a sign that VT has arrived as a bonafide transit mode.

The first generation of vintage trolley properties are already considering expanding their routes. Seattle, Detroit, Lowell and New Orleans have already done so.

A small VT family of enterprises have arisen specializing in various aspects of VT implementation. Three firms offer vintage trolley vehicles, two building replicas from scratch and one importing and adapting foreign trams. A modest consulting business has emerged to advise prospective VT operators and to plan and design VT facilities.

VT is not a North American phenomenon. It is practiced elsewhere with tour trams mixing with state-of-the-art LRVs. Melbourne, Hong Kong, Bern, Zurich provide special vintage trams that serve meals and receptions while traveling their streetcar systems. Fares and revenue are premium.

A profile of the initial phase of New Orleans' Riverfront Streetcar Line demonstrates a good case study in successful VT practice. Funding was a blend of private sources (22%), transit operator (22%), redevelopment district (5%) and UMTA (51%). The 1.5 mile line was built in a matter of months at a cost of \$3.9 million a mile on reclaimed railroad right-of-way. The New Orleans Belt Railway continues to use adjacent tracks on a common right-of-way. The streetcar line officially opened on schedule and on time for the Republican National convention, 48 days following ground breaking. Daily ridership was forecast at 2,100 fares. Typical operating days yielded around 5,000 with peak holiday and weekend daily fares hovering around 7,000. The facility was expanded with additional cars and track. Now ambitious plans include extensions beyond both extremities of the Riverfront Line up to eight miles and standard gauge extension up Canal St. and across Loyola and Rampart Streets using newly built replicas of the distinctive Perley-Thomas streetcars of New Orleans.

Vintage Trolley and A Research Agenda

This overview and accompanying VT session presentations are intended to arouse more professional interest in VT. They suggest that there are some lessons to be learned from VT basics that may be applied in other transportation facility planning. Further, the data presented here suggests that the subject of VT merits serious consideration for more probing research and understanding. If one considers the number of properties alone, and an astonishing average of one VT "new start" per year for the last two decades, then VT would qualify as the most popular and fastest growing of the rail modes being built in the U.S. By some counts, there are over sixty light rail proposals now being considered, many of which are VT. As the map (Appendix D) shows, VT is ubiquitous and should not be ignored by transit professionals.

Will VT encourage LRT or does it confer a stigma of obsolescence to rail transit? Does VT demonstrate a new approach to pedestrian scaled and traffic compatible transit distribution in downtowns? How does VT relate to CBD parking infrastructure? What is the real cost/benefit performance of VT? How does VT help comply with the new initiatives in energy, clean air, historic preservation and disabled access? Is VT a valid, less costly substitute for downtown people movers? How is VT best financed? Can it ever be self-sufficient? Should VT merit separate treatment as a subcommittee in the TRB hierarchy? These are just a few of the issues that demand attention in a VT research agenda. We are just starting to gather enough experience in VT to understand the phenomenon.



This Vintage Trolley article was presented by David Phraner at The Transportation Research Board's National Conference on Light Rail Transit held on May 26, 1992. We are indebted to David for his permission to present this material to our members.

This articles continues our coverage of the Vintage Trolley Movement. Can or should a Vintage Trolley Operation be pursued in New Jersey? Letter to the Editor are considered for publication.

| APPENDIX A | | | |
|---|--|-----------------------------------|-------------|
| Inventory Of Operating Vintage Trolley Properties in North America (3/92) | | | |
| Location | Operator/Name | # cars (operable) R=replica | Route Miles |
| Chattanooga, TN | Chattanooga Choo-Choo | 1 | <0.5 |
| Dallas, TX | McKinney Ave. Transit Authority | 5 (4) | 1.4 |
| Denver, CO | Platte Valley Trolley/ Denver Rail Heritage Inc. | 1 R | 3.5 |
| Detroit, MI | Detroit Citizens Ry./DDOT | 9 (3) | 1.2 |
| Ft. Collins, CO | Ft. Collins Mun. Ry. Soc. | 2 (1) | 1.5 |
| Ft. Smith, AR | Ft. Smith Trolley Museum | 2 | 0.5 |
| Galveston, TX | Galveston Island Trolley/Galveston Park Board | 4 R | 4.7 |
| Lowell, MA | Lowell Nat'l Historic Park DOI, national Park Service | 3 R | 1.5 |
| Nelson, BC | Nelson Electric Tramway Soc. | 2 (1) | 1.4 |
| New Orleans, LA | Riverfront Trolley / RTA/Riverfront Transit Coal. | 7 | 2.2 |
| New Orleans, LA | St. Charles Line, RTA | 35 | 6.5 |
| Orlando, FL | Grand Cypress Resort, Hyatt | 4 | 3.5 |
| Philadelphia, PA | Penns Landing Trolley / Buckingham Valley Trolley Inc. | 7 (4) | 1.1 |
| Portland, OR | Vintage Trolley Inc. / Tri-Met | 4 R | 2.5 |
| Portland, OR | Willamette Shore Trolley | 1 | 6.0 |
| Sacramento, CA | Regional Transit (Temporary service - discon.) | 0 | 2.0 |
| San Antonio, TX | San Antonio Museum Assoc. (Service discontinued) | 1+(0) | >1.0 |
| San Francisco, CA | Historic Trolley Festival / Market St. Ry. Inc. | 16 (13) | 3.6 |
| San Jose, CA | Santa Clara County Transit | 5 | 4.5 |
| Seattle, WA | Seattle Metro | 5 | 2.0 |
| Toronto, ON | Toronto By Trolley Car/ TTC | 3 | — |
| Tucson, AZ | Old Pueblo Trolley Inc. | 1 | — |
| Yakima, WA | Yakima Interurban Lines Inc. | 4 | 7.0 |

Note: This inventory totals twenty-three VT properties, of which sixteen are selected as representative for comparison and analysis. The sixteen representative VTs are shown in bold print above. Toronto's newly opened Harborfront LRT Line uses overhauled PCC's. It is not classified as a VT in this analysis because its operator, TCC, clearly wishes to impart an image of modern, new facility in new development. Toronto's tour trolley using pre-PCC and PCC equipment is included above for purposes of this analysis. VT-like cable and funicular lines are excluded.

| APPENDIX B | | | |
|---|--|--------|-------------|
| Inventory of Vintage Trolley Properties Planned, Committed or Under Construction in North America (3/92) | | | |
| Location | Name/Operator | # Cars | Route Miles |
| Algiers, LA | Algiers Landing Rest. | 1 | <0.5 |
| Aspen, CO | Aspen St. Ry. Co., | 6 | N/A |
| Brooklyn, NY | Waterfront/Atlantic | 1 | N/A |
| Buffalo, NY | Tonawanda Corridor/NFTA | 12 | 5.2 |
| Charlotte, NC | Charlotte Trolley Inc. | 2 | 1.3 |
| Chattanooga, TN | Downtown Trolley/CARTA | 0 | 3.0 |
| Cincinnati, OH | Cincinnati St. Ry./CTHA | 7 | 2.5 |
| Cleveland, OH | Flats Trolley/RTA | 0 | 0.5 |
| Edmonton, AB | High Level Bridge / ET. | 1+ | <2.0 |
| El Paso, TX | El Paso City Lines | 5+ | <4.5 |
| Frederick, MD | Frederick Trolley Comm. | 1 | 4.0 |
| Memphis, TN (opens '92) | Mid America Mall/ MATA | 11 | 2.4 |
| Mexico, DF | Tour Tram STE/STC (disc.) | - | N/A |
| New Orleans, LA | Canal St. Loyola/Rampart (proposed) | 38 | 3.9 1.1 |
| New Orleans, LA | Riverfront Extensions | 0 | 6.3 |
| Orlando, FL | "OSCAR" City of Orlando | 1 | 3.0 |
| Orlando, FL | Disney World | 0 | N/A |
| Portland, OR | River Place/Union Sta. | 0 | 2.3 |
| Richmond, VA | Electric Trolley/GRTC | 1 | 0.6 |
| San Diego, CA | Gas Lamp Dist. Trolley | - | N/A |
| San Francisco, CA | F Market St./Muni and Embarcadero/Muni | 12+ | 3.6 |
| Vancouver, BC | False Creek Waterfront | 3 | 2.0 |
| Note: Of the twenty-four VT proposal in twenty-one cities inventoried above, those shown in BOLD TYPE are under construction or are in other stages of advanced implementation/ Gordon Thompson's unpublished inventory of VT and LRT proposals lists another forty-five proposed projects! | | | |
| N/A - Proposed route mileage not available or as yet determined. | | | |
| Proposals in early planning: Johnstown, PA; Glendale, CA; Pottstown, PA; Omaha, NE; Lincoln, NE; Newark, OH; Hagerstown, MD; Tampa, FL | | | |

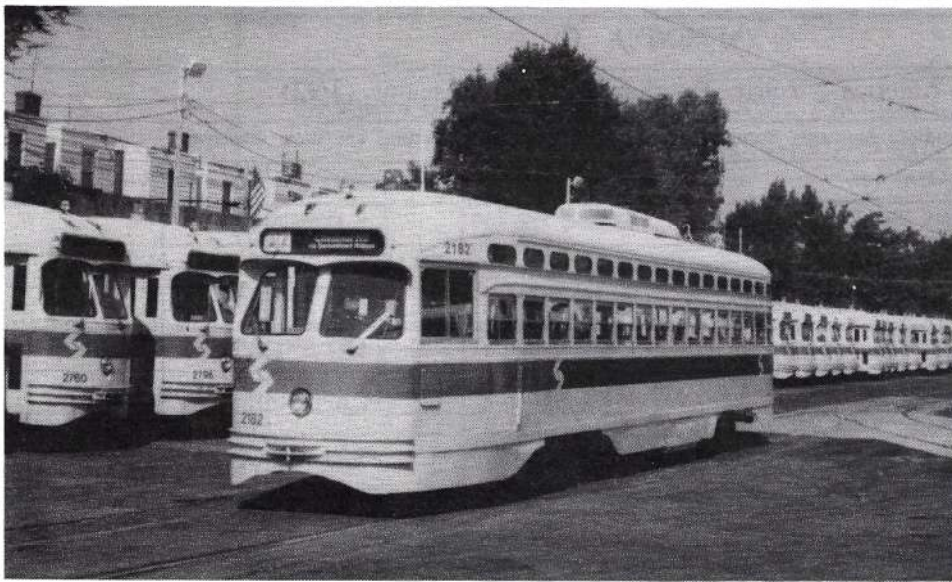
APPENDIX C

North America Electric Traction Railway Museums (3/92)

Including major railway and general purpose museums featuring operating trolleys [four museums are static displays].

| Location | Name/Operator | # Cars | Route Miles |
|----------------------|--|--------|-------------|
| Baltimore, MD | Baltimore St. Ry. Muscum | 13 | <1 |
| Boone, IA | Boone & Scenic Valley | 4+ | 15 |
| Branford/E. Haven CT | Shore Line Trolley Museum | 80+ | 1.5 |
| Calgary, AB | Heritage Park | 2+ | 1 |
| Clear Lake, IA | Mason City & Clear Lake Ry. Hist. Soc. (Iowa Traction) | 3 | 12 |
| Cleveland, OH | Trolleyville USA | 20+ | <2.0 |
| Delson, PQ | Canadian Ry. Museum | 15+ | 1.5 |
| Duluth, MN | Lake Superior Mus. Of Transportation | 3 | <1.5 |
| East Troy, WI | E. Troy R.R. | 10+ | 7.2 |
| Edmonton, AB | Ft. Edmonton / ERRS | 13 | 1.1 |
| Elgin, IL | Fox River Trolley Museum | 10+ | 1.5 |
| French Lick, IN | Indiana Ry. Museum | 2 | >1 |
| Glenwood, OR | Trolley Park / OERHS | 5+ | 1.5 |
| Golden, CO | Colorado Ry. Museum / RMRRC | 2 | <0.5 |
| Hibbing/Chisholm, MN | Iron World USA | 2 | 2.5 |
| Kennebunkport, ME | Seashore Trolley Mus. / NERHS | 200+ | 2 |
| Kingston, NY | Trolley Museum of NY | 8+ | 1.5 |
| Minneapolis, MN | Como-Harriet/ Minn. Trans. Mus. | 7 | 1 |
| Mt. Clemens, MI | Michigan Transit Museum | 4 | 4.0 |
| Mt. Pleasant, IA | Midwest Electric Ry. | 6 | 1.1 |
| Noblesville, IN | Indiana Transportation Museum | 3+ | 1 |
| North Prairie, WI | N. Prairie Electric Ry. | 5 | 1 |
| Orbisonia, PA | Shade Gap Electric Ry. | 20+ | 1 |
| Perris, CA | Orange Empire Ry. Museum | 130 | 2.5 |
| Rio Vista, CA | Bay Area Electric Ry. Museum | 80+ | 1.5 |
| Rockford, IL | City of Rockford Parks | 1 | --- |
| Rochester, NY | NY Museum of Transport | 10+ | --- |
| Rockwood, ON | Halton County Radical Ry / OERHS | 10+ | 1 |
| San Jose, CA | Kelley Park (City of San Jose) | 2 | 0.3 |
| St. Louis, MO | National Museum of Transport | 10+ | --- |
| Union, IL | Illinois Railway Museum | 30+ | >2 |
| Vancouver, BC | Burnaby Village Museum | 5 | --- |
| Warehouse Pt., CT | CT Electric Ry. Assoc. | 50+ | 1.5 |
| Washington, PA | Arden Ry. Museum / PRMA | 20+ | 1 |
| Wheaton, MD | Nat'l Capitol Trolley Museum | 15 | 2 |
| Worthington, OH | Ohio Ry. Museum | 13+ | 1.5 |

Note: These thirty-six museums, holding over 750 cars, constitute a network which interacts with VT properties in complementary ways. Most notable are the exchange of parts, equipment and technical advice. Other urban electric railways and traction museums like Baltimore could become VT.



SEPTA RETIRES PCC CARS

SEPTA car 2182 passes the long white line of retired PCC cars in Philadelphia's Germantown Depot. Off the track in parade format, the cars has seen wide disposition across the country.

Several have been restored for Vintage Trolley operation in Chestnut Hill, Welcome Trolley and Zoo services.

Frank Miklos photograph

Disposition of SEPTA PCCs
as of October 31, 1994

| Car Number | Bidder | Date Sold | Car Number | Bidder | Date Sold |
|------------|--|-----------|-------------------------------|--|-----------|
| 2091 | Gomaco Trolley Co. | 10/25/94 | 2185 | Wisconsin Trolley Museum | |
| 2093 | St. Charles Riverfront Station (New Orleans) | | 2186 | St. Louis Museum of Transport | |
| 2094 | Gomaco Trolley Co. | 10/25/94 | 2701 | Buckingham Valley Trolley Association | 10/3/94 |
| 2095 | Wendell Dillinger, Middletown, PA. | 6/94 | 2703 | Gomaco Trolley Co. | 10/25/94 |
| 2097 | St. Charles Riverfront Station (New Orleans) | | 2706 | Gomaco Trolley Co. | 10/25/94 |
| 2102 | St. Charles Riverfront Station (New Orleans) | | 2709 | Seashore Trolley Museum | |
| 2107 | St. Charles Riverfront Station (New Orleans) | | 2710 | Gomaco Trolley Co. | 10/25/94 |
| 2109 | St. Charles Riverfront Station (New Orleans) | | 2711 | St. Charles Riverfront Station (New Orleans) | |
| 2114 | St. Charles Riverfront Station (New Orleans) | | 2720 | Gomaco Trolley Co. | 10/25/94 |
| 2120 | Wisconsin Trolley Museum | | 2722 | St. Charles Riverfront Station (New Orleans) | |
| 2129 | St. Charles Riverfront Station (New Orleans) | | 2724 | METKO (Johnstown, PA) | 12/23/93 |
| 2131 | St. Charles Riverfront Station (New Orleans) | | 2725 | Wendell Dillinger, Middletown, PA. | 6/94 |
| 2147 | RTA Political Subdivision of Louisiana | | Data supplied by W.D. Volkmer | | |

Farrington Lake Update

Bill Christian reports that the bridge on Washington Avenue where it crosses Farrington Lake is being rebuilt by the Road Department. Along with it, the remains of the Public Service Fast Line crossing and trestle will also be removed or made inaccessible. This is the same location where we removed several lengths of rail in late 1993 and 1994. Fortunately, Bill was persistent at getting us to complete the rail removal. Now it would have been impossible.

AID REQUESTED

NJERHS has received the following requests for assistance:

Jack Grasso is looking information for a book on the CB&Q shovel nose Zephyrs and the Denver Zephyr. He is looking for information, photographs, drawings, timetables, anecdotes, etc. He can be reached at PO Box 772, Irvington, NJ 07111.

Quentin Jacobs of Lynn Drobbin & Associates writes that they has been contracted by New Jersey Transit to research and report on the history of the building now commonly known as the PATH Tracks & Structures Building in Hoboken at the corner of Hudson Place and Hudson Street, at the foot of Observer Highway. This building was originally known as the Hudson & Manhattan Railroad Car Shops. They are looking for approximate dates and nature of modifications, the degree of integrity of the car hoist, & how much of the original car hoist remains. Also, they trying to determine what uses the building might has been put to besides the repair of rolling stock. What, for instance, was the conveyor belt on the south side of the building used to transport? If you have any information their phone number is 914-738-8070. They indicate the demolition of the building is imminent. Copies of information forwarded should also be supplied to NJERHS so we can record it properly in our newsletter.

Whippany Railway Museum has posted a reward for three cast-iron railroad warning signs which were stolen from their property. Anyone with information should call them at (201) 887-8177 or the Hanover Township Police at (201) 428-2512.

Ira Deutsch Photo Collection

This collection of Public Service photographs consists largely of glass plate negatives rescued from destruction by Ira. Prints are being made in limited quantities and are offered for sale. The Society has committed to printing all of the plates for historical purposes.

Copies of the complete index are available for the cost of duplication to members (\$4.00). Nonmembers cost is \$8. Requests for the index should addressed to Photo Sales at the NJERHS Postal Box Address.

Contact prints from the glass plate negatives are \$4.00 each for members and \$5.00 for nonmembers.

Waterfront Line - Continued from page 5

information on the "Hudson-Bergen Light Rail System now lists intermodal transfer points. (I think the planners have been studying the freight planning manuals for too long.) The points are *deja vu*: Exchange Place, Pavonia/Newport, Hoboken Terminal, Port Imperial and Bergenline Ave. While some of the names have changed, it still reads like a station list for the Public Service Trolleys of 1930. And Port Imperial, the modern name for Weehawken, even brings the ferries back into vogue in a modern incarnation.

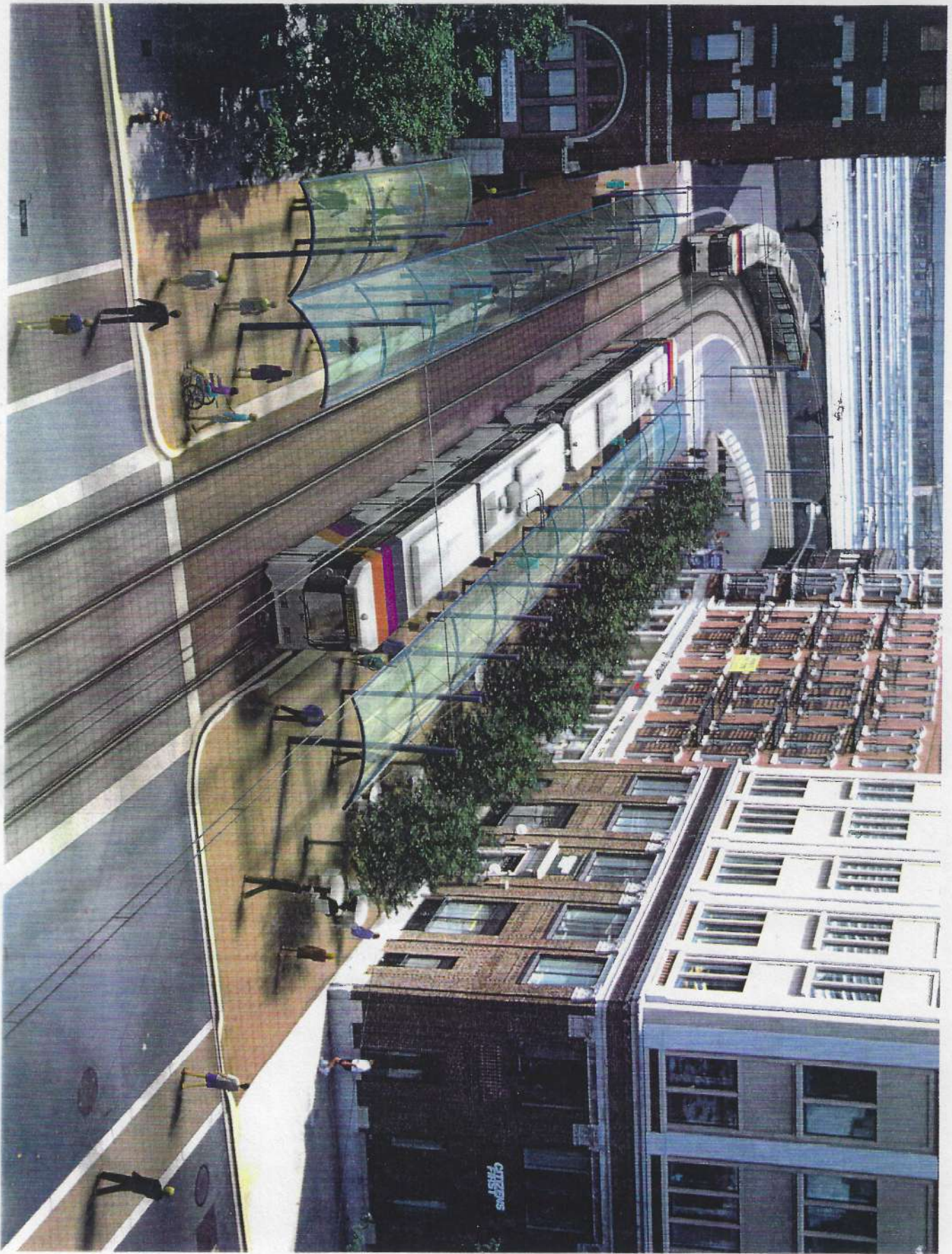
DESIGN.

What's different about the system is the modern style and design. The car plan drawing presented as the center fold in this issue, is a the hybrid low floor articulated vehicle designated for both the HBLRTS and the Newark City Subway Line and the South Jersey System, if it uses light rail. It's "hybrid" in the aspect that the car design is only 70% low floor. While not the "holy grail" which transit planners have been chasing for years, NJ Transit planners rejected using the 100% low floor car for its "high design risk." With the hybrid design selected all doors are at the low level. Similiar equipment is in operation or planned for other operations.

The station design for the Waterfront Line is strictly function and in some respects very utilitarian in contrast to the cars. The old idea of monuments as stations is not being followed with the present proposal. The Hoboken station is a simple umbrella shed on both sides of River Street at Hudson Place. A rendering of the proposed Hoboken Terminal Station presents a very striking view of the area. Nothing is seen of the proposal hotel on the old site of the Public Service Hudson Place Terminal, a.k.a. NJ Transit Hoboken Terminal bus loop. This simple structure is in sharp contrast to the old Hudson Place Terminal which features trolleys arriving on two levels as shown in the cover photograph of this issue. A rendering of the proposed Hoboken station is included as an insert in Destinations. (Color for members, Black & White otherwise)

While the advanced literature does not talk about operation in detail, the renderings distributed to the public suggest that the line will operate at least two unit trains for the service. It is no wonder that the local populace is protesting the routing already. Ron Hime, chairman of the Coalition for a Better Waterfront, is quoted in a March 29, 1995 Star-Ledger article (pg. 21) saying that "the planned line will not use 'quaint trolleys' but large 90 foot 'regional commuter rail' vehicles that will compete for scare space along Hoboken's thin strip of vacant land along the Hudson River waterfront." NJT planners have worked to minimize street running and where not at least provide a separate operating reservation if possible.

The capacity of proposed car is listed at 192 patrons. Thus, a single car could replace 96 automobiles assuming that there are two people per automobile. Thus a two unit LRT could replace 192 cars which should put a big dent in reducing highway congestion.



THE NEXT STOP WILL BE HOBOKEN!

A rendering of what Hoboken Station on the proposed Hudson Bergen Light Rail System will be. The station will be on River Street between Hudson Place and Newark Avenue. (Courtesy of NJ Transit.)

Insert in NJERHS Destination 19 August 1995

North Jersey Electric Railway Historical Society, Box 1770, Rahway, NJ 07065