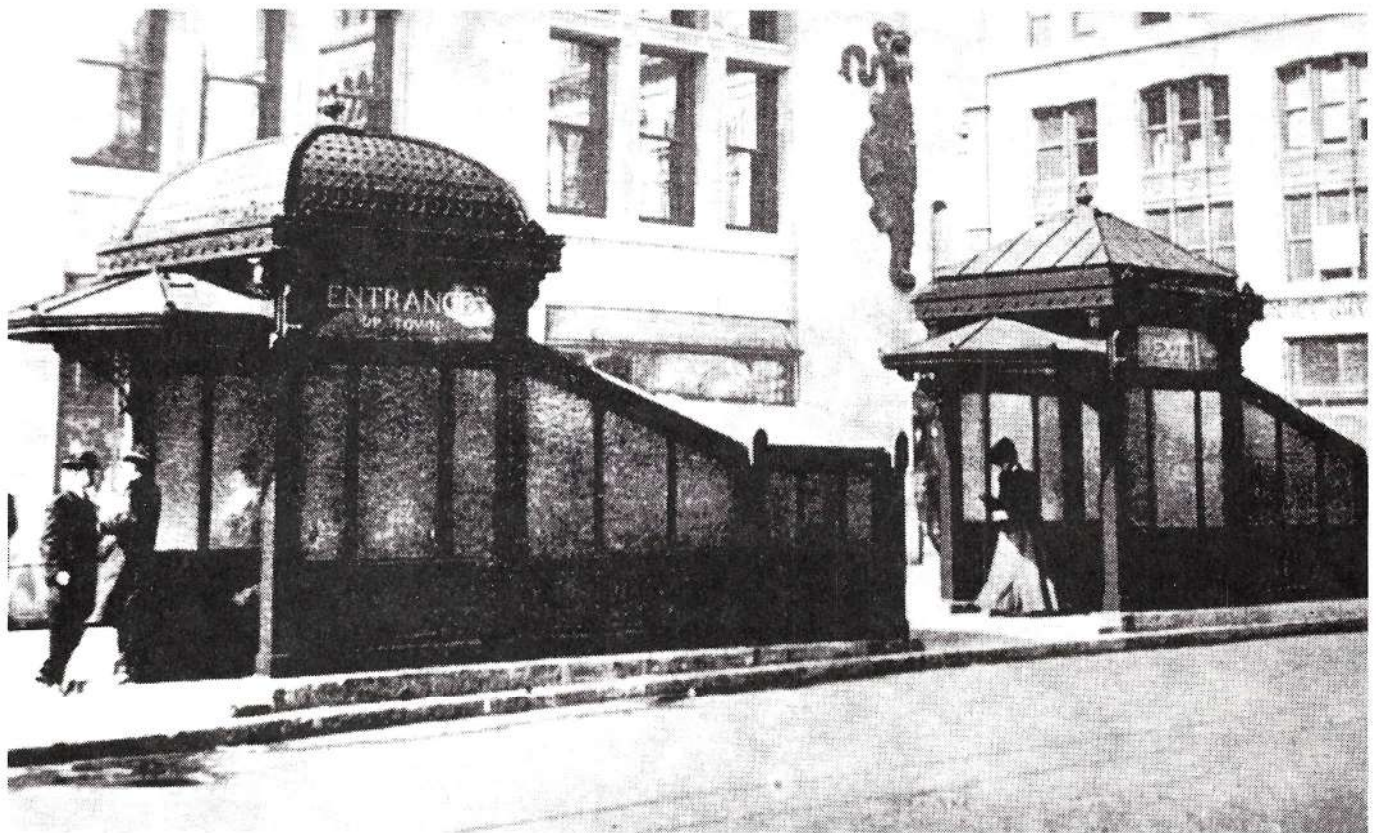


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

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June, 1987



Although the primary purpose of *DESTINATIONS* is to keep our members posted on the activities of the North Jersey E.R.H.S., we also intend to spotlight other preservation efforts related to the field of rail transit. This issue will feature an article about the restoration of one of New York's original subway stations, at Astor Place. This postcard view shows a pair of kiosks which were typical of those which once adorned most of the early New York subway stations.

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Review and Preview

The year 1986 was one of great accomplishment for the North Jersey E.R.H.S. Both of our Lackawanna MU cars finally became settled at Whippany. The motor car (No. 3541) was moved in December, 1985, but it was not until the following December that the combine (No. 3406) arrived on the scene.

Several months of preparation were required before car 3406 could be moved. In addition to swapping trucks, it was necessary to re-assemble all the brake lines and connections. This was back-breaking dirty work which involved climbing under the car to connect the various pieces of brake piping. At times it was necessary to crawl inside the trucks themselves to adjust the brake rigging. In order for the brakes to work properly, all of the linkages had to be precisely set. In addition to working within an extremely confined area, the work was generally performed in sweltering summer temperatures amid layers of grime and accumulated brake shoe dust. Particular thanks must go to Bob Sherwood and Lou Wasserman who got involved in the most difficult aspects of this work. Tony Hall, Jack Keeler and Frank Miklos also assisted in this part of the project.

Our tentative schedule for 1987 includes the repair and repainting of the roof on car 3541. The leaf springs on one of the trucks under car 3406, along with those under one of the trucks under the Stillwell car, both need some adjustments. Other projects include work on the end platforms of car 2651 and repairs to the ends of the Lackawanna MU cars. Also work needs to be done on the interior of car 3406.

We hope these projects can be accomplished in the upcoming year. Again we welcome participation by our members. If you are interested in assisting, please call Tony Hall at 201-388-0369.

Membership Meeting Report

Our first general membership meeting was held on December 12, 1986 at the home of Tony Hall. More than a dozen members attended.

After reviewing some of the accomplishments of the past year, Tony asked for suggestions about possible membership activities for the upcoming year. He noted that our Fall excursion to the Branford and Warehouse Point trolley museums had to be cancelled due to a very poor advance sale of tickets. When the date for the trip to the trolley museums was announced, there was no conflict with other railfan activities. Then a group from Philadelphia scheduled an MU fan-trip for the same date, and the Jersey Central Chapter of the N.R.H.S. chose that date for a trip to the Lackawaxen and Stourbridge. On top of that, the New York Division of the E.R.A. ran a trip to Baltimore on the day prior to our trip. This too, may have attracted some of our potential customers. With so many groups planning activities, it is difficult to schedule anything without conflicting with somebody else.

Several suggestions were proposed from those attending the meeting. Among these were the possible use of our MU cars for a trip on the Morristown & Erie; a chartered bus trip to Steamtown, or an excursion in the Black River & Western's doodlebug. There was some doubt about whether the doodlebug will be available for weekend excursions this Summer, since the new management of the B.R.&W. is rumored to be interested in operating it in regular service on Saturdays as well as Sundays. However, it was suggested that an excursion be scheduled in the doodlebug sometime late in June when there is maximum daylight. The trip could begin after the end of regular service and cover the entire B.R.&W. before dark. There were also suggestions that this be combined with a picnic or catered buffet on board the car.

We will review all of these proposed activities to see if they can be accomplished during the upcoming year.

After the completion of the business meeting, Tony Hall presented some 16mm sound movies featuring Amtrak Metroliners; the "Flying Scotsman's" American tour, and Boston's Boeing LRV's.

We appreciate the interest shown by the members who attended and welcome ideas from others who could not come. If you have any suggestions for membership activities, drop us a line. We will be happy to hear from you.

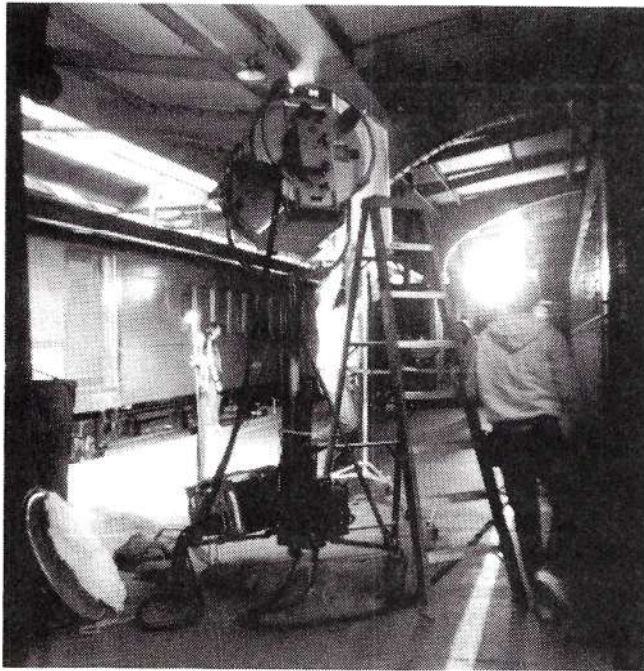
Membership Notes

Among the exhibitors at the recent Hoboken Festival was N.J.E.R.H.S. member Al Mankoff, who together with Dr. Charles Wrege has compiled a four-volume set of books on the Public Service trolley operations during World War II. Although Mr. Mankoff presently resides in Sacramento, California, he grew up in New Jersey and his participation in the Hoboken Festival marked his first visit to the Garden State in many years.

The set of books is entitled: "Trolley Treasures--The Wartime Years in New Jersey" and they contain over 1600 photos that were taken by the authors during the period from 1939 to 1943. Although many books have been done about other American trolley systems, virtually nothing has been printed on Public Service which was one of the nation's largest and most interesting systems. Mr. Mankoff's books will finally provide some insight into the character of Public Service's operations during a very significant era in that company's history. Since the photos are from the authors' personal collections they will be seen by the public for the first time in these books and the authors must be commended for sharing them with us.

One of those who stopped by Mr. Mankoff's table at Hoboken was another N.J.E.R.H.S. member named Tom Moran. When Mr. Mankoff asked him if his name was Moran, a somewhat surprised Tom, replied that it was. It turned out that Mr. Mankoff met Tom Moran's deceased father who was a motorman for Public Service, and he has a picture in his book of him posing in front of a trolley. Mr. Mankoff had immediately recognized the resemblance between Tom and his father. Needless to say, Tom was delighted to discover that another photo exists of his father on the job.

Incidentally, the senior Mr. Moran was assigned to Greenville car-house and regularly operated on the South Kearny and Federal lines. Car No. 2651 was one of the trolleys which ran on those routes, so Mr. Moran must have spent many hours at the controls of our car.



Floodlights and cables help to transform a platform at the Hoboken Terminal into a motion picture set for the filming of an Amtrak commercial. The picture at the left shows N J Transit's "Bubble" car which was part of the vintage consist employed by the film-makers. The right photo shows our combine No. 3406 heading up the same string of coaches.

Hollywood on the Hudson

by Tony Hall

On Saturday, October 25, 1986 our ex-D.L.&W. trailer combine No. 3406 played a supporting role in Amtrak's latest T.V. commercial, produced by Harvey Shapiro of New York's Lovinger and Cohn and directed by Andy Adelson. Once again New Jersey's famed and venerable Hoboken Terminal was selected for its timeless transportation ambiance to be the scene of yet another filmed fragment of former times.

The concept involved flashbacks; one to the 1950's for which crowds were shown boarding and alighting New Jersey Transit's stainless steel fleet of that period, and more interestingly, the period of World War II for which similar scenes were to be staged, but for this time the collection of ex-D.L.&W. green cars of New Jersey Transit were to be used, augmented by N.J.E.R.H.S.'s similar pair. The seedy splendor of Tracks 13 and 14 was the location for the equally seedy string consisting of three parlor cars, one motor, the famed "Bubble" wire inspection car and finally, its twin, our No. 3406. Our motor car No. 3541 was, by an ironic coincidence, previously promised to the Whippany Railroad Museum and to New Jersey Transit for use as a rail-

way projection theatre at the Museum's annual festival which had come up on the same day.

In their thoroughness, the filmmakers hid modern intrusions into the antiquity of Hoboken by placing authentic World War II posters over the Solari signs and further adding to the period mystique by setting out authentic wooden telephone booths at intervals along the platform and by stacking old trunks and striped valises atop antique baggage wagons.

Just as filmmakers cannot resist hosing down streets for night scenes, so too did they yield to the temptation to inappropriately create clouds of steam pouring from presumable ill-fitting Barcos, notwithstanding the cars in the scene were electrically powered-- and heated! Oh well, we purists must take our medicine like big boys, and besides, it really does look GREAT! To achieve this effect, fire extinguishers were laboriously fitted beneath each vestibule and rigged to pour forth their ersatz vapors on a cue transmitted by radio signal.

Another major scene was set at the stairway descending from the mezzaine which served the upper decks of the ferry boats. Equipment which required four large trailer trucks for its transport was set up at the base of these steps; four "brutes," large flood lamps fired by electric arcs, coil upon coil of cables of every description for every purpose, stacks and stacks of metal chests, and a small army of grips and gaffers constantly arranging and rearranging enough gear for a major feature. And of course the camera, a 35mm Panaflex mounted on a truck in turn mounted appropriately on a track leading to the foot of the stairs. "Positions, please positions! Settle down...Places. Places...Lights!" And with a spurt and a sputter the arcs reluctantly arruet, bathing the gloomy scene in more light than it had seen since the roof was completed. "Camera. Roll sound. Mark it." (CLAP!) A tense pause...then, "ACTION!" On this cue, nearly a hundred actors of all sexes, ages and colors, and all dressed in authentic fourties' fashions poured forth from the murky mezzaine into the synthetic sunlight and down the stairway, rushing and waving to imaginary loved ones arriving from the great war...by train, of course. Down the steps they rushed toward the camera at the bottom. As they approached, the camera trucked back and the crowd poured past on both sides. "CUT! That was PERFECT!" What would show business be without hyperbole? "BUT let me see it ONE MORE TIME. Places!" With military dispatch the actors and technicians resumed their former positions for the "one more take" which quickly became a dozen more takes. And they all looked as fresh and as enthusiastic for the last take as they had for the first.

Finished for the day, the order to strike the set is given and the army of technicians gathers up their huge assortment of paraphernalia, loads it into their four trailer trucks and disappears into the Lincoln Tunnel, leaving No. 3406 and her sisters along in the new quiescent yet all too familiar gloom of the cavernous terminal, doubtless to think over the day's events and those of countless days past spent in this place and perhaps to wonder at her luck in being among the survivors of the once vast fleet, and further, to consider what her new life might bring.



On the same day that our combine No. 3406 was the setting for a filmed Amtrak commercial, our motor car No 3541 was being used as a motion picture theatre. This picture shows the car sitting in front of the whippany railroad station on October 25, 1986.

Whippany Railroad Museum - Festival '86

The Whippany Railroad Museum's 1986 Festival was held on October 25 between 11 a.m. and 4:30 p.m. Over 1,000 visitors attended, and more than half of them viewed the movies which were shown inside car 3541. The feature film was "Operation Lifesaver" which was presented by N J Transit and the Federal Railroad Administration. This safety film was shown every half hour starting at 11 a.m. The screen was set up at the west end of the car for the 16mm feature. A sound video presentation was also provided.

The Morristown and Erie crew showed up shortly after 10a.m. that morning with Alcos 17 and 18. By 10:30 the motor car was moved from the storage siding and spotted in front of the station. The Headlight was positioned on the car and the marker light lenses were applied. An extension cord was strung to allow the car lights to be used when the films were not being shown.

The following day, though unscheduled, car 3541 was left spotted in front of the station and was opened to public display in conjunction with the Whippany Railroad Museum Sunday opening.

Astor Place - A Grand Entrance

To some people, the mere mention of New York's subways, conjures up images of noise, filth and graffiti. In recent years this was an accurate description of conditions on the sprawling rapid transit system. Things deteriorated so badly that commuters willingly paid double and triple the subway fare to take express bus routes between Manhattan and the outlying residential areas. Ridership on the subway system declined to record lows.

New York's MTA was forced to admit that something had to be done to improve the environment of the subway if it wanted to prevent a further erosion of riders. Therefore, it budgeted more money for cleaning and painting cars and stations. The private sector was encouraged to participate by "adopting" specific stations for rehabilitation or maintenance. The Transit Authority also selected several stations for special consideration.

One station which benefited from the improvement campaign was the Astor Place stop on the Lexington Avenue Line. Opened in conjunction with New York's original subway line in 1904, the station had suffered from years of neglect and accumulated grime. Its once-gleaming tiles and terra cotta murals had become dull and tarnished.

Astor Place was built by the Interborough Rapid Transit Company with artistic touches designed to enhance its appearance as well as to establish and identity with passengers. Murals on the walls of the platforms depicted a beaver, in a reference to John Jacob Astor who was recognized at the time for his trade in beaver furs. This was especially helpful to the European immigrants of that era, many of whom were unable to read or write. They could associate the beaver with the name of Astor and thereby know that they were at Astor Place. Similar murals were placed in other subway stations for the same purpose.

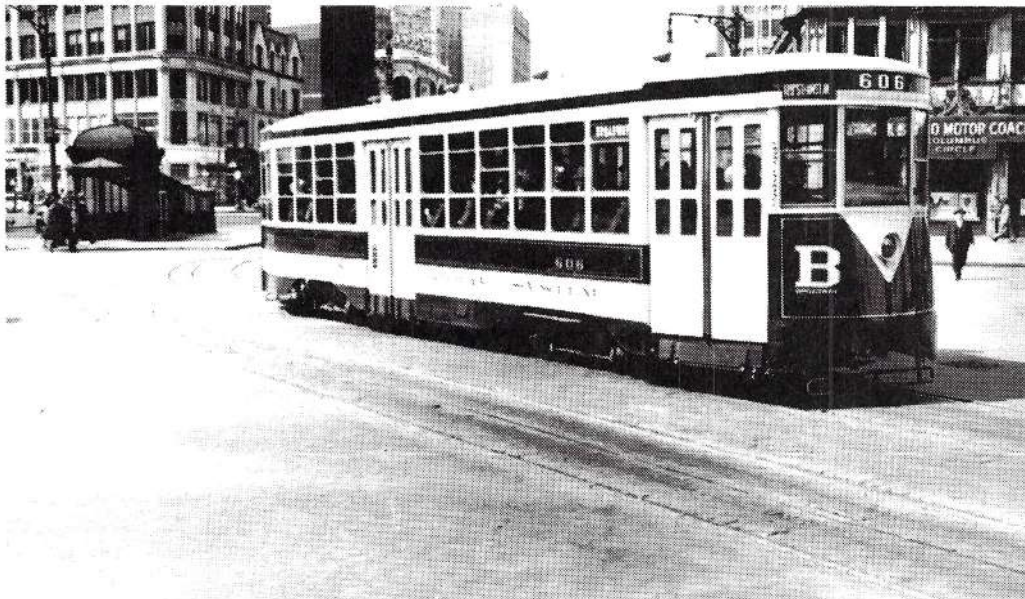
Another feature of the Interborough Rapid Transit's subway stations was the elaborate cast iron and glass kiosks which protected the stairways from inclement weather. The early stations had separate stairways for passengers who were entering and exiting. The entrance kiosks had curved roofs, while the exit kiosks had roofs of a pyramid shape. The Astor Place station's curved-roof kiosk served as both an entrance and an exit. It was more than twice the width of the regular kiosks to cover a wider stairway linking the platform with the street.

Most of New York's kiosks survived until after the end of World War II. When motorists complained that their massive design obstructed visibility, and the glass panels of the kiosks became a target of vandals, their demise was sealed. A station modernization program was undertaken by the New York City Transit Authority in the 1950's. Among the features were the lengthening of platforms to accommodate longer trains, along with the installation of fluorescent lighting and public address systems. Closely tied to these projects was the removal of the kiosks. One by one they disappeared from the sidewalks of Manhattan until they became just a memory. The Bronx retained some kiosks at 149th Street and Third Avenue until the early 1970's, but the last of these have since been removed.

The latest rehabilitation of the Astor Place station focused on restoring much of its original grandeur. Tiles and murals were

cleaned and polished. New tiles of a matching design were installed where necessary. The original colors were applied to all painted surfaces. The tiles which covered the station's cast-iron columns were removed entirely and the columns were painted deep green and light brown with a red stripe. The ends of the platforms which were added in the 1950's were retiled in a pattern similar to the older sections of the platforms. To many, however, the most significant element in the project was the decision to install an exact replica of the kiosk which once covered the station stairway. The idea was proposed by the Landmarks Commission and a community group called the Committee for Astor Place which raised \$125,000 of the \$2.5 million restoration costs.

The architectural firm of Prentice & Chan, Olhausen was hired to manage all aspects of the station renovation project. After research drawings and photographs of the kiosk which once adorned the Astor Place entrance, a contract was awarded to the Robinson Iron Company in Alexander City, Alabama for the construction of the latest version. The structure was shipped by truck to New York where it was installed at Astor Place in March, 1986 as the crowning touch of that station's renovation project.



In 1939, streetcars were still providing service on Broadway in Manhattan. Car 606 is shown in this view at Columbus Circle. The background shows an IRT kiosk on a safety island flanked by streetcar tracks. The building at the right of the photo shows a ticket office for the Baltimore and Ohio Railroad which provided bus service from there to the Communipaw Terminal in Jersey City where passengers could board B & O Trains to Washington and other destinations in the east and midwest.

Photo from Robert Presbrey

AN ORGANIZATION IS AS GOOD AS THE SUM OF ITS (SPARE) PARTS
BY TONY HALL

It was a frosty Friday morning in February when Bob Sherwood and I set out to fetch our rented truck from an agency on Route 46 in Morris County. Our vehicle for the day turned out to be a four ton capacity International Loadstar 1600 with a twenty foot stake body and a hydrolic lift gate. The point of this flurry of activity was the acquisition of an unknown quantity of spare parts for the former Lackawanna MU cars, purchased on behalf of our organization by vice-president Bob Sherwood. This treasure trove was as yet secreted in the crumbling vastness of Hoboken Terminal under the watchful eye of former owner, New Jersey Transit.

While the engine warmed up, we busied ourselves sweeping half a foot of Christmas tree needles from the bed, warming ourselves in the bargain, and revealing a deck seemingly large enough to land small planes. Once again I asked Bob, "Are you sure we need a truck THIS big?" I had been enlisted into this expedition to pick up "a few parts."

The rental agent promised us five gears, as I finally found one of the lower ones and off we went, I driving and Bob trying to scrape the ice from the inside of the windshield. Our arrival at Hoboken was without incident and suddenly we found ourselves threading an uncertain course through the inky blackness of the historic ferry house, our "rig" seeming to squeeze its way through clearances which would have presented no problems to my accustomed Volkswagen. Beyond lay the cargo we sought, beyond a narrow driveway with a brick building on one side and the mighty Hudson River on the other. At the end of the building, a hairpin right turn into the narrow loading area. The turn required a series of forward and reverse moves, each of which brought our left rear wheel to the very brink of disaster.

After locating the proper people with the proper signatures and the proper rubber stamps, a fork lift appeared and a genial operator gingerly scooped up our treasures and deftly set them neatly aboard, crushing the last of the Christmas tree needles beneath eight pallets heavily laden with assorted springs, bushings, pins, electrical contacts, and mysterious and undetifyable bits and pieces. "A few parts" had turned out to be at least four tons of assorted widgets and gizmos and our Loadstar was fully occupied and would be sorely challenged in the jourley to come.

Once more the right-angle turn around the corner of the building above the lapping tide, this time with the bed bulging with its burden making even more forward and reverse moves necessary to negotiate the obstruction. More automobiles scatter in the way, railroad cars spotted seemingly to deliberately frustrate us, but we threaded the needle through even a flock of rush-hour passengers hurrying from PATH to their train on Track 15, back through the murky labyrinth of the ferry house and into daylight, or what was by that time left of it.

Jack Keeler, our secretary, had met us in time to assist with the loading and would now follow us to Whippany...in case anything fell overboard, he would retrieve it. An effort to avoid rush-hour traffic on the Holland Tunnel roadway in Jersey City led us to a frontal assault on Bergen Hill. As we climbed, slowly, I longed for the wagon lift which used to wisk payloads effortlessly to the crest. The tem-

perature needle seemed to be climbing faster than we were. Finally the top was reached and we entered a congested neighborhood characterized by double-parked vehicles and a Mercedes which came toward us in the wrong lane, playing "chicken" until it swerved into a driveway at the last minute. A tight left, a light or two, then the tone of the trip changed; for the first time, we were heading downhill.

In "The Pride and the Passion," Cary Grant had tried to explain to Frank Sinatra that the weight of the giant cannon they were hauling would increase when going downhill. I'm glad I saw that film and I'm glad I listened to Mr. Grant. It almost wasn't enough. After sampling some of the lower gears, I chose one I liked and went for the brakes. Putting the pedal to the metal takes on a whole new meaning when the pedal is the brake and these brakes fade almost immediately due to overheating and speed remains undiminished. Seeing the traffic stopped at the red light at the bottom of the hill, I got a flash of Cary Grant's cannon crashing into those Spanish rocks; Frank Sinatra had not believed him. Pumping the brake in an effort to cool the linings and crunching down to a lower gear while turning off the ignition, we careened, at ten miles per hour, out of control. Gradually our speed, what there was of it, lessened as our efforts had their effect. We pulled up nice as you please within a few feet of the stopped vehicles ahead. No one could tell that we were both suffering from heart-in-mouth disease.

After that, the remainder of the trip seemed uneventful. We pulled up to car 3406 a short time later and began unloading our eight pallets by hand. It was dark, but nearby street lights on Route 10 made the work possible. But not easy. It took the three of us four hours to hand-load the cargo which the fork lift had handled in minutes.

The collection is secured in the combine and awaits removal to the Stillwell, coupled adjacent, in which shelves have been installed for the purpose of holding the parts on a more permanent basis.

I learned something on this outing. I learned the value of air brakes; we didn't have any. You might say I had a "crash" course in truck driving..... And I learned a new respect for moving stuff by rail.

The following weekend, friends wondered why I had not turned out for skiing. They would have found me at home nursing sore and strained muscles earned Friday evening unloading our new supply of spare parts, which we hope will make us major suppliers to the many operators of ex-DL&W cars around the country.

Railfans. We know how to live!

New Group Formed

The North Jersey E.R.H.S. is pleased to announce that it has become affiliated with a new organization entitled "The United Railroad Historical Society of New Jersey". As its name implies, the U.R.H.S. is composed of representatives from all of the major historical rail clubs in New Jersey. The goal is to provide a unified support group to ensure that rail and other transportation equipment of historical significance is preserved within the State of New Jersey. It especially endorses the concept of a state-sponsored transportation museum similar to the ones at Strasburg, Pennsylvania and Sacramento, California. The New Jersey Transportation Museum would be designed to allow the

the operation of historic transportation vehicles on a regular schedule. The museum would also be able to house vehicles that are owned by individuals and organizations such as ours. Other groups represented in the U.R.H.S. are the Railroadians, the Pennsylvania Railroad Eastern Regional Group, and the Bergen-Rockland, Jersey Central, North Jersey, Tri-State, and West Jersey Chapters of the National Railway Historical Society.

Newark Notes

Service on the Newark City Subway was disrupted twice in less than a week last Fall. On October 17, two teenagers in a stolen car were being pursued by the police at a high rate of speed through the streets of Newark. The chase came to an abrupt end when the stolen car slammed into the side of PCC No. 2 at the Orange Street grade crossing. Both of the teenagers were seriously injured, and at least five of the passengers on the trolley required medical attention.

Car No. 2 sustained serious damage to the front door area, including the corner of the dash and the stairwell. Ironically, N J Transit's rehabilitation program for the PCC fleet includes the complete replacement of the original steps with new diamond-plate ones, along with the installation of new doors. Since car No. 2 had not yet been rehabilitated, the collision wiped out the very steps and doors what were slated for removal. In effect, the accident merely moved Car No. 2 ahead of some other cars in the rehabilitation program.

Three days later, the subway service was knocked out when a tractor-trailer ran out of control on the exit ramp from Interstate 280. The rig ran straight across Bergen Street at the foot of the ramp, continued along a driveway between two factory buildings, tore across a small parking area, and plowed through a fence after climbing the subway embankment. It knocked over a signal and support pole for the trolley wire before coming to a stop straddling the tracks. Since the incident occurred at the height of the morning rush hour when the cars are running on a two-minute headway, it was fortunate that no trolleys happened to be going by when the truck landed on the tracks. Service was not restored until after 2 P.M. Substitute bus service was provided while the subway was shut down.

This is not the first time that such a runaway has occurred. On April 21, 1980 the same signal and ling pole were knocked out by a tractor-trailer which came to rest on the subway tracks. It is ironic that the location of these runaways is just south of Orange Street. The truck involved in the 1980 incident was by coincidence, carrying a cargo of oranges!

Summerfest - 87

The picnic and "Doodlebug" ride proposed at our winter meeting is scheduled for June 20 at Ringoes, N.J. By now most of you should have received a flyer for this event entitled "SUMMERFEST-87". Tickets are \$20 each. The picnic starts at 4 P.M. to be followed by the train ride.



The members who attended our first general membership meeting are shown in the above photo.

Spring Meeting Set

Our Spring membership meeting will be held on Saturday June 13 in our MU car No. 3541 which will be spotted in front of the Whippany railroad station. The business meeting will start at 4 PM. After a break for dinner there will be a slide or movie program of interest to traction fans. Those members who might be interested in joining a work party on our MU combine are invited to pack an extra set of work clothes and arrive earlier in the afternoon. There will be lots for anyone to do. If you can't join the work party, we will still be happy to see you at the business meeting and entertainment session.

Parting Comments

As of June 1, 1987 our total membership stands at 51 persons. Our dues renewals were nearly 100 percent. We are especially grateful to the following members who have contributed additional money to our organization: Michael & Linda Burshtin, Francis J. Capalbo, R.A. Frazier, Thomas F. McBride, Thomas F. Moran, Bruce Russell, E. Wayne Scott and John A Yohannon.

Thanks again. We hope we can reward your confidence in our organization by making progress on our car restoration program.