

\$1.50

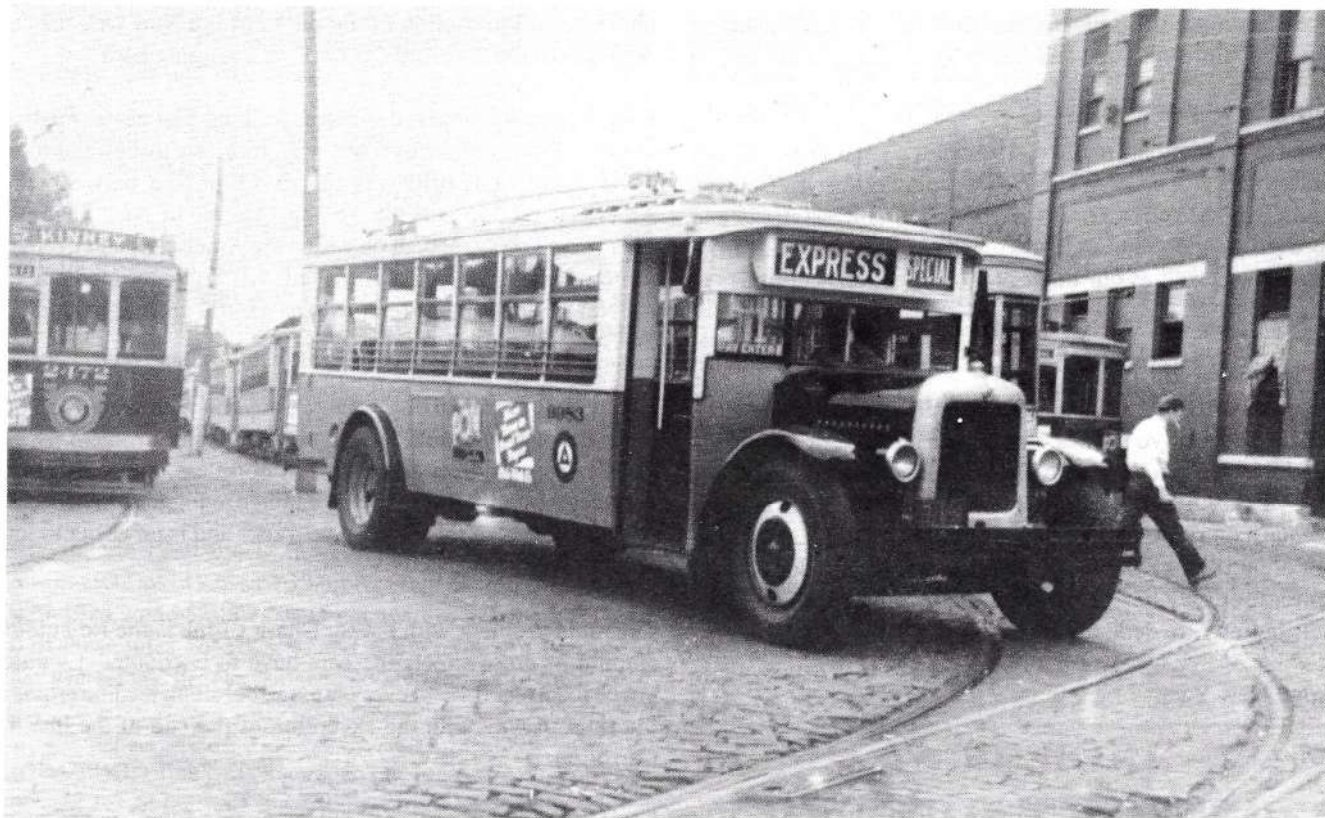


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Volume 10, No. 2

December 1995



Wilbur Sherwood photograph

Public Service Coordinated Transport All Service Vehicle No. 9983 at the Roseville Yard prior to entering revenue service on September 25, 1936. This Yellow Coach Z-AL-265 was an early ASV conversion having entered service as a gas electric bus, number 2112, in 1926. The ASV Program started with the 1933 conversion of Yellow Coach Z-AL-265 number 2015, and later renumbered 9997. Soon-to-be-displaced car 2472 waits in the background to enter service on the 5 KINNEY route.

In This Issue: PSCT All Service Vehicles -- Atlantic City Anniversary

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

December already? The year has flown by. Lots of action and activity. The Society has taken great steps forward in the last year.

Public Service 2651 is clearly our property. We have acquired a trailer to store our parts and assets. Restoration continues on the MP54s.

We have acquired the photo collection of a great street railway photograph, Robert Van Buskirk. Display of the Ira Deutsch glass plate collection results in reflective conversations and more information sources. Sales of the photographs made from the plates as well as our other photo collections continues to be brisk.

Dues notices will be out shortly, if not already. With the increased cost of paper, we are reluctantly increasing the dues. I might add that your dues only cover the cost of delivering DESTINATIONS to you. All restoration work on 2651, the PRR MP54s, the DL&W Edison cars are carried out from sales revenue, contributions and donations. So I ask you to consider your organization's needs when you write out your dues check. Remember, we are a 501(c)(3) organization so your contributions are deductible.

Happy New Year,

Bob

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.

As the letter and article from John F. O'Connor demonstrate, we can contribute by what we see and know. Thus we increase the accuracy of our knowledge of the trolleys and electric vehicles which have 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.

Page 2

Letters to the Editor

Along with a membership application, we have received this note from Rich Sachs:

After reviewing a copy of the August Destinations magazine, which I picked up at the Hoboken Festival, I must take objection to the caption of the photo of the New Orleans car referring to the "Neutral Ground" as a jogging path.

First, Neutral Ground is defined as follows: The center median of Canal Street (currently a bus way, formerly trolley and soon to be again light rail) was the dividing line between the American section and the French Quarter of New Orleans. This was a grassy median on which the Americans and Creoles sometimes met and/or skirmished. All highway medians in the New Orleans area are known as neutral ground, including the St. Charles Line right of way.

Secondly, other than dog walkers, anyone who would jog on the right of way would have a serious health problem as St. Charles cars are very frequent and noiseless, not to mention very heavy, and could easily do damage to joggers. St. Charles Avenue runs on either side of the tracks and is far easier to jog on anyway!

The main problem with the St. Charles Line is the ridiculous amount of cross streets the cars have to encounter. I would not be incorrect if I said every cross street along the line crosses the right of way with the exception of the end of the line in Carrolton.

I was riding the line last year when some idiot tried to play beat the street car and lost when he made a left turn into the side of the car!

Richard Sachs



Due to space constraints, our listing of new members and contributors will return with the next issue.

CAR NOTES - 2800s

Last month's comments by George Knopf prompted John F. O'Connor to provide some observations related to the 2800s. John wrote directly to George and provided a copy to NJERHS. We appreciate John's desire to share his information with the membership.

Dear George

Yours of September 21st was most welcome and I will try to respond to some items regarding the 2800s that you wrote of in "Destination." You and I have been around the barn on these cars many times so I will note only what I actually know about these cars from having ridden in them from between 1938 and 1949 and from pictures I have showing them on lines they did run on with route signs showing the line. I will offer at the end of this letter a suggestion as to how they may have been operated when new.

As the pictures I have, or have seen, cars of the 2800 series ran on the following lines which the route signs clearly show: MARKET, BLOOMFIELD, BROAD, PATERSON, SPRINGFIELD and UNION CITY. I have seen at least one work on SUMMIT and I saw several on PALISADE but not in revenue service and with UNION CITY route signs. I saw several on MT. PROSPECT in the early 1930s. I have a Public Service route description with maps of North Jersey lines for the early 1930s that has a 2800 on the cover with a 27 route sign.

When the cars were built in 1922 and 1923 the Public Service had already changed 29 lines to one man operation. 15 lines were done in 1920 and 14 more in 1921. There were 5 more done in 1922 and 1923 saw 19 more. So in the four year period 1920-1923 some 53 lines were changed to one man. At least 20 of these lines got Birneys and a few more got Birneys in later years. 200 Birneys replaced 300 old timers 20 to 30 years old.

The MARKET line was changed to one man operation on May 26th, 1924. About half the 2800s were then in their second year of service and the remaining half ending their first year of service. The cars were initially used on MARKET, I think, and so would have been two man. However the short end of the cars appeared to never had destination or route signs or a headlight. The short ends of the cars was not designed to handle payment of fares or movement of passengers in and out at the same time. All other PAYE cars had two doors on the fare collection end except cars 2100-2127 and a few others when converted to one man by using the short, one door, front end. The physical structure of these cars was not changed from what it was as built. The mystery of just how the 2800s functioned as built can be viewed from the point of view that the cars were intended for use in Camden. They never run there but let us consider some facts.

As the cars were being built the construction of the bridge over the Delaware between Philadelphia and Camden was in progress. The bridge was built to accommodate trolley cars on what is now the outer roadways of the structure. The approaches to these roadways exist to this day and can be plainly seen from PATCO trains that operate on the outside of the bridge on completely separate structures. There is an unused portion of a terminal under the street in Philadelphia near Franklin Plaza that was intended for trolley cars. Public Service and the Philadelphia Rapid Transit System did talk about trolley operation across the bridge. It never got to be and gauge difference was a problem. However, the 2800s are very similar in design to Philadelphia nearside cars of which there were 1500 operating at the time. The only 13 window single enders Public Service ever ran were the 2800s. The near sides were 13 window, short platform cars.

Fare collection on the near sides was done with the conductor standing along the side of the car just beyond the front double door platform. That was probably where the conductor on the 2800s was located when the cars first went into service as two man. I have pictures of the conductor in the near side cars. If we accept this theory as to how the 2800s did run then we have to accept the fact that they always ran with the double door ahead and the reason for no signs or headlight on the rear was quite evident. Most single enders converted to one by Public Service were done just as the 2800s were built. Cars in the 1600, 1800, 2000, 2050 and 2130 series all had new double door front ends replace the single door entrance that they were built with.

The last service for most of the 2800s were on August 7th, 1949 when UNION CITY went bus. The cars were scrapped at Greenville only a few weeks later. Cars 2811 and 2812 were scrapped in 1940 and as you know were never De Luxed.

John F. O'C

VAN BUSKIRK COLLECTION SECURED

Thanks to the efforts of Neil Huff and Frank Miklos, NJERHS has purchased the movie, slide, print and negative of noted street railway photographer Robert Van Buskirk. The collection contains extensive footage of New Jersey, New York and Pennsylvania operations. The negative collection included several hundred taken by Dick Young during the late thirties.

We are in the process of cataloging the collection at this time. A small sample of the movies were presented at the Society's September meeting. As the cataloging is completed, prints from the negatives will be made available for sale.

ATLANTIC CITY'S TROLLEYS ABANDONED 40 YEARS AGO

by Frank Miklos

On Wednesday December 28, 1955, car no. 207 left Atlantic City's Inlet terminus at 1:50 P.M. to make the last scheduled trolley trip in that city. For the balance of the day dozens of chartered trolleys made this way along the Atlantic Avenue route in a final farewell to that form of transportation. The last of these cars did not return to the depot until after midnight.

The Atlantic Avenue line was the last street-running trolley line in New Jersey, having survived for more than three years after the surface lines feeding into the Newark City Subway.

The backbone of the fleet at the end were the 25

Brilliners purchased between 1938 and 1940. These modern vehicles were affectionately nicknamed the "Miss America" cars. Supplementing these were some second-hand cars that were used to transport workers to Philadelphia's Hog Island shipyards during World War I. The last cars to arrive were purchased in 1946 to meet the heavy ridership resulting from the gasoline shortages. These six cars had previously operated in Fort Wayne, Indiana, but saw limited service due to their slower operating speeds. In December of 1954 a fierce storm brought down wires and washed out tracks on portions of the line in Longport. The damage was never replaced and the line was permanently cut back to Douglas Avenue in Margate.

The Atlantic Avenue line was originally constructed by a subsidiary of the Pennsylvania Railroad and remained under its control until 1944 when it was sold to some Philadelphia businessman.

Even in their final years the trolleys were popular with visitors. College students were recruited each summer to operate the cars during the peak tourist period. Ironically the transit company continued to the practice of hiring college students for the summer of 1956. However, most of them were let go



AGE STEPS ASIDE FOR YOUTH
1865 - 1955
STREETCAR TO BUS
DECEMBER 28, 1955 ATLANTIC CITY, N.J.

Postcard from the collection of Frank Miklos

On the last day of streetcar service, December 28, 1955, car 250 poses next to the young kid, a GM diesel bus, #3905

when the replacement buses failed to generate ridership. While the trolleys were an attraction on Atlantic Avenue, the line became nothing more than an ordinary bus route.

Many have compared Atlantic City with the popular resort of Blackpool, England. Unlike Atlantic City, however, Blackpool did not abandon its trams and they survive today as the symbol of that seaside city carrying thousands of passengers each day during the summer months. A similar comparison could be made with Ostend in Belgium where its famous coastal tramway stretches from the French border to the Dutch border.

A visit to Atlantic City reveals some vestiges of the abandoned trolley line. Some rail remains in place at the former Inlet terminus. The right-of-way between the buildings from Atlantic Avenue to the Inlet is clearly evident by the property lines between the buildings. Sections of the median reservation through Ventnor and Margate were still intact as recently as ten years ago and may still be there., but the former loop at Longport is now occupied by apartments.

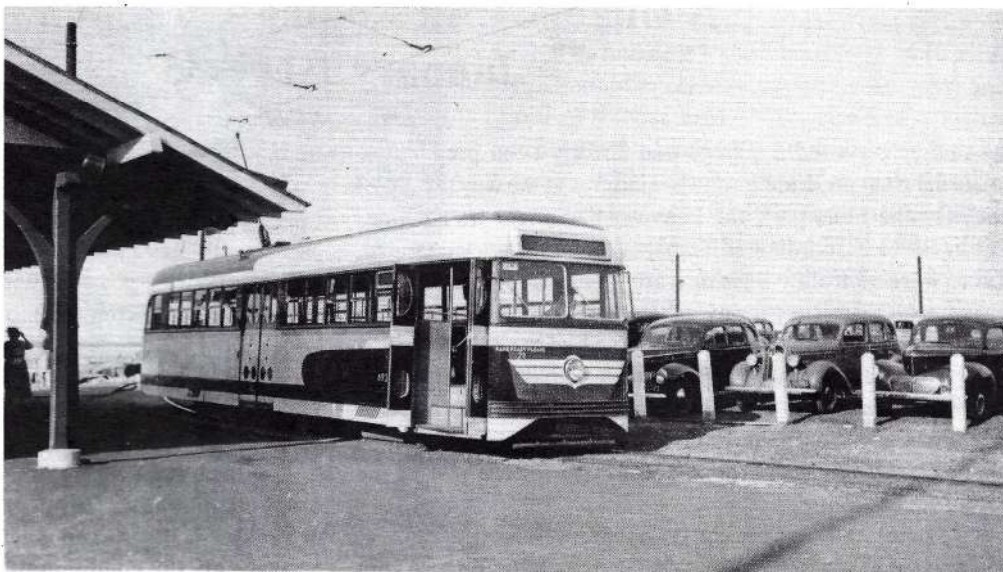
Meanwhile Atlantic City fell upon hard times in the twenty year period following the abandonment of the trolleys. It would

be foolish to attribute the decline to the loss of rail service, but one is reminded of the expression that "a city becomes a town when it loses its trolleys." Some railfans never returned to "Atlantic Town" when the line was converted to buses.

A more important factor in the decline of Atlantic City was the emerge of air travel which made more exotic resorts such as Miami and the Caribbean Islands easily accessible. The approval of legalized gambling in Atlantic City began a turn-around that continues to this day. A new convention center is under construction adjacent to the Atlantic City rail terminal. Plans for new casinos have been announced and the existing casinos are being expanded.

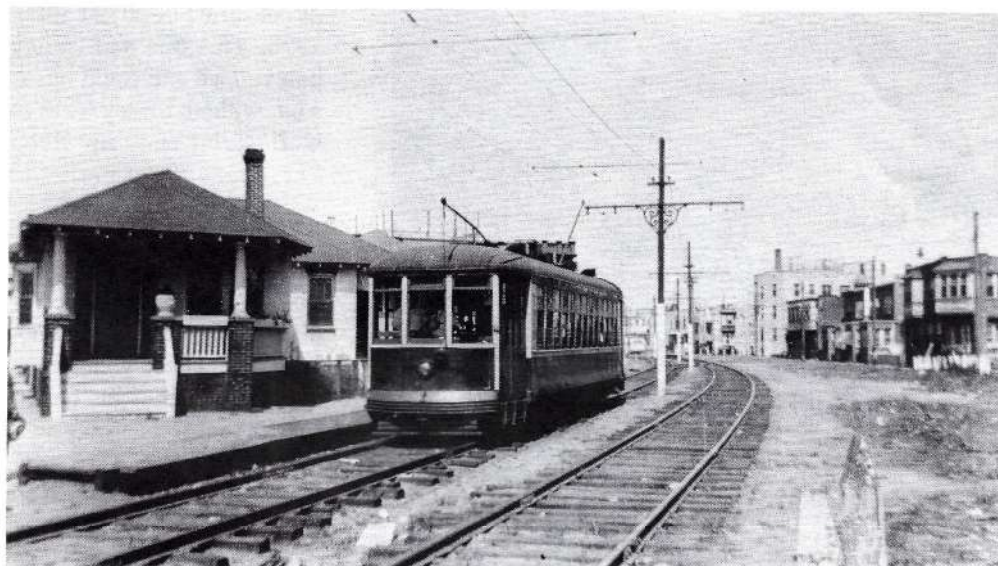
All of this is not without its problems. Hundreds of charter buses enter the city each day. The diminutive jitneys which used to swiftly traverse narrow Pacific Avenue are frequently

trapped in gridlock and the casino expansion projects only make a bad situation worse. Meanwhile, one block to the west, Atlantic Avenue survives as the city's widest north-south thoroughfare, a reminder of the days when of fleet of trolleys moved briskly along carrying crowds of tourists.



Photograph from the collection of Frank Miklos

A Brilliner waits for passengers at the Inlet Loop. Fares are a reasonable 7 cent in 1955.



From the collection of Frank Miklos

Atlantic City presented an interesting variety of operations from street running to private right of way to operation on a steam railroad. "Hey, Mom, can you smell the salt air!"



Public Service Coordinated Transport A Change - An Ending - A Beginning January 1st, 1935

By John F. O'Connor

As this year started the stage had already been prepared to make the changes, endings and beginnings in the way the oldest and, for the most part, the heaviest passenger transit lines Public Service Coordinated Transport of New Jersey operated. There were 33 trolley lines operating on this date and all had been operating as such for over 40 years. Many had been horse car lines dating from the 1860s and two had been steam roads. In a little over three years 26 of the lines would end forever as rail. The seven to remain would run for the next 12 to 17 years and one completely new line would start in May. This new City Subway line would continue to run for the rest of the century.

There were some 720 trolleys in service at this time. About 250 or 35% were between 25 and 34 years old, 455 or 63% were between 17 and 24 years old and 13 or 2% were 12 years old. There was no new rail rolling stock on the property. The technology of the cars dated from the early 1900's. A few changes had been made and 500 of the cars were upgraded with more comfortable seats and new color schemes to improve appearance. Basically the fleet was an old fashioned and increasingly out of date assortment of equipment. That it did the job for which it was intended was frequently questioned

by newspapers and politicians both of whom, then as now, had no expertise in transit service. In fact a modern trolley fleet of PCC cars then about to come into service in other cities would have produced improvements, cost savings and even profits not possible with the old fleet. Even the aged trolley fleet was better at handling heavy traffic than the buses of the time. The trolley had continued because of this.

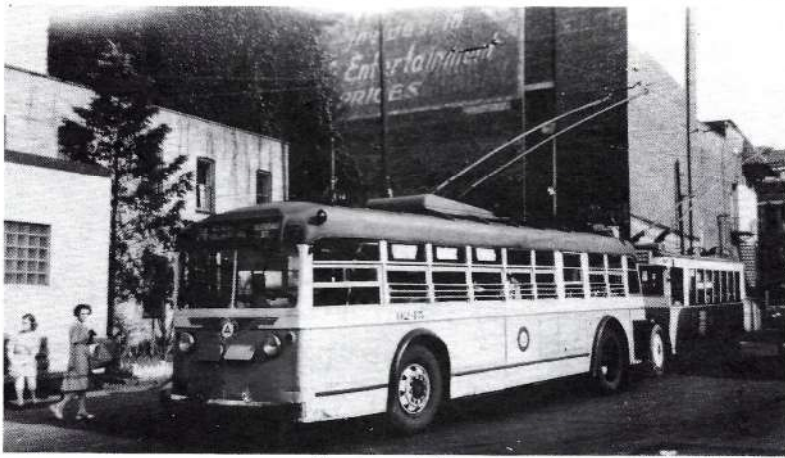
The stage that had been set to make the changes had been in preparation since late 1933. Public Service realized that the trolley fleet was nearing or even at the end of its useful life. Track conditions varied but much new track work would have to be done if the system was to continue as a rail operation. Surprisingly the condition of track had very little to do with the decision to changeover individual lines. Some lines had new rail, ballast and ties installed as late as 1933 and 1934 and were converted only a year or two later. Some lines continued to operate until 1949 or 1952 with no important track work at all done in the period. The 49 UNION line had extensive track work in Plainfield in the summer of 1934. Rail service ended September 1935. The 21 ORANGE line ran until the spring of 1952 with no street track done at all for the 17 year period.



Photograph from the collection of Frank Miklos

Peeking into the sunlight at Hudson Place, the ASV #9164 departs for a run on the 25 WEEHAWKEN line to the West Shore Terminal followed by a diesel bus. The location, along side the H&M building at the intersection of Hudson St. and Hudson Place, is presently a parking lot. Rails, still today, show the lower loop exit from Hudson Terminal. The parking lot ticket booth is rumored to have come from the Terminal.

The decision to convert all trolley lines to All Service Vehicle, ASV, operation was made in late 1934 on the basis of performance on converted gas electric bus 2015 built in 1926. This bus had trolley poles added and could run as a bus without trolley wires as well. Trial runs up steep Pershing Road hill in Weehawken in late 1933 proved operation feasible. The fact that much of the trolley overhead and power distribution network had not been depreciated greatly was also a very significant factor. Martin Schreiber of PSCT designed the ASV. Orders for 60 new ASVs were placed with Yellow Coach (GM) and Mack for one unit. And, on September 1st, 1935 the first 12 units, 9100 - 9111 went into service on the HADDON



Photograph from the collection of Frank Miklos

All Service Vehicle # 9245, a Yellow 729 (Serial #148) built in 1936, followed by a Z-AL 265. The 9245 is in service on the 74 MAIN PASSAIC line signed for Delawanna Avenue. The 74, a ASV supplement to the trolley operation, started operation on July 18, 1937 and was bussed May 3, 1947, lasting just shy for 10 years.

HEIGHTS line in Camden County. These were followed by 25 more, 9000 (First 3100) and various 9112 series ASVs on 49 UNION. By the time ASV conversions ended in May 1938 Public Service had purchased 357 new ASVs and rebuilt 226 gas electrics of 1926 or 1928 vintage into ASVs. So, 583 ASVs had replaced 433 trolley cars.

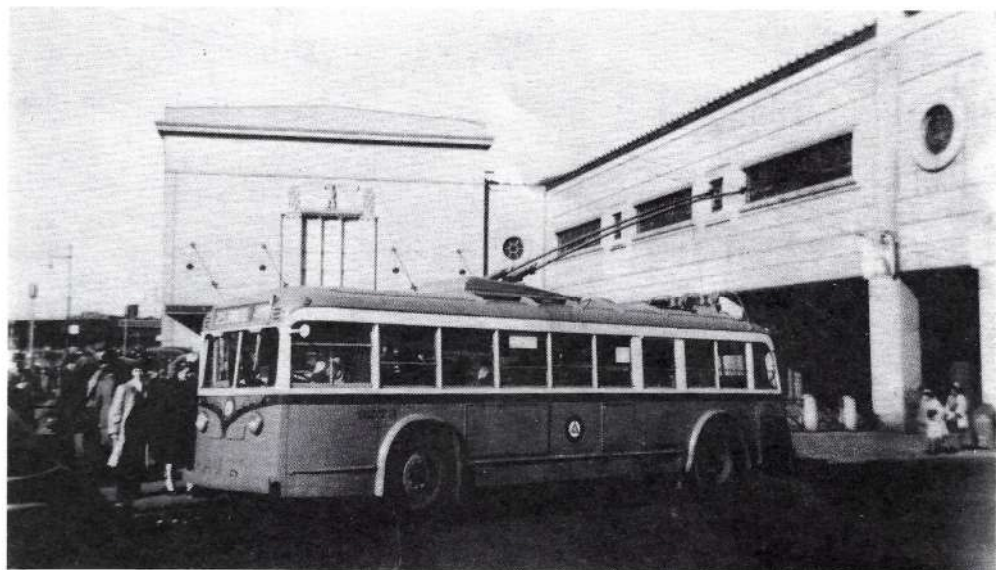
The success of the All Service Vehicle handling traffic, and indeed in attracting new traffic on these two lines, convinced Public Service that the ASV was the way to go. The company soon found out that the new traffic came for the most part from the existing bus lines running the older gas electric buses. In fact after all ASV conversions were made total traffic actually declined. So the net effect of the ASV on traffic was no increase at all. The cost of performing the service was another matter. Total system traffic in 1936 was 410,474,073 and in 1938 was 397,319,713.

The HADDON HEIGHTS cars replaced were over 30 years old and 49 UNION cars were over 25 years old. The cars were noisy and not nearly as fast as the new ASVs. Car capacity was 50 seats and about 90 in crush load. The ASV had 36 seats and about 55 in crush load. A new PCC could seat about 60 and a crush

load of about 100. New ASVs cost about \$13,166 each and a new PCC came for \$15,000 at the time. The old 2200 series cars on the 49 UNION had cost \$6,137 when new in 1910. A PCC could accelerate as fast as an ASV and with a heavier load. PCCs also had a higher top speed. The UNION line was finally assigned 36 ASVs because of increased traffic. The fleet had seats for 1926 and a crush of about 1980 passengers. ASVs cost \$471,000. A fleet of 23 PCC cars would have provided 1288 seats and a crush of 2300 at a cost of \$345,000. Some 13 more operators were required for the ASV fleet. The ASVs were junk when replaced by diesel buses in 1947. The PCC car at that time would have had a minimum of 20 years service left with a 30 more year life not at all unlikely.

Public Service spent \$5.9 million on 583 All Service Vehicles and more on negative wire installation over the entire trolley system replaced. This in addition to the larger number of operators required for the ASVs. However, after the last conversation of 9 NEWARK AVENUE route in Jersey City there remained still four car lines originally proposed to be ASV. As of June 15th, 1938 the PAVONIA, GROVE, HUDSON RIVER and PALISADE lines with 52 trolleys remained. They were replaced in July, August and September by 85 buses of which 30 were YC736 diesel electrics of the same design as the 729 ASV but with no trolley poles. The other bus replacements were small gas YC1204s that had 22 seats. The diesels cost about \$12,540 each and the gas buses

Continued on page 8



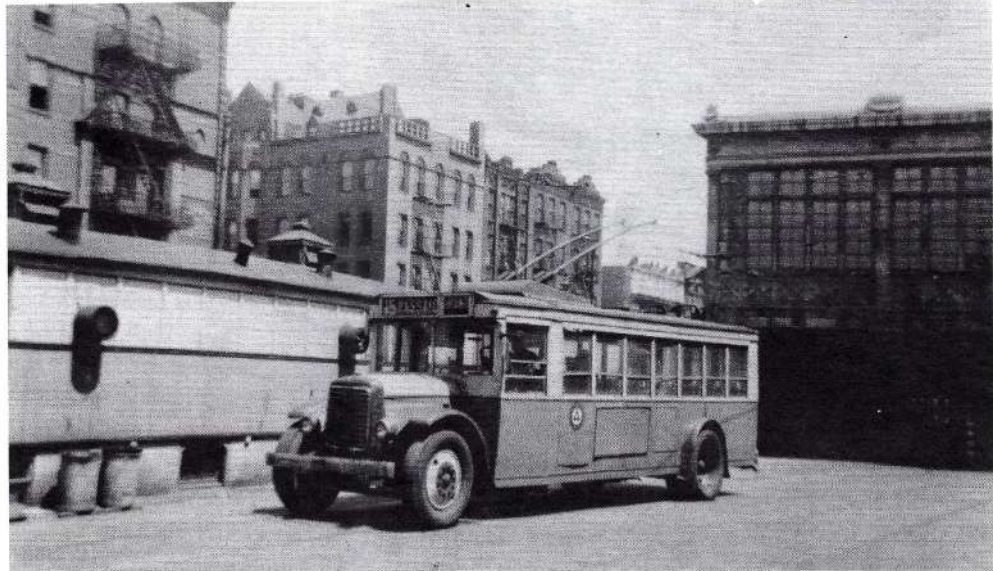
Photograph from the collection of Frank Miklos

ASV #9273 shows off the gray & white paint scheme on Market St. at Pennsylvania Station, Newark. Operating on the 25 SPRINGFIELD line, #9273 is signed to terminate at 43rd St., the entrance to Olympic Park.

Continued from page 7

about \$4,000. So some \$596,200 was spent to replace 52 trolleys with 85 buses. 34 trolleys were between 24 and 28 years old and were scrapped. 18 of the cars were 20 years old and remained in service until 1949 to 1954.

Had the four lines remained as rail, investment in new equipment could have been held to 25 PCCs for GROVE and PALISADE lines. The PAVONIA line could have gotten the six 3585 series cars given De Luxe upgrading in 1934 and HUDSON RIVER line could have kept its 3510 series cars that while 25 years old, were in excellent shape with C-50P trucks and W-310 motors geared for 50 MPH. On long stretches of PRW, which HUDSON RIVER line had, the cars had better riding qualities than PCCs not designed for this type service. The buses that replaced the HUDSON RIVER cars had neither the comfort nor the ability to maintain the schedules the cars had easily maintained. The riding quality of the YC 1204 was not much advanced than that of a hay wagon. Capital investment



Photograph from the collection of Frank Miklos

An unidentified YC 729 on the 15 PASSAIC route at Hudson Place, Hoboken. Always providing variety, the ASV shows off a small route sign compared to those sported by some vehicles. (Note cover photograph.)

for 25 PCCs would have been \$375,000 whereas the 95 buses actually cost \$636,000.

Therefore had the 26 car lines remained the total investment in new equipment would have been \$6 million for 400 PCC cars. Instead 583 ASVs and 95 buses were purchased for \$6.5 million. Total transportation capacity for the trolley fleet of 400 PCCs and 35 older cars would have been: Seats PCC 24,000, older cars 1,820 for a total of 28,820. Crush: PCC 40,000, old cars 3,150 for a total of 43,150 passengers. Actual ASV and bus replacement of 678 vehicles was: Seats 22,367, Crush 33,987. On a one to one basis the trolley fleet would have required 435 operators versus the 678 that actually resulted. So, for half a million dollars Public Service got a 55% increase in operators needed whereas if the cars had remained and PCCs substituted as stated, a 15% greater seating load and 27% greater crush load would have resulted. PCCs had at least a 30 year life. The ASVs and



Photograph from the collection of Frank Miklos

The South Division had a share of the All Service Vehicle program. Here ASV # 9316 operates on the 32 WOODLYNE line via Broadway. The route was changed to ASV on February 7, 1938 and bussed on June 1, 1947

buses ran from 7 to 15 years and were reduced to junk when replaced by diesels.

The conversion of the PALISADE line September 4th, 1938 ended the events started on the HADDON HEIGHTS line three years earlier. All Service Vehicle expansion ended June 15th, 1938 and all later conversions were by bus, most of which were diesels. The next conversion was not to be until December 14th, 1947 when 23 CENTRAL line in Newark went to diesel bus. This line was one of the original CITY SUBWAY services and was operated with cars that were for the most part 35 years old. Final elimination was now underway although it would take until March 1952 to complete. The next car line to go was the SOUTH KEARNY line that came back during the war. Jersey City did not want the car line to go as it provided express service between Journal Square and South Kearny industries. But the State Highway Department wanted the PRW of the line for road expansion so the cars left in mid 1948. When the last 29 BLOOMFIELD car ended its run on March 30th, 1952 the ASV had been history four years. It had taken Public Service 30 years to get the trolley cars off New Jersey streets.

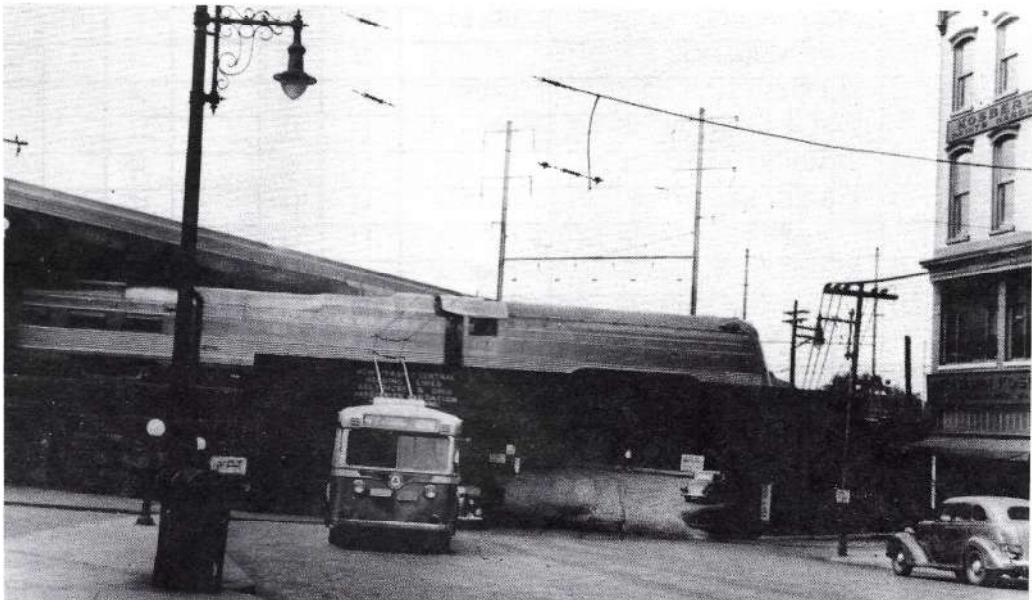
It should be noted that in 1950 trolley wires for All Service Vehicle use were put up on Bloomfield Avenue between Bell Street, Montclair and the top of the hill at Claremont Avenue. Bus D-900 new in that year was built by GM with trolley poles and used in demonstration service to show this kind of vehicle could be used to replace cars in the CITY SUBWAY. This was if some entity other than Public Service would

pay for paving the subway. The idea found no takers and the bus with poles removed ran out its service life from Greenville garage mostly on the 7 JACKSON line.

Public Service put 30 second hand PCCs into CITY SUBWAY service in January 1954. 24 of them remain in 1995 carrying over 4 million passengers a year. Public Service failed to understand in 1935 that its primary purpose was transportation.

Under the direction of Matthew R. Boylan it was to consider itself in the bus business and to increase the number of vehicles needed to move the same number of passengers. That was quite an accomplishment. After War Time traffic exploded to 688 million passengers by 1946, decline set in for the next 34 years. When Public Service sold out to the state in 1980, ending 77 years in transportation, bus traffic was only 20% of what it had been in 1946. In 1935 change and progress were the same thing so far as Matthew R. Boylan was concerned. He failed to understand the reasons for and the basis for which the business he had spent his life existed.

In 1935 Matthew R. Boylan had been in transportation for 44 years and most of it in the trolley era. It was not wrong for Public Service to consider the change to bus as the vehicle had made tremendous gains in traffic from 1923 when the first independent operators were brought out. The bus also could,



Wilbur Sherwood photograph

Photographer Wilbur Sherwood catching a combination of expresses on July 16, 1938. The 47 UNION EXPRESS operated as a supplement to the 49 UNION line. The Reading Crusader with engine #117 passes overhead at the "Elizabeth arch". The trolley rail remains in the street. The 47 UNION EXPRESS operation was started on March 21, 1937 and lasted until July 10, 1947 when it and the 49 were bussed. Wilbur notes on the photo that this is his only picture of the triple crossing in Elizabeth.

and did, expand transit service to points no trolley ever went. But the elimination of rail cars by a vehicle that, on a unit basis, had only half the capacity of a trolley, was a serious error. The main thrust was elimination of rail costs and the transfer of these costs to whatever public entity maintained the streets. Long range replacement costs for buses or increased operator requirements were apparently not considered.

Continued on page 12

Public Service Coordinated Transport Trolley Conversion Modes 1935 through 1938									
All Service Vehicle									
No.	Car Line Converted	Date	Number of Vehicles					Service	
			Cars	ASV	Added	Total	Ended	Years	
1	5 HADDON HEIGHTS	09/01/35	20	12	24	36	Note	01/01/47	11
2	49 UNION	09/15/35	34	25	11	36		07/10/47	12
3	15 PASSAIC	06/16/36	11	15		15	1	04/14/47	11
4	5 KINNEY	10/04/36	13	15		15	1	06/10/48	12
5	3 BERGEN	01/03/37	15	15		15		07/10/48	12
6	31 SOUTH ORANGE	11/22/36	30	35	24	59		06/02/48	11
7	11 ELIZABETH	01/03/37	17	23	11	34		09/15/47	11
8	11 MONTGOMERY	05/06/37	9	10		10		04/19/47	10
9	13 GREENVILLE	05/16/37	16	15		15		06/10/47	10
10	9 CLIFTON	06/20/37	13	16		16	1	07/23/47	10
11	25 SPRINGFIELD	06/27/37	41	45	5	50		04/26/48	11
12	17 PATERSON (Note 2)	07/18/37	10	25	9	34		05/03/47	11
13	19 ORANGE	08/01/37	6	9		9	1	06/12/48	11
14	1 NEWARK (Note 3)	08/01/37	25	34		34	1	06/11/48	11
15	13 BROAD	09/05/37	62	60	8	68		01/01/48	10
16	39 HARRISON	09/05/37	17	21		21		06/08/48	11
17	27 MOUNT PROSPECT	12/19/37	24	30		30		06/04/48	11
18	21 WEST NEW YORK	03/27/38	11	12		12		06/07/48	9
19	25 WEEHAWKEN	03/27/38	12	13		13	1	06/07/48	9
20	43 JERSEY CITY	05/01/38	11	12	6	18	1	08/06/48	9
21	9 NEWARK AVENUE	06/15/38	19	25		25		06/10/47	9
			416	467	98	565			
	Unassigned Vehicles		17	18		18		Avg. Years	10
Existing Bus Lines									
No.	Car Line Converted	Date	Cars	ASV	Added	Total	Service	Ended	Years
1	5 ENGLEWOOD	03/20/37	8				#54 Dumont Leonia and Tenafly		
		06/20/37	4				# 2 Fort Lee Edgewater and Leonia		
Bus									
No.	Car Line Converted	Date	Cars	ASV	Added	Total	Service	Ended	Years
1	27 PAVONIA	07/10/38	6			15		YC1204 YC 1955	
2	31 GROVE	07/10/38	8			15		YC 1204	
3	1 HUDSON RIVER	08/04/38	20			30		YC 1204	
4	23 PALISADE	09/04/38	18			25		YC736 Diesel 1962	
			52			85			
	Spare Vehicles					10			
	Grand Total					678			
Notes:									
1 Rebuilt AL-265 or Z-328									
2 Includes 74 MAIN-PASSAIC and 15 PASSAIC from Paterson									
3 Includes 33 MARKET									
5 HADDON HEIGHTS - Line total includes later Routes 4 HADDONFIELD, 32 WOODLYNE and 34 MOUNT EPHRAIM AVENUE.									
5 ENGLEWOOD - Neither car assignments nor bus assignments on the 54 DUMONT or 2 FORT LEE lines are included in total. Cars were from Hudson River Group. No added buses.									
There was a small amount of ASV service intially provided on some supplemental bus lines or lines that never had trolleys.									

Public Service Coordinated Transport The End of the Trolley 1935 Through 1938						
Substitute Mode						
All Service	Series	Builder	Type	Unit Cost	Units	Total Cost
	9000	Mack Truck	CQ	\$12,990	1	\$12,990
	9100-9454	Yellow Coach	729	\$13,000	335	\$4,673,930
	9501	Yellow Coach	729 Diesel	\$13,000	1	\$13,000
	9774-9932	Public Service	Z-238	\$5,310	159	\$844,290
	9933-9999	Public Service	AL-265	\$5,310	67	\$355,770
					583	\$5,899,980
Bus						
	3200-3300	Yellow Coach	1204	\$4,000	65	\$260,000
	8628-8657	Yellow Coach	736 Diesel	\$12,540	30	\$376,200
					95	\$636,200
Grand Total					678	\$6,536,180
Comparative Cost PCC Trolleys						
PCC Trolleys				\$15,000	400	\$6,000,000

Capacity of ASV and Bus					
ASV Series	Seats	Crush	Units	Seat Total	Crush Total
9000	35	55	1	35	55
9100-9454	36	55	355	12,780	19,525
9501	36	55	1	36	55
9774-9999	31	47	226	7,006	10,622
All ASV			583	19,857	30,257
Bus Series					
3200-3300	22	32	65	1430	2,080
8628-8657	36	55	30	1080	1,650
All Bus			95	2510	3,730
Grand Total			678	22367	33,987
Capacity of PCCs and Old Trolleys					
Trolley	Seats	Crush	Units	Seat Total	Crush Total
PCC	60	100	400	24,000	40,000
Old	52	90	35	1,820	3,150
Grand Total			400	24,000	40,000

PCC cars would have cost \$536,180 less in the first instance. They and the older cars would have provided 3,453 more seats and 9,163 more crush in 243 fewer vehicles. PCCs cars had a service life of at least 30 years. The ASV ran for 12, the 1204 for 7 and the 736 for 15 years. Replacement buses finished service at, or before, the 30 year period the PCCs could have served. At a minimum 243 more operators were required for ASVs and buses.

Continued from page 9

The great benefit of private right of way, especially for future traffic growth, was considered only in terms of providing Public Service Electric with a place to install transmission lines. Public Service paid taxes on abandoned trolley PRW, in some cases, 20 years after rail service ended. In most cases the substitution of buses for cars provided no improvement in service. The ASV did provide faster and quieter service. But the PCC could have provided such service at a much cheaper cost for a much longer period of time.

An interesting fact is that PSE&G had planned for a major war years before it happened. PSCT acted as if no such event would occur. So to move the greatest deluge of traffic it ever had, Transport was stuck with vehicles least equipped to move it. Mr. Boylan's changes, ending and beginning did not cover PSCT with glory during the War Years nor did they increase

traffic before the War's effect or during the years after it was over.

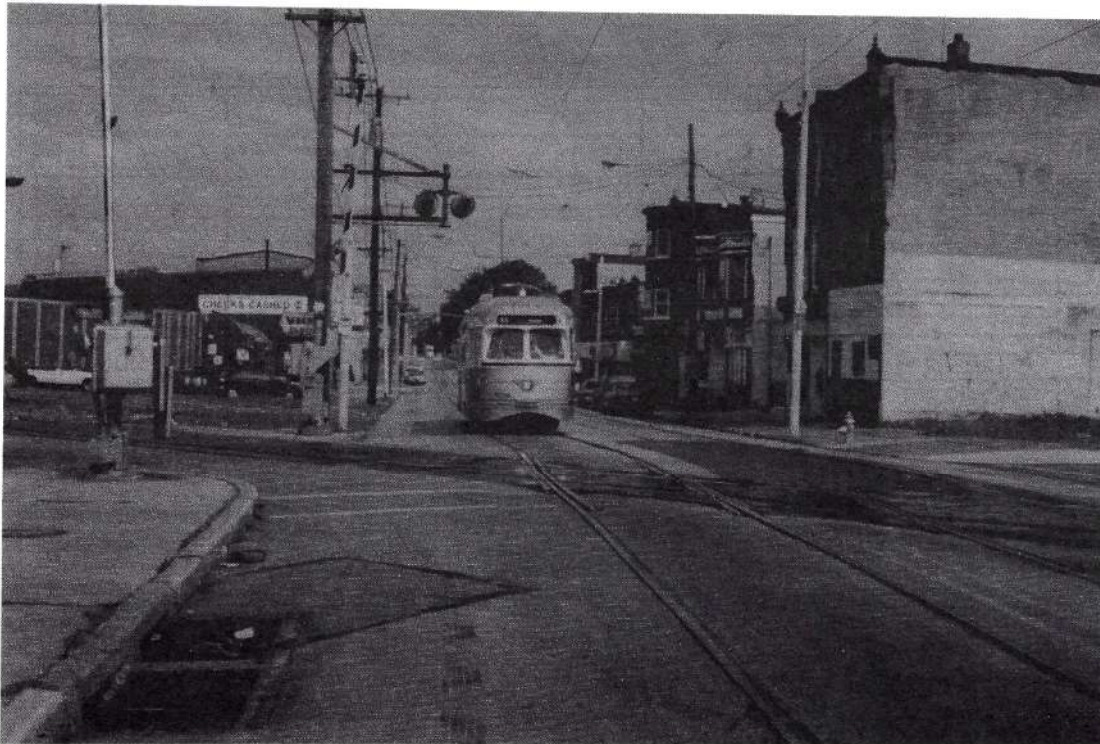
There were two War Time trolley lines that ran from 1943 to 1945 or 1948. The FEDERAL and SOUTH KEARNY lines were put on to move traffic between industries in South Kearny and Jersey at Exchange Place or Journal Square. For several years these lines had 50 cars assigned and had provided service no similar number of buses could. All of the cars came from ASV lines converted and most had been stored for five years.

A truly coordinated system, as had been implied January 31st, 1928 when Public Service Coordinated Transport came into being, could have made a difference. Basic to this would have had to be an understanding that transportation, not vehicle type, was the reason for the business in the first instance.

IT WAS A HOT TIME IN PHILADELPHIA

Our July 16th trip to Philadelphia bought a new meaning to the word "FAN". To a sell out crowd occupying SEPTA Car 2728, the day proved to be hot and the price of a fan certainly high. Anyone want to join the kids in the hydrant?? The air conditioned Kawasaki at the Darby Loop looked mighty appealing..

The trip was most enjoyable covering some seldom traversed sections of trackage. The SEPTA operator, Rich Vible, and supervisor, Chuck Graham, were hardly thanked for a splendid day. Our trip chairman, Frank M., was also thanked by the group with a strong appeal for an encore.



Dan Dicso photograph

SEPTA # 2728, in platinum mist and white paint, waits at the only active trolley crossing of a Class 1 railroad line in the country. The crossing on Main St. in Darby is with the former B&O (now CSX).