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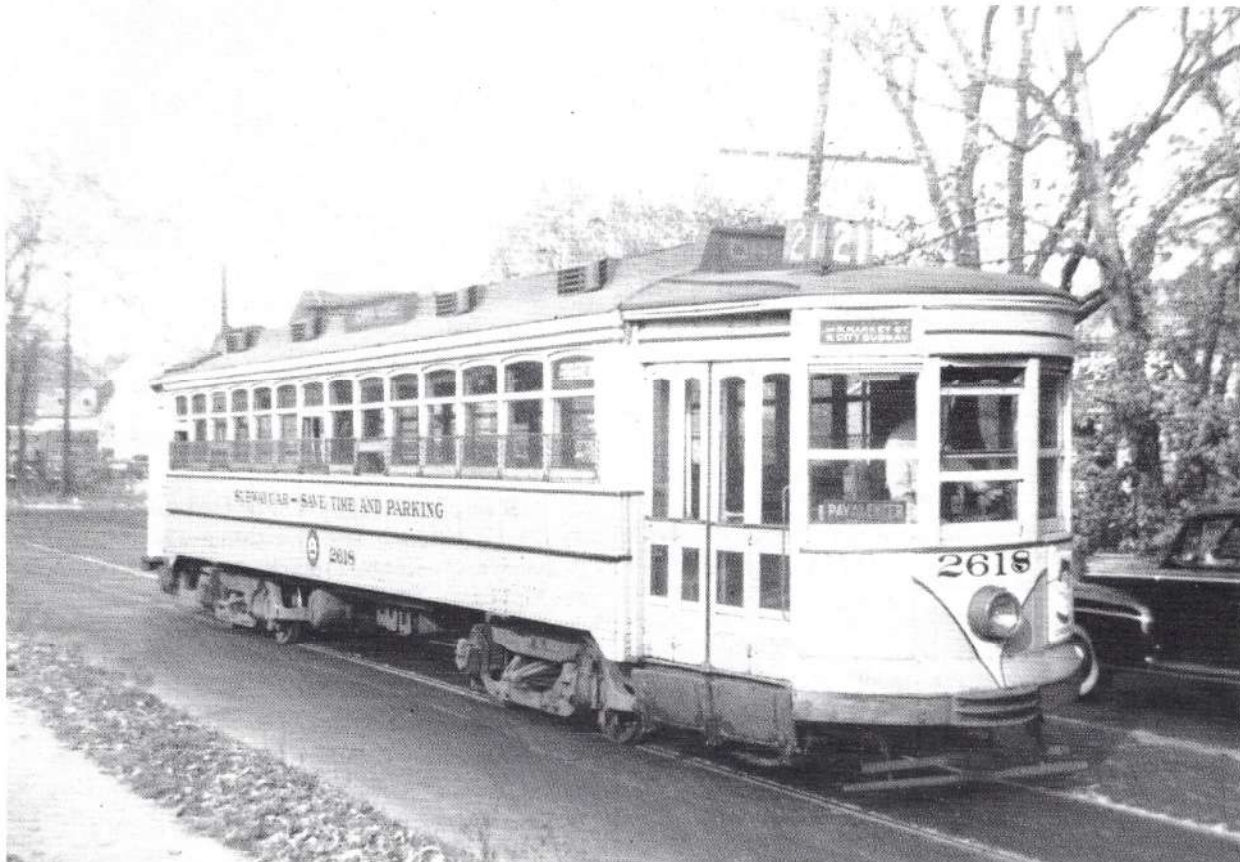


*The Newsletter of the North Jersey Electric Railway Historical Society*

Box 1770, Rahway, New Jersey 07065

Volume 11, No. 1

June 1996



*Dick Young Photograph, Robert Van Buskirk Collection, NJERHS*

With our twenty first issue of DESTINATIONS, we bring you its namesake. Public Service Coordinated Transport Car 2618 in service on the 21 ORANGE line signed for Penn Station via W. Market and City Subway routing in West Orange, NJ.

**In This Issue: More PS 2800 Comments -- PS/GM Conspiracy**

**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

Meetings are held on the third Tuesday of each month (except July and August) at the Reed Center, 1670 Irving Street, Rahway, N.J. Beginning at 7:30 P.M., each meeting features a program featuring electric traction subjects.

Annual dues are \$15.00 per year.

**MEMBERSHIP NOTES**

**President's Message**

As we continue into our eleventh year as an organization, our organization continues to grow and mature. Member level is maintaining an even keel. Meeting attendance has increased. Participation in our restoration activities has expanded. Destinations has also matured with historical data, member's stories and added research.

With the planned expansion of electric transit in New Jersey, we look forward to provide a view and opinion on what is taking place. The opening of the Kearny Connection in June marks another step toward completion of a integrated (largely electric) transportation system in the state. The Bergen Hudson Light Rail Line will bring new points of discussion and comparison.

So, I see a need for our organization to provide a chronicle of the new development and impact on current operations as well as historical research. We welcome authors to join in our efforts to report on the electric transportation scene in all quarters of the state.

Bob



Gary Madriss photo

**COURTESY TUSCAN DIARY - A TRAILER**

Thanks to the efforts of Jason Weschler and Paul Martin, Tuscan Diary, we have been able to purchase a quality storage trailer for our 2651 parts.

**WELCOME ABOARD!**

Please welcome new and rejoined members:

- |  |   |
|--|---|
| <b>Albert Ambrose, Woodbridge</b>        | <b>Robert S.Korach, Haddonfield</b>     |
| <b>Frances Ambrose, Woodbridge</b>       | <b>Fred Kramer, Westfield</b>           |
| <b>Paul G. Bauscher, Union City</b>      | <b>Edward F Lawlor, Carteret</b>        |
| <b>W. Edward Catterall, Dearborn, MI</b> | <b>William B. Rhoads, New Paltz, NY</b> |
| <b>Carl Desort, Lawrenceville GA</b>     | <b>Walter Schaufele, Lebanon</b>        |
| <b>Joel B. Goldberg, Brooklyn, NY</b>    | <b>Joel Spivak, Philadelphia, PA</b>    |
| <b>Arnold B. Joseph, New York, NY</b>    | <b>Edson L. Tennyson, Vienna, VA</b>    |
| <b>Kim Juhase, New York, NY</b>          | <b>Barbara Westergaard, Princeton</b>   |
| <b>George Kirchgessner, Hoboken</b>      | <b>Walter Zahn, Mesquite, TX</b>        |

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

- |                          |                        |
|--------------------------|------------------------|
| Albert Ambrose           | Norman W. Hosler Jr.   |
| Frances Ambrose          | Neil Huff              |
| William J. Armstrong     | William D. Joyce Jr.   |
| Herman Bachmann          | William F. Keigher     |
| Douglas R. Bennington    | Gary Kleinedler        |
| Joseph F. Braun          | Donald F. Koehler      |
| John Brinckmann          | Alexander J. MacDonald |
| Michael & Lynn Burshtin  | Daniel V. Marchese     |
| William E. Christian Jr. | Anthony C. Mazzella    |
| Phillip G. Craig         | Thomas G. McBride      |
| Ira L. Deusch            | Garry M. Pace          |
| Ted Eickmann             | David Phraner          |
| Edward T. Gibbs          | Rev. Charles Reinbold  |
| Michael Glikin           | W. Rudy Rorer          |
| Gene Gordon              | Charles Roselius       |
| John J. Grasso           | Bruce Russell          |
| Joseph A. Guarino        | John M. Schluter       |
| Barker Gummere           | Richard A. Shiels      |
| John B. Gutberlet        | Edward C. Sosman       |
| Brian Hager              | G. Les Whitfield       |
| G. William Herkner Jr.   | John A. Yohannan       |
| Robert E. Hooper         |                        |

## Letters to the Editor

### Richard L. Bowker writes from Pittsburgh...

In the 1930s and 1940s while growing up, we visited a lot in New Jersey and I was always impressed with Public Service as they had the largest fleet of gas-electric and diesel -electric buses as well as the all-service vehicles.

I had relatives in Audubon and Camden as well as Bloomfield and Newark as well as a bunch in Southwestern PA around Philadelphia. Since I have always liked the MP54s, I really enjoy your publications. I rode a good many around Philadelphia as well as in New Jersey.

Getting back to Public Service, I remember riding an all-service vehicle, must have been about 1936 with my grandfather from the PRR ferry along private right of way over Newton Creek where they were using the old trolley private right of way bridge. After the 9100 left the bridge, it was the bumpiest ride! The poor ASV really rattled and shook! They must have just run over the old prw as it was not paved! We actually rode it to Clementon Amusement Park, but of course, after Haddonfield, the poles came down and it operated on the gas-electric engine.

Streetcar enthusiasts were looked down upon in the 30s and 40s if they even looked at a bus, or even a trolley bus as they did replace a lot of trolleys, especially on the Public Service system. But I always liked their buses and ASVs. I had relatives living right on Bloomfield Ave. When they were getting ready for the Newark Subway in 1935 and you could hear the air hammers on the streets as they repaved the tracks in concrete on Bloomfield Avenue at that time! Next, a trip to South Newark.

A trip to my cousin's grandparents was interesting as they had a first floor apartment right on the front right along South Broad St. They had a bay window and you could see GG-1s and MP-54s a block away on the PRR elevated tracks. Just a block away was where the "13 BROAD" line ended. It was fun to see the rush hour as the ASVs would pull down their poles in front of their apartment and use the gas-electric engine to the lot a block south. Right across the street were the pans on the wires as the "11 ELIZABETH" ASVs would go on through. It was great on an evening with thunderstorms! I remember once, when the "13 BROAD" went to put his poles up, he missed and ZAP, ZAP, ZAP! What a light show that was! He had to come to the rear and put the poles up by hand! Miller St. Garage was close to their apartment! Great issue, the Dec. 1995 Destinations!

### E. L. Tennyson, Vienna, VA., writes...

Appropos the popularity of trolley travel in 1938, if you don't have members who remember, P.S.C.T. announced a "Last Chance" to ride the Hudson River Line #1 - Bergen [County] in March 1938. Abandonment soon after was planned.

This was not just a Hudson River line ride, but a North Jersey Tour, starting from Penn Station, Newark to Franklin Avenue on #7, to Penn Station again, to PS Terminal under - to #43 Jersey City to Oakland to Union City to Palisades #23 to the Park, then Hudson River Line down to Edgewater, back to Paterson at 50 mph with a change of cars, then back to Jersey City and Newark. It took all day.

The charter service phone ran off the hook. After the first car was full, they agreed to provide more. It took eight cars to carry the trolley tourists, must have been 400 of them. Old ladies, little kids (my little brother) and no obvious "railfans" although there must have (been) many. I have two or three pictures I took that day, but they are not too good. The cars had big numbers on them in the front advertising rack so people could keep track of what car they were on. There was a Union City Car House inspection and the change of cars at Edgewater.

[Editors Note: We will undertake coverage of this 'massive' fan trip if members can provide additional information and photographs.]

### Chuck Wrege, Brielle, NJ writes [in part]:

John [O'Connor]'s article on the ASV stupidity was also interesting. I wanted to mention that bus 4724, a diesel electric (converted either from a AL-265 or Z-328 in 1941) was outfitted as a diesel ASV for replacement of the City Subway cars. [This] was apparently an experimental diesel-ASV [before] D-900 [was] purchased in 1950.

### Happy Birthday, Bessie Hall

On May 13, 1996, Mrs. Bessie Hall, mother of our member and former president Tony, celebrated her 100th birthday. Congratulations. We wish her many more.



### Celebrating TEN YEARS of continuous membership in North Jersey E. R. H. S. in 1996

John Brinckmann	James T. McNamara	Al Mankoff	Rev. Charles Reinbold	E. Wayne Scott
Michael & Linda Burstin	Brain A. Hager	Daniel V. Marchese	W. Rudy Rorer	Charles L. Simon
Joseph F. Eid	Norman W. Hosler, Jr.	Thomas G. McBride	Henry Ruschmeyer	Edward C. Sosman
Michael Glikin	Joseph G. Madden	Thomas F. Moran	Bruce Russell	G. Les Whitfield
		S. David Phraner		

## CAR NOTES - 2800s

by Chuck Wrege

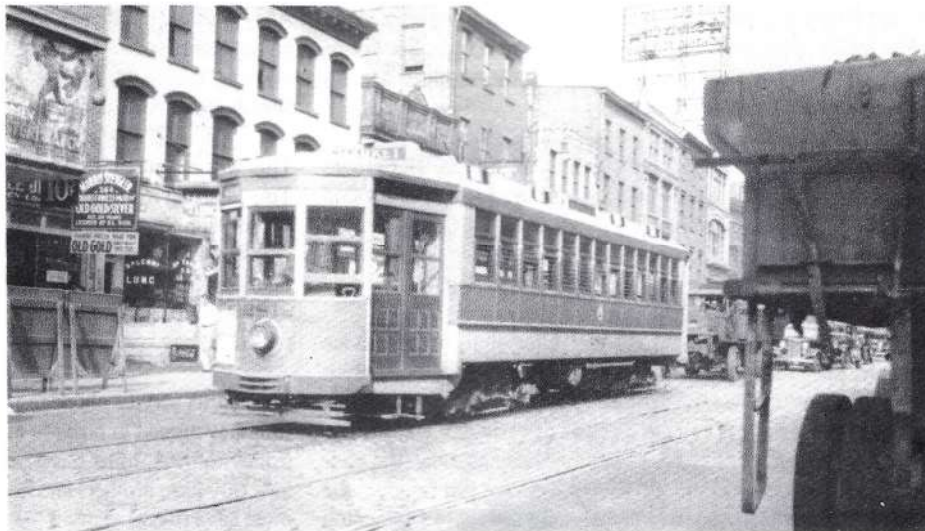
[Chuck provided these comments in a letter to the Editor. But the content deserved a more complete presentation. Ed]

I must thank you for the December 1995 "Destinations" newsletter. I found the articles very interesting since they all concerned, one way or another, areas of interest to me.

You ask for comments and corrections, so I include some in this letter.

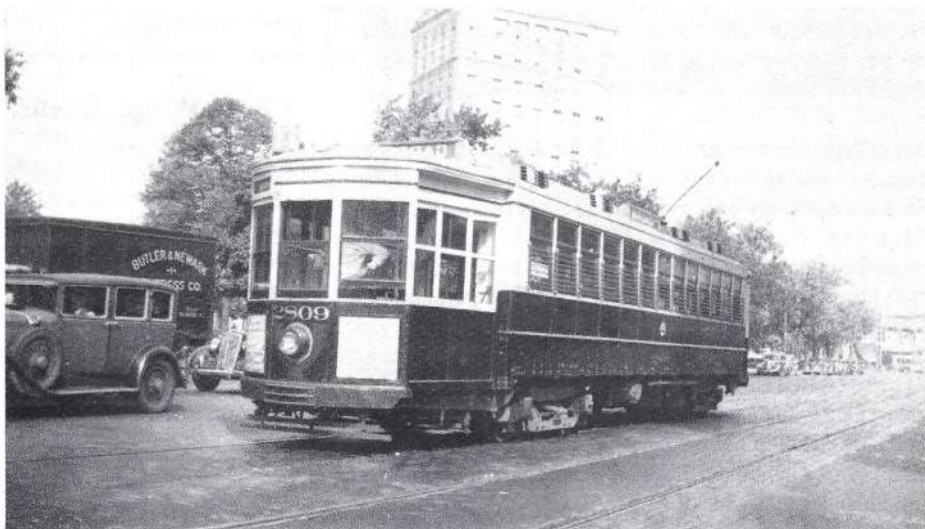
I found John O'Connor's hypothesis about the P.S. 2800s being assigned for use over the Delaware Bridge from Camden fascinating. It certainly is a fresh outlook since it accounts for their construction as 13 window cars. The thirteen window 3250-3282 series cars delivered for use to Camden shipyards in 1918 were constructed in this manner because of short curves in Camden which were suitable for the 3000, 3100, 3200 and 3400 series cars. John may have a good point here since there may be records of the Delaware Bridge Commission still existing and they may contain data on such a scheme.

The 2800 series cars (2800-2812) certainly are a mystery. There may be some evidence that they were planned as two man cars since cars 2806 and 2812 had permanently closed folding doors on the front platform on the blind side. Cars 2800-2805, 2807-2809, on the other hand, has solid platform panels on the blind side. Incidentally, 2737 and



North Jersey Chapter, NRHS Negative No. 428

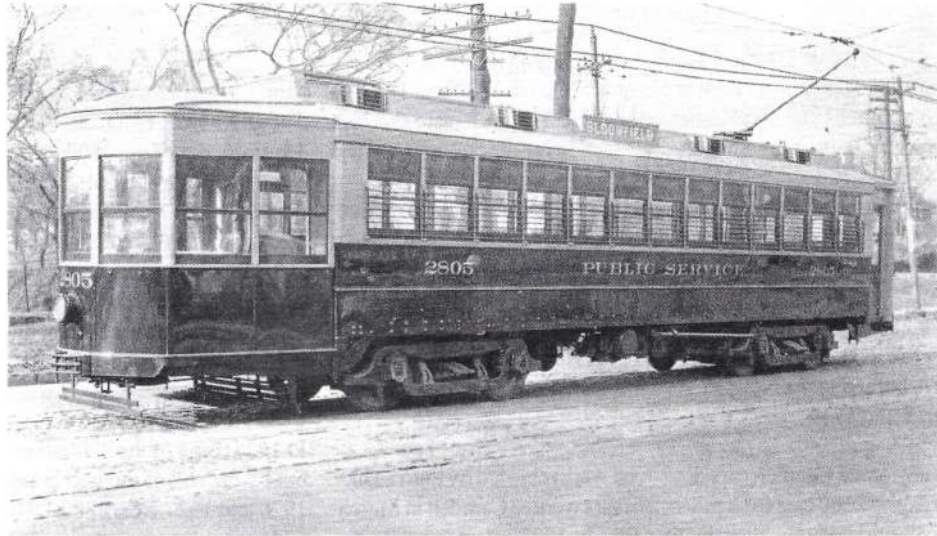
**In 33 MARKET service, Car 2812 shows off its permanently closed left side doors.**



Dick Young photograph from the collection of Frank Miklos

**Nothing was standard about PS cars. Car 2809 displays yet a third way to close off the left hand of the platform with a fixed lower panel and three window panels. The 2809 here is in 13 BROAD service at Broad Street and Military Park, Newark, NJ**

**Car 2805 displays another variety of left door closure with solid panels and the Deluxe red and cream paint. This photograph was taken at the wye on Bloomfield Avenue in Verona, NJ.**

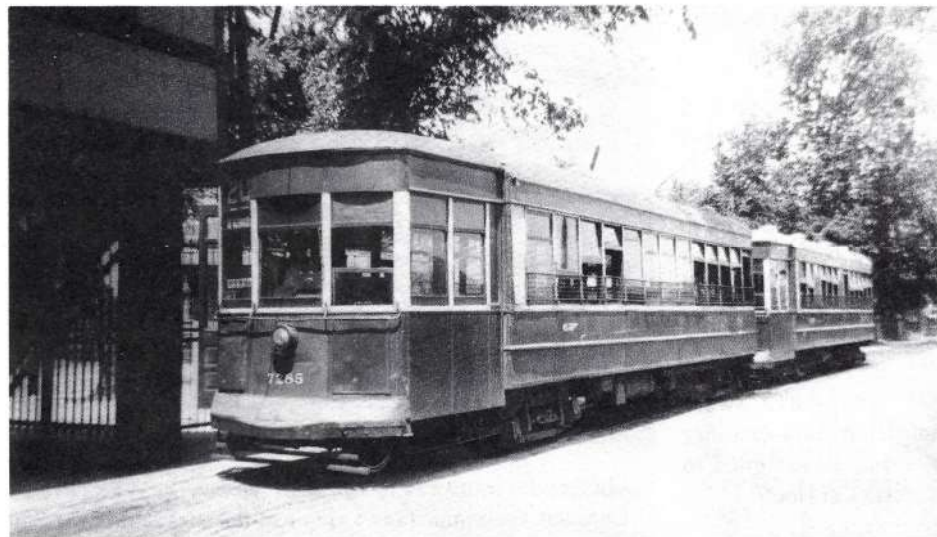


*From the collection of Ira Deutsch Collection Neg. No. 2035*

2749 had similar solid panels, but no other 2600s or 2700s had solid panels that I know of. To make the situation even more interesting all the 2800s mentioned (2800-2805, 2807-2808) had two windows on the front platform on the blind side, but 2809 had three windows. One cannot attribute these solid panels on the front platforms of 2800-2805, 2807-2809 and on 2737 and 2749 to some rebuilding in Hudson County since a 1931 shot of

2803 shows the solid panel, 2 window configuration, when the car was designated a "parlor car" after the 1926 rebuilding program. The leather seats in 2800-2810 were black, but of an entirely different type than the cross seats found in the 2600s and 2700s converted to the "parlor car" or "deluxe" type. Even more strange is the fact that 2800-2811 sat 50 passengers and 2812 sat 48 passengers. The mystery continues.

**Philadelphia Rapid Transit car 7285 is a 13 window car showing a very similar appearance to the PS 2800s. Thirteen window, short platform, single enders. Compare this car with 2805 above. John O'Connor noted the similiar in Destination 20 Car Notes - Page 3. Interesting?**



*Photograph from the collection of Frank Miklos*

## CAR NOTES

### Public Service Railway Series 2800 Cars

by Edward T. Francis

Cars 2800-2812 were built at Newark Shops in 1922 and 1923 as replacements for cars destroyed by fire. The cars were the last new cars built at the Shops.

Car trusts or mortgages required that fire or wreck losses be replaced with a similar car of equal construction. I did not research the lost cars as to being under a car trust or mortgage.

Car 2800 was a replacement for PSRR 3541 which was destroyed by fire at Edgewater in August 1918. Nos. 2801-2812 replaced cars burned in the Newton Avenue Car House (Camden) fires of 1918 and 1919.

Many of the Camden cars destroyed were replaced by the transfer of Series 2300 cars to Camden. Six cars went to Camden in March 1918 immediately after the first fire. In 1923 seven more 2300s went to Camden. All returned to Newark Shops in 1927 and saw years of service on the Hudson and Essex Divisions.

Chief Draftsman Edward Moller at Newark Shops called the 2800s a single end version of the 2600 car. I never heard any comment that the 2800s were destined for Camden.

No. 2800 was completed at Newark Shops on March 7, 1922. Record shows the car on 2 C50P trucks, 4 Westinghouse 101B motors, and a K-35 controller. Only the controller was new equipment. Seats were longitudinal; folding doors and steps were manually operated; electric heat.

Car 2800 was first assigned to Montclair Car House as of March 25, 1922.

Cars 2801-2805 were completed between March and October 1922 and all assigned to Montclair Car House.

Cars 2806-2812 were completed July-October 1923 and all assigned to Montclair Car House.

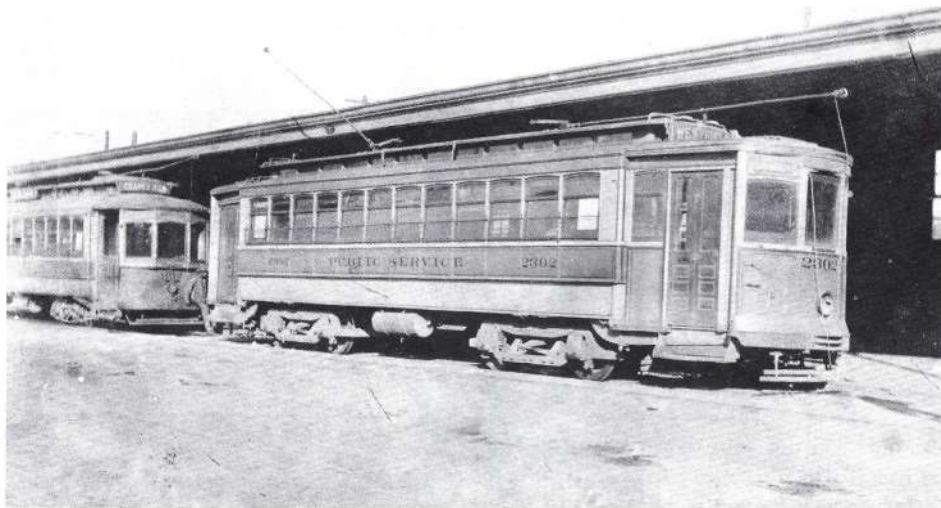
I have never uncovered drawings or photographs of a 2800 car running with the

short platform forward. I am inclined to believe that the cars did. The BLOOMFIELD cars went to one man operation on January 15, 1925. All of the 2800s were in the Newark Shops for almost a month in the fall of 1924. No. 2800 went to the Shops on November 4, 1924 and then to Roseville CH on December 8, 1924 and shortly afterwards to Montclair CH. During the month at the Shops the cars could have had the platforms reconstructed for operation with the long platform forward. There door engines were installed on each car at this Shop visit. Electric fare box and registers were installed in 1925. Window wipers in 1927 and air gongs in 1929.

In 1925 some of the 2800s were assigned to Big Tree Car House but by the end of the year were back at Montclair Car House. In 1926 and 1927 Nos. 2800-2810 were converted to "de luxe" car with cross leather upholstered bucket seats. No. 2805 was the first car out of the Shops in November 1926 and returned to Montclair CH. The other cars were completed in February and March 1927.

Nos. 2811-2812 were not converted to "de luxe" cars. Reason unknown. 2811 was out of service by Jan. 1934. Scrapped in

*Continued on page 7*



*Photograph from the collection of Frank Miklos*

**Public Service Railway Car 2302 is service on the WESTFIELD line on the Southern Division at Camden Terminal. This was one of the cars sent to the Southern Division to replace fire damaged cars. It was later returned to service on the Northern Division.**

*Francis 2800 Comments - Continued from page 6*

1940. 2812 went into storage at Newark Shops Jan. 1937 and was scrapped in 1940.

2800-2810 were on BLOOMFIELD through the Summer 1933 assignments.

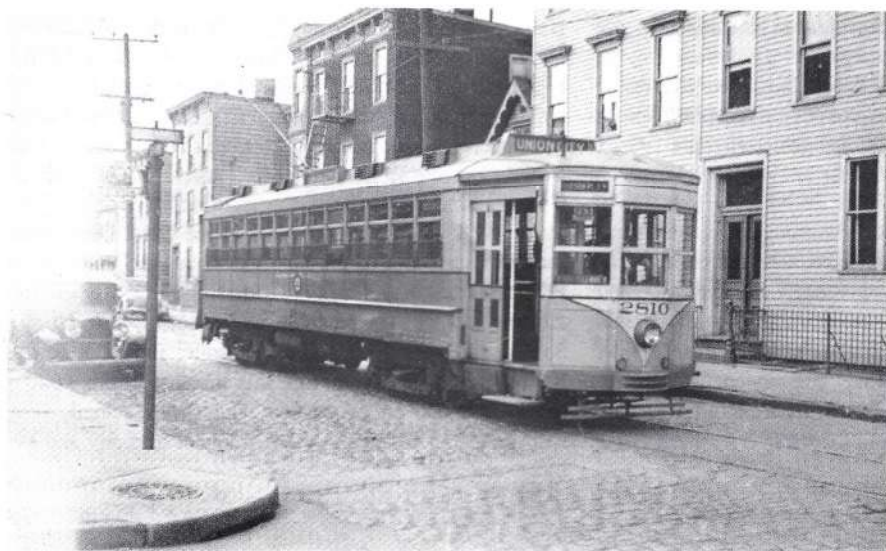
2811-2812 were assigned to ORANGE LINE Summer 1927.

Winter 1927-28, 2811-2812 were assigned to 16th Avenue CH. Ran on the MARKET LINE and could have run on No. 1 NEWARK LINE.

Winter 1933-34, 2800-2810 assigned to Big Tree Car House and ran on the BROAD LINE and could have run on the PATERSON LINE. Also SPRINGFIELD possible.

With the end of the BROAD LINE in Sept. 1937, the cars were listed as "unassigned" on the Winter 1937-38 Assignments. Summer 1938, 2800-2810 assigned to Union City Car House on UNION CITY LINE.

2800-2810 were scrapped at Greenville Car House in August 1949 following the end of car operations on the Hudson Division. The car bodies were cut into three pieces and trucked to the Federal Metals scrap yard in Newark.



*Robeert Van Buskirk photograph from the collection of Frank Miklos*

## Trolleys Over Camden Bridge Assured Prospective Car Service Between Camden and Philadelphia

*Bob Hooper*

So read the headlines on two small items carried in the Electric Railway Journal of March 19, 1927 and April 23, 1927. The first item "Trolleys .... Assured" states that the first steps to railway cars over the Delaware Bridge were taken with the passing of an ordinance giving Public Service Corporation of New Jersey to right to lay loops tracks from the center of the Camden bridge plaza to the center of Camden. The item continues by mentioning that Philadelphia Rapid Transit would join Public Service in an application for operating rights over the bridge.

The second item, "Prospective Car..." continues the discussion of plans. It states that the "PRT was ready to start negotiations for the right to operate cars across the Delaware River Bridge between Camden and Philadelphia. Mr. L. K. Meyers told the Bridge Joint Commission that PRT has an agreement with the Public Service Railway to lease tracks recently authorized by the Camden City commission in Fourth, Fifth and Mickle Streets on the New Jersey side." Following discussion, the proposal was referred to the Executive Committee for future hearing. Nothing more is reported in 1927.

So we find evidence of plans for Camden Philadelphia service and cooperation between Public Service Railway and PRT on operation. Did they also cooperate on car design as suggested by J. F. O'Connors in DESTINATIONS #20? [See photos -Page 5.]

**PSCT # 2810 in service on the UNION CITY line in Jersey City signed for Hudson Place Terminal. The sign at the bottom of the window sign reads "Palisiade Ave." The car still carries its route number sign pole a carry over from Essex County deluxe service days.**

**March 26, 1940**

## PUBLIC SERVICE / GENERAL MOTORS CONSPIRACY

by E. L. Tennyson

The December 1995 issue of Designations was very interesting. Since it welcomes comments, I want to comment on John F. O'Connor's report on the elimination of most PSCT major street car lines beginning January 1, 1935.

There was much in there I could not remember specifically but citation of Matthew R. Boylan on page 9 was most appropriate. My father worked for Charles Danforth, Boylan's predecessor about the time of World War I - 1919. My Dad liked Danforth and surveyed the extension of Central Route 23 from the Orange-East Orange line to the Orange-West Orange Line, with right-of-way acquisition beyond Central Avenue at Valley Road to the Montrose line right-of-way to the west. The property still had "Keep Out - Public Service" signs on it in 1940. Arthur Thompson was my Boy Scout Master 1934 to 1940 and he was a PSCT civil engineer. Through my Dad, I got to know Albert C. Creamer quite well. My Dad transferred to PSE&G to avoid Boylan.

At the time of the great labor strike in 1923, or whenever, Danforth held out for a penny fare increase with a penny transfer charge, but the politicians wanted a nickel fare and PS Ry. was told they would have to agree or no fare increase approval. To help pay the bills, nickel zones would be applied with double fare for transfers. Danforth was fired or quit, and Boylan agreed with the politicians and took over. He was a bean counter, not an engineer or operating man. Buses had a lower cost per mile than street cars, never mind carrying capacity, revenue retention, or passenger comfort. O'Connor's article makes this clear.

In 1945, Al Creamer began to fill me in on the Public Service - General Motors conspiracy in restraint of trade to monopolize the sale of buses. Every year, Al was sent to Detroit to drive home the General Manager's new Cadillac, compliments of GMC. Every year, the GM engineering team came to Newark and made a formal report on which lines would get buses next year. Boylan and Arthur Warner following him followed the directions dictated by GM. That is why no PCC cars were bought, despite Thomas McCarter's participation in the PCC design activity, pre 1935. I had fact-to-face arguments with Warner in 1946.

While I accept Al Creamer's reports without doubt, they were proven in 1954, I think it was, when PS, Greyhound and GM agreed to cease and desist from the practice, even as they denied they had done it. The federal anti-trust attorneys had proof that in return for PSCT and Greyhound buying only (or mostly) GM buses, GM would sell their best model intercity coaches only to Greyhound and PSCT. By then it did not matter, as all street cars were gone, except the second hand PCC cars.

In 1951 or 1952, I was called to testify in opposition to the #29-Bloomfield line abandonment in favor of "express buses". I testified (under oath) that bus substitution would increase PS costs and decrease its revenue, making buses most improper for this subway line. PS's whole case was based upon pictures of each car stop on Bloomfield Avenue with automobiles delayed by a trolley stopped for passengers. Economics had nothing to do with it. Service had nothing to do with it. The sale of automobiles had everything to do with it. GM was a good PSE&G customer. We lost the case and the Bloomfield line, with its two-minute peak headway, but we won a booby prize of "continuing Trip Tickets", definitely transfers. There would be no transfers system wide at that time, but because the Board of Utility Commissioners could see that PSCT was in the wrong, they made the conversion contingent upon the issuing of the "Continuing Trip Tickets" free so trolley riders could switch to Route 7, which too many of them did, to PSCT's great surprise and distress.

Route 7 had been on a 12-minute peak headway until 1952. Service was added to replace the Bloomfield line in the subway, but it wasn't enough. Subway use grew so fast that it was impossible to reverse the double end cars at Franklin Avenue switch-back fast enough. The old World War I model cars could not cope with the volume. PS needed a loop to speed the turning of Cars and eliminate the changing of trolley poles and to avoid carrying the Johnson fare box from one end of the car to the other. The City of Newark funded the loop, but the purchase of PCC cars was part of the deal. Passenger travel on the City Subway 1952 to 1966 has held up much better than public use of the bus system ever since.

On December's page 7, J. F. O'Connor cites the loss of PSCT ridership from 1936 to 1938 as buses took over many rail lines. National statistics for those years confirm the public aversion to buses. Street car ridership fell from 7.5 billion in 1936 to 6.5 billion in 1938 because 5,780 street car (nationally) were replaced by buses, many of them National City Lines funded by GM and Firestone. Buses increased by 4,600 and trolley coaches increased by 900. Despite all the new buses, bus ridership increased only 0.3 billion and trolley coach patronage increased only 0.25 billion. Since 1938 was a recession year in the Great Depression, that may explain some of the bus losses, but in Pittsburgh, where PCC cars came in around 1938, ridership gained 12 percent when the new cars took over a route, except for rush hour trippers. In San Diego, about 1989, when The trolley replaced Express Bus Route 90 on Freeway 95, ridership increased from 3,000 on the buses to 12,000 on the trolleys which were actually slower in rush hour, but faster and more frequent mid-day and evening plus weekends.



## Comment on PSCT Conversion to "All-Service" Vehicles

By Donald J. Engel

The newsletter of the NJERHS of December 1995 featured a fine essay and analysis by John F. O'Connor of the Public Service Coordinated Transport massive conversion program from street car to bus in 1935 to 1938. There is considerable merit to Mr. O'Connor's argument the PSCT conversion was an ill-advised disaster to the company and its passengers, especially in the Essex and Hudson Divisions. The cost of the conversion to hybrid new buses and rebuilt obsolete buses was far beyond the benefits to be accrued from the change. According to Mr. O'Connor, Matthew Boylan of PSCT was the master mind directing PSCT policy and the implication is that Boylan considered himself to be always right. I have heard the comment from those who had contact with Boylan that he was a rather nasty character.

There can be no doubt that the Public Service Railway (and its successor PSCT) generally went its own way, ignoring technological developments in the industry. The design and construction of the 2600 class of car is a classic case of a head strong management with an in-grown corporate culture. The 2600 class was obsolete when it was designed in 1915. It was a composite construction which combined steel and wood in a car body with excessively heavy trucks and motors, producing a car that was at least four tons overweight, and lacking much in the way of attractive passenger accommodations. This type of car construction was superseded by 1915. Apparently there were differences of opinion within the company on the merits of wood versus steel construction, hence the compromise. The Public Service corporate culture permeated both the railway and the electric company with the theme that "we are Public Service and thus are always right". Their attitude towards the public seemed to be "take it or leave it".

The program was absurd in replacing high capacity street cars with buses having only 2/3 or less of the street car capacity, and discarding railway facilities that had many years of remaining useful life as described in Mr. O'Connor's article. In the mid 1930s the motor bus (and the ASV) was ill-suited for urban operation. At the time, the Third Avenue Railway System of NYC embarked on its street car program knowing that the electric cars were superior for urban transit with lower operating cost; at the same time other properties were acquiring PCC cars for urban service. Again, Public Service went its own way!

It is correctly emphasized that in ten years the "all service vehicles" were junk, and the trolley bus power supply structure was then scrapped. This indeed was a poor investment. Within a decade PSCT's expensive investment had evaporated, requiring new investment in GM diesel buses and support facilities. A lesser investment in the 1930s in replacement modern cars would have had a useful life double or more than that of the ASV adventure, and would have provided superior accommodations for its patrons and improving PSCT's revenues.

If PSCT wanted to go the low cost route to modernizing its streetcar operation, it could have followed the example of several properties that were purchasing modern light weight cars in the used equipment market to up-grade their service (examples: Third Avenue Ry., NYC; Virginia Electric Power, Richmond; Columbus and So. Ohio Electric, Columbus; Birmingham Electric Co., AL). Possessing a well equipped shop, experienced in building cars, they could have borrowed Third Avenue's approach to modern cars: design and construct their own, in addition to exploiting the used equipment market. PSCT's existing street cars were obsolete, crude and austere; they did not have the operating refinements of the Third Avenue's or other relatively modern cars including the PCC car.

It is emphasized that track and power facilities were adequate for another 10 to 20 years use. A lower level of investment than for the ASV would have modernized the street car system and yielded a higher net income. The urban transit business in that period was a viable profit making business encouraging such an investment.

The departure of Thomas N. McCarter was probably the turning point in PSCT policies from street car to bus under Boylan's direction. (The villain in the drama appears to be Boylan.) When the Newark City Subway was constructed it was PSCT's plan to re-route five car lines into the subway: Bloomfield, Orange, Central, So. Orange and Springfield. The last two never made it. Several of the urban Essex and Hudson car lines had heavy passenger traffic that justified street car operation. For example, in the 1940s the Jackson line was PSCT's line first in revenue per car mile. It had a base midday headway of 4 to 5 minutes and 2 to 3 minutes in rush hour.

Considering all factors, there is basis for suspicion that General Motors (Yellow Coach) had a friend inside Public Service, influencing the "modernization" decision in favor of GM buses. All the new ASVs were purchased from General Motors. The conversion program was obviously biased in favor of buses despite its financial and operating defects. Only gullible corporate directors could have accepted this expensive and flawed program. At this time, and for the next 25 years, GM was aggressively promoting sales of their buses through corporate and political influence, and by its participation in National City Lines whose admitted purpose was conversion of street car operations to GM buses. During the remainder of its corporate life, PSCT purchased only GM buses!

The management of PSCT continued to be narrow minded in its conduct of a passenger carrying business. When the Delaware River Port Authority was seeking an operator for its Lindenwold Line, it offered an operation contract to PSCT which declined the offer. PSCT's management's reply was "that it was a bus operator and not a rail operator"! This statement was made by a high PSCT officer to the writer.

# RENOWN TRANSPORT HISTORIAN PASSES

by Frank S. Miklos

We were very sorry to learn of the death of Wilbur Sherwood, the father of our member and former Vice President, Bob Sherwood.

Wilbur was one of the most respected transportation historians whose interests covered nearly every aspect of the industry. While he photographed thousands of trolleys including countless views taken in New Jersey, he was one of the few people of his time to also photograph vehicles with rubber tires. Included in his collection are views of New Jersey's all-service vehicles as well as virtually every type of bus ever operated by Public Service. Similar equipment in other cities were captured by him on film. He also kept a vast log of notes about transit vehicles he observed in service with a record of their route assignment and other operating details.

He will always be remembered for his willingness to share his transportation archives with others. Nearly every major book on the subject of electric traction has photos from his vast collection. He was also very generous in making prints available to individuals who demonstrated an interest in transportation. Much of what many of us know about various transit systems was learned from viewing Wilbur's photographs. Truly thanks to him a picture was worth a thousand words.

One of his last appearances at a railway organization occurred about two years ago when he joined his son, Bob, for a film presentation at one of the North Jersey Electric Railway Historical Society meetings in Rahway. The films included footage taken on such obscure properties as Bangor, Maine and other small New England traction systems. That presentation is still fondly remembered by those in attendance.

We are pleased to report that Bob Sherwood intends to preserve his father's collection. This is only appropriate since Bob is actually the third generation of the Sherwood family with an interest in transportation. Wilbur's father, Granville, began the tradition and was an active member of several rail organizations.

To Bob and all the members of the Sherwood family, we extend our sincere sympathy.



# 21 ORANGE OFFERED TWO WAYS TO NEWARK



**Public Service's 21 ORANGE line service provided two ways to reach downtown Newark, either 'West Market Street to the City Subway at Warren St.' or 'Orange Street to the City Subway at Orange St.' as illustrated above. Timetable map provided by E. L. Tennyson.**

E. L. Tennyson remembers ... "the PRR MP54-E6 which were fast, smooth riding cars, in contrast to other MP54s which were limited to 65 miles per hour to keep the motors from exploding. I once rode them to Washington, DC on a very fast run. We also saw them running as a one car train between Harrisburg and Philadelphia."

## MORE THOUGHTS ON PUBLIC SERVICE TROLLEY ABANDONMENTS

*By Frank S. Miklos*

In the mid-sixties, I was talking with someone regarding the Newark City Subway. I praised this well-run operation with its high standards of service. The other person's comment was that "The City Subway is a success despite Public Service."

This remark did not really surprise me because I had a negative impression of Public Service at a very early age. As a child I frequently visited my aunt who lived about three blocks from the Roseville car house. Often she and my mother would take me with them on shopping trips to downtown Newark. Our trip was made on the 21-Orange trolley which we boarded on Orange Street above the junction at West Market Street. This gave us the flexibility of riding either branch into the City Subway. It seemed such a practical means of transportation with a fast one-seat ride into downtown Newark. The outside of the trolleys carried the words "SUBWAY CAR - SAVE TIME AND PARKING", a slogan that really said it all. It was around that time that Public Service announced plans to abandon the trolleys and even though I was only five or six years old, the proposal seemed incredibly stupid to me. When they actually carried out these plans I lost respect for Public Service; even though the trolley service survived in the subway.

While that Public Service management clearly showed a strong distaste for trolleys, I always had the impression that there were pro-rail forces within the organization that did not follow the party line and did their best to provide quality rail service. Even the older cars seemed well maintained right up to the day they were retired. This legacy continued even when the once-vast system was down to a single line operating in the Newark City Subway. I have seen pictures and movies of other trolley systems whose equipment looked run down and shabby in their final years of service. Such was not the case with Public Service where the trolleys usually performed well mechanically and always had clean, well-painted exteriors and interiors.

All of this did not deter Public Service from carrying out its conversion plans. The "Mark-I" video on Public Service trolleys has one scene that shows their anti-rail hostility. It was filmed at the Greenville yard on the last day of service and shows trolleys being cut up for scrap. As soon as the cars completed their runs the scrapping process began. Looking closely at this scene, one sees a car being cut up with its pole still in contact with the overhead wire.

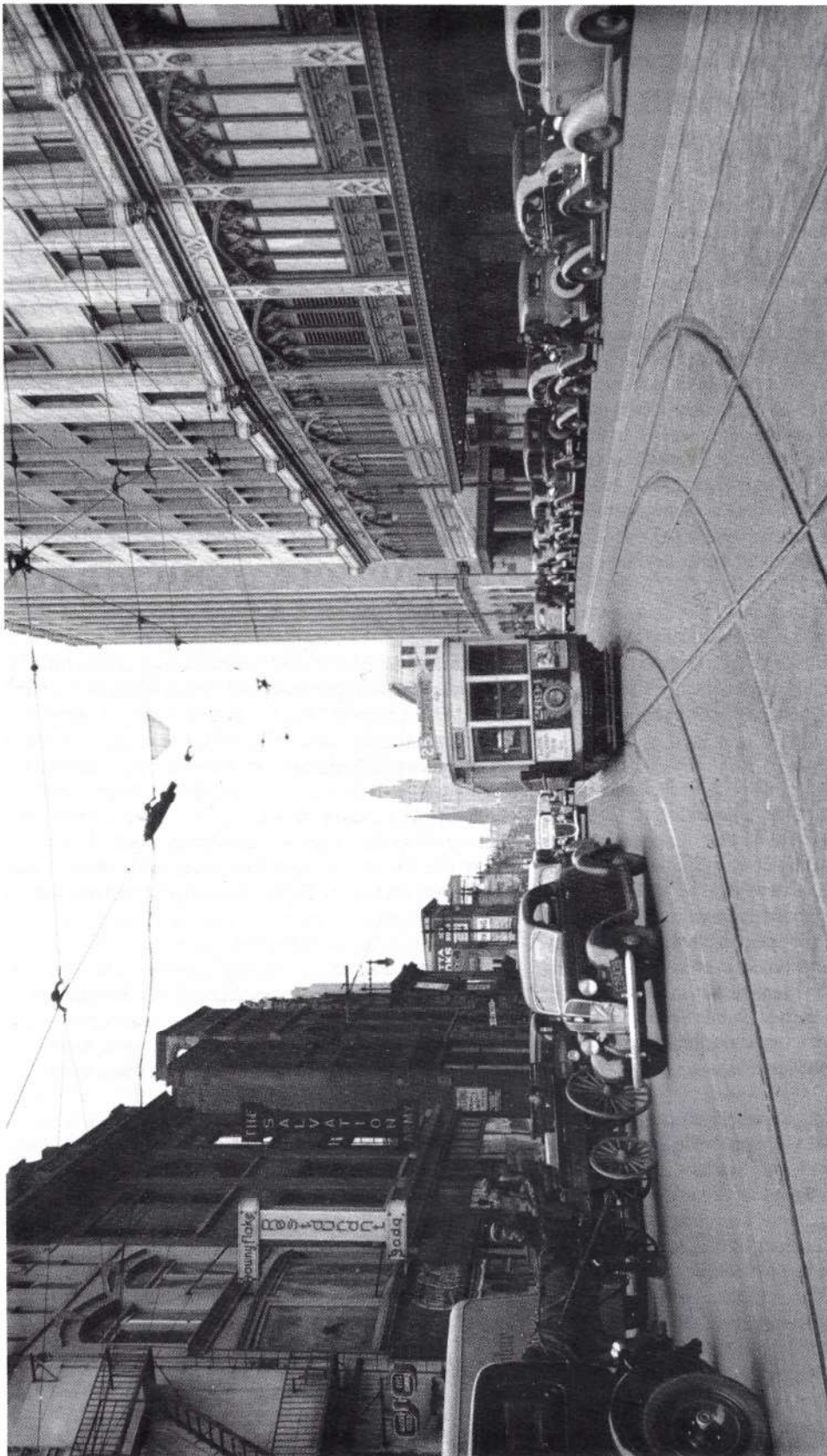
Don Engel's comments about Public Service's attitude towards the Lindenwold line overlooks one important factor. All the

stations were designed with provisions for feeder bus service, but Public Service would have no part of it. Their management insisted that people who lived in the communities along the line would prefer to use buses instead of the rapid transit trains. They refused to operate bus service to the rail stations and tried to maintain competitive bus service. As a result, the bus patronage plummeted. Rather than admit its mistake, Public Service clung to its position and demanded subsidies from the state taxpayers to cover its losses. These were subsequently granted, thereby proving that mismanagement has its rewards. It was only when the bus operations were taken over by NJ Transit that a feeder bus system was attempted, but by this time the pattern of driving to gigantic park/ride lots at the train stations was deeply entrenched. To this day the bus service in South Jersey suffers from low ridership—a legacy of Public Service's stubborn denial of the benefits of a truly coordinated transit system involving rail as well as bus.

As an aside, the Lindenwold line came into being around the same time that the Bay Area Rapid Transit (BART) system was opened in California. From the outset, feeder bus service was provided to the BART stations. The management of the AC Transit which provided the feeder bus service, expected its vehicle requirements to drop once their routes were diverted to the rail stations. In anticipation of this, they kept a large group of older buses on their roster with the idea that they would retire them as soon as the new service began. Feeder bus ridership exceeded all projections and many of the older buses had to continue in service for several years.

More recently feeder bus service was provided in St. Louis when that city's light rail service began. Not only was that rail ridership well above forecasts, but the bus service saw a 20 percent jump in patronage as well. One can only wonder what would have happened in South Jersey had Public Service not been so hostile towards rail.

Times do change, however, and at hearings held to discuss plans for the proposed light rail line along the Hudson River waterfront, officials from PSE&G (Public Service Electric & Gas) voiced strong support for the project. Of course most of these executives were not even born when their predecessors at Public Service Coordinated Transport were so eager to purge Hudson County of its trolleys that they couldn't wait for the trolley pole to be lowered before ordering the scrapping to begin.



*Dick Young Photograph, Robert Van Buskirk Collection, NJERHS*

**PSC car 2694 glides past Bamberger's on Washington Street, Newark approaching Market Street. Signed for Maplewood, the car will make the right turn onto Market. The 25 SPRINGFIELD route takes the car up Springfield Avenue through Irvington into Maplewood. Photograph looks north on Washington Street. March 13, 1937**