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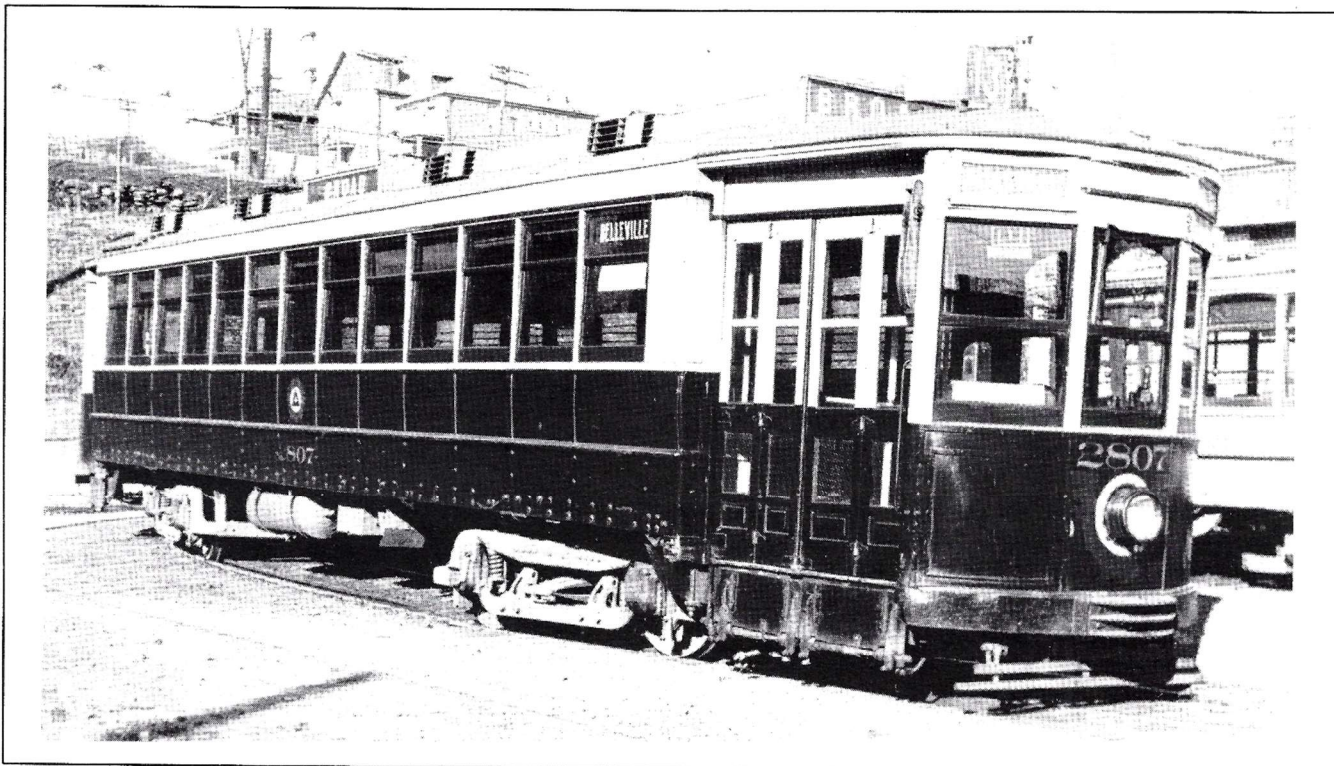


*The Newsletter of the North Jersey Electric Railway Historical Society*

Box 1770, Rahway, New Jersey 07065

Volume 11, No.2

December 1996



*Al Creamer Photo - NRHS, North Jersey Chapter Collection*

Public Service Railway De Luxe Car 2807 at Big Tree Car House, Nutley, NJ ready for service on the 13 BROAD. January 1, 1935 saw forty three De Luxe cars assigned to the 13 BROAD line. Painted in a new maroon and cream paint scheme. The De Luxed cars stood out from the common paint scheme. The Public Service De Luxing Program spanning 1926 to 1934 sought to attract riders back to public transportation.

**In This Issue: West New York Car House -- Deluxe Trolley Cars  
"Swamp Line" Memories**

## 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

Nineteen ninety six has been an express year. Seems like only yesterday that we were welcoming in the year, but the year has been progressive as well.

Membership is growing and stands at 135. Activities continue to be brisk. Photo sales at limited number of train shows continue to attract attention to the Society. People have a genuine interest in looking at the past and considering what could have been.

Our cataloging of the Van Buskirk collection continues to uncover new scenes in the vast collection. Barker Gummere is like a kid in the candy store as he discovers vacant car numbers from his collection. He is also doing yeomen's duty identifying the locations. (RVB was a photographer and not a label writer.) The photo list of the collection will be available in 1997.

We have made the final payment in our settlement with Seashore Trolley Museum over 2651. We have had 2651 rewrapped for the winter. We look forward to being able to marry our car body with a set of C50P trucks from the CITY SUBWAY.

While we had intended to publish three issues of "DESTINATIONS" through the year, our finances only permitted the publication of two. With the schedule change for the HOBOKEN FESTIVAL from Fall 96 to Spring 97 (NJT cites extensive terminal restoration work), our treasury would not carry the third issue.

We have plenty of material to keep us going. Thanks to John O'Connor, John Brinckmann, E.L. Tennyson, and Frank Miklos for their contributions. However, we need volunteers to assemble material, research articles and complete projects. Let's hear your ideas for additional articles.

As we signal the final stop for 1996, I want to thank all the members for their interest, enthusiasm and support. Without you, we would not be here. Happy New Year!!

*Bob Hooper*



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

Tom Casey  
Richard Colavechio  
Ira Deutsch - 97  
Dan Dicso - 97 + Co. Match  
Gene Gordon  
Bill Hope  
Jeff Jotz  
William Marschall  
Boyd Mason  
John O'Connor  
Phil Stevenson- 97  
Harry Volpe  
Les Whitfield - 97  
Tim Zukas

### WELCOME ABOARD!

Please welcome new and rejoined members:

Richard F. Colavechio, Red Bank  
Herman Cohen, New York, NY  
George B. Gildersleeve, Wharton  
James A. Gilligan, Princeton  
Kevin Macken, Ridgefield  
William A. Marschall, Horsham, PA  
Boyd Mason, Hazlet  
Tony Masulonis, Rutherford  
Daniel J. Menchise, Barnegat  
John O'Connor, Willingsboro  
Tim Zukas, Oakland, CA



*Capt. Bill McKelvey - Photo*

Restoration Work continues on our PRR MP54s. Car 437 has most of its SEPTA paint removed. Jim Tomczyk has been welding free metal into the rust holes in the body prior to priming. The primer is close to Tuscan Red so the car looks right at home.

## Letters to the Editor

**From E.L. Tennyson in part:**

The success of light rail today suggests that North Jersey could have done much better with transit. In San Diego, even including investment costs, it cost less to move a trolley passenger than a bus passenger. The same is true in Calgary. Even in Newark, the number 7 City Subway in 1993 attracted 4.6 passengers per car mile, as compared to 1.8 passengers per bus mile and busses are not close to PCC seating capacity. NJT people may tell you that passengers per mile are not an equitable comparison, since they have many longer faster bus lines, so a look at passengers per hour shows 71.6 passengers per rail #7 car-hour and only 28.3 passenger per bus hour. The labor efficiency is 25.3 passengers per employee work hour by rail and only 13 by bus. My own belief is that it is passengers-miles per car-mile (load factor) that matters most. For this measure, #7 moves 14.3, and the buses move 9.5. To adjust for track cost, bus would need 11.4 passenger-miles per bus-mile to equal street car efficiency.

As I wrote previously, I made this point under cross examination at the Public Utility Commission hearing on the 29-Bloomfield rail conversion to bus in 1951-52. No one disputed my testimony. They just insisted that street cars were not allowed on the street. It was PSCT and the Mayors who said that; not the passengers or the Utility Commission. We don't know if Public Service encouraged the mayors or not. I do know that in Philadelphia, the National City lines management paid witnesses to testify they liked buses better than trolleys.

We don't need to rely on just Subway Route 7 or San Diego to confirm Matthew Boylan's gross errors. The new light rail lines in several cities are confirming Newark Route 7 and San Diego. A brief summary of revenue growth from 1982 to 1993 follows.

**From Richard Bowker:**

Enjoyed your June 1996 Destinations with great articles and photographs. Nice article by Chuck Wrege on the Public Service 2800s. His comments about Public Service 4724 needs a bit of correction. Public Service had such mixed up series and 4724 was actually a model Z357. There were other 2600s and 2700s which were the series the 4700s were rebuilt from that were model AL265 and model Z328 but all the 4700s were model Z357. That was my favorite series of Public Service buses and there were only 100 of them converted from model Z357 gas-electric parlor coaches, built in 1929. They had very comfortable seats made of leather. You could hear them about three or four blocks away as they had a very loud "roar" and the driver sat way up in the air with a huge steering wheel. I raved about them so much that years ago, Harold Geissenheimer gave me an 8x10 photo of 4724 with its poles. I did not realize that the model they were going they were going to use in the City Subway. It was converted back to a regular diesel-electric bus. Model Z357 is listed for 4724, ex-2671, according to the November 1975 Motor Coach Age Public Service bus roster.

Getting back to the 2800s, the photo of 2302 in the article by Edward T. Francis, with "Westfield" on the sign reminded me that my Dad was born and raised at 3111 Westfield Avenue in Camden, N.J. I do know that the Southern Division rails were wide gauge to match the PRT system. The rest of the Public Service rail system was standard gauge. The PRT nearside photo reminds me of the summer of 1946. It was right after World War II, and companies were very public relations minded. I visited with my aunt in Swathmore, PA for a month that summer. During that time, I reported to 30th St. Station and met with a PRR official who promised me a ride in the front car of an MU on the Paoli

line. He apologized as the front car was one of the rare mail and baggage only motor cars that the PRR had but I was thrilled! I was then given a great tour of the Paoli Shops and was given a roster of the various MU cars, all MP54s. Then I spent almost a week visiting all the PTC depots both trolley and bus as they still had some gas-electric and diesel-electric buses. I toured Kenningston Shops and got to operate my third trolley, 5334 which was the instruction car at the time, all at the age of 17. Four years earlier, on Pittsburgh Railways, I got to operate car 4405, a double end low floor, PN Jones car with HL control at one end and K at the other, as well as PCC 1111. These were arranged by my Dad, a safety salesman, that knew the transit company safety people.

System	1982		1993		Rev. Increase
	Percent Rail	Passenger Revenue	Percent Rail	Passenger Revenue	
Buffalo - NFTA	0%	\$12,515,279	22%	\$21,886,959	75%
Portland -TriMet	0%	\$18,319,243	20%	\$28,464,434	55%
Sacramento -RT Metro	0%	\$6,714,074	35%	\$13,285,061	98%
San Diego	19%	\$18,469,025	37%	\$43,567,854	135%
Santa Clara - SJ	0%	\$7,255,098	19%	\$18,841,309	160%
Ten Large Bus Systems		\$219,338,898		\$304,516,569	39%

Source: FTA

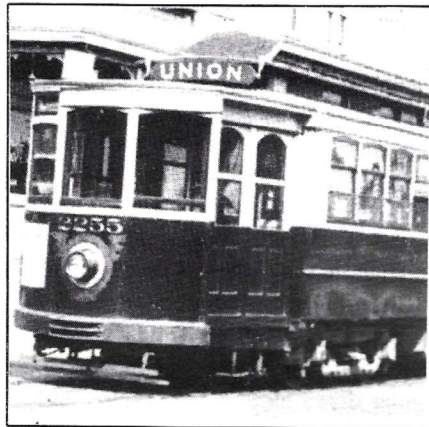
Keep up the great issues of Destinations.

## Car Notes -Public Service Railway Series 2800 Cars

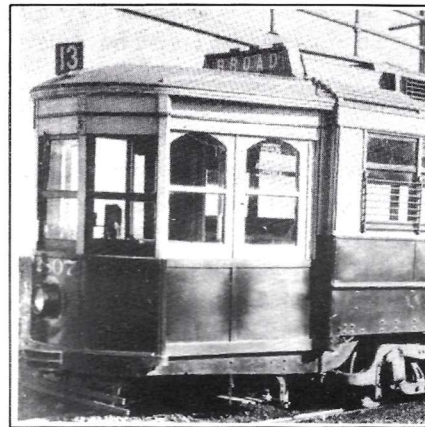
### *John Brinckmann provides the following:*

Comments on the 2800 series are varied and speculative but I believe Ed Francis gives the most authoritative analysis. They were truly makeup cars and indeed used whatever mongrel material was available - yet rode like fine cars as I recollect. I have made prints if viturally every Public Service series and

variation of cars from the fine North Jersey Chapter NRHS collection and, while I can not furnish you a print, the enclosed photo copy will show that car 2807 received the left side doors from none other than a 2200 series - witness the same construction on car 2237. (John's copies were not reproducible. We did locate substitutes which illustrate the point.)



*Francis J. Goldsmith Photo - Frank Miklos Collection*



*NRHS - North Jersey Chapter Collection*

**Compare the left front platform constructions on the 2200s, as illustrated by Car 2255 and the 2800s as shown on Car 2807.**

### *Frank Milkos provides the following observations:*

I read with interest the many comments about the 2800-series cars in recent issues of DESTINATIONS and based on that information would like to introduce some thoughts for consideration.

I was always curious why some of the low-numbered 3200s had monitor roofs rather than the deck roofs found on other cars of that class. Then I learned that the cars with the monitor roofs were damaged in a fire and received the newer roof design when they were rebuilt. By so doing Public Service was able to salvage this equipment for many more years of service. It would make sense that the same would apply to cars that were more seriously damaged.

Reports in DESTINATIONS indicate that there were two carbarn fires. One at Riverside car house damaged some 3500-series cars, while the other at Newton Avenue damaged some 3200-series cars. Both of these classes of cars were a 13-window design, but the 3200s had wide double-stream platforms at both ends while the 3500s had short single-file platforms at both ends.

If one assumes that Public Service wanted to salvage as much as possible from the badly damaged cars, the frames and underfloor components would be the natural choice since these would be likely to survive severe fire damage to the rest of the car. Would it not make sense therefore for Public Service to fashion the 2800s from the frames of the fire damaged cars of the 3200 and 3500

series, since the main bodies of both classes were 13 windows long? This could have been done by using the double-stream platform beams from the 3200-series cars for the entrance end, and the short underfloor beams from the 3500-series cars for the exit end. Remember that this was the early 1920s and there was a move toward one-man cars on many trolley systems including Public Service. Rebuilding a fire damaged car with two short platforms would be foolish if conductors were going to be eliminated. Hence a compromise would be to build single ended cars with a long entrance platform and a short exit platform using salvaged components as described above. This would also provide a larger group of cars with a uniform design suited to one-man operation.

Bear in mind that Public Service had many single-ended cars on their roster including the 2200-series which had different sized platforms. They were converted to one-man operation by moving the controls to the long platform, in effect turning the car around. This was done in the 1920s around the time that the 2800s came onto the roster. This was a period when Public Service embarked on a major rebuilding program for its trolley fleet. Many of its cars were equipped with the comfortable transverse seats and reclassified as "De Luxe cars." Conversion of the fleet to one man operation was carried out at this time. Both of these projects required design work and the acquisition of materials, so the plans must have been in the works for some time. Many of the cars that

*Continued on page 5*

## Ride the Montrose “Swamp Line”

*E. L. Tennyson*

At the turn of the last century, when Public Service was being to be formed, it took over the South Orange & Maplewood Traction Company which never went to Maplewood. Route 31 - South Orange did that. Instead, the S.O. & M. T.C. went the opposite way to the Erie Railroad station on Main St. in West Orange at the Orange City limits. Public Service Railway maintained an off-street loop and open storage yard south of Main Street opposite the Erie station. The “Swamp Line”, as the S. O. & M. T.C. was called, had its own very small office building and yard at the Valley Road grade crossing right in the middle of the route.

From this point, the Orange Mountain Railway took off up Winding Way to the switchbacks west of Dartmouth Road so it could top Orange Mountain and reach Rock Spring near Saint Cloud. The west end of the line is now the Rock Spring Country Club. Prior to the trolley line, a cable car went straight up the mountain, but terminated at the mountain top. The cut in the rock at the summit may still be visible.

In 1925, the Montrose (Swamp Line) cars, all two of them, were moved to Roseville car house for service and storage.

My father and I used to ride the Swamp Line to church in South Orange on Sunday mornings. That is when we didn't feel like walking all the way across Hollywood Avenue (east of Grove street) from the north of Central Avenue to South Orange Avenue where we could get the #31-South Orange car. Back then, the South Orange Line was on the side of the road passing Seton Hall College, with double track, one on each side. About 1930, the Avenue was rebuilt with the conventional double track in the center of the improved road. In the summer, we rode big open 4100 series cars to South Orange. That was nice.

My mother and baby brother stayed home with the Hupmobile causing my dad and I to take the trolley, west on Main Street to the Orange Loop at the Erie Station in West Orange. (The West Orange Loop was a mile or two further west at Mississippi Avenue.) A small A&P grocery store was at the southwest corner of the Main Street-Orange Loop intersection, with a small news and smoke shop at the southeast corner, with three tracks between them. Two tracks were used by the #21-Orange Line cars to and from the loop, and the third short stub track next to the smoke shop was the Swamp Line terminal or layover track.

Every fifteen minutes, the dinky old Swamp Line double-end car with longitudinal bench seats and drop sash windows would leave this siding, enter the exit from the loop and yard, cross the southbound track, bisect the loop and speed off behind the Becker Milk barn. The trolley storage yard was on the left (east) of the loop. At the quarter mile point, the tracks turned abruptly right and entered Whittingham Place at the Valley Road crossing. A short run west on Whittingham Place reached the Firehouse, in front of which the cars turned gradually south on private right-

of-way behind rows of houses on each side, through backyards, with grade crossings every quarter mile or so, along the foot of Orange Mountain. South of Mitchell Street, the North Branch of the Rahway River, here just a creek, began to appear on the left side. This brookside operation was quite a relief from paved street operation. A mile and a half from Main Street, the tracks crossed the “S” curve of Valley Road near Tremont Street. The old station building and yard were located here on the south side, but were unused. After 1927, dirt and mud covered the tracks here, but the copper wire was removed. The flood was on August 27, 1927 that ended service on the line.

At South Orange Village line, the tracks entered Meadowbrook Lane without a curve. The Lane was near the D.L.& W. Montrose Station on Montrose Avenue. As I remember it, the Lane was unpaved but well graded. For the last quarter line approaching South Orange Avenue, the tracks were again on private right-of-way along the creek, through what is now Meadowbrook Park, a playground. At South Orange Avenue, the tracks turned sharply to the left (east) down the enter of the street until blocked by the concrete columns supporting the recent (then) Lackawanna grade crossing project. Steam trains still operated in 1927, three years before electrification. Passengers on the Swamp Line had to walk the last block or two to the South Orange business center and the South Orange trolley, which had a siding in the center of South Orange Avenue toward the railroad, but it could not be used as single end cars were assigned to the #31 line. Sand cars used it sometimes, and perhaps plows in winter.

I do not know the numbers used on the Swamp Line as I rode it, but I assume they were O&PV 1901 Lacede 939 to 952 little double truckers. I do not remember ever riding a bouncing single trucker, but perhaps I did. Each car made a full round trip, every half hour.

*More on the SO&MTC with the next issue of DESTINATIONS*

*CAR NOTES PS 2800 - Continued from page 4*

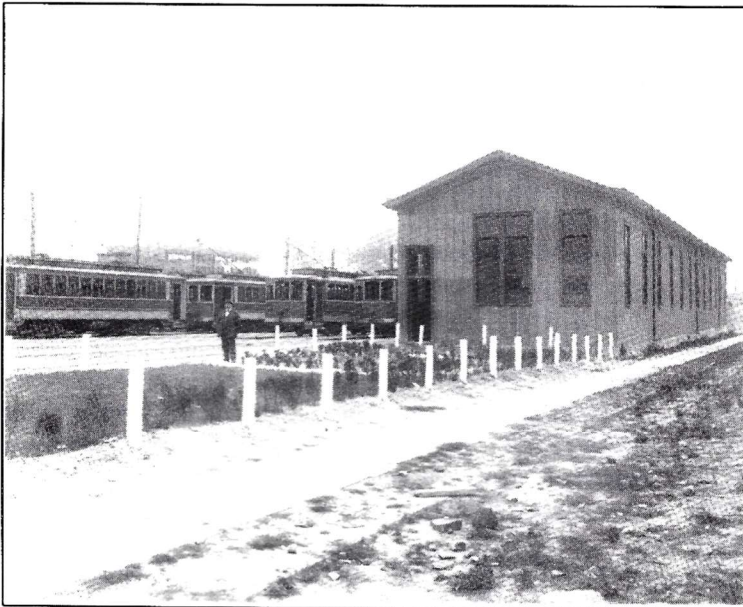
were given the deluxe treatment were also converted to single-end operation at that time. Some other classes of cars were also rebuilt with longer platforms for one-man service.

With all this in mind it would appear that the construction of the 2800s were just a part of this mix. Despite reports that they ran with the short platform forward, I suspect that this may not have happened, since all but the last two were setup with deluxe seating. If the 2200-series cars were rebuilt to run with the long end forward during this period, why would controls be installed on the short platforms of the 2800s? My guess is that the cars were fabricated from the frames of fire damaged cars as described above and the left with out controls until a firm decision was made on one-man operation. They would then be set up for service with the long platform forward in keeping with the long range plans for one-man cars by Public Service.

## WEST NEW YORK CAR YARD

Prior to construction on a substantial car house, Public Service maintained a nine track car yard between 18th and 19th Streets and Broadway and the Palisades Railroad private right of way. Adjacent to the car yard was located a batten and board office and conductors room. The property was beautified with a flower garden and lawn surrounded by smartly painted posts. The building was 27 feet by 156 feet with tall window over window construction to provide interior light.

The track layout positioned the car yard switches on a parallel track in front of the car yard. This arrangement saved wear and tear on the switches and special work as well as providing quieter operation for the main line. The same main line connection was maintained with the construction of the new car house in 1913. Accessing the car house from the double track main line resulted in some interesting switch construction. (See photo on page 8.)

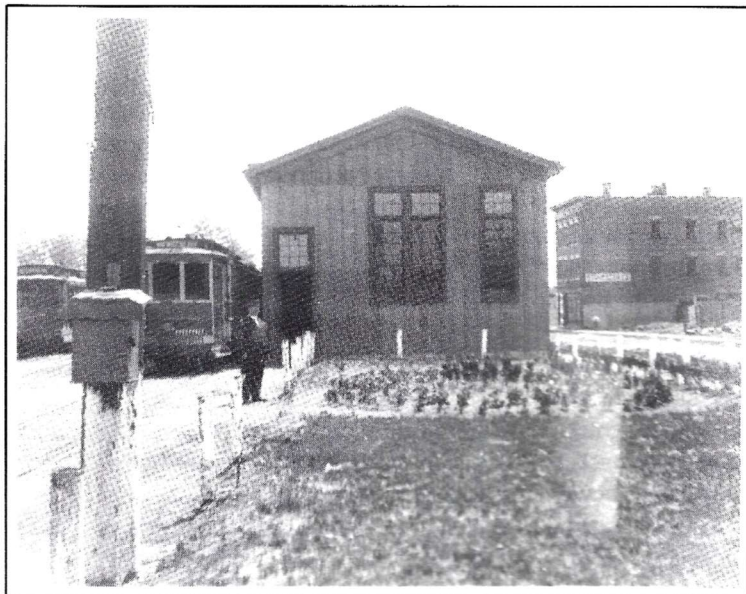


*Collection of Ira Deutsch - Negative No.317*

**The West New York Car Yard dated from 1910. The open air yard could hold 79 single truck or 52 double truck cars on nine tracks. The front of the Office and Conductors Room was beautified with a garden. Cars in view from left to right are 2318, 2316, 1562 and 1532 all assigned to the BERGENLINE. August 3, 1911.**

The gentleman in the hat was proud of the well maintained garden which graced the West New York Car Yard. The building served as an office and conductors room. An open car signed for BERGENLINE peeks from behind the pole, while 2310, also in BERGENLINE service, waits for a call to service. July 25, 1911.

Adjacent to the Palisade Railroad, we wonder if the car yard was a carry over from the old steam road?



*Collection of Ira Deutsch - Negative No.303*

## West New York Car House

*John F. O'Connor*

*Extracted from a letter by Mr. O'Connor to Bill McKelvey on the list of existing car houses in TRANSPORT HERITAGE*

This building was erected in 1913 by Public Service Railway and was an expansion of the existing car yard, with a building of sorts, that had nine tracks and servicing facilities for running repairs. This facility had dated back to the time of the Palisade Railroad Company as early maps of the track describe them as "steam road." There were two "wye" tracks that connected the original eighth and ninth tracks in the car yard to the main tracks as well as the ladder track.

The construction of 1913 included five new tracks which turned northward for use of Palisade cars transferred from West Hoboken. All other tracks, except the bi-directional "wye" tracks, turned to the south and these were used by the Bergenline cars. This line later became the West New York and Weehawken lines. Prior to expanding the car yard in 1913 Public Service tried to get land at Hudson Heights to put up an entirely new facility but was not successful in purchasing land. The expanded 14 track car house could easily accommodate 90 cars.

In 1912 there were 35 cars assigned to West New York for the Bergenline routes. They were: 1559-1573 and 2310-2329. When the Palisade line came to the new facility, cars 2050-2071 were assigned to it. By 1920 the car assignments had grown to 70 cars for both of the lines. The cars were: 1507, 1509, 1510, 1549-1572, 1575, 1576, 2317-2329, 2050, 2131, 2132, 2134, 2135. Starting in late 1927 through 1928 cars 3257-3282, except 3276, came up from the Southern Division to replace 29 1500 series cars and eventually the 2300s as traffic on the West New York line dropped greatly.

By January 1st, 1935 there were 49 cars left at West New York. They were: 2050-2056, 2058-2064, 2066-2073, 2132, 2178, 2190, 3257-3271, 3273, 3274, 3277-3282. There were also several stored 1300s and 2080s plus about ten sweepers or plows. Cars 2178 and 2190 came over from Bloomfield in 1928. Car 2057 went to Grove and 2131, 2134, 2135 plus 2065 went to Summit in the early 1930s. Car 3272 went to Hiram Avenue (Harrison Car House) for 35 Kearny and 39 Harrison service about the same time. In 1936 car 2178 went to Union City. In early 1937 all the 2050s left, their C-50P trucks going under the remaining 3257-3782 series, replaced by Brill 27Gs from

the 3257s. The eighteen cars left at West New York continued until September 4th, 1938 when they were replaced by 25 GMC diesel electric type 736 buses in the 8628-8657 series.

So during the 25 year period 1913 to 1938 West New York Car House was base for 97 passenger cars, not all at one time, plus 20 or so 2100-2127 series that were assigned to the Palisade line for a very short time in the early 1930s. Why this happened I do not know but I do remember seeing the cars on the line.

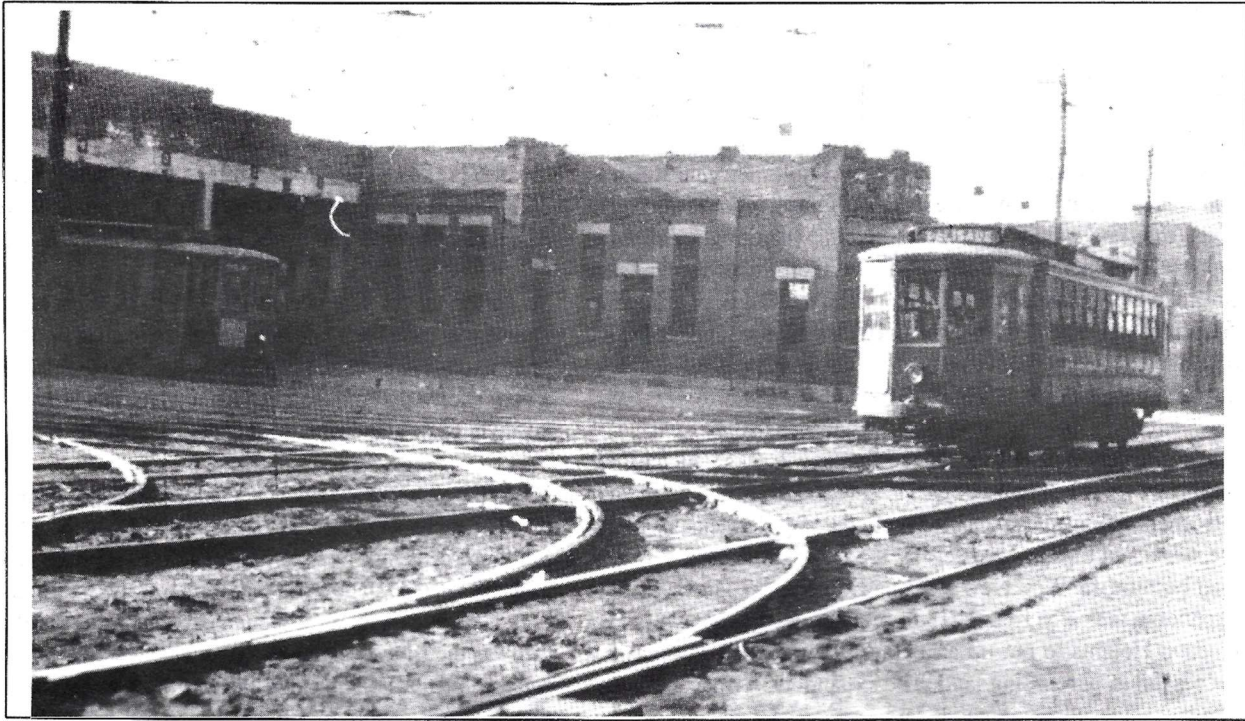
When the West New York and Weehawken lines went All Service in 1937 there were 25 ASVs assigned; 12 were 729s from the Southern or Essex Division and 13 were rebuilt gas-electric Z-328s 9835-9847. The 736s that replaced the Palisade cars lasted only a few years at West New York and went to interstate runs through the Lincoln Tunnel. Some also went to train connection service for the Erie through line trains. They were replaced by 7749 series 24 seat buses that reflected the drop off in passengers on the Palisade line because of traffic diversion from the ferry to the tunnel. West New York closed in 1971. It had been a car house for 25 years and a bus garage for 33 years. Today, it is a home to DPW equipment for the town of West New York. The Public Service emblem of a circle surrounding a triangle still

*Continued on page 8*



*From the Collection of Ira Deutsch - Negative No. 557*

**The front view of the newly constructed Car House at West New York. It featured 14 tracks. The standard PS "friendly" greeting is prominently displayed. The car house switches were located on a parallel track. This view is from the southwest corner of 18th. St. - September 30, 1913**



*NRHS North Jersey Chapter Collection - Neg. No. 1153*

**PSR 2058 in service on the PALISADE line car glides pass the WEST NEW YORK car house. Circa 1926.**



*Ira Deutsch Collection - Negative No. 714*

**A general view of the from the private right of way (old Palisades Railroad) South of 18th St. - May 23, 1914.**

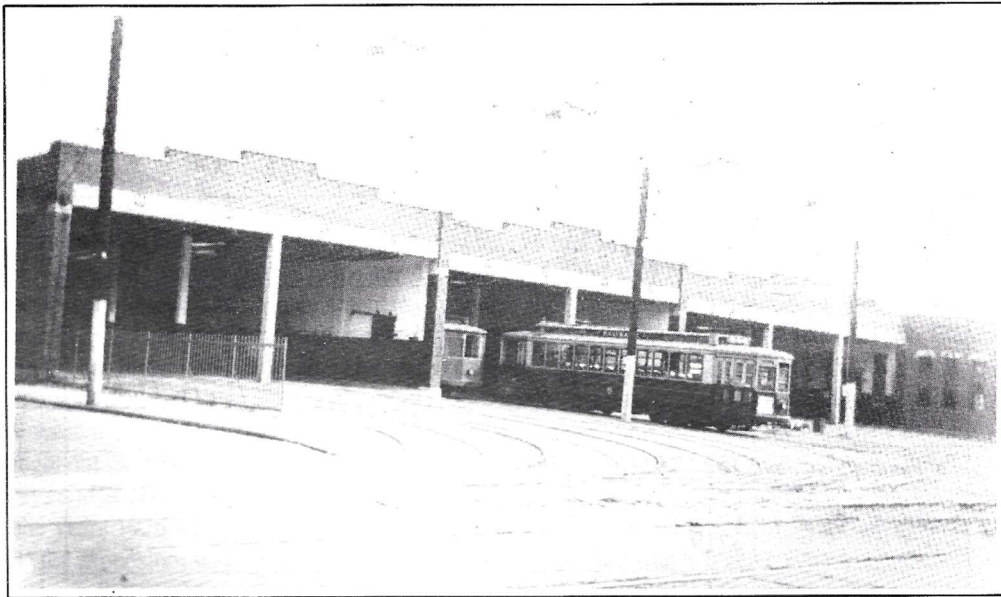
**The PRW while not paved was used as a street. The unusual special work required to reach the was duplicated at the other end of the car house lead north of 19th St. The area was developing with new construction across the PRW.**

*WEST NEW YORK CAR HOUSE - Continued from page 7*

adorns the office building that was part of the 1913 structure. The emblem came years later. The car tracks remain but the building is now home to equipment that keeps streets open for transportation whereas in the days of the trolleys it was home to equipment that provided transportation and that kept the lines

open with sweepers and plows so passengers could travel. Oh yes, West New York once had a U.S. Mail RPO car to serve the Post Offices at Hudson Heights and Fort Lee with mail dispatched from West Shore Terminal. This service went to trucks in the early 1930s.





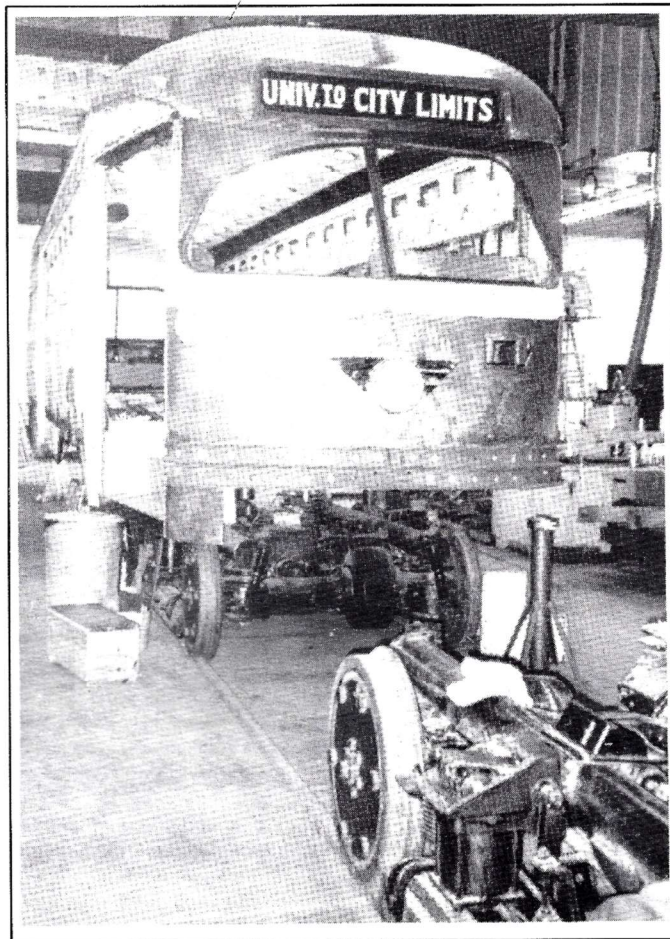
*Wilbur Sherwood photograph - Frank Miklos Collection*

August 18, 1936 view of the West New York car house 2053 in service on the PALISADE line. Car 2089 is in storage. The property was clean and well maintained.



**TCRT PCCs go full circle.**

George Isaacs, St. Paul MN reports that the TCRT PCCs have returned to their first home. Car #322 was one of 30 sold to Public Service of New Jersey in 1953. It operated in New Jersey as #3. It was sold to Shaker Heights in 1977 along with #27 (ex TCRT #416). In 1990 it was acquired by Metropolitan Transit Museum and moved back to Minneapolis. There MTM leased space workspace from the then MTC (Metropolitan Transit Commission) to restore the car. The photo shows the car under restoration. (Ed.- Now that's what I call cooperation. Can it happen in New Jersey????)



## Public Service Railway De Luxe Trolley Cars Double Ended Cars

Built	Car Builder	Car Numbers	Cars	Notes
1904	Stephenson	1953	1	
1906	J. G. Brill	3154-3168, 3170-3186	32	#1
1910	Public Service	2300, 2303, 2305	3	#1
1911	Public Service	2311, 2313, 2319	3	#1
1912	Cincinnati	2423	1	#2
	Public Service	3200, 3202-3207, 3209-3210, 3201, 3208, 3211	9 3	#3 #3 #6
	Public Service	3510-3521	12	Hudson River
1912-13	Public Service	3522-2531	10	Fast Line PSRR
1913	Public Service	3212-3218, 3320-3221 3219	91	#3 #3 #6
1914	Public Service	3532-3540 3585-3589, 3592-3593, 3598 3594-3597, 3599	9 9 5	Fast Line #3 #1
1915	Public Service	2600	1	
1916	Public Service	2601-2614	14	
	J. G. Brill	3600-3604, 3606-3607 3611, 3613-3619	78	Fast Line #1 Riverside
1917	Cincinnati	2654, 2659, 2666-2667, 2674, 2680-2681, 2683 2698-2699, 2702, 2705, 2706, 2708-2711, 2713, 2714-2722, 2724-2725	8 19 2	#5
1917-18	Cincinnati	8000-8019	20	Subway seats
1918	Cincinnati	2726, 2728, 2729, 2735 3250-3256 3257-3262, 3268, 3273, 3281	4 7 9	#7 Subway seats #7
1919	Public Service	3584	1	Replaced 3612
	Total		207	
Notes:				
#1	These cars remained chrome yellow and cream. Cars in the 3154 and 3611 series always ran on the Southern Division. Cars 2300, 2303, 2305 and 2313 had operated on the Southern Division from 1918 until 1927.			
#2	Car 2423 was de luxed in 1929 and received trucks and electrical gear from car b3605. Painted maroon and cream it was apparently converted back to double end at the time and so remained the only one in the series so configured. In 1929 it was assigned to the Fast Line operating between Newark, Perth Amboy and New Brunswick.			
#3	These cars, except for 3532-3540, were de luxed in chrome yellow and cream. When moved north between 1932 and 1934 they were given the maroon and cream paint schemes at Newark. Car 3584 was also upgraded this way. Cars 3201, 3208, 3211 and 3219 and 3250-3256 got subway seats and de luxed in maroon and cream.			
#4	Cars 6500-6502 were converted to gas-electric operation and De Luxed for Fast Line service. They are not included above as they were not trolley cars.			
#5	These cars had been made single end about 1925 and were converted back to double end in the late 1920s.			
#6	These cars were rebuilt with compromise roofs and roll route signs thereon after a fire at Newton Avenue in 1918.			
#7	These cars were built for the Emergency Fleet Corporation which was a U.S. Government organization. They were later purchased by Public Service. These were 13 window cars and first served in Camden and surrounding towns.			
Not listed	Cars 2397-2399 from Burlington County Transit were changed to Public Service standards to some extent. Along with car 2396 they then served on GROVE and in Hoboken and Jersey City for a few years. Initially they were painted chrome green. 2396 was rebuilt from a 1300 series. None were included above.			

## The Direction of Transit Service Public Service Railway De Luxe Trolley Cars

*John F. O'Connor*

The year 1925 brought changes to Public Service in the direction the Company would take in providing transportation to the areas it had served and to those it would serve in the years ahead, as well as to top management. By the end of 1925 the cars moved 417 million passengers on 72 car lines with 2215 cars. The bus had moved 146 million passengers on 82 bus lines with about 1038 buses. 334 of these were new and 704 second hand from independent operators bought out. So 563 million passengers were transported, 74% on trolleys and 26% on buses. Plans were made then, and carried out in the years 1926 - 1930, to put the future transportation into the bus for expansion, service on lighter lines and supplemental to cars. The trolley would remain on the heavier lines.

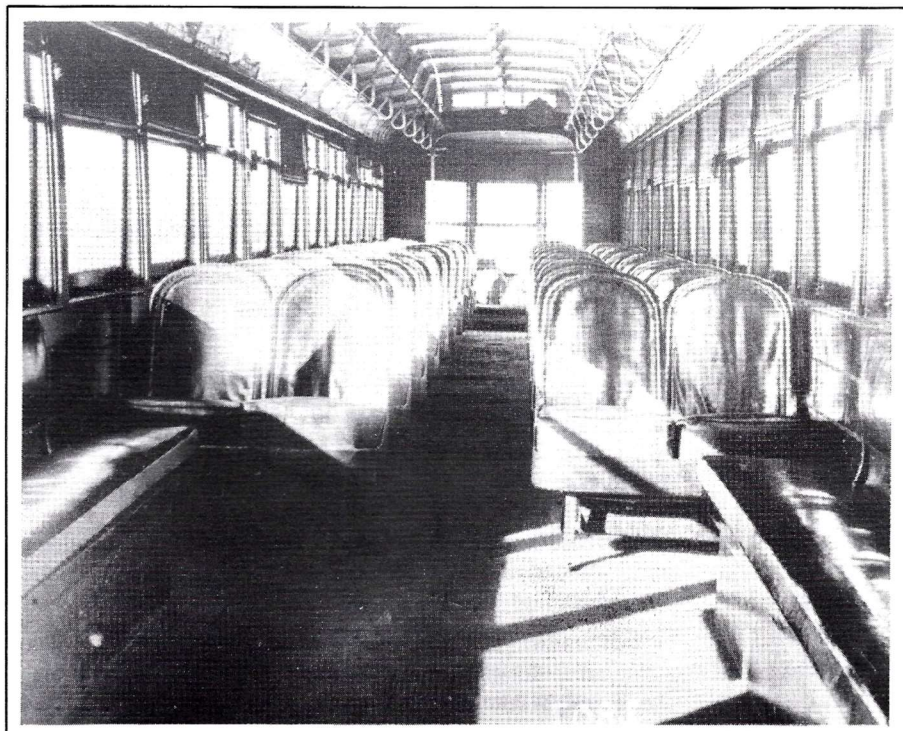
Under the management of Richard E. Danforth until he left in 1925, the Company had been in the era of expansion of services and of tremendous increases in traffic. In 1907 some 283 million passengers were carried and by 1917, the peak year for traffic, 477 million were carried. The count leveled off to 435 million in 1921 and for the next four years had an annual average of about 420 million. In 1925 traffic began to drop on the cars so that by 1929 the bus carried more than the trolley. Public Service Coordinated Transport came into being on January 31st, 1928, the only year in its history when cars were the major carrier.

Changes made from 1925 on came in the form of service into territory never served by cars, De Luxe bus service at a higher fare, interstate buses service and on the car lines -- De Luxe cars. Some 500 cars were upgraded between 1926 and 1934 and there were four types. 293 single end and 207 double end cars were de luxed. Most had new paint schemes of maroon and cream bodies with silver gray roofs, black trucks and undergear. On a third group the original chrome yellow and cream paint scheme remained but otherwise the cars were upgraded as the others. All Southern Division cars were in yellow and a handful also ran in North Jersey. The fourth type, and the last Deluxed, were cars rebuilt with the subway type seating and stanchions for standees. 31 of this type were rebuilt.

Cars 6500-6502 were converted to gas-electric operation and had new trucks and motors applied. They were painted maroon and cream and had bucket seats installed. There cars ran on the Fast Line from New Brunswick to Trenton and Elizabeth and as trolleys had been cars 2622, 2623 and 2629 that ran on South Orange Avenue from 1916 until 1929. As gas-electric cars they ran from 1930 until 1934 and only on the Fast Line.

The first cars de luxed were 2800-2810 built in 1922 and 1923 and so the newest on the system. They were done in the maroon scheme and had black leather type bucket cross seats for 40 passengers and black side seats each accommodating six passengers. The cars first operated on the 29 Bloomfield Line in early 1927. For reasons not known cars 2811 and 2812 the newest on the system were never upgraded and ran on 33 Market or 13 Broad until scrapped in 1940 after being stored for several years.

As to the cars de luxed, 33% were built between 1906 and 1910. 65% between 1911 and 1919 and the remaining 2% in 1922 and 1923. Age itself had little to do with the plan. In the first instance



*Bob Hooper Collection*

**An interior view of 2807 shows the De Luxe accommodations provided by the program - leather two by two seating with the longitudinal bench seat at the front of the car.**

only the newest cars were done. Ten cars from the 2701 series followed the 2800s for use on the 35 KEARNY and 39 HARRISON lines. The line a car was serving on was evidently an important factor in determining whether or not de luxing would be done. 28 cars over 20 years old in the 2050 series were done because they operated on the PALISADE and SUMMIT lines. Cars 1996 and 1997 that were 18 years old also ran on the SUMMIT and PALISADE lines.

When the program started in 1926 there were 69 car lines and when it ended in 1934 there were only 33 lines. Most lines got enough cars for base service and most rush hour service. Some lines never got any De Luxe cars. The UNION CITY line, one of the heaviest on the system, did not get any until 1935 when some hand-me-downs from the PASSAIC and ELIZABETH lines

showed up. 3 BERGEN , 9 CLIFTON and 13 GREENVILLE never had any. 25 WEEHAWKEN had only infrequent service from the nine De Luxe 3250 series cars then at West New York (3257-3262, 3268, 3273, 3281). Tripper service in rush hours was provided by cars that ran as built, or that had new front ends put on in the 1920s. As of January 1st, 1935 some 27 lines had De Luxe cars and 6 had none.

There were no mechanical or electrical changes made in the cars, except for the 6500s, prior to the 8000s done in 1933 and 1934. These and 60 others got field shunt circuits to speed up acceleration. Three of the cars got plates on trucks to reduce noise and new interior lights. New seats were the main expense as painting would have been done anyway. The cost of De Luxing a car, including paint, was about \$1000. If we consider that 500

### Public Service Railway De Luxe Trolley Cars Single End Cars

Built	Car Builder	Car Numbers	Cars	Notes
1908	Cincinnati	2050-2056, 2058, 2059, 2061, 2062, 2064-2073, 2131, 2134, 2135, 2157, 2165, 2194, 2196	28	First PAYE cars.
1910	Public Service	1996-1997	2	
	Cincinnati	2200-2290, 2292-2299	99	
	Public Service	2307	1	
1911	Public Service	2315, 2316, 2318, 2320-2329	13	
1912	Cincinnati	2400, 2403, 2404, 2406, 2408, 2410, 2411, 2413-2417, 2419, 2421, 2425, 2427-2435, 2437-2439, 2440, 2442-2444, 2446	32	
	Public Service	2450, 2452, 2453, 2455-2457, 2459, 2460, 2461, 2463-2475	22	
1914	Public Service	2476-2478, 2480-2487, 2489-2494	17	
1915	Public Service	2495-2499	5	
1916	Public Service	2615-2621, 2627, 2628, 2630-2632, 2634-2650	39	#2
1917	Cincinnati	2658, 2660, 2662, 2663, 2665, 2669, 2670, 2672, 2676, 2678, 2684, 2686, 2687, 2689, 2691, 2693-2697	20	#2
1918	Cincinnati	2733, 2737-2749	14	#1 #2
1922	Public Service	2800-2804	5	#2
1923	Public Service	2805-2810	6	Last built #2
	Total		293	
Notes:	# 1	These cars were built for the Emergency Fleet Corporation that was a U.S. Government organization. They were later purchased by Public Service. They were first used to service Port Newark wartime facilities.		
	# 2	Cars 2615 to 2810 had compromise roofs, however the 2800 series had never been double ended and, except for the roof, did not resemble the other cars. The top part of the windows on these cars were straight instead of the curved type on all other cars except the 3600 series.		
	Not Listed	Cars 2622, 2623 & 2629, not listed , were converted to Gas Electric 6500-6502 respectively.		

cars would have cost about \$500,000, while Public Service spent over \$30 million on bus acquisition between 1926 and 1931, it is apparent that trolley improvement was a minor cost consideration.

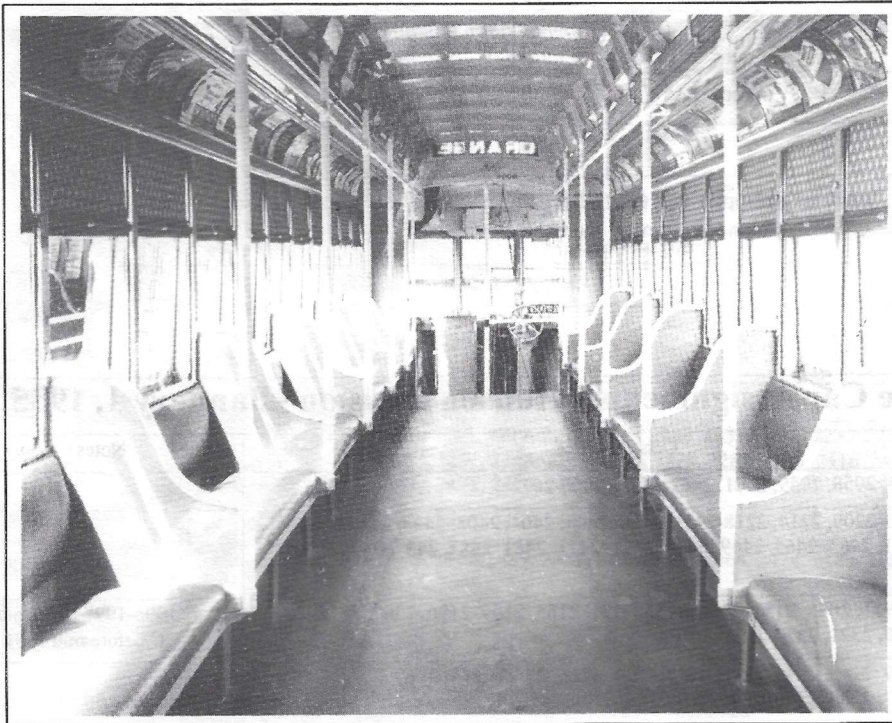
The period from 1926 until 1930 was one of great bus expansion. In 1925 Public Service had 82 bus lines and by 1930 had 208. 1746 new buses, as well as 650 second hand ones, were bought during this time. These plus the 1038 of prior purchase made a total of 3434 buses. Many of the De Luxe cars ran for years after

all 3434 buses were scrapped. The last of the buses ran in 1948, the last De Luxe trolley in 1954.

All of this was done by men who spent their careers as trolleyman. One has to wonder why they were fooled. Like the sailors of old who became shipwrecked after seeing Lorelei on the bend of the river Public Service management did not understand what they had in view. They were badly misguided by confusing change with progress. Vice President of Transport, Matthew R. Boylan

was more concerned with vehicle type and with number put on the streets, than with transportation. Many new trolley lines are now running and proposals to expand the CITY SUBWAY are now underway. This shows how badly Public Service under Boylan misjudged the future of transit over half a century ago.

**De Luxe interior of 8006 shows the subway type seating that was applied. The longitudinal seating provided maximum standee space.**



*Bob Hooper Collection*

### **Shy of the Mark**

De Luxe trolleys was one area where Public Service did try to make improvements in the cars. It was successful and economical, but it did not go far enough because no mechanical improvements were made to most of the cars. The gear noise was not dealt with, except for the half fast attempt on cars 2614, 2666 and 8006, nor was the speed increased even though the car motors had plenty of power to make speeds of 40+ attainable.

Most PS cars had top speeds of about 32 MPH, some only about 28 and a few in the high 30s. Only the Hudson River cars could attain speeds in the 50s by 1935. These cars had W-310 motors rated at 60 to 75 HP although cars 3584 and 3588 had W-307 motors rated at 60 HP but still could make 50. Gear ratio and Horsepower per ton (HPT) gets the higher speed. The Hudson River cars had HPT ratings of 10 to 12 compared with the others that had about 6 HPT.

### **Car Rebuilding Craftsman**

De Luxe work was done between 1926 and 1934 at Newark Plank Road Shop or at Camden Newton Avenue Shops. All but a handful of the De Luxe cars operated in North Jersey were painted maroon and cream. The remainder plus all Southern Division cars kept the chrome yellow and cream they had since being built. Cars built for the Fast Line in 1913 and 1916 were De Luxed as built with leather type seats, toilets and water coolers. These cars were painted dark green with tuscan red trim and doors.

Public Service Deluxe Car Location or Condition January 1, 1935			
Division	Condition	Cars	
Essex		250	
Hudson		127	
Central		42	
Bergen		31	
Southern		15	
	Not in use	5	Cars 3594, 3595, 2596, 2597, 2599
	Scrapped	30	All 3600s and 15 of 3154 series.
Total		500	

Some of the cars shown as scrapped may have been in existence but written off the books.  
None so shown were in service.

Public Service De Luxe Car Assignments - Hudson Division - January 1, 1935			
Car Line	Cars	Cars Assigned	Notes
PALISADE	20	2050-2056, 2058, 2059, 2061, 2062, 2064, 2066-2073	
JACKSON	33	2203, 2205-2209, 2214, 2218-2221, 2400, 2403, 2404, 2408, 2433, 2444, 2455, 2457, 2461, 2463, 2465, 2469, 2470, 2471, 2473, 2481, 2483, 2484, 2490-2492, 2499	
SUMMIT	19	1996*, 1997*, 2065, 2131, 2134, 2135, 2157, 2165, 2194, 2196, 2307, 2315, 2316, 2318, 2320, 2321, 2324-2326	* Cars 1996-1997 had run on PASSAIC before mid 1934
NEWARK AVENUE	7	2236, 2239, 2243, 2245, 2246, 2253, 2254, 2256, 2264, 2267, 2269, 2273, 2277, 2284, 2287, 2288, 2290, 2296, 2299	
PASSAIC	11	3528, 3529, 3585-3589, 3591-3593, 3598	First two from HUDSON RIVER, others RIVERSIDE
WEST NEW YORK	9	3257-3263, 3268, 3273, 3281	Compromise roof
MONTGOMERY	9	2223, 2224, 2229, 2234, 2322, 2323, 2327-2329	
PAVONIA	6 **	2300, 2303, 2305, 2311, 2313, 2319	** Chrome yellow
OAKLAND	1	2292	
	127	8 non De Luxe cars assigned the above lines	
GREENVILLE	0	68 non De Luxe cars assigned these 4 lines	
GROVE	0		
UNION CITY	0		
WEEHAWKEN	0		

Public Service De Luxe Car Assignments - Bergen Division - January 1, 1935		
Car Line	Cars	Cars Assigned
HUDSON RIVER	17	3510-3520, 3522-3523, 3530-3531, 3534, 3584
ENGLEWOOD	9	3527, 3532-3533, 3535-3536, 3538, 3539, 3540, 3588
School Runs	2	3521, 3537
	28	3 De Luxe cars 3524-3526 existed but assignment not known.

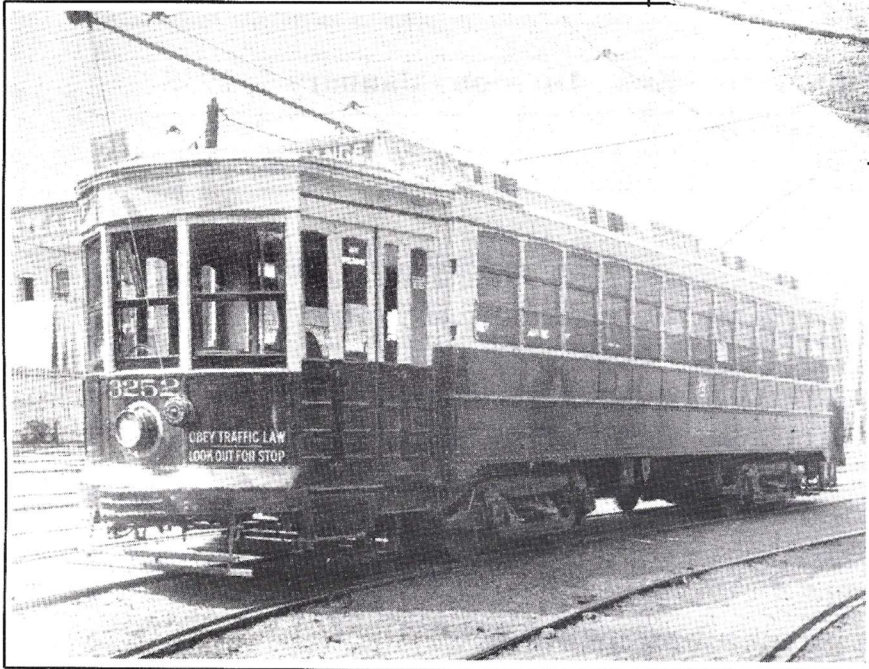
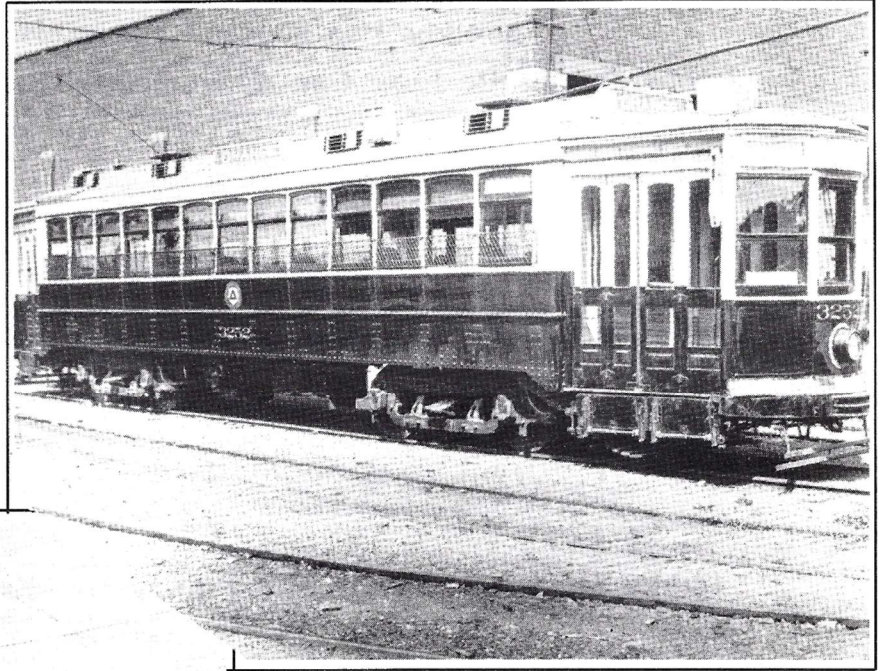
Public Service De Luxe Car Assignments - Central Division - January 1, 1935		
Car Line	Cars	Cars Assigned
UNION	28	2201, 2202, 2213, 2216, 2225, 2227, 2228, 2233, 2238, 2242, 2249, 2250, 2255, 2259, 2260, 2261, 2265, 2270, 2272, 2275, 2279-2281, 2285, 2286, 2293, 2295, 2298
ELIZABETH	14	1953, 2410, 2411, 2431, 2435, 2437, 2443 2450, 2452, 2477, 2478, 2485, 2495-2496
Total	42	9 non De Luxe cars assigned both lines

Public Service De Luxe Car Assignments - Essex Division - January 1, 1935			
Car Line	Cars	Cars Assigned	Notes
21 ORANGE	6	2621, 2628, 2646, 2742, 2747, 2749	West Market Route
21 ORANGE 23 CENTRAL	49	3200-3221, 3250-3256, 8000-8019	
5 KINNEY	7	2413, 2415, 2419, 2438, 2440, 2467, 2472	
13 BROAD	43	2210-2211, 2212, 2215, 2217, 2222, 2226, 2230, 2231, 2232, 2235, 2237, 2240, 2247, 2248, 2252, 2257, 2258, 2263, 2266, 2278, 2282, 2406, 2416, 2427, 2432, 2446, 2458, 2468, 2475, 2476, 2488, 2800-2810	
17 PATERSON	6	2262, 2283, 2294, 2297, 2464, 2487	
25 SPRINGFIELD	18	2417, 2421, 2428-2430, 2439, 2453, 2456, 2460, 2466, 2474, 2482, 2486, 2489, 2493, 2494, 2497, 2498	This line had 19 open cars assigned.
31 SOUTH ORANGE	24	2630-2632, 2634, 2645, 2647-26540, 2693-2697	This line had 13 open cars assigned.
29 BLOOMFIELD	38	2600-2604, 2606-2620, 2627, 2654, 2659, 2666, 2667, 2681, 2698, 2702, 2710, 2711, 2713, 2714, 2716, 2718, 2719, 2721, 2722, 2728	
39 HARRISON	12	2605, 2674, 2680, 2683, 2699, 2709, 2717, 2720, 2724, 2725, 2726, 2735	
43 JERSEY CITY	9	2200, 2204, 2241, 2251, 2268, 2271, 2274, 2276, 2423	
1 NEWARK	7	2740, 2741, 2743-2746, 2748	
33 MARKET	5	2414, 2425, 2442, 2459, 2480	
27 MOUNT PROSPECT	15	2658, 2660, 2662-2663, 2665, 2669, 2670, 2672, 2676, 2678, 2684, 2686, 2687, 2689, 2691	
-- Spares	11	2244, 2705, 2706, 2708, 2715, 2729, 2733, 2737, 2738, 2739	Most of these cars were at Roseville.
Grand Total	250	126 non De Luxe cars assigned to above lines.	
3 BERGEN		28 non De Luxe cars assigned these two lines.	
9 CLIFTON			

Public Service De Luxe Car Assignments - Southern Division - January 1, 1935			
Car Line	Car	Cars Assigned	Notes
5 HADDON HEIGHTS	15	3156-3160, 3162, 3163, 3165-3167, 3176 3181-3183, 3185	All were painted in chrome yellow and cream.

## *Portrait of a Deluxe Car*

Three views of Public Service 3252, a double ended De Luxe job, photographed on May 25, 1934.



The interior view of 3252 shows leather seating with porcelain poles to assist the standees.

