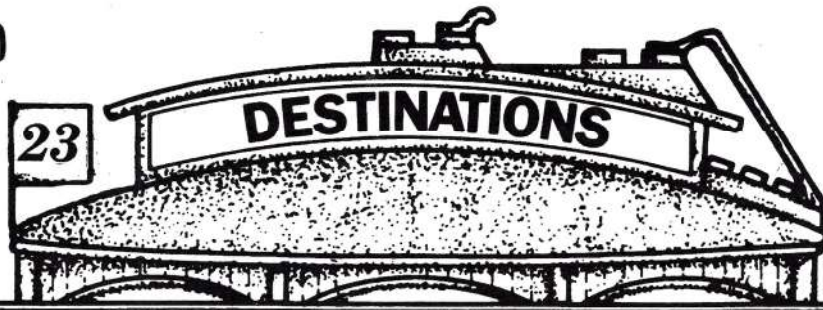


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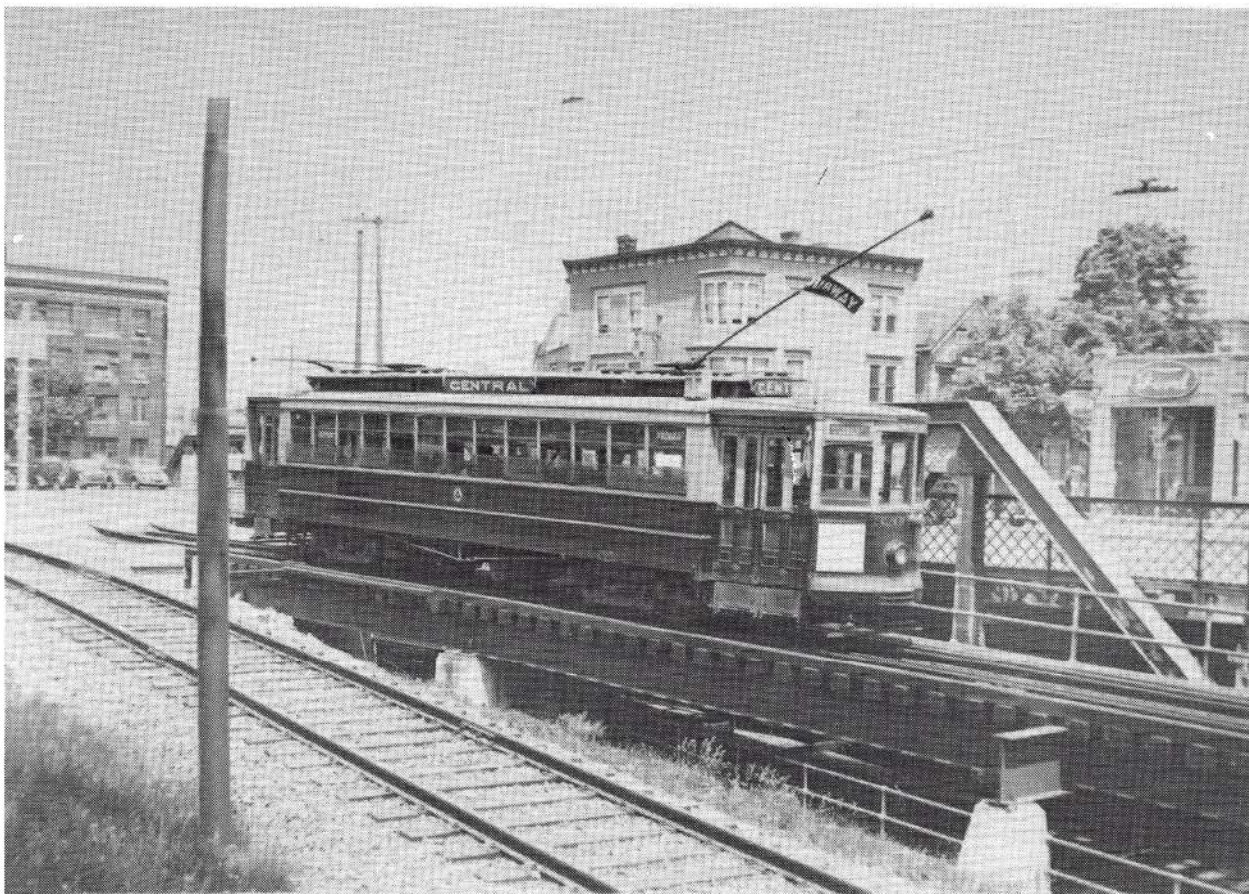


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Volume 12, No. 1

May 1997



North Jersey Chapter NRHS Neg. #1060

Public Service Car 3200, a deck roofer in maroon and cream, crosses the Norfolk St. ramp bridge exiting City Subway Trackage on its run to West Orange.

**In This Issue: 23 CENTRAL Line - Memories - Last Run
And More**

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

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

Ed Gibbs, 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

> New Faces - New Enthusiasm Old Faces -New Enthusiasm<

With an organization as diverse as ours, I am constantly amazed at where and when inspiration, interest and enthusiasm spring forth. At the Friends annual meeting, an exuberant soul came forward with a check in hand and said "How can I help? When? Where? With that Mark Donahue joined the ranks of volunteers, members and friends, working to restore the PRR MP54s in the hot sun of a summer day at Gilbert. And he wants to come back and get his hands on the mechanical elements of the cars as well as PSCT 2651.

At the Hoboken Festival this year, George DeFeis stopped by to examine our photographs. And spent most of the Monday closely examining the Public Service prints. So who shows up the next day at CNJ Terminal the next day? George, of course. But now he's done some research and starts placing several of the early photographs with descriptions to the surrounding area and how the Sisters in the convent complained about the noise of the streetcars passing by.

And then there's George Kirchgessner of Hoboken. George runs United Decorating on Washington St., Hoboken. He's also Mr. Hoboken" from a historical perspective. The other day George had his postcard collection in the shop and I asked if I could take a look. Part of the collection covers the 14th St. ferry car line with picture postcards of the trolley trestles over the railroad right of way. Presto -- an another article for Destinations is found.

Then there is Les Whitfield, Marie and Norman Wright who travel from the Highlands and Neptune, respectively to Gilbert just to work on the cars. Now, Marie and Norman have been regulars at Gilbert, but Les was a pleasant addition. I hope he'll continue to join us on the banks of the Delaware.

It is this kind of discovery that keeps me going through thick and thin. The people are out there with the skill, knowledge and enthusiasm to preserve our history and make it live for future generations. Let's steer a steady course and have some fun!

Bob

WELCOME ABOARD!

Please welcome new and rejoined members:

- Andrew J. Burger, Jr., Severna Park, MD
- Joe Carlucci, Clifton
- Carl R. Ceragno, S. Hackensack
- Steven J. Dorst, Elizabeth
- Davis Dure, Hoboken
- Dennis M. Linsky, Brooklyn, NY
- Brian Oster, Carteret
- Ron Rice, Cedar Grove
- John Ridell, Riveredge
- Anthony J. Sassa, Philadelphia, PA
- J. Peter Terp, Phillipsburg
- Chuck Wrege, Spring Lake



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

- | | |
|--|---|
| William J. Armstrong
Herman Bachmann
Douglas R. Bennington
John Brinckmann
Kenneth D. Brown Esq.
Michael & Lynn Burshtin
Thomas W. Casey
William E. Christian Jr.
Herman Cohen
Richard F. Colavechio
Ira L. Deutsch
Robert Diamant
Ted Eickmann
Edward T. Gibbs
Gene D. Gordon
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Barker Gummere
John B. Gutberlet
Brian Hager
G. William Herkner Jr.
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William K. Hope
Norman W. Hosler Jr.
Neil Huff
William D. Joyce Jr. | William F. Keigher
George Kirchgessner
Gary Kleinedler
George A. Knopf
Donald F. Koehler
Al Mankoff
Daniel V. Marchese
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Thomas G. McBride
Michael F. O'Leary
David Phraner
Rev. Charles Reinbold
W. Rudy Rorer
Bruce Russell
Tom Scheffer
John M. Schluter
Edward C. Sosman
Phillip E. Stevenson
Bill Suss
Edson L. Tennyson
Hafry J. Volpe
Barbara Westergaard
G. Les Whitfield
John A. Yohannan
Robert Yuell |
|--|---|

Letters to the Editor

From George Knopf:

Received my copy of DESTINATIONS #22 a short while back and enjoyed every page of it. I had read John O'Connor's West New York Carhouse and the PS Deluxe Cars stories and enjoyed them very much, but the addition of your pictures really enhanced the presentations. His compilation of the lines and car assignments is extraordinary. And E. L. Tennyson's "Swamp Line" story had a real touch of nostalgia, how well I remember the times I rode the trolleys in Newark as a boy with my dad. Those were happy childhood days.

Another unique feature of the 2800s brought back to mind was shown in the picture of the interior of 2807, which shows the porcelain straps running the full length of the car. This, of course, was due to the bucket type seats installed in those cars. Most PS deluxe cars had squared leather seats with a handle on the outside corner for the rider to hang onto. Most cars only had four straps on either side where the longitudinal seat was only two windows in length. There were some exemptions where the seat was one window longer. These cars accommodated six passengers on either side.

Some additional trivia, for what it's worth. John's notes at the end of his Essex County list stated there were 28 non-deluxe cars assigned to the BERGEN and CLIFTON lines. To the best of my recollection, those cars were:

BERGEN: 2304, 2306, 2308, 2310, 2312, 2314, 2317, 2701, 2703, 2704, 2736, 2753, 2755, 2761 and 2767.

CLIFTON: 2651, 2652, 2657, 2661, 2668, 2677, 2752, 2758, 2760, 2763, 2768, 2771 and 2773.

The 2600 cars had also been converted to single-end cars about 1924-25 when assigned to the MT. PROSPECT line, where most of them ran as such although they still carried a rear headlight and the bracket for the retriever on the front platform. They were reconverted back to double-end cars in 1932, when they were assigned to the CLIFTON line.

Some time ago, I wrote some notes on the 2800s, but since much of it is pure speculation, decided not to send them. However, after reading Frank's notes, I thought I might add my theory as to what might have happened during their construction. All stories on the building of these cars indicate a long period of time between the cars built in 1922 and those built in 1923. Since there is a different positioning of the ventilators on the roofs of each group, for what it's worth, I am offering my theory of what might have occurred. (See article on page 13.)

Keep up the good work! DESTINATIONS is getting better with every edition!

A note with Tom Moran's renewal:

The "NEW" format for Destinations is fandamntastic.

PS (love those initials): My dad's badge number was 72. If anyone has it, call me (1-609-361-1836). The search continues.

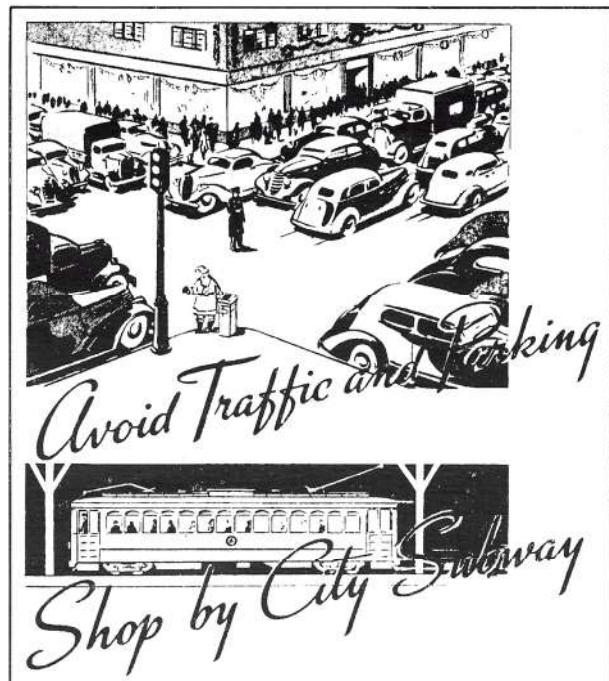
Chuck Wrege notes:

"A typographic error in Destinations 22 on page 14 in the 'PS Deluxe Car Location or Condition, Jan. 1, 1935.' It lists 2596, 2597 & 2599 as "Not in use" but this [should refer to] 3596, 3597 & 3599 as the 2500s never went that high and were not deluxe.

Editors note: Oops! Our apologies to John O'Connor for typing with thumbs. Sorry John. Regretably several other typos occurred with D/22. Please accept our apologies.

From E. L. Tennyson notes in his cover letter:

"I may have been unfair to Matthew Boylan to blame him for the demise of good transit in New Jersey. He may have been under orders from above to buy no new rail cars, just as New York Railways was at the same time. I don't know when Public Service entered into the restraint of trade contract with General Motors and Greyhound, but it was just after all rail lines except the #7 were abandoned that the Department of Justice got Public Service to sign the 'consent decree' that they would no longer conspire to monopolize the sale and use of buses. Perhaps some of you know." ELT



Rahway Car House Found Hiding



Bill Keigher photo

Mother Nature decided to substantiate the location of the PS Rahway Car House. Bill Keigher happened on the scene as Mother's Winter Wind removed a key section of the fascia of the store fronts on Irving Street. That section covered the infamous Public Service Triangle revealing the building's heritage.

The Rahway Barn was a combination substation and storage yard. Located on the west side of Irving Street, Rahway (Number 1530 by Bill's photograph), the yard had a capacity of 12 single truck (30 foot) cars or 8 double truck (50 foot cars) on three tracks.

The exact use of the yard for car storage is not clear. Rahway line cars were assigned to Westfield and Perth Amboy car houses. The original builder, Rahway Electric Street Railway (?), probably used it as an operating depot. A plot plan, dated January 28, 1908, indicated that the switches to the street were not connected (in service) at that time.

Can anyone provide more information and background? Or, an in service photograph of the car house?

Missing Electric Line

In a Note from John Brinckmann...

"Congratulations on acquiring the Van Buskirk and Dick Young collections of photographs. (Ed: We only acquired the Dick Young negatives owned by Bob Van B.) I was fortunate to have been the custodian for a number of years of the North Jersey Chapter, NRHS collection in which the earlier wonders of Howard E. Johnston, Wilber E. Wyckoff, Frank Seiffert, Herbert Summers, George Walrath a(s) well as the magnificent gathering of Albert Creamer combined to form over 4,000

P.S. subjects as well as virtually every other physical electric line in N.J. This is still extant in the custodianship of William E. Christian, Jr. who continues to furnish prints. Combined with your acquisitions there exists one of the most complete representations of trolley history in the Garden State.

"But alas, one company always seemed to be among the missing until by chance a few years ago Bob Stanton of Woodstown showed me an old postcard depicting rails and a very distant open car standing in the street at Sea Isle City. Bob loaned it to Page 4



Postcard - Bob Stanton Collection - Photograph John Brinckmann Collection

me to copy and a print is herewith. The New Jersey Rapid Transit Co., probably anything but "rapid", operated 8 miles of 4' 8 1/2" gauge line, using 8 motor cars and 1 trailer between Townsends Inlet, Sea Isle City and Corsons Inlet summer only, according to McGraw's Electric Railway List. It would be nice if the camera man had waited a few more minutes until the car came closer."

[Editor's note: Based on data compiled by John Rossman, the line was abandon in 1918? Can anyone provide additional information or photographs of the line.]

50th Anniversary

23-CENTRAL MEMORIES

E.L. Tennyson

Of Last Run



Frank Miklos Collection

3211 continues along Central Avenue in #23 Service as 3212 on a Special run pulls off onto 14th St. trackage leading to the Roseville Car House. 3211 carries a compromise replacement roof installed after the original deck roof was destroyed in a car house fire on the Southern Division.

Until the Newark City Subway opened on May 26, 1935, Route 23-CENTRAL of Public Service Coordinated Transport's Essex Division originated on the Upper Level of the Public Service Terminal at 80 Park Place on Military Park in Newark, next to the Robert Treat Hotel. There were three departure tracks upstairs over the Public Service Corporation concourse on the street level floor. After crossing the short bridge over Pine Street, CENTRAL cars descended the ramp to Mulberry Street where they turned left to Centre Street, Park Place with the Hudson & Manhattan "Tubes" station at Military Park, then crossed Broad Street and started west on Central Avenue, crossing Washington Street two blocks farther, where rush hour CENTRAL cars joined in from the Cedar Street Subway which originated in the Lower Level of Public Service Terminal.

In 1934, to restore improved service to Market Street, rush hour CENTRAL cars were added every 18 minutes to originate at Newark's City Hall loop (Lafayette and Green Streets) and proceed north on Mulberry Street to join the main line immediately east of the Terminal ramp. These were later extended to South Street loop.

The CENTRAL line used Roseville Car House, but until 1931 had its own subsidiary car barn at 14th Street on Central Avenue, where the Route 5-KINNEY line turned north to Roseville. The

relatively new (for Public Service) 2700 series de-luxe cars were used on the CENTRAL line until preparations were made for the opening of the City Subway. Prior to the 2700's, 2300's were used, sometimes in multiple-unit trains of two during the First World War. The 2700's had soft, thick, cushioned, padded leather walk-over seats. They were probably the most comfortable seats ever offered to public transit riders. Of the 52 seats in each car, twelve were on benches in the four corners of the car under which were the sand boxes for slippery rail. This typical arrangement made a wider aisle for boarding and alighting passengers near the doors. The floor was of wooden ribs to drain water and prevent slipping. The monitor roof had roller curtain route signs on all four sides. The route number was posted on a two-sided foot square blue metal sign above the roof on the front corner of the car. Inside, the windows, which opened on ratchets, had curtains to pull down for sun shades. With the windows open, the aroma of hot motor insulation wafted in at each stop. Off and on, the air compressor would thump noticeably.

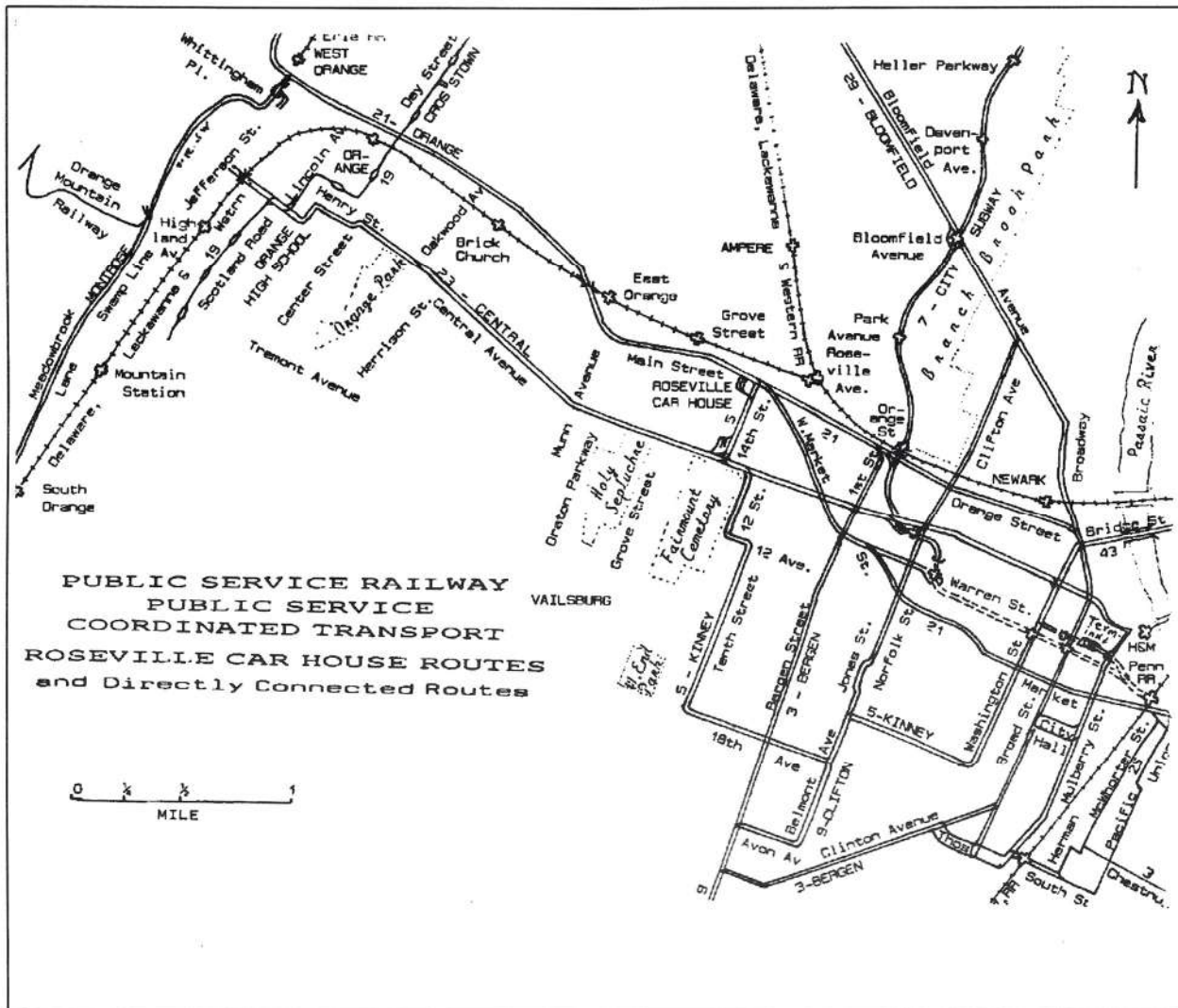
The motorman's (Salesman in the depression) position was on a stool or on his feet one step down from the interior of the car, with the waist-high controller on his left, the air brake handle on his right and the door handles and manual windshield wiper in the center. The bell was a toggle bolt under foot. The loaf of bread size Johnson registering fare box was behind the motorman

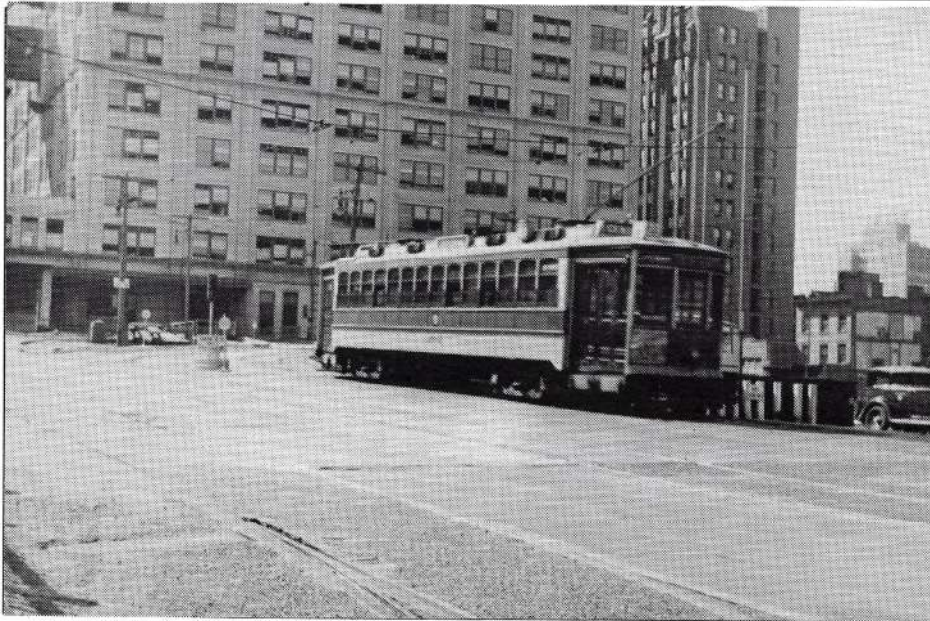
on his right, where he would turn around periodically to squeeze out the coins inside to reuse them for change. A nickel rang and registered once on the meter up near the front monitor route sign, a dime twice, and a quarter five times. Pass riders had to hang their pass on a hook above the motorman's right window so that auditors could see why the meter did not register everyone in the car. Making change was a most necessary public service in those days. The motorman carried a money changer on his belt over his stomach. At the front corner post, on the outside, an illuminated arrow hung down, but rose up straight out toward the curb when the doors opened to stop motorists thinking of passing the car while passengers were getting on or off, somewhat akin to school bus practice today (1997).

When the doors opened, a large wooden step folded down and out flat for passengers to step up on to reach the front platform, about two feet above the pavement. These steps folded back up when the doors closed. Most cars, except interurbans and little old dinkeys, had double stream to expedite loading and unloading. At attended subway stations, the rear door would also open. White

porcelain stanchions were provided in the door area to assist passengers. Inside, the walk-over seats had grab handles on the aisle side and overhead straps were provided above the longitudinal seats near the front and rear.

After the Benjamin Franklin Bridge opened to travel in 1926, ferry and trolley travel began to decline in Camden County as they could not provide direct service to Philadelphia. (Author's note: Before Matthew R. Boylan took over management of the Railway, it was intended to extend the Camden lines into Philadelphia over the new bridge. A trolley terminal was built in Philadelphia but never used as Boylan had taken over before the bridge was finished.) After the depression set in after 1930, the lower 3200 series cars of 1912-13 were removed from wide gauge service in Camden and shipped for conversion to standard gauge City Subway cars. They were given the de-luxe treatment, except that the seats were thinner imitation leather with less well secured grab handles. These cars seated only 48. These cars had deck roofs with turn-of-the century wooden route signs on all four sides. They were assigned to the CENTRAL and CITY SUBWAY





Public Service 2762 in 23 CENTRAL service enters the Upper Level of the Public Service Terminal, Newark, June 26, 1935. This is a month after normal service stopped using the Upper Level.

Wilbur Sherwood Photograph - Frank Miklos Collection

lines, and the 2700's went to Bloomfield, Orange or Hudson Division. Specific roller curtain destination signs on all types of car were located over the front right window and over the first side window. The motorman cranked them by hand to show the proper destination by trip. On the CENTRAL line, eastbound the sign said TERMINAL and westbound ORANGE. After the subway opened, the eastbound sign read PENN STATION (or BROAD ST.) via SUBWAY in very small letters.

Proceeding up hill on Central Avenue from Washington Street, the CENTRAL line crossed Route 9-CLIFTON at Norfolk Street, then crossed the empty Morris Canal on a bridge and continued on to cross Route 3-BERGEN at First Street. West of there, the Market St. branch of the 21-ORANGE line crossed Central Avenue on a diagonal with a small park at the point. Around Eighth Street near the top of the grade was the Central Fire House, to be mentioned again later, and then a bit downhill to Twelfth Street and Fairmount Cemetery where the Route 5-KINNEY line joined Central Avenue for two blocks, to Fourteenth Street.

At Sixteenth Street, CENTRAL cars entered East Orange and another five cent fare was due. In Newark outbound, passengers paid upon entering and left free. In the Oranges, passengers had to pay to get off but entered free. Intercity passengers paid twice. There was a small wooden sign at the bottom of the front right window that read PAY ENTER, but the motorman flipped it at 16th Street to read PAY LEAVE. No transfers were issued, but fare zone overlap receipts were.

Central Avenue in the Oranges was wide enough for automobiles to pass moving trolleys on the right. The trolleys could move reasonably rapidly, but not like PCC speeds. At Grove Street and Holy Sepulchre Cemetery, the CENTRAL line crossed the 90-GROVE STREET crosstown bus line from Belleville to Irvington, then continued on past Lincoln School and Oraton Parkway (now

Garden State Parkway under Central Avenue) to Munn Avenue and the slight curve at Homeopathic Hospital. Just downhill from the Hospital, the 44-TREMONT buses turned off Central Avenue after competing with the trolleys all the way from the Newark line. Route 24-WEST ORANGE competing buses continued on out Central Avenue to Orange before turning off. Several independent buses operated on Route 24 but most belonged to Public Service. This wasteful duplication held the CENTRAL car line down to a five minute peak headway in the depression with 13 minutes midday. By 1941, it had recovered to a four minute peak and 12 minute base schedule. World War II added more travel in 1942-46. Twelve cars were required for the five minute headway and 15 for the four minute schedule. Occasionally, 2700s would be used and rarely an 8000. The 1941 schedule accommodated about 8,000 weekday passengers, but the fare box counted about 13,500 because of the double nickel payments by many passengers. This was about two-thirds of the City Subway travel volume over the many years since.

Because the buses on Central Avenue were then smaller, they had to run more frequently to serve the same number of people. This drew some passengers away from the trolleys, but still the big cars carried standees in rush hours.

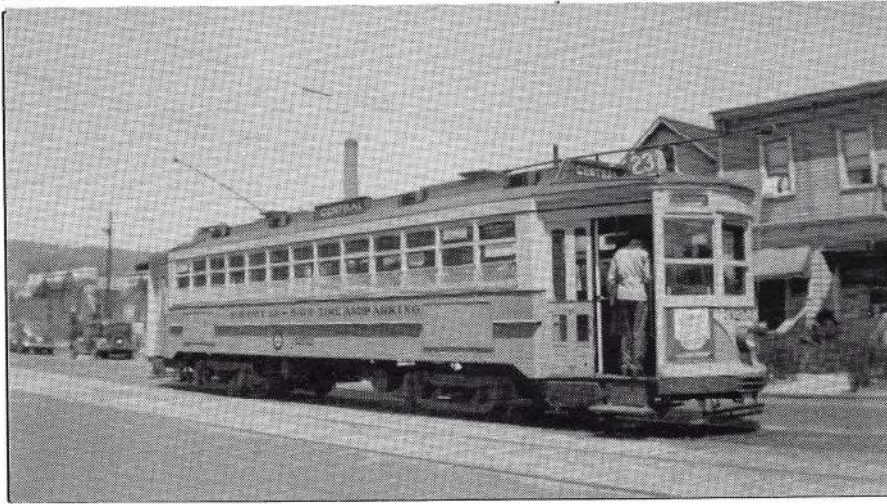
West of the Homeopathic Hospital, the line was level and continued on to a busy shopping center at Sanford Avenue where S. S. Kresge had located a large "5, 10 and 25¢" store. (Woolworth's was only a five and ten cent store.) More impressively, B. Altman had built a branch of its New York upscale department store at this corner. Trackless Transit buses crossed Central Avenue at this point headed for Irvington and points south. In the other direction they went to Bloomfield. Harrison Street sat on a slight rise just west of Sanford Avenue.

Continued on page 10





Dick Young photograph Van Buskirk Collection NJERHS
Public Service 2605 ready for a run to "Penn Station" October 26, 1947. Photographer Dick Young caught both monitor roof (2605) and deck roof (3212) cars at the end of the 23 Central Line, Central Avenue, Orange, NJ.



Car 3252 changes ends at the outer end of the 23 CENTRAL Line. May 10, 1947. A run by a high 3200 was rare on the CENTRAL Line.

Frank Miklos collection

23-CENTRAL MEMORIES - Continued from page 7

Just beyond Harrison Street was the Hollywood Theatre where CENTRAL cars turned back until the First World War. At that time the rails were extended through Orange to the West Orange Line just beyond the Delaware, Lackawanna & Western Railroad. Until the grade crossing was eliminated by elevation, the extension stopped at Scotland Road, where the 44-TREMONT bus crossed. The Route 24-WEST ORANGE bus turned off Central Avenue at Oakwood Avenue, headed for Main Street to compete with the 21-ORANGE line on into West Orange. Orange Park was just beyond Oakwood Avenue. At Center Street in Orange, the tracks reversed curved through a jog in the Avenue and continued over a slight hill to Essex Avenue on which was the Orange Memorial Hospital. Here, Central Avenue turned south for a block, then resumed its westward direction past the Orange High School to Lincoln Avenue, where, until 1924, the Route 19-ORANGE CROSSTOWN Birney cars joined Central Avenue at the Fire House for one block to Scotland Road, where they turned south to the South Orange City Line. West of Scotland Road, CENTRAL cars dipped down through the crossover and under the D.L. & W. to the end of track beyond Jefferson Street at the West Orange City Line. Right-of-way was acquired beyond Central Avenue to connect with the MONTROSE (Swamp) line but the connection was never built. About the time of World War II, the crossover was moved from east of the railroad overpass to west thereof to eliminate a very short stretch of single track. Double track was always there, but it could not be used until the crossover was moved west, near the Monroe Calculating Machine factory.

From Public Service Terminal in Newark to Jefferson Street, Orange was five miles with a mid-day running time of 28 minutes. After the City Subway opened in 1935 and was extended to Penn Station in 1937, running time was reduced to 24 minutes. Square sheet metal overhead signs were mounted on poles at major car stops to advertise "23 minutes to Broad Street" from the end of the line, for example.

The CENTRAL line crossed the Morris Canal bed at Hudson Street, a block west of Norfolk Street on which Route 9-CLIFTON operated. When the canal bed was converted to rail operation, a ramp was provided from Hudson Street down to the Norfolk Street Subway station. Outbound, a similar ramp was built ascending to Central Avenue level before crossing the subway on a steel trestle from which it entered Hudson Street intersection at Central Avenue parallel to the inbound track.

When the Subway opened, all off-peak cars were diverted into the new Subway which then terminated just east of Broad Street in Newark, with a stub-end double cross-over. For the next two years, all City Subway routes required double ended cars, which had to reverse direction at Broad Street one every 50 seconds. Each car had to change ends in less than 90 seconds. A pole changer and a fare box toter were provided to make this possible. When the Penn Station loop opened in 1937, single end cars returned to the Orange Line. At the Broad Street station westbound, each route had a separate loading area to avoid congestion on the platform. At Penn Station, the four routes were divided among two of the three platforms for the same purpose. Briefly, in 1937-38, 43-JERSEY CITY cars also used the Penn Station loop, having been extended from the Cedar Street Subway and the Lower Level of Public Service Terminal. Until Penn Station opened, a CENTRAL shuttle operated every twelve minutes over the old route from 14th Street to P.S. Terminal, out only during peak hours or weekdays.

The old wooden cars were not always up to subway expectations. Public Service did not believe in "dead-man" control protection, so cars occasionally ran away, one splintering against the wall at the Penn Station Loop as it moved too fast to stay on the rails. During World War II, a CENTRAL 3200 series car experienced a controller explosion at 14th Street inbound. The motorman was burned by it and driven from the wide open controller. He headed for the rear center car window to pull down the trolley pole, but panicked passengers tried to make him go back to the burning

Continued on page 15

Stephenson Built Car on Display

Friends of NJ RR & TM exhibited their recently purchase ex Lisbon Car 346 at the Hoboken Festival in May 1997. John Rossman captures the same angle as this postcard view of the Public Service pre-1910 terminal. The ex-Lisbon car was built by Stephenson in Elizabeth.



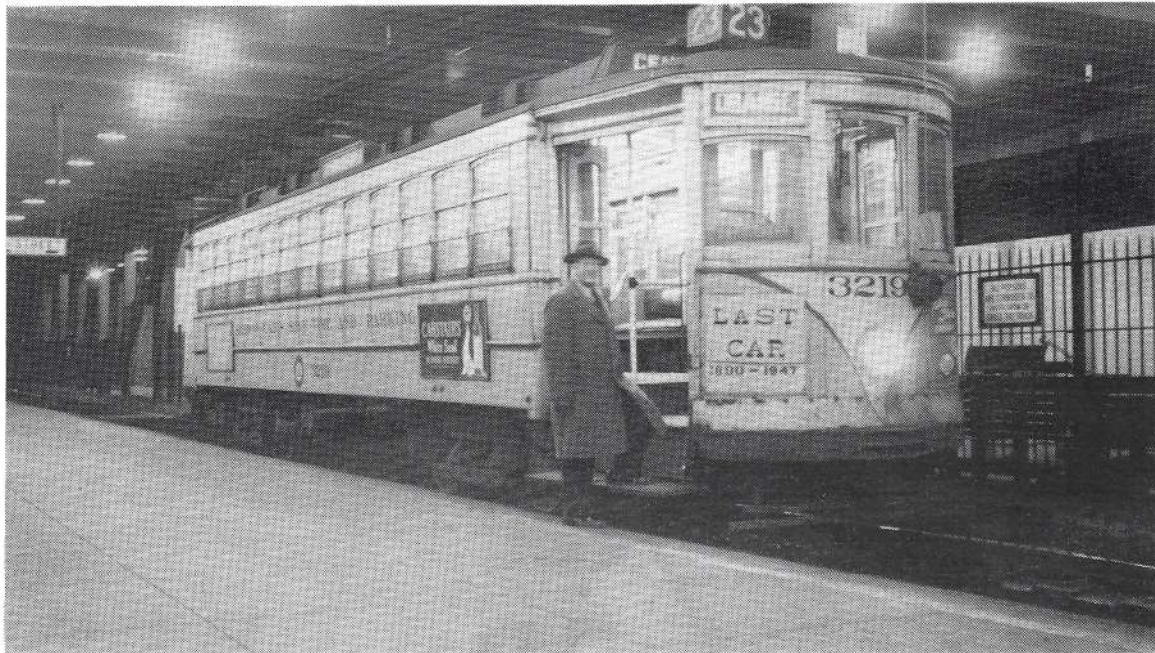
Collection of Allen Morrison



John Rossman photo

NEWARK EVENING NEWS, MONDAY, DECEMBER 15, 1947

Sentimentalists Take Trolley's Last Trip



Central Line Goes Out in Blaze of Glory

BY JACK SCULLY

Old 3219 made her last stand yesterday morning and went down in a blaze of glory.

She was the last Central line trolley car to make the run between Newark and Orange and she held her head high as she carried a farewell load of passengers along the 57-year old line which now has become history.

Early yesterday the familiar, lumbering giants were replaced by sleek, shiny new buses.

Most of the passengers aboard the last car insisted they were "on their way home" yet the 163 passenger load was twice the usual complement which regularly took the "owl" out of Penn Station at 2:25 A. M., according to the motorman.

Further evidence that all of yesterday's riders were not "regulars" was supplied by the fact that many of the passengers at the end of the line in Orange transferred to waiting automobiles parked there and escorted old 3219 back to the graveyard amongst a symphony of auto horns.

Veteran at Controls

Operator of the last car to make the Central run was Edward Coyne, 62, of 23 South Center street, Orange. Taking the car on the last run was the simply part of his regular schedule, he said. He has operated trolley cars for 28 years, on the Central line for the last eight.

Coyne borne up well under the unusual circumstances. He said, "Everything has changed and I guess trolleys are no exception. I don't like to see them go but what are you going to do?"

Coyne will take a run on the Orange line. Yesterday, passengers instead of the customary casual good night said good-by with considerable feeling, and some shook hands. When they left the car they lost all their previous nonchalance and didn't fool a soul.

The last car was scheduled to pull out of Penn Station at 2:25, but press photographers and just pure sentimentalists delayed the final departure with their cameras.

Camera Fans

A large contingent came aboard there including a representation from the Branford (Conn.) Electric Railway Association, who Saturday chartered a car to take a last fling over the Central tracks. Those die hards were equipped with the inevitable cameras to take last shots of the car.

When the car left Penn Station, a half dozen trolley car operators formed a farewell committee. They had finished their regular runs, but had hung around to see the last car depart, just to assure themselves that what they hear was true.

Among the regulars who came aboard yesterday was Rosalie Miceli of 173 South Center street, Orange. She said she had been catching the owl for several years and was sorry to see it go because she was sure the trolley was "much faster than any bus."

Another regular was Paul Maker of 50 North Fifth street. A special policemen who

had been catching the owl for 10 years. He said, "It's a good thing to get rid of these trolleys, they're passé and a nuisance in snow and storms. I'm going to miss that motorman, though," he added.

Alfred Farley of 373 Olcott street, Orange, a bar tender, said he had been using the Central car for five years and always caught the owl. He said he felt buses would provide better transportation.

Another bartender, John Cooney of 232 North Seventh street (many of the owl regulars were bar tenders and waiters) said graphically, "The trolleys always took me home. I don't know how the bus will be."

While some of the passengers entered into the spirit of the occasion, some more blasé riders slept. One of the most amazing passengers was an American Airlines pilot, Al Mankoff of West Orange. The causal observer would imagine he would be bored with anything as prosaic and slow as a trolley car, even if it was the car's last run.

However, it turned out that Mankoff was a trolley car hobbyist, proud possessor of 30,000 snapshots. He not only made the ride to the end of the line, but stayed on the car until it returned to Roseville car barns at Orange and 14th streets.

To End of Line

One of the most interesting groups on the last ride was made up of three Public Service trolley car operators who boarded the car as it came out of the subway at Central avenue. They were equipped with cameras and took many shots of the trolley when it reached the end of its run at South Jefferson street, Orange.

The last passenger to leave the car was James F. Kelly of 432 Central avenue, a veteran rider of 13 years on the Central line. He passed up his regular stop to ride to the end of the line, where he shook

Continued on page 15

SOME THOUGHTS ON THE PS 2800-2812 SERIES CARS

George Knopf

Some time ago, after reading a short article by John Brinckmann in "DESTINATIONS" I sent in a little article concerning the 2800 series Public Service trolleys and the different positions of the roof ventilators on that series of cars. If you recall, I mentioned that the first seven cars (2800-2806), the ventilators were placed in a forward position while the remaining cars (2807-2812), the ventilators were placed toward the rear of the cars.

The response was great, with comments from John O'Connor, Ed Francis and Charles Wrege, all of which shed a little more light on the mysteries of these particular cars.

I would like to add my comments to their notes from what I had observed over the period of time I saw these cars in operation in Newark. Like all of you, I believe these cars were originally built with the short platform in the front, and since no one has come up with plans, photographs or other evidence, we must consider that our assumptions are correct.

In reading over the different articles submitted and looking at old photos of PS cars, I am convinced that this theory is correct, since all previous single-end cars built by and for Public Service had a panel on the blind side of the front platform and a wrap-around platform in the rear. Even the thirty cars of the 2300 series had a half-panel, half-door on the front platform operating side. All this was changed around when this series of cars was converted for one-man operation. Since the set-up on the paneled side of the platforms was different from the double-door sides, the single-ended 2300s were fitted panels identical to the modified cars of the 1991, 2000-2299 cars. The 1991s and 2200s were reversed; while the 1600, 1800, 2000-2100 had their platforms extended for two-door operation. In doing so, various types of doors, or panels were installed on these cars on the blind side of the front platform, while the rear platform remained in tact. Just look at pictures you have of these cars and you can see the various types of panels that were used.

I am going through this explanation because I feel the various front platform blind-side panels that Chuck Wrege mentioned were on the 2800 cars are there because they were being built or altered at the same time the older type cars were being converted and whatever panel was next on the pile, that particular car received that panel, and so, the variety also on the 2800s. I do not think car 2805 was originally a copy of the Philadelphia car, as both it and 2800 were involved in an accident on Broad Street and Central Avenue in the early 1930s when both were assigned to the BLOOMFIELD line. Both cars were traveling on Broad Street when apparently the south-bound car jumped the switch, heading into the path of the north-bound car. Both cars had considerable damage to the blind side of the front platform and when they rebuilt the front ends, they may have copied the Philadelphia style. On closer examination of the photographs on

these two cars, you will notice their blind-side panels are almost even with the front end of the platform and the body of the car. The rest of the cars all have recessed panels similar to the other series of cars

While I am in agreement with the idea the cars were all built with the short platform forward, I also feel there may be a possibility that only the first seven cars were originally built with the small platform in the front. If you recall, the 3250-3582 cars were also 13-window cars and had one ventilator over the third window, and this was the "front" end of the car and where controller #1 was located. On the other end of the car, the ventilator was over the second window, giving the body the appearance a window had been cut off the car. The third window location was balanced on the 2600-2700 cars because of their 14-window sides. Assuming that this same procedure was used on the 2800s, it is possible that the first cars were returned to the shops and reversed during the period between October, 1922 and July, 1923, the period between the completion of the first group (2800-2805) and the completion of the second group (2806-2812). Since they were brand new cars, all traces of destination signs and front headlights could have been removed to make the first group look exactly like the last seven cars. It is possible they wanted all the cars to have that unaltered look (except for those front platform sides). Remember too, that while many of the reversed 2200s, the single-ended 2300s, 2400s through 2700s, had patches where the headlight used to be, others had the center panels replaced with solid panels in the rear of the car. In some instances, they were also vain enough to remove the blank destination sign panel and replace that window with a full size window to match the other two so that three windows were all the same height across the back of the car.

I realize this is entirely speculation, and a bit contrary to what Ed Francis had noted, but it could explain the reversal of the roofs and the long period of time (9 months) between the completion of the two groups of cars.

I am sure the cars ran on all the lines John O'Connor mentioned, but I never saw one on or near the Walcott Terrace terminus of the MT. PROSPECT line. After one-man operation started, the only single-controller cars to operate on that end of the line were the 4100 open cars in the summer of 1929. Since then, I have seen pictures of other single-end 2700s marked MT. PROSPECT. No doubt, some of these cars probably saw service on the north end of the line between Miller Street and the Forest Hill terminus.

In his article, Ed Francis mentions that 2800 was assigned to Roseville CH in December 1924, so it is very possible the ORANGE line can be added to the list of lines John O'Connor and he had mentioned.

New Line Car Added to City Subway Roster

The New Year 1997 saw New Jersey Transit City Subway Operations add their first piece of new equipment to the roster in many years, Line Car 5420. The unit was furnished by Permaquip, Fairmont Tamper, 1 Gilt Way, Giltbrook, Nottingham, UK .

Training in operation of the modern lift platform was provided to City Subway employees on January 23, 1997. While the car does carry a pantograph (shades of the future), it is for alignment purposes only. The main power source is a diesel engine to permit operation without overhead power. The vehicle maintained a rail-only configuration. (No rubber tires or road/rail capability.)

The center scissors elevating platform is highly maneuverable to permit proper positioning. It can cantilever to reach 14.32 feet from the track center. With remote operation from the platform, the car be positioned as needed from the operators' elevated position.

5420 rides on two axles (one wonders if the term "single truck" car is appropriate?). The unit is equipped with an integral turntable which permits the car pirouette (to the other direction) in place on the track. The cab with a single front opening door provides space for the operator and crew.

Included in the purchase was a drum trailer (for wire hauling). The trailer's drum has a remotely operated brake to control cable pay out.



Bob Hooper Photograph

The new 5420 presents a very different look for a line car. The unit is diesel powered. The pantograph mounted on the cab is for alignment purposes only.

NEW and OLD - The demonstration of 5420 presented a contrast of the Old & New. The crew arrived in 5221 and 16 (not pictured).



Bob Hooper Photograph

Friends Symposium features "Public Service" Topics

The 7th Annual Friends Symposium presented noted historian Dr. Chuck Wrege discussing the "Newark Experiments". Professor Wrege described in detail evidence that PS was pursuing progressive designs for their trolleys. By special arrangement, Destinations will carry a detailed and illustrated feature on the material.

A special surprise at the Symposium was a presentation by Tom Murray, an ex PS motorman. Tom regaled the group with stories of trolley operations during the war years.

Not to be missed was Don Van Court's treatment of Transportation buttons which included PS and its predecessors lines.

Sentimentalists - Continued from page 12
hands with Coyne. "I'll miss those trolleys," he said. "You could really relax on those cars."

Many motorists, who noted the sign, "last car, 1890-1947," tooted their horns in farewell to the car whose last run marked the beginning of the end of an era.
Started in 1890

The Central line was started in 1890 when one of the principal stumbling blocks was the question of whether the cars could mount the High street hill.

The 15 trolley cars will be replaced with 30 diesel buses of 40-passenger capacity, running on a more frequent schedule.

The first bus left Orange at 5:58 yesterday morning.

Next step in the Public Service plan to eliminate trolley cars from all service will be the removal of the cars on the Orange and Bloomfield lines.

MONTROSE , A.K.A. " Swamp Line" Car House

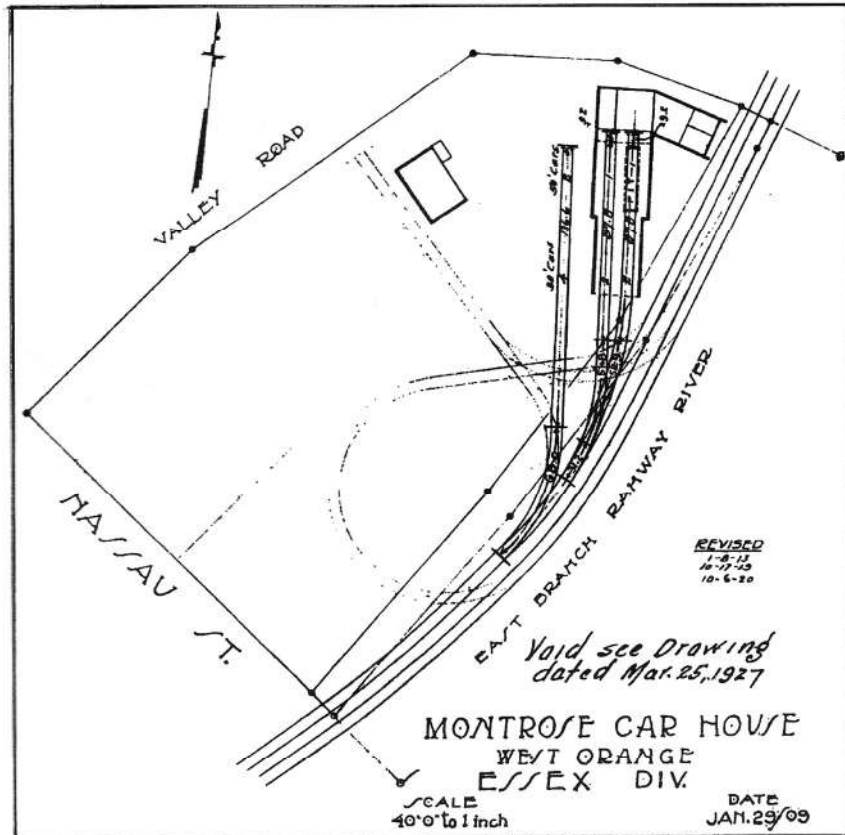
Montrose had the capable of holding 8 - 30' cars or 4 - 50' cars on 524.5 feet of track. This voided March 25, 1927 drawing shows planning for turning capability. The car house was bounded by Nassau St., Valley Road, the East Branch of the Rahway River and Chestnut St. (See back cover for a view along Chestnut St.)

23 CENTRAL Memories - Continued from page 10

controls. He finally got the pole down to stop the flow of electricity, but not before the flaming car had passed the Newark Fire House on Central Avenue and not before panicked passengers started to jump off with tragic consequences. The firemen saw the comet streaking by, grabbed their gear and took off after it, not knowing how to stop it. Luckily, no automobiles got smashed but a few got dented. At the height of the chase, the fatal car turned off into the subway, but by then the motorman was regaining control and finally got the thing stopped.

Although that was a spectacular accident, a Public Service employee, Wm. E. Tennyson faithfully rode the line from 1906 to 1947 with no ill effects. Occasionally, traffic delays or car malfunctions would bunch up cars, necessitating the supervisor to turn one or two back to Harrison Street Hollywood Theatre crossover to restore the headway in the opposite direction.

Because of company's all-bus policy, the old wooden cars were retired in December 1947 and buses took over the line for a time, but were unsuccessful and were totally abandoned some years later. System ridership declined from 654.6 million passengers in 1947 to only 125 million in 1977 as all rail lines except the CITY SUBWAY were abandoned.



Map courtesy of Ed Hamm

MONTROSE "Swamp Line" Car House

Continuing with our coverage of the Swamp Line, let's examine its car house. Montrose CH was used by the Swamp Line Cars until October 22, 1923. Based on two maps provided by Ed Hamm (one is presented on page 15), we know that the structure also served as a waiting room (see diagram and photographs). The Car House section could hold eight 30 foot cars or four 50 foot cars on 524.5 feet of trackage. One track incorporated a pit for inspection purposes as the original operation was separated from the system at both ends by steam railroads (DL&W and Erie).

The structure sported a lapped seam roof with a stylish flare. The overhang provided some protection for waiting passengers.

The car house was considered out as of December 31, 1941. Map notations show "All track out or buried" and the capacity stated as zero. Also the Structure has been reduced to only the one story stone structure (waiting room) which was noted as being "torn down".

From the pencil layout work done on the voided March 25, 1927 drawing, it appears that planning was underway to add turning capability at Montrose CH by either a loop or wye. What was the plan?



Ira Deutsch Collection - Neg. No. 491