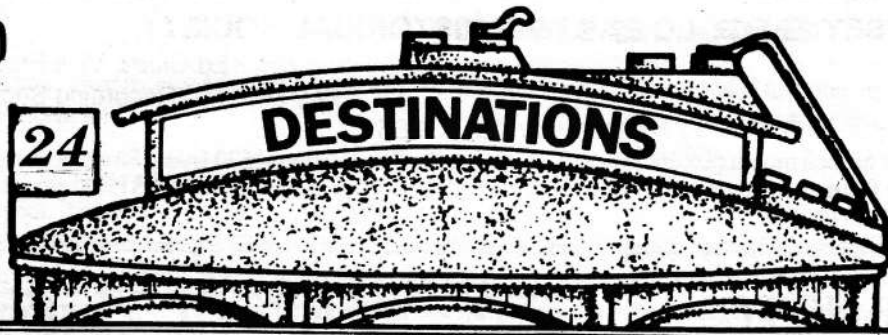


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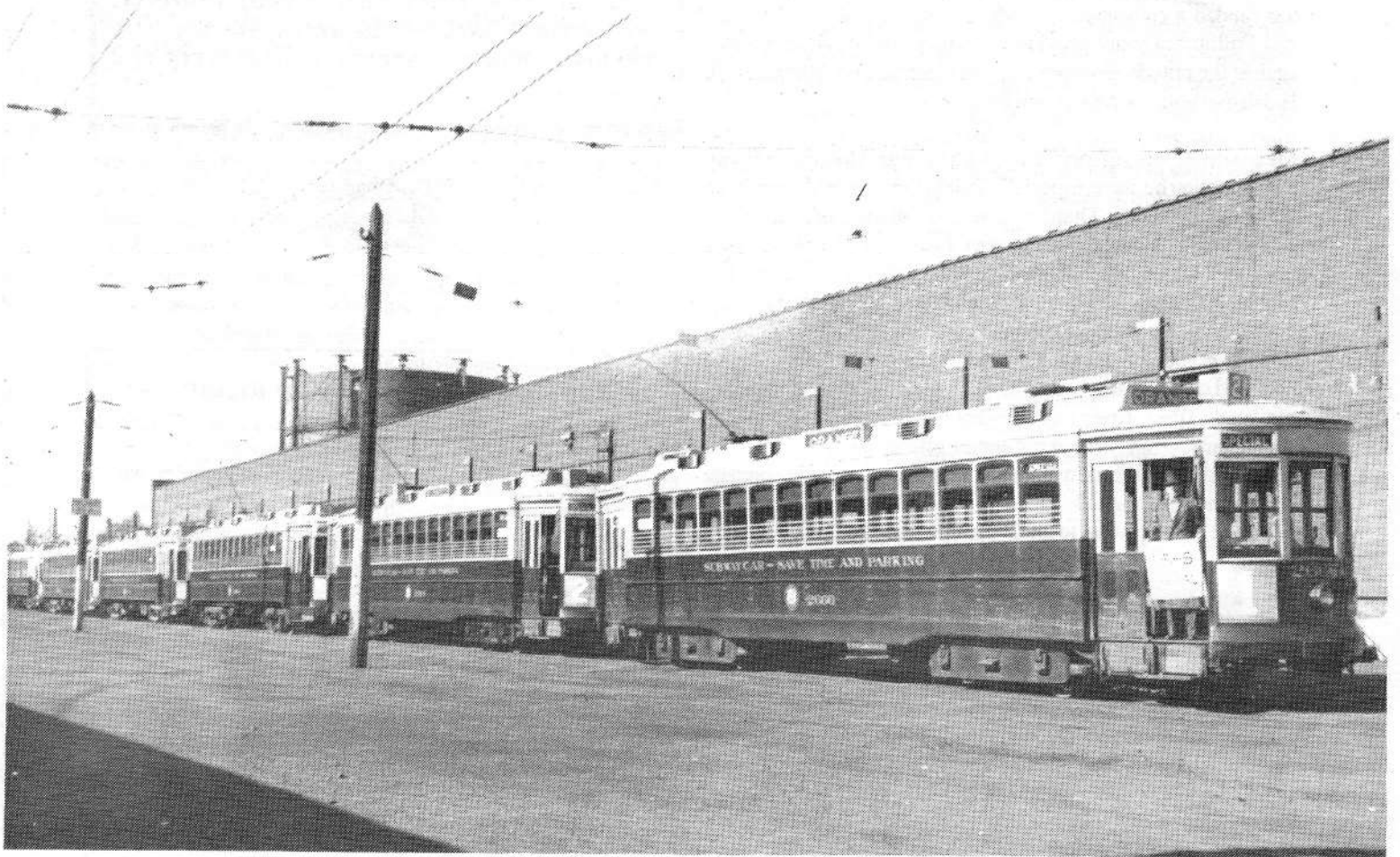


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Volume 12, No. 2

December 1997



PSCT "NEWARK EXPERIMENT"
The Afterlife of Trolleys in Northern New Jersey
Farewell Tour Notes - March 27, 1938

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

New Jersey, the Museum effort and Restoration

New Jersey has had a see saw relationship in preserving its historic artifacts and material within the state. However, the current effort to establish a Transportation Heritage Center seems to have legs. While seldom reported, the Commission has reduced the sites under consideration to three. In assistance, New Jersey Transit has funded a consultant to study the sites: Plainfield, Netcong and Phillipsburg and provided comparisons of the three sites against the criteria developed by the Commission. Ultimately, a legislative vote on the site will be required.

Meanwhile, our efforts to preserve our electric railway transportation heritage, especially Public Service 2651, continues to make progress. Thanks to the assistance of numerous organizations and historical groups. Friends of the New Jersey Railroad and Transportation Museum or simply "Friends" has provided funding to the move to a better restoration site. Also they are in the process of erecting a building for enclosed restoration and storage. The Phillipsburg Railroad Historians have provided saving to store our sweeper hulk until restoration efforts can begin. Black River and Western has been instrumental in many of our restoration efforts. New Jersey Transit has provided supplies of overhead material surplus as they prepare for their new pantograph equipped rolling stock. As we mark the close of 1197. We want to thank our "partners" in our restoration efforts.

I want to thank all those that stepped forward to assist with our projects: Destinations, Car Restoration, Negative Collection Cataloging and Education. We volunteer our time to make NJEHRs work and it feels great to do it in association with friends. Thanks.

ONE HUNDREDTH RUN

We will be celebrating our 100th run (meeting) in January 1998. The committee has put together a dinner and program. Details (date, time and location) on the flyer included in this mailing.

MEETING LOCATION CHANGE

Due to renovation at the Reed Center, the building will not longer be available to us as meeting space. We are investigating the use of the Rahway Senior Citizens Center as a location (closer to the train station). However, we have not finalized the arrangements. The enclosed meeting schedule will carry the location.



Our thanks to the following members :

Ten Year Members

- Albert Ambrose
- Herman Bachmann
- Harold H. Geissenheimer
- Bill McKelvey
- George A. Knopf
- John E. Kopf
- Derek K. Long
- Benjamin Muckenhoupt
- Norman Olsen
- Stuart M. Palmer
- Richard A. Shiels
- Philip E. Stevenson
- Harold M. Tepper
- Thorwald Torgerson
- John A. Yohnnnan

Contribution included with their dues:

- John F. O'Connor
- Tom Wacaster

WELCOME ABOARD!

Please welcome new and rejoined members.

- Jonathan Boyer, New York, NY
- Luis LaPlume, Jersey City
- Leonard Resto, Chatham
- Bill Wall, Short Beach, CT

Cover Caption: The line up of seven cars for the NRHS Special is particularly impressive, especially with "Newark Experiment" cars 2666 and 2614 in the lead. The line up is 2666, 2614, 2600, 2714, 2604 & 2706. All in red and cream. Joe Baker stands in the vestibule. Too bad the photographer couldn't quite squeeze in the 7th car, 2706.

(Howard E. Johnston Photo - North Jersey Chapter NRHS Neg 611 01J)

Letters to the Editor

Dear Editor: I just received the latest issue of Destinations. What a magnificent job!

Someone has done a terrific service to all members of NJERHS. The layout, the photos, the text - all superb! The essay by E. L. Tennyson was a marvelous recap of the Central line., the cars and the route. Somehow, you're managed to bring aboard some heavyweights, and when I see the likes of Tennyson, Knopf, O'Connor, Brinckmann, Ed Francis, Chuck Wrege, et al, I know this publication is evolving into something that will give Branford and Kennebunkport a run for their money! Congratulations! The center spread of 2605 was a masterpiece! A great shot!

E. L. Tennyson may in some way be related to a high school classmate of mine (West Orange, 1944), Walter Tennyson, who made the last tour of the Essex and Hudson County Public Service lines in 1938—17 cars in all—and appeared in the Newark Sunday Call's write up of the trip. A couple of nit-picking additions to ELT's essay:

1. Page 5: The Public Service cars actually were equipped with two footbells. One was the toggle under foot which rang, "Bing, bing, bing" — one bing for each touch of the foot on a round pedal the size of a silver dollar. The other bell was actuated by a foot-lever about six inches long, air-activated, and giving out a long "briing, briing, briing" sound — perfect for getting an A&P delivery truck driver out of the store, into the truck and clearing the track! The little bings were fine for alerting errant pedestrians and dogs from the track—the air bell did the heavy work.

2. Page 6: The illuminated arrow at door side did not rise automatically. It was manually operated from a lever attached to the inside windowpost directly in front of and to the right of the motorman. It was spring actuated; when the motorman lifted the lever handle, the spring took over and the arrow popped up. Bringing it back down was a little more difficult but that effort to was also supported by a spring action. There were installed, I believe, around 1928 in both cars and buses.

3. Page 6, again: The porcelain stanchions were in the platform door area and separated boarding and debarking passengers, with a vertical porcelain post attached to the waist-high horizontal bars on the platform. Just outside the forward door was a steel hand-garb for assisting in ascending and descending the steps to and from the car body.

4. Page 7: The Pay Enter/Pay Leave reversible sign was wooden, but the actual words were painted on a thin metal plate cut to size, red with white letters reading "Pay As You Leave": and blue with white letters, reading "Pay As You Enter" and secured with six screws, one at each corner and two in the center, top and bottom. The screws were about a half-inch long and made of brass.

This is added info and not intended in any way as critical. I've read and re-read the essay and again new insights with every read-thru.

The issue [D#23] gave me a great sense of renewal, as I've been pretty burned out as a consequence of the 2651 episode and am only now starting to get back with things; there's new energy in the publication and in the NJERHS and that is very heartening. I always felt that the real core of the effort lay with the Public Service system and its history and it's good (from my perspective) to see that returning in force after years of focus on what I saw as peripheral matters. (This is not a put-down, because I know a lot of folks have put in loads of time, effort, energy and love into refurbishing the cars and equipment the Society owns and I take nothing away from their splendid and dedicated efforts.) I know some will take issue with this but that's fine—there are my opinions. If you are sincere in your plans for pushing ahead with the 2651 project you have my 100% support! After all the work and effort Tony and Frank put into the car, my heart broke to see it wasting away under the tarp at Ringoes. I've made only one trip back to Jersey since 1950 and that was in 1989 when Tony let me see 2651 under warps, so I'm not really in touch with all that's happened or with the newer generation of trolley enthusiasts. A lot has gone on that I'm not aware of, though my friends try to keep me up to date!

You should know that I am working on an Internet Home Page that will include the entire text and the 400+ photos of Volume 1 of my Railhead Publications series on Public Service. When it's finished, anyone will be able to click on the "Trolleys" button on the page menu and view all of the book, and download at will for non-commercial purposes any of the photos and text. Volume 1, of course, featured the 2600 series cars. I'll let you know when the page is up and ready! [Ed.: Already up at www.almankoff.com]

Next up on the web will be Volume 2, the 2700s and 2800s.

As to the future, Volume 3 is at Railhead now, with the 3200-3282 series and the Emergency Fleet Corporation cars that went to Newark, Camden and to Ontario Hydro by way of Staten Island. I'm working at home on Volume 4, to include the "Wilbur Sherwood Memorial" all of Wilbur's magnificent pre-war Public Service photos. Volume 5 will include all of Public Service's work equipment plus the 3500 series cars.

There will be largely photo-essay books as Ed Hamm and John Riley — (and Ed Francis in the great NRHS "Marker Series") have amply covered the narrative aspects of the lines and their history.

I took more than a little heat a year or so ago when I donated the negatives of the 2600, 2700, 2800 and 3200 cars — some 1,197

Continued on page 4

Letters to the Editor (continued)

negatives to the Pennsylvania RR Museum at Arden. Many felt they should have gone to the NRHS or to the NJ Transportation Museum. I didn't agree as my primary concern was security for the negs and I couldn't see the collection being held in an individual's basement rather than a secure institutional setting and air conditioned. I came very close to losing all the negs stored at home during a 200-year flash flood in Sacramento in 1986. I'll never forget feeling the water rising over my knees as I scrambled to get the negatives on a high shelf near the ceiling. I was prepared to go under with them! From then on I was totally paranoid about ensuring their safety and security.

I made a practice, by the way, of donating the photos themselves to the Newark Public Library Reference Section, which now has a considerable amount of New Jersey trolley material. Photos from future books will also go there. At one time, concerned about the NRHS collection, I offered to pay for a hard print of each of their negatives to go to the Newark Museum Collection as a backup to their files, but for one reason or another, the NRHS folks didn't feel they were in a position to do that. I remain strongly of the opinion that any collection of such historical value should be backed up in some way with duplicates of every photo.

Since you're just come into possession of the Dick Young photos, let me urge that you print every one of them and place the prints in a secure location, such as the Newark Museum, with the stipulation that you'll have access as needed at any time if necessary. You can't assume that the collection is safe, wherever it is, as long as it remains unduplicated and not backed up. Something like this is so easy to put off! And, of course, a flood or fire or vandalism may never happen—but if it did, you'll lose irreplaceable material for good, and who wants to be responsible for that?

So much for the musings! Once again congratulations on a fine job and on revitalizing the whole scene!

Sincerely, Al (Mankoff)

I've just finished a re-read of the May, 1997 Destinations. You have my earlier letter, and here's a follow up with more details on what I've found that may be of some interest.

On the great centerfold photo of 2605, note the roof roller sign on the right side of the car is dead—no route name and the glass painted over. This dates the photo to the time when the some 65+ cars were being shuffled from the Passaic Wharf to Roseville and Greenville for wartime service, with additional cars transferred from Roseville to Greenville. Since the cars coming out of storage did not in all cases have roller signs appropriate to operating lines or had roof signs that were deteriorated from the years in storage at the wharf, roof signs from operating cars in the fleet were cannibalized. Generally, the left roof sign or the rear roof sign was taken out and the protecting glass painted gray. This shot of 2605 is unique as double-ended cars usually were not

cannibalized. It would be interesting to see whether a photo of the opposite end of the car shows a sign in place.

Also, in the same photo, note the controller handle with a triangular shaped knob. Sometime after the disastrous flaming runaways, a new state law went into effect requiring dead-man controls and at that time, the old round-knob controller handles went out and were replaced by the type shown in the photo, which required downward pressure on the handle for the controller to function. John O'Connor can probably give you the technical nomenclature for all of this. He is absolutely terrific on details!

On the photo of 3200 exiting the subway on the Central line, note the banners attached to the front and rear trolley poles. There definitely date the NRHS negative #1060 as shortly after the subway opened. For a period of a few weeks following the opening, all cars using the subway wore the pole banner to help potential riders determine which cars were operating through the subway. This was a temporary measure and indicative of the thoroughness of Public Service PR people.

As to the photo of 3219 on its last trip, the front dash sign was the creation of Marilyn Francis, Ed Francis' wife! Ed and Marilyn recently celebrated their 50th anniversary and are still tripping the globe. When not rollicking around Europe, Asia, Alaska, Australia or Africa, Ed sits at home polishing up his Fast Line headlight or the motorman's seat from 2733, the last car operating on the Jackson line.

I've just noticed, too, the paragraph in the Newark News article about the "amazing" passenger, Al Mankoff! This was one of my first encounters with members of the press and their tendency to hyperbole, to be repeated often over the following 50 years! I happened to be working the 3:30 to midnight shift for American Airlines as a ramp agent at LaGuardia, so I went directly to Penn Station from the job, in uniform. I told Jack Scully, the reporter, I was not a pilot but a ramp agent and that I had around 3,000 photos in my possession, but it came out as 30,000! Don't you think I got razzed by my co-workers on the ramp the next day—some of the guys on the ramp wore the uniform to impress the ladies they were interested in, fibbing that they were "pilots" and pointing to the gold-embroidered "American Airlines" on their hats. Big deal! All I was interested in was getting to the last trip of the Central line, but do you think they'd believe that? No way!

It was a great pleasure to read George Knopf's essay on the 2800s. For some time a few years ago, George and John O'Connor, Chuck Wrege, Ed Francis and I had a kind of on-going round-robin multi-dialogue on the variety of Public Service issues and mysteries, among them the existence or non-existence of car 3282. Wilbur Sherwood solved that one by showing us records he kept shortly after the high 3200s moved from Camden to North Jersey. There was 3282! Seems the car suffered an unusual collision at the Passaic Wharf around 1940 and was scrapped shortly thereafter.

Letters to the Editor (continued)

John O'Connor's fund of details of car movements and history seems limitless. His willingness to share his information was most helpful and his analyses of trolley v. bus operating costs and ridership history offer an impressive argument supporting the fact that trashing the trolleys and going to the all-service vehicle was a terrible mistake and a poor business decision for Public Service.

Yet another mystery we discussed was the disappearance of car 3280 from the Greenville Yard, where it was scrapped and its appearance at the Roseville yard some time afterward. I may have the details a bit scrambled here but it seems that one of the 3250-3256 cars was scrapped at Greenville in error so 3280 was renumbered as a 3250-3256 and sent to Roseville where it sat until time for its demise arrived. As I recall, George Knopf saw it there and was able to piece the oddity together because of the car's seating. I know I've definitely scrambled this, but George can, I'm sure, unscramble it!

Sorry for the ramblings, but I found Destinations 23 to be absolutely fascinating! Can't keep my mouth shut about it!

All the best! Al [Mankoff]

RAHWAY PHOTO [D#23] -- Ed Francis notes 17 Dec. 1997:

The Rahway Car House building shown in Destinations [23] was the Public Service Commercial Office. Have a photo showing the building half finished in October 1912.

The PS "circle and triangle" stone block that was uncovered first appeared in 1912 photos of construction at Journal Square, West New York Car House and other sites.

There were two buildings at Rahway CH and yard. Looking from the sidewalk the car house was on the left and power house on the right. The Commercial Office building was in front of the then idle power house.

From Ed Francis 16 September 1997

The May 1997 DESTINATIONS arrived yesterday. On page 12 I recognize [the] handiwork of the bride in 1947. When the end of the CENTRAL car was announced, Al Creamer and I decided to ride the last car even if in the middle of the night. We talked our wives into joining the party. For better photographs I decided that the last car would be a sign stating so. I "borrowed" a car advertising card at Roseville Car House and at our home in Bloomfield I roughed out the text. Marilyn, an artist, got out her type face book, selected Barnum type face, and brushed the lettering on the blank side of the card. The card was put in place on the car (3209) at Pennsylvania Station for the last run to Orange.

Motorman Edward Coyle (known as "Grumpy" by passengers and co-workers) had held the last run of the day for some time. Actually about two hours after the last car of the day arrived at Roseville, the first car of the next day started out.

Ed makes the following corrections and amplifications to support our efforts: Cover: Caption should read "The ramp at Hudson Street into the Subway" Norfolk Street is at the east end of the station.

P.5: The m.u. cars on CENTRAL were 2400s. Built 1912 for m.u. operation...2400-2475. Only 2322 comes up in a photo with couplers...but PS Ry. Motor and truck records did not indicate that the car was converted to m.u.

In closing, Ed relates "I'll spend the day at the beach tomorrow and read DESTINATIONS from cover to cover."

Jonathan Goodman September 7, 1997 provided the following current status and comments:

Page 1: The ramp bridge was only recently demolished.

Page 4: Undoubtedly, there are many remnants of the PS Railway which are obvious hidden and in any event available for photograph preservation in their present state.

Page 5: How about a current photograph of the NE corner of Central and 14th Streets.

Page 7: The 5&10 on Central Avenue was part of the seemingly now defunct S. H. Kress chain. After B. Altman relocated to Short Hills (predating the mall) in 1956 or 57, the Avenue went into slow decline for a decade or so (as Central Avenue and Brick Church neighbors tried Short Hills Mall) before the bottom fell out during the 1970s. Altman's store became a branch of the Newark-based Kresge's Department Store (which had access to both the City and Cedar Street subways) before that entity (by then known as Chase) folded up.

Page 8-9: An updated version of the site would be little changed. The house with the front porch on the right has been demolished for a parking lot while the wood frame six family tenement on the left since been replaced by a bank branch (now itself used for other purposes.)

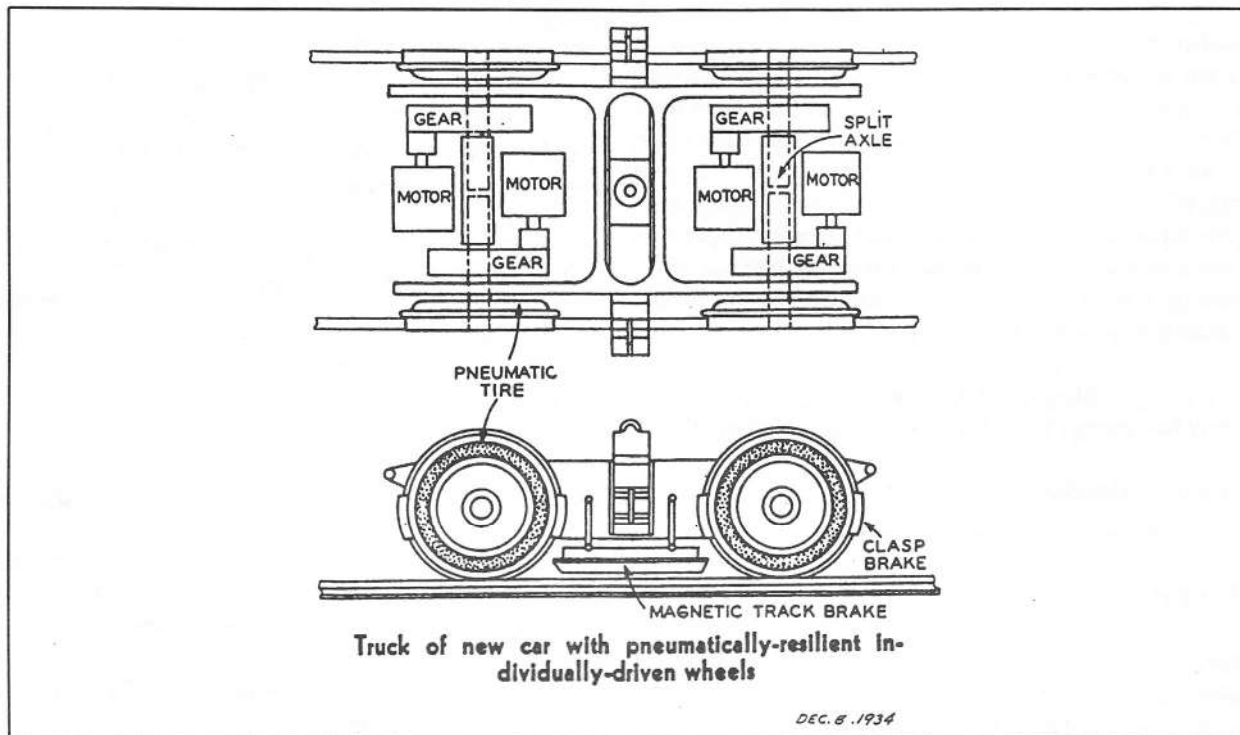
Page 11: Most obviously missing from the postcard is the two story Public Service Terminal. Amazingly the cobblestones and background ferry house remain the same.

Page 14: The most significant observation is the purchase of a new line car would be the reaffirmation of the permanence of the subway as an ongoing rail operation.

Continued on page 18

Public Service Coordinated Transport's "Newark Experiment" Street Cars: 1934-1936

Charles D. Wrege, Academy of Management



Public Service News - Courtesy of Ed Francis

Figure 1 Drawing of the New Street Car Truck Design - Drawing December 8, 1934. Noted as a "Noiseless, Resilient, Independent Drive Rail Car Chassis"

Introduction

From the 1924 to 1933, a number of street railway companies engaged in management research to develop a more modern street car. As a result, experimental cars were developed for use in Grand Rapids, Michigan, Springfield, Massachusetts, Albany, New York and Pittsburgh, Pennsylvania. During the same period, however, despite owning a substantial fleet of cars, P.S.C.T. did not attempt to develop an experimental new car. Instead, as documented by John D. O'Connor, 500 cars were rebuilt with new seats and a new color scheme, but no mechanical changes were made to reduce the noise of the equipment.

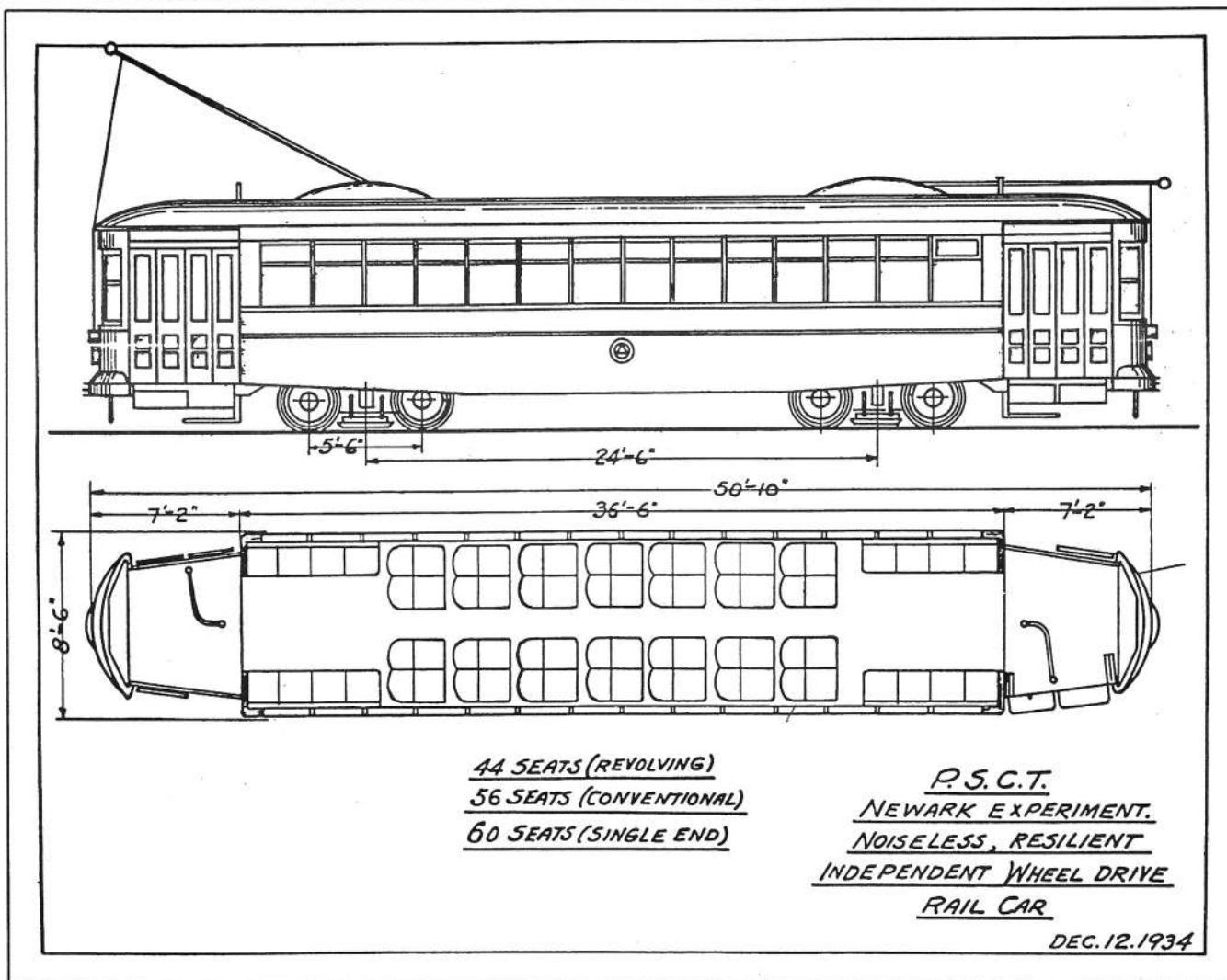
In 1934, after contributing financially to the Electric Railway Presidents' Conference Committee to aid the development of a modern street car, P.S.C.T. suddenly initiated a research program to radically rebuild a number of compromise roof cars built in 1916-1922. In addition, they designed an entirely new car somewhat different from the modern cars built by Brill and St. Louis for Capital Transit.

The P.S.C.T. research program had three distinct phases:

1. Design of a new railway truck with resilient wheels: December 8, 1934.
2. Rebuilt compromise roof cars: December 12, 13, 1934.
3. Entirely new car using contemporary concepts: December 17, 1934.

The New Truck: December 8, 1934

This drawing, shown in Figure 1, reveals plans for a "new noiseless, resilient, independent wheel drive rail car chassis." It had such features as "pneumatic tires encased in steel treaded wheels, divided axles, independent motor drive for each wheel. And a magnetic track brake." (Electric Traction, March, 1935, p. 117) In utilizing such a truck, P.S.C.T. was apparently influenced by Lehigh Valley Transit car 9040, built in the company shops in 1930 which featured eight motors and split axles enabling it to



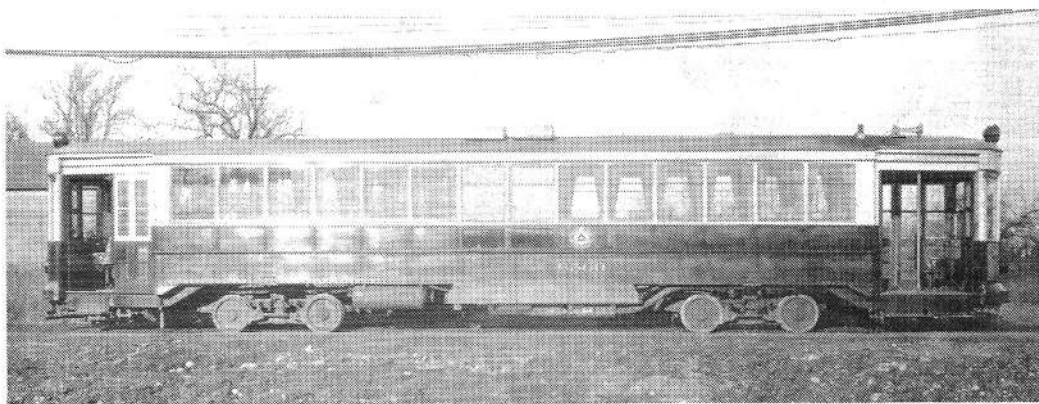
Courtesy of Ed Francis

Figure 2. Drawing of rebuilt "Newark Experiment" Compromise Roof Car - December 12, 1934. The seating configurations were 44 revolving seats, 56 seats (conventional) or 60 seats (single end). The single end version had 2 double cross seats on the left side of the rear platform.

free wheel around curves.
 (Electric Traction, March, 1931, p. 135).

Rebuilt "Newark Experiment" cars: December 12, 13, 1934

Along with the new truck design, plans were prepared for the conversion of a number of compromise roof cars into rebuilt "Newark Experiment" cars. Although 222 compromise roof cars were available for conversion (90 S.E. & 132

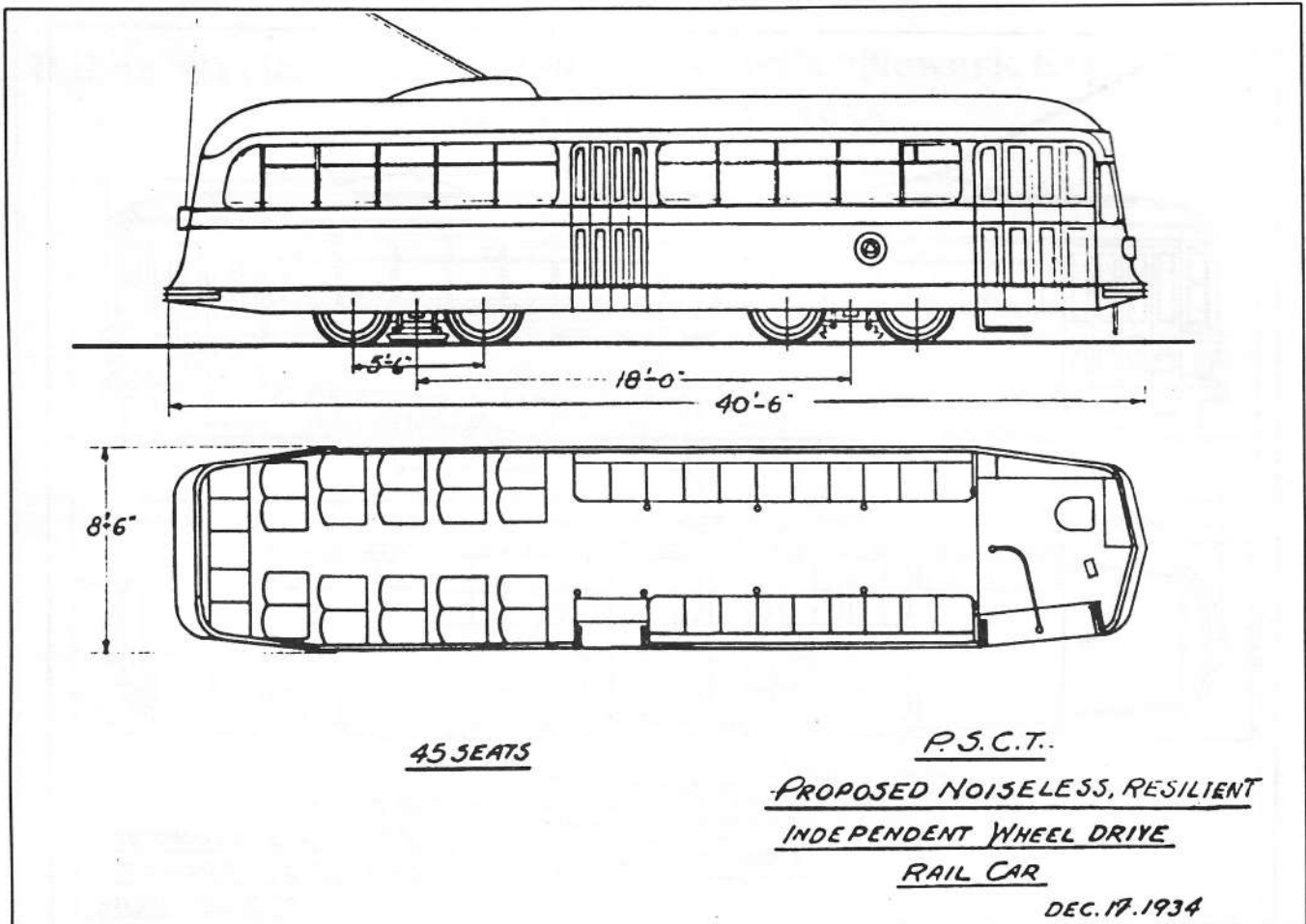


Ira Deutsch Collection Neg. 2019

Public Service 6500 which was rebuilt from car 2622 in the 1930. It shows how a compromise roof car would look rebuilt with an arch roof as planned for the Newark Experiment cars.

D.E.) the exact number of cars scheduled for rebuilding is unknown. The drawings, dated December 12 and 13, 1934, show

that the compromise roof would be replaced with an arch roof (like the arch roof placed on converted gas-electric cars 6500-



Courtesy of Ed Francis

Figure 3. Drawing of new "Newark Experiment" Street Car December 17, 1934 showing the new "Newark Experiment" body design.

6502), a pole base covered with a metal shroud, a metal skirt mounted on the bottom of the car body on each side, the resilient trucks, and a number of new seating arrangements: a double end car with 44 revolving cross seats or 56 reversible cross seats and a single end car with 60 cross seats. The plan for December 12, 1934 is shown in Figure 2.

New "Newark Experiment" car: December 17, 1934.

A drawing was prepared for an entirely new "Newark Experiment" car on December 17, 1934. This drawing is shown in Figure 3. This design provided for a single end car, 40'6" long with 44 seats. The body design is unusual; while it has the general appearance of the "Model B" P.C.C. car, completed by July 31, 1934, and the 20 cars delivered to the Capital Transit in 1935 (which were built along the lines of the body design suggested by the E.R.P.C.C.O.); the car was more similar to the design patent for the production car (granted as U.S. Design Patent DES110,384) [Figure 4].

Comparison

When the design of the P.S.C.T. car is compared to the Bell design however, several differences are revealed:

1. The front windshield is lower than the remaining windows in the car, a feature found, as far as I know, only in the 10 Brill cars built for the Delaware Power Company in 1928.
2. There is a skirt running the entire length of the bottom of the car body, similar to the skirts found on Brill car 7001 and Pullman 4001, built for the Chicago Surface Lines in 1934.
3. The bumpers on each end of the car were curved, a feature found on the original design of Pullman car 4001, but not on the actual car.
4. The P.S.C.T. car had a seating arrangement providing 20 longitudinal seats on each side of the car as far as the center door, seating for 5 on a rear longitudinal seat across the back of the car and 10 cross seats. This seating arrangement was similar to that on Twin Coach car 5200 built for the Brooklyn and Queens Transit in 1929, the two 1934 Chicago cars and the final seating arrangement on the research design for the Pittsburgh Railways P.C.C. cars in February, 1936.

July 5, 1938.

D. H. BELL

Des. 110,384

RAIL CAR OR SIMILAR ARTICLE

Filed Jan. 8, 1937

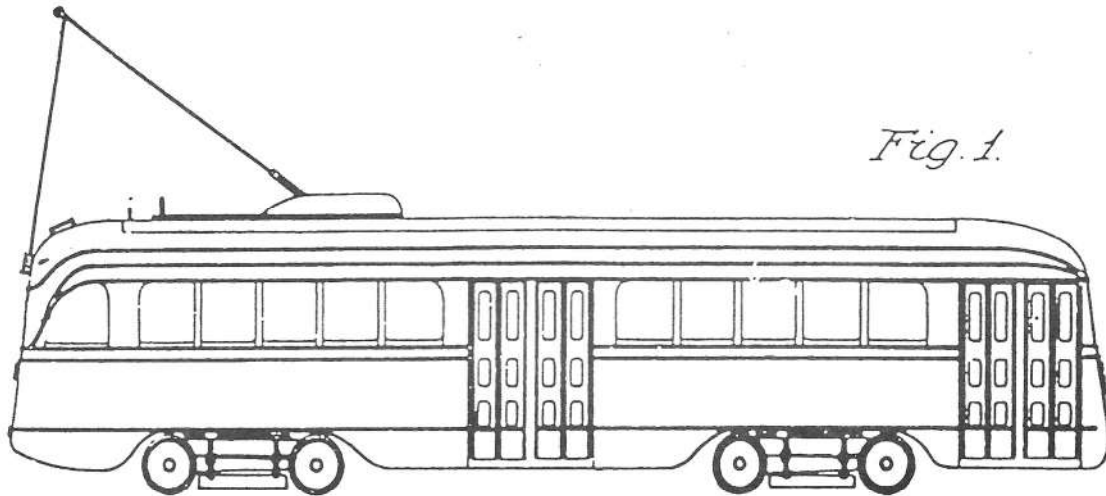


Fig. 1.

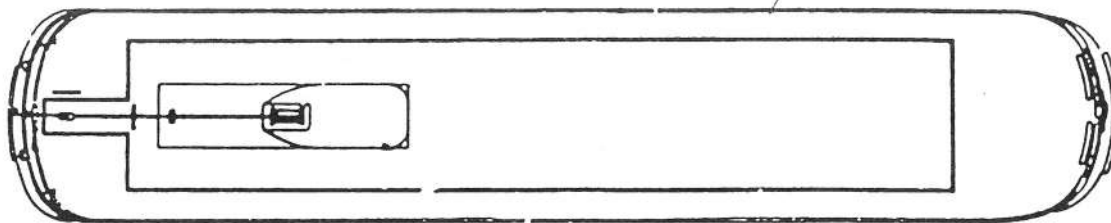


Fig. 2.

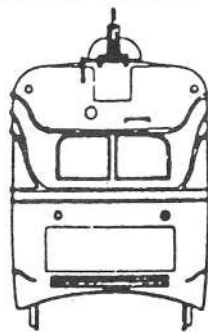


Fig. 3.

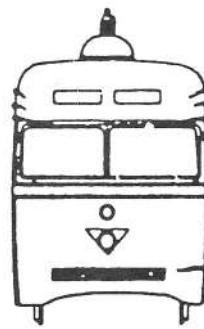


Fig. 4.

INVENTOR.
DAN H. BELL
BY *J. Windsor Davis*
ATTORNEY.

Figure 4 The Design Patent Des. 110,384 issued to Daniel H. Bell July 5, 1938 for the Production Model P.C.C. Car

Published literature on the “Newark Experiment” cars and its significance: 1935-36

The importance of the “Newark Experiment” to P.S.C.T. is indicated in an article published in the Public Service News in 1935 and an article in Electric Engineering in 1936. The Public Service News, on April 1, 1935, published an article titled: “Transport to Try New Car Design” The article said: “In the new chassis, which will be installed for the experiment on a PS car, each wheel will be separately driven by an electric motor and will have anti-friction ball and roller bearings...the proposed rubber tire-steel wheel will act as a safety precaution in cases of a puncture.”

The article also said that Martin Schreiber, General Manager in Charge of Plant, “will describe the new street car before the Transportation Group of the American Institute of Electrical Engineers on April 30... (and) ‘The Newark Experiment’ as the street car test will be termed...” Schreiber gave this talk as an oral presentation on April 30, 1935. He presented a side elevation of the new car [Figure 3], shown in the drawing of December 17, 1934, and an illustration of the new truck as shown in the drawing of December 8, 1934 [Figure 4].

After Schreiber’s oral presentation on April 30th, the American Institute of Electrical Engineering’s Committee on Transportation recommended that the talk be published. On May 23, 1935, Schreiber submitted the talk for publication and it was finally released for publication on November 15, 1935. On February 1, 1936, Schreiber revised and brought the presentation up to date for publication in Electric Engineering in March, 1936. The fact that Schreiber’s paper was “revised and brought up to date [as of] February 1, 1936” (footnote, “Electric Engineering, March 1936, p.236) is important because the section on the “Newark Experiment” car and truck was retained in the published paper.

In the revised paper, Schreiber retained the illustration of the new car (Drawing of December 17, 1934, on page 236) describing it as a “new street railway car now being developed with pneumatically-resilient individually driven wheels.” (Electric Engineering, March 1936, p.236). The December 8, 1934 drawing of the new truck was also retained on page 237. These facts indicate that as February 1, 1936, P.S.C.T. still had plans to retain a core of street railway lines and replace the existing equipment with new and rebuilt “Newark Experiment” cars.

Although the bulk of Schreiber’s paper was devoted to the development of the all-service vehicle, the retention of the section on the “Newark Experiment” in

the March, 1936 article, suggests a faction within P.S.C.T. still believed in the superiority of the street car for heavily traveled lines in Essex, Hudson and Bergen Counties.

Three Prototype “Newark Experiment” Cars: 8006, 2614, 2666: 1936

As part of the retention plan, work began at Newark Shops on three prototype rebuilt compromise roof cars. These three cars, however, were not extensively rebuilt as proposed in the drawings of December 12 and 13, 1934. The compromise roof was retained and no new resilient trucks were installed as was indicated in the drawing of December 12, 1934. The primary changes included the addition of a skirt along the bottom of the car on each side, sound deadening plates on the trucks, the use of cabinets to hide the equipment for the doors on the platforms, the installation of new door controls and new overhead lighting over the seats instead of down the center of the car as in all other compromise roof cars. Car 8006 was the first car rebuilt and it was completed by July 5, 1936. This car had a novel overhead lighting system over the longitudinal seats consisting of metal plates to conceal the lamps, in addition it had flush headlights. Cars 2614 and 2666 were completed by December, 1936, but had P.C.C. type overhead lighting fixtures over the cross seats, but not the flush headlights.

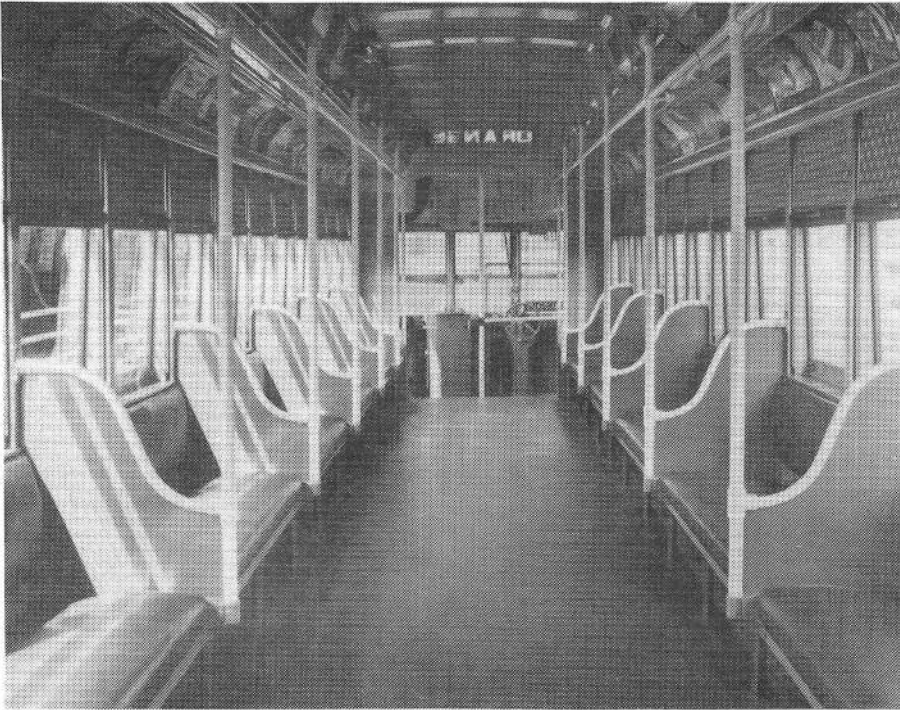
Conclusions: Retention Plan Abandoned

Unfortunately, none of the retention plans to rebuild the compromise roof cars and a new car were ever carried out. Although John O’Connor has shown that the rapid adoption by P.S.C.T. of the All-Service Vehicle provided an error, it was adopted for all of the core street railway lines except 4 in Newark and 4 in Hudson County and the cars from the abandoned lines



Frank Miklos Collection

Car 8006 which was the first car selected to be rebuilt as a prototype for the Newark Experiment cars. The side view shows the strips added along the bottom.



Interior view of rebuilt car 8006 showing divided longitudinal seating. Note the concealed overhead lighting.

Frank Miklos Collection

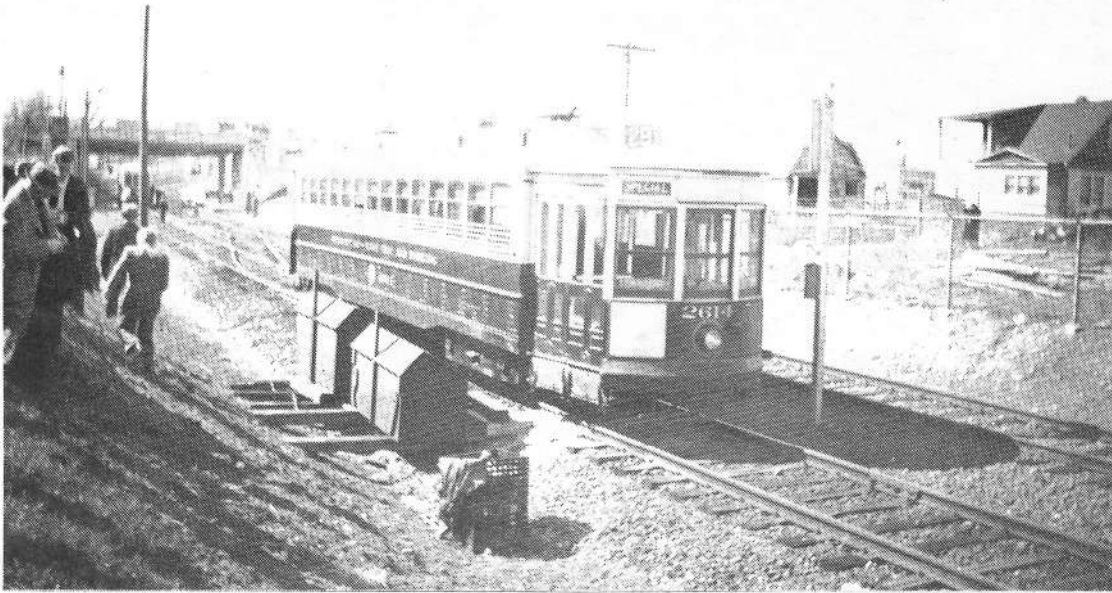


Interior of rebuilt car 2614 in August 1949 shows the leather walk over seating that was retained after the other experimental items were removed. Note the P.C.C. type light fixtures.

R. S. Short Photo Frank Miklos Collection

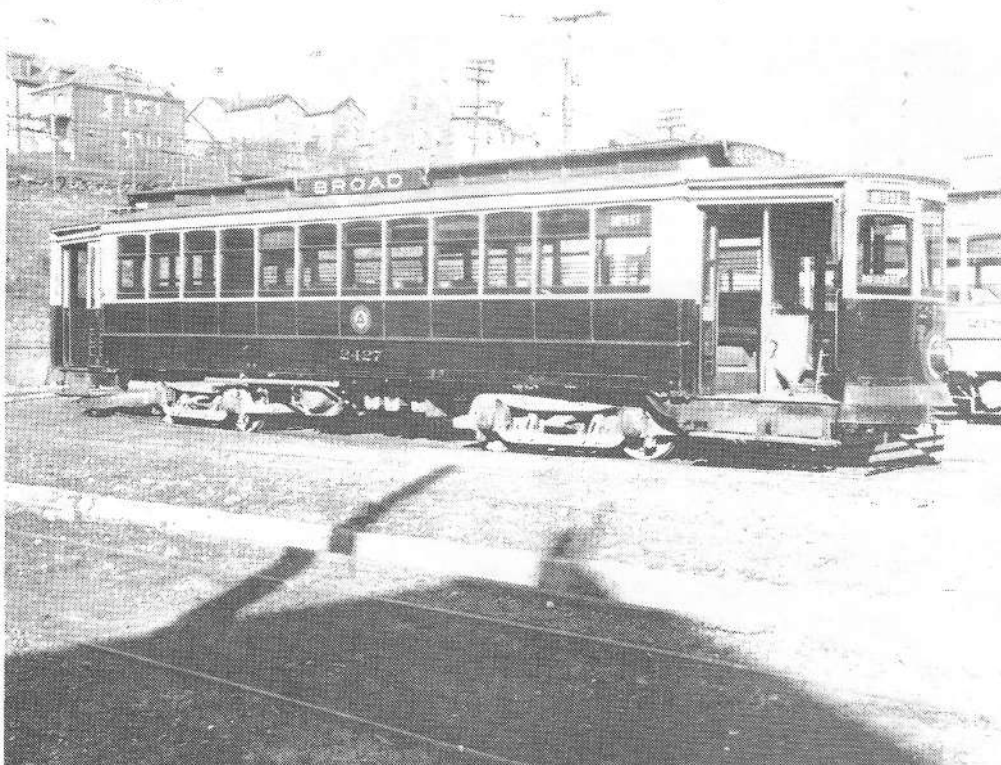
were sent to Passaic Wharf. The conditions at the Wharf, however, indicate that the plans to rebuild compromise roof cars as "Newark Experiment" cars were not completely abandoned. At the Wharf, older cars of the 2200, 2300, 2400, 2500 and 3500 series were stored outside, exposed to the elements, and eventually scrapped.

On the other hand, the compromise roof cars were all stored under the protection of sheds, away from the elements. It was because they were all stored in this fashion that these cars were readily available for use during the war years of 1942-1944 on the 8 lines remaining in Essex and Hudson Counties and the two new lines, Federal and South Kearny, built to serve the wartime shipyards.



Bob Hooper Collection

Car 2614 on the famous Farewell Inspection Trip. Part of the Newark Experiment rebuilds, she and Car 2666, already in the pocket, waited for the following five cars to reverse and cross over at Heller Parkway - March 27, 1938.



Ira Deutsch Collection - Neg # 2032

Car 2427 signed for 18th St. service on the 13 BROAD line at Big Tree Car House. Compare this view to the Suss Cottage on the facing page.

The Afterlife of Trolleys in Northern New Jersey

William B. Rhoads

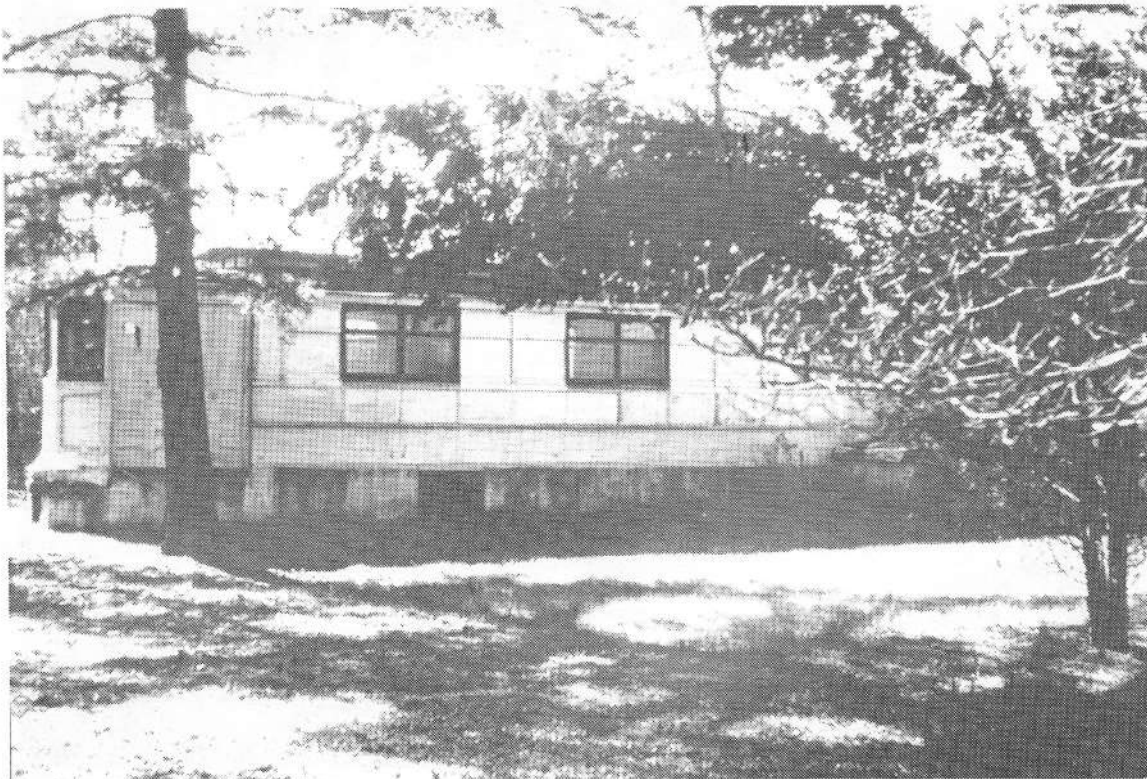
Trolleys which haven't turned a wheel in decades, which have been "scrapped," once in a great while survive as carbodies. What a surprise to drive the busy commercial strip which is Route 22 in Union and spy an old Public Service Railway center-entrance trailer serving as office for a welding shop.

Across America as horsecars were replaced by electric cars in the 1890s and later as generations of trolleys were retired in favor of new trolleys or buses, scrapping was often only partial. Carbodies were routinely spared and transformed into lowly storage sheds and chicken coops, or more elevated functions: diner, store, even church. The trolley house or cottage was not only among the most popular forms of reuse, it was celebrated in newspapers, magazines, and books in the early and mid 20th century. Adults could read about the peculiar wonders of living in a trolley (Was it still a trolley or was it a house? Would it start moving or stay put?) in Donald Hough's reminiscence, *The Streetcar House* (1960), or Theodore Pratt's novel, *Mr. Thurtle's Trolley* (1947), while for children there was Eleanor Clymer's charming story, *The Trolley Car Family* (1947).

Hough, Pratt, and Clymer would all have recognized the Suss trolley cottage in the countryside outside Freehold as akin to their own real or imagined trolley residences. Unlike some trolley

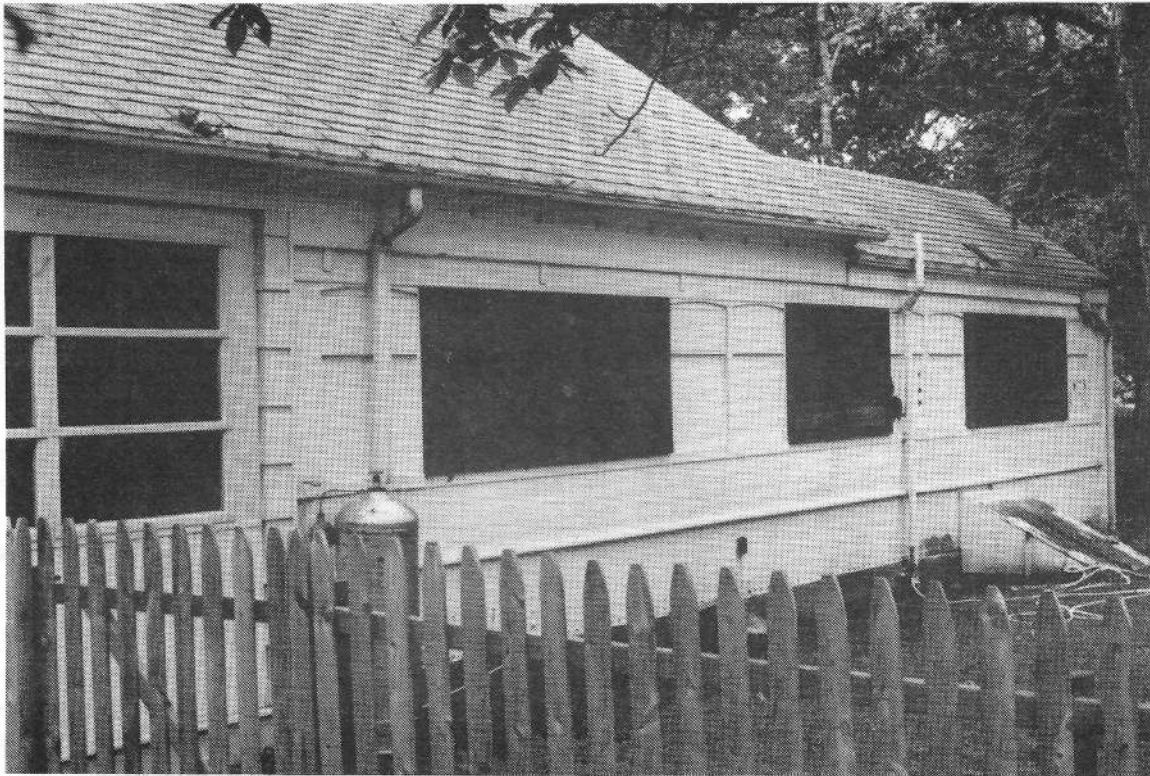
housing which was ill-kept and makeshift, this car and its setting obviously revealed the pride John and Margaret Suss (parents of NJERHS member Bill Suss) took in the appearance of their vacation home. Bill writes that about 1947 his father purchased the body of a Public Service Coordinated Transport 2400-class trolley which had operated on the Oakland line between Hudson Place Terminal, Hoboken, and the federal shipyards in Kearny. The purchase price was \$100—another \$150 was required for the move to Freehold by a Hillside rigging firm.

Bill Suss remembers that "my father and I did all the work to convert it into a summer cottage. We installed new flooring and built partitions and made three rooms, a bedroom at the back end, a living room which could be converted into a bedroom with a convertible couch, and a kitchen area at the front end with sink, stove and refrigerator, and a vestibule and entrance. We also put a basement under it and installed a hot air furnace for times during the winter when we decided to go there for a weekend. All the exterior trolley features were retained, except for blocking some of the windows. We kept the exterior window frames intact so it would keep its trolley appearance. Everyone in Freehold Township knew about the trolley, and it became quite a landmark."



Bill Joyce photo, Tony Hall Collection

Public Service Coordinated Transport 2400-class trolley converted to a cottage outside Freehold by the Suss family. Photo taken in 1970. The body has since been demolished.



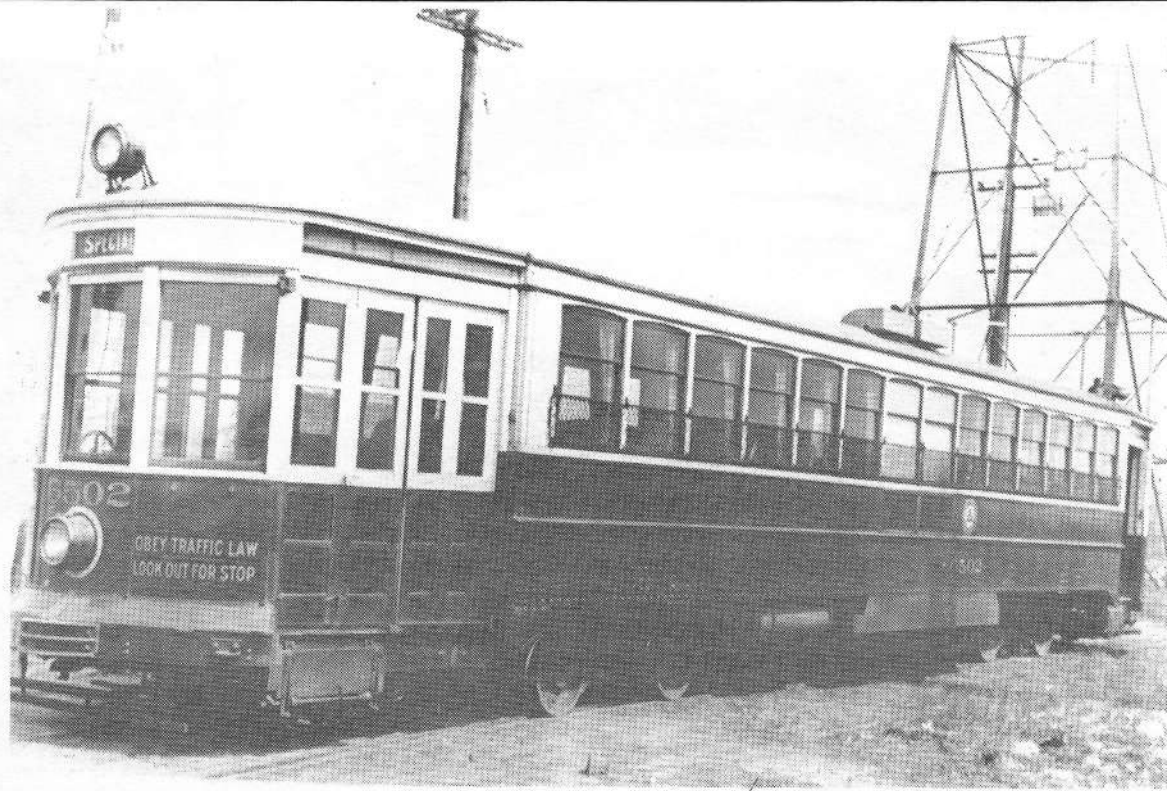
W. B. Rhoads Photo

Public Service gas-electric car 6501 (formerly 2623) incorporated into the Sjonell home in Point Pleasant.



W. B. Rhoads Photo

Public Service gas-electric car 6501 (rebuilt by PS from car 2623 in 1930) incorporated into the Sjonell home in Point Pleasant.



Bob Hooper Collection

Public Service gas electric car 6502, a sister car to the 6501 used by the Sjonells in building the summer bungalow. The 6502 was rebuilt from 2629 in 1930.

This trolley cottage was for weekend and vacation use—Bill enjoyed the near-by Jersey shore and even closer lakes, and has “fond memories” of summers in the trolley whose interior was relatively cool thanks to cross ventilation through the still numerous windows. When running into the suburbs and countryside streetcars (especially open ones) had provided cooling excursions for city people. The artist Norman Rockwell recalled that such “trolley riding was a popular entertainment, almost an institution.” As early as 1896 *Harper’s Weekly* provided a description of northern New Jersey and suburban New York trolley excursions which offered the “wage-earning population . . . an opportunity to get out into the country, to obtain an hour or two of fresh air and healthful activity on the bare earth and in sight of green fields, which is refreshing and stimulating to both mind and body.” In a sense, the Suss family was carrying on the tradition of country trolley excursions.

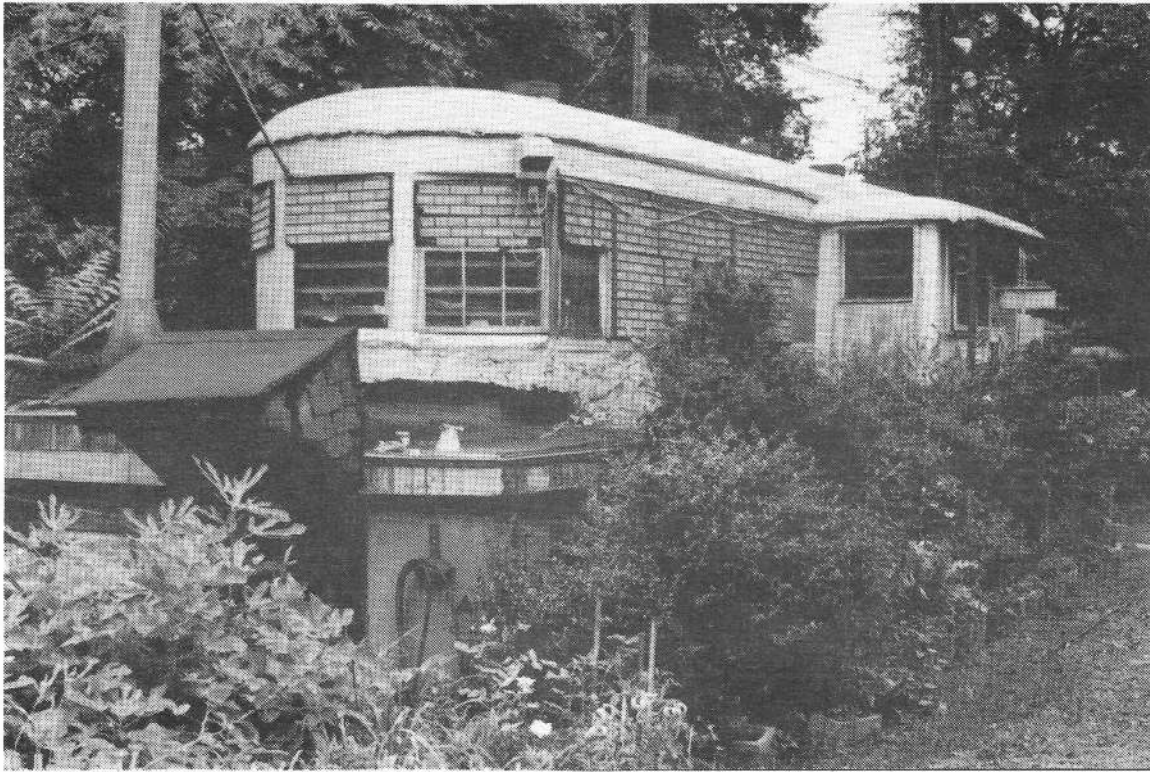
The trolley-become-“summer bungalow” of Mr. and Mrs. Edwin S. Sjonell in Point Pleasant appeared to have halted in a shaded grove of pine, spruce, fir, and holly trees. Described in an old newspaper as “the last trolley to rumble down the streets of New Brunswick” (service there ended May 11, 1937), it was originally car 2623 built in 1916 in the Public Service Railway shops. After the removal of trolley wires in central New Jersey in 1930, 2623 was converted from an electric trolley into gas-electric car 6501.

Sjonell, a mechanic for Elizabeth Public Service, had the carbody trucked to Point Pleasant and placed on a concrete-block

foundation. Mrs. Sjonell commented, “You’d be amazed at how big a trolley really is, once the seats have been removed. We divided it into three rooms, a kitchen and two bedrooms, one of which will be used as a den except for when we have extra guests.” Big as it was, the bungalow was a bit cramped, so additions were built: “Mr. Sjonell suggested adding a living room, and I mentioned how pleasant it would be to have a porch, and we both realized that a bathroom would be essential. The result was that my husband and the two ‘boys’ just kept adding to it, until now we have a five room bungalow, with both a front and back porch!”

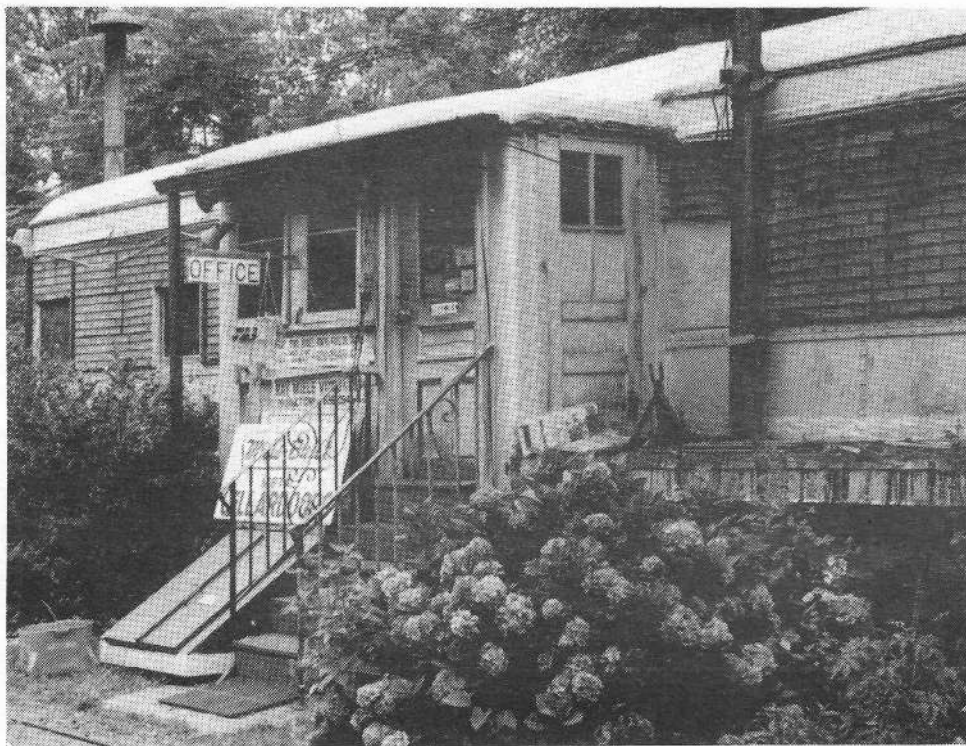
While about half the car was covered by the additions, the other half stood out as a brightly painted red and white trolley, which at first glance seemed about to depart. “‘All aboard!’ Only it isn’t going anywhere,” announced the newspaper photo’s caption. A trolley was by definition a mobile thing, and visitors to trolley cottages routinely referred to a feeling of imminent movement that (of course) never actually occurred. The Sjonells’ car was firm on its “cement foundation and is content to let the world go by.” Eventually, the trolley was almost totally engulfed by the house which gradually grew up around the carbody.

The Sjonell conversion was successful—one reporter judged the home “comfortable, convenient, cozy and attractive,” but the idea of trolley housing in suburban and rural areas was controversial: too often the trolley cottage turned out to be a eyesore for



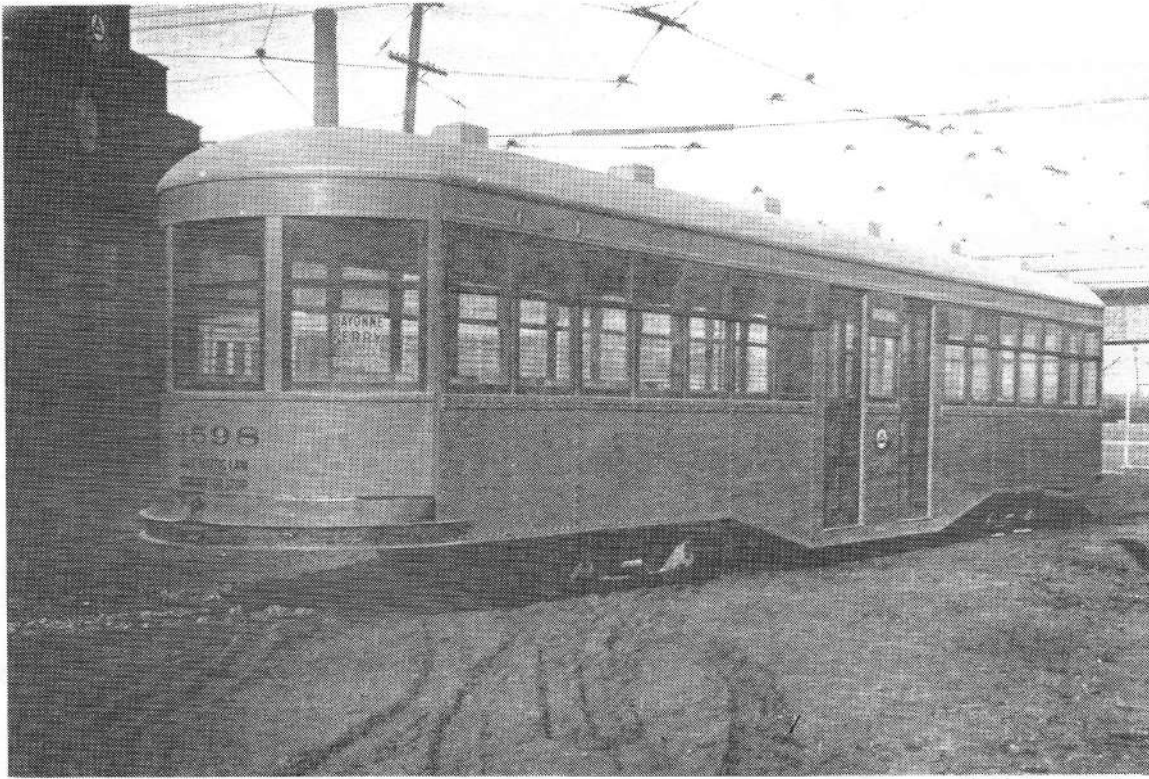
W. B. Rhoads Photo

Public Service Railway trailer transformed into, the office of Miele Iron Works, Inc., in Union.



Ira Deutsch Collection Neg. #2020

Door Side view of Public Service trailer 4598 in service. One hundred trailers were purchased in 1920-1921 from Osgood-Bradley but had limited success with Public Service.



W. B. Rhoads photo

Public Service Railway trailer transformed into, the office of Miele Iron Works, Inc., in Union.

neighbors. A Newark subscriber to *Railroad Magazine* reported in 1940 that several old Essex County trolleys had been sold to serve as summer cottages, and one had become a coal company office on Freylingheusen Avenue. Still Public Service officials did not push the sale of carbodies, because, as one put it, "We didn't want trolley cars dotting the landscape as if we'd left them any old place." The *New York Times* in 1949 reported the close scrutiny the building inspector in Hillside was giving a proposal to convert three Newark trolleys to three-room bungalows.

Fortunately, Ray Miele was able to acquire, from a scrap dealer, the body of a 1920s vintage center-entrance Public Service Railway trailer for use as an office along Route 22 in Union. Miele's son Ray, Jr., grandson Ray III, and daughter-in-law Toni continue to run Miele Iron Works, Inc., in the same trolley-office Ray Sr. established, in 1936. The office is mounted upon a substantial basement with kitchen, and it is surrounded by heavy building and industrial equipment—it is not a glamorous place. Still, the office is fronted by beds of lovely and carefully tended (by Ray Jr.) flowers. This reused trolley, while not a cottage, has weathered some six decades and now seems firmly and comfortably established as a retired "machine in the garden."

But what of trolley fans and converted trolleys? For many of us they have represented surviving (or at least skeletal) examples of

trolley types otherwise extinct. As a teenager in 1958, I was thrilled to come upon a diner on Route 22, probably not far from the Miele office. Edward H. Blossom, a much-admired professional restorer of streetcars, recalls that "the first car that really fascinated me ... was an open car that had been set out in a picnic grove in Ocean Grove, New Jersey. I was about 7 years old when I first saw it [in 1937] ... The car's benchbacks had been removed; it was set in little clearing amid a number of trees, with picnic tables all around. It still had a glassless fare register on its inside bulkhead. I had never SEEN a genuine open car that I could remember."

Carbodies are especially valued when they retain sufficient structural integrity to be candidates for restoration. The NJERHS is to be praised for its efforts to take PSCT 2651, for years a shed in Long Valley, New Jersey, and transform it into an operating trolley. Still, perhaps we should remember that streetcar history includes not only the glorious years of operation, but also those quieter times when, as in the case of the Sjonell home, the trolley has been "content to let the world go by."

(The author is completing a larger study of the reuse of old trolleys across North America, and would like to hear about such conversions. He may be reached at the Art History Department, State University of New York, 75 S. Manheim Blvd., New Paltz, NY 12561-2499; phone: 914 257-3876.)



W. B. Rhoads photo

**A trolley-diner on Route 22 in 1958. Does any one have any more information about the cars used in the diner?
Contact W. B. Rhoads at SUNY New Paltz (address Page 17).**

Letters - Goodman comments - Continued from page 5

Page 15: The diagram of the Montrose car house is significant as the premises were made available for an early postwar strip shopping center.

Page 16: The photograph is the present site of the CVS shopping center and the car house is occupied by the parking lot and Randolph's World of Liquors. Chestnut Street was renamed Forest Hill Road to avoid confusion with Chestnut Street (either surviving Chestnut or parallel Cherry Street had rails as well). Other than that street being paved, even the bridge rails remain the same.

Issues

I take issue with the final paragraph of Tennyson's article. Unfortunately too few systems retained enough street running and subway-surface type operations to provide a yardstick against which to measure declines in ridership. Moreover, the 23-CENTRAL bus line which ran from Erie Loop to Jefferson Street to Central Avenue was largely paralleled on Scotland Road by both the 44 and the alternate runs of the 24. Thus, potential passengers lost out on only a block or two of convenience at most. Furthermore, 1946 or 1947 (two record years of transit ridership before automobiles became available in significant numbers) are poor years of comparison. 1949, the year when - or last year before - the massive decline in transit ridership commenced would provide a far better profile for comparison. It was, finally, the year that Public Service ended its Hudson County rail operations. (All Service Vehicles went in 1948.)

After 1949 ridership fell, virtually continuously and certainly precipitously, on just about every bus (or mixed trolley bus/street rail) system in the United States. Actually Public Service did far

better than most systems and even its statistics were greatly distorted after the 1972 emergence of the self-destructive Transport of New Jersey. One must also account for the disappearance of the Public Service Hub in Newark as a viable final destination for all but commuters and "pass throughs" to the railheads in Newark. Another factor is that three of four subway surface routes were unable to ascend First Mountain.

During the 1920s, Pearson in his multi-volume "History of the Oranges" discusses the potential effect of a rail tunnel in the territory beyond First Mountain. To maintain vitality, however, the subway lines (as the 29 would demonstrate, although it reached Caldwell and could have been extended beyond) would have needed both express capacity and to have reached Livingston and beyond - whether by tunnel or along Route 280 right of way. There is no other rational conclusion after empirical observation of New Jersey Transit bus routes 71, 73, 79 and the 29 Lakeside Avenue express runs and the lower part of the 75 line.

Rail Ridership

Using 1949 as a yardstick, rail rapid transit ridership (adjusted for added and deleted lines as well as interurban and surface feeders which have now vanished) has held up remarkably well. I am certain that statistics (albeit extrapolated) from New York City Transit, Boston MBTA, Philadelphia SEPTA, and Chicago CTA would bear this out. The History of PATH ridership, however, is most illustrative. Since 1949, the only significant (from a ridership attractiveness standpoint) change has been the 1954 closing of the Nineteenth Street station. Clearly, 1996 ridership exceeded that of 1949. Obviously rail has an attraction for "suits" or economically viable - non captive ridership.

Motorman's Memories

Tom Murray

Ed. Note: The following is a transcription of a presentation made to the Friends of the New Jersey and Transportation Eighth Symposium in March 1997. Professor Charles "Chuck" Wrege, a noted trolley historian has just completed a brief overview of the Public Service "Newark Experiment" (featured elsewhere in this issue). He has invited Mr. Murray to relate to the group some of his experiences with Public Service streetcars.

Chuck starts "I'd like to introduce Tom Murray who actually operated this equipment.

"He was a retired dive bomber pilot who had too many missions — I guess dives. He was released out of the Navy and came back to New Jersey. And, he had experience of operating these cars. I like to have Mr. Murray give some of the nice adventures he had. Because its only once in a life time that you hear from anybody who still operated these cars."

Tom Murray begins his spell binding presentation, "It's nice to be known as the only surviving trolley car driver in the state of NJ. I see that we have some ladies here so I have to modify some of my stories about operating the streetcars.

"Back in the 20s when I was a little boy, I lived with my family in Kearny, NJ in a flat. We had a pretty small flat. The kitchen was heated by a black iron cast stove. I don't know whether you remember those stoves. They were operated by coal. There was a handle there it shake the coals and an L shaped poker. I was crazy about streetcars. In fact, I was very usually in the neighborhood. I wanted to grow up to be a trolley car driver and the rest of the kids in the neighborhood wanted to be a policeman or a fireman.

"I'd pull out the kitchen chair, put the L shaped poker in the middle of it - that was my front pole. I took the crank handle from the black stove and that became, as we called, "the handle". My mother has a little gadget that she used to make pies, it was a crimper and that was my brake handle. And I borrowed — I took from my mother a flour sifter and that became my coin box.

"Anyway the years went by. World War II came along. And on my nineteen birthday in 1942, (you can tell how old I am) I set off on my \$27,000 education to get my Navy wings of gold. I don't know whether any of you remember those lines. I think you are all too young.

"Anyway, I was let out in early 1944 and married my wife (who is sitting back there). We got married in June '44. We were doing fine until we discovered the following January that we were going to be a mamma and papa. Now that meant that she would have to leave her job with the Prudential. That was a company that did not allow pregnant women to work even if you were married. So she had to leave her job.

"So I needed something to supplement my income. Someone told me that PS was in need of trolley car drivers. We were living in Montclair at the time. PS was in need of trolley car drivers to take the cars down in the morning during the morning rush hour and pick them up at night through the evening rush hour. Now the guys from the Prudential used to take a cars down in the morning because we had staggered hours and their hours were earlier than at Mutual Benefit where I worked.

"I was suppose to bring a car up at night. Now the Prudential guys would left the cars in the Pennsylvania Railroad Station at the end of the line. There were a number of different tracks in there. And, they would just be shoved onto the different sidings to await somebody like myself to come along at night and bring them up to Caldwell.

"I was suppose to bring the car up to Caldwell and return it to the car house and go home. Now that did not quite work out that way. I would be up many times until two or three in the morning running them. Once you got down to the car house if there was no body there, you just had to take the car to Newark. It was twenty nine minute headway from Montclair car house to Newark. From Montclair to Newark and back was an hour.

"I trained in the subway at first. You were supposed to have fifty hours in training. And, I had nineteen when was put out on the road to operate these cars on my own. It was like soloing in an airplane after about two hours.

"Mr. McKelvey asked me to try and tell you some stories that brought out the technicality of operating the streetcars. So, I'll try and do this.

"My first story is ... And, these are all true stories incidentally. You'll probably won't believe some.

"My first story I have entitled "The Wandering Irishman." That's me. Ha ha. The operation of the switches, with the exception of the switches at the Penn Station in Newark, were controlled by the operator of the car. Now, some of them operated mechanically. You got out with a switch handle which looked like a giant screwdriver with a handle on the end that you actually had to get out and switch the track one way or the other.

Motorman's Memories - Continued from page 19

But, most of the switches .. , and very few people knew about this, The switches could be operated from inside the car. There was a contactor on the wire. If you wanted to go off, you had to go over the contactor on one point of power very slowly and the rear pole would activity the switch.

"I had this little thing with another guy, Grover Heckle. He was a youngster like myself. We had bets about where we going to do on the streetcar. I'd say, "Some night I 'm going up Orange St. with a Bloomfield car." He says "You'll never do it." Anyway these things happen all of a sudden. It like you're up in an airplane. You're sort of get bore doing the same thing over and over again. So you buzz something. The answer always is 'It wasn't one of our planes.'

"I was going up to Orange St. Switch (The audience sees a slide of the right of way exiting the covered portion of the city subway.) That's the old Tungsol plant there. I was coming up heading towards Caldwell. I was on the 29 line which ran from Caldwell to Penn Station.. I was coming up that ramp and they were wrapped around my ears, as we used to say.

"It was winter time so it was dark. We used to have a screen in back of us to keep the light from reflecting in the three windows that were in the front of the car.

"I got to this switch. I go over with 'power on' instead of going over with 'power off'. I did it purposely. (Laughter from the audience) And, I pulled the screen back because I wanted to see the reaction of the people. (More laughter - louder). Everybody's first reaction was 'Hope I didn't get on the wrong car? I get off at the next stop so I won't be embarrassed.'" Some wise guy says, " Isn't this a Bloomfield car?"

"I got about a block and a half. And, down I have to back down. Now, backing down was very difficult. Usually, there were not automobiles in back of the trolley.

"You had to open the front door. You had to put the car in reverse. And work the handle and look out the door. Now I couldn't see very well whether there were other trolleys coming up. There were two other lines at that point that crossed over. One was the Bloomfield Car the 29 and the other was the City Subway car.

"Anyway, I finally managed to get down there. In the act of backing up, my follower The headway at that time of night was four minutes. It took me a while to back down.... my follower passed over. I recognized him. But, I finally got backed down.

"All along the line there were inspectors. These inspectors all they did was stand there in their black uniform and write down car numbers and the number of the passenger and the time.

"You have to remember that the headway is now increased from four minutes to eight minutes. Because my follower is now my leader. And he's picking up all these people and has them wrapped around his ears.

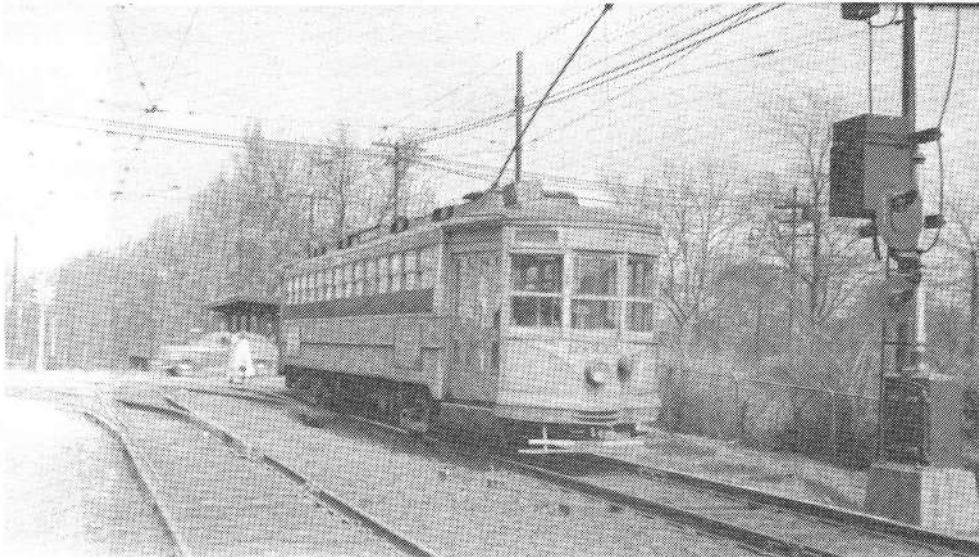
"I got up to Montclair car barn and Herman came out. Now, Herman was the dispatcher. He not only knew the car numbers and marked down the passengers but he also knew the operators. He comes walking out like 'Stan' in 'Laurel and Hardy.'

"So I opened the door and said " What's up Herman?" Herman says "How did you get back here." So I said "He passed me." I closed the door and kept going. When I got back that night and turned in my cash, I thought I was going to get chewing out. He never said a word. (Laughter)

"My second story is a rather serious one. I entitled this one 'OOPS.'

"I'm sure that you're all familiar with block signals.

"These was a number of different kinds of signals in the subway. The main one was the one that you watched to tell you whether



Frank Miklos Collection

Public Service 2605 in 29-BLOOMFIELD service pauses at the location of the infamous Murray episode -- the Orange Street grade crossing and junction with the 21-ORANGE line.

there was a car in front of you. If you had a green light it meant there was nothing on the next two blocks.

"If you had a yellow light, there was a car on the second block ahead. If you had a red light, there was something on the next block ahead of you. So when you saw a red light you slowed down. You could more up slowing but those cars were hard to stop.

"Well anyway, I was coming down on Decoration Day 1945. I had just passed the famous Orange St. Crossing on my way to Penn Station. And too late I saw... and I had green lights which meant I was in the right... But too late I saw that a span cable ... A span cable held up the hot wire and they were usually attached to the poles at the side of the right of way. And I, uh, knew that something was going to happen. The span cable was wrapped around the main line and was pointing at the window. I jumped back.

"And the front pole which was tied down under a hook got caught in that loop. The wire, the Hot Lead Span Wire came right through the window. Broke the window. I had jumped back, way off the platform, back in the car. And it literally ripped the front pole right out. Picked up it and dropped it in the rear of the car. The ceiling on those things I never knew until then were made out of a composition material. There were a few beams across to hold up the pole. It fell in the aisle and I didn't have many passengers. If it had been the night of that Orange St. Run, there would have been a few people killed.

"The wiring was still connected. The rear pole was still up on the wire. And if you touched the little wheel even on the down pole, you could get electrocuted.

"So I just turned around and asked if anyone was hurt. I told everybody "Don't touch that pole!" I went outside, pulled down the pole and called for help..

"Well, they must have had some sort of disaster plan for this sort of thing. Because I was tied up there for two hours. And in no time at all, buses appeared from all over the place on the street surrounding the subway. And all the passengers were taken on. You can image with all the cars coming in at various intervals. There were literally forty, fifty, six three cars in back of me with passengers on that to be unloaded and put on buses and taken into Newark.

"I didn't get much of a calling down from Downer. Downer was the superintendent but he looked like Victor McCellan. He just called me and told me that someone was suing for ten thousand dollars.

"I got two minutes left and I got one more story.

"The third one is called "Bloated Bladders" (laughter). The runs were selected by seniority. A run consisted a series of trips from the car house up to Caldwell, down to Newark, back up to Montclair, or back up to Caldwell and down to Newark. There were split runs where worked three or four hours, go home and come back later on in the afternoon or night for another four or five hours. The runs of course varied. The shortest was seven hours and fifty minutes. The longest was nine hours and twelve minutes.

"People used to say to you, "What do you do on the streetcars when you have to go to the bathroom?" Well, I found out the very first day what you did. There were a lot of old guys driving these things and of course they had problems.

"Anyway, we had two bathrooms. One at down in Penn Station on the loop. And what you do on that loop... See the loop is a regular tunnel where nobody can see you. After you discharged your passengers on the discharge side of the Pennsylvania Railroad, you had to go around this loop on one point of power. Because the loop was tight and there was a lot of noise. Cars could be easily derailed. And you picked up your passengers on the other side. You didn't have much time. What you had to do.. you had to open the door and wrap your arm around the railing on the front platform and keep a hand on the throttle. And hope you were through by the time you got around the loop. (Laughter - much laughter) And you knew ... that was a rest room!!

"Now what did you do up in Caldwell. Caldwell had another loop. And what you did up there? There were boards in the trolley car that you could lift up. They covered the motors and the axles of the truck and what not. And so when you got up to Caldwell you lift up that floor board. And people could not see you because they were waiting on the other end of the loop there to be picked up. But you had to be careful, you know, not to hit the wheels because you got a big cloud of steam. (Laughter again filled the auditorium)

"One time at night I had to turn out the lights, I couldn't see to well. But I got it all back together again. We started off down to Newark and the car stopped,. It just stopped. There was a telephone up there in the Caldwell loop. I called Herman and told Herman "I'm stuck up here. The car wought go." So, he had to send up another car.

"About three days later, I learned that the two motors on the rear truck had been shorted out. He wanted to know if I knew anything about it.

"Now I let you go." (Ringing applause)

Dave Phraner, the Symposium emcee, interjects in closing, "So you were the guy that used to draw the curtain at night so I couldn't see out the front. (Laughter) I always wondered why at Bell St. loop the grass as always greener on the tracks."

FAREWELL INSPECTION TOUR

A simple four page mimeographed flyer announced the plans for an Inspection Tour sponsored by the North Jersey Chapter of the NRHS. The complete text of the announcement follows:

PUBLIC SERVICE COORDINATED TRANSPORT

Inspection Tour

of

Pennsylvania Station, Newark

and

Car Shops, Subway, City and Interurban

Electric Rail Lines

of

Public Service Coordinated Transport

Sunday, March 27, 1938

In cooperation with the North Jersey Chapter

National Railway Historical Society

Public Service Terminal and the Cedar St. Subway.

The Jersey City line operates over private-right-of-way across the Kearny Meadows to Jersey City, underpassing the Pennsylvania Railroad and overpassing the D. L. & W., Morris and Essex Division. After leaving the Jersey City line at 5 Corners, Jersey City, the route will follow the Oakland and /Union City lines to Union City Car House.

Union City Car House Inspection

At Union City Car House a stop will be made for a complete inspection of shops and equipment including passenger and service cars. Union City Car House is the largest combination railway and motor bus operating station in the system. Guides will be available to explain in detail the plant and equipment.

After the inspection, time will be allowed for luncheon. At 1:15 P.M. a short meeting will be held in the trainman's room at the carhouse where several veteran employes will relate their experiences in the early days of the electric railway business. A short talk will also be given by one of the officers of the National Railway Historical Society.

Palisades and Hudson River Lines

The purpose of this trip is to enable the large number of persons interested in electric railway transportation to see, first hand, one of America's great urban transportation systems.

Members from New York and vicinity should take the H. & M. Tube train leaving Hudson Terminal at 9:00 A.M. Those coming from Philadelphia should board the 8:00 A.M. train from Broad St. Upon arrival at Pennsylvania Station, Newark, the group will gather in the main waiting room for an inspection of the new station.

Trip on Newark's Subway

At 10:00 A.M. the party will assemble on the mezzanine floor of Newark's new subway. Public Service representatives will then escort the party on a ride through the subway. Returning to the Pennsylvania Station, the cars will be switched to the Jersey City line, passing through the lower level of

From Union City Car House the trip will be continued by way of the Union City and Palisade lines to Palisade Junction where transfer will be made to the Bergen Division interurbans (short end platforms) for the trip over the "Horseshoe Curve" to Edgewater Ferry Terminal where a ten-minute rest stop will be made. From Edgewater the cars will travel over the famous Hudson River line to Paterson, returning to Palisade Junction. At Palisade Junction the party will transfer to the Essex Division cars for the return trip to Newark. Those not wishing to return to Newark may continue on the Bergen Division cars to Edgewater Ferry (125th. St.) terminating the trip at this point. The party will return to the Pennsylvania Station, Newark at about 6:30 P. M.

March 27, 1938

Cost of Trip

The trip will cost \$1.00 for adults, 75¢ for children 12 years and under. Tickets must be purchased in advance no later than March 21, as the size of the group will be limited.

When making reservations please give full name and address as a special prize will be given to the one coming the greatest distance.

For reservations and tickets, communicate with E. H. Kull, General Passenger Agent, Public Service Coordinated Transport, 80 Park Place, Newark, N. J. Information can also be obtained from the following officers of the National Railway Historical Society: H. E. Johnston, President, 717 Watchung Ave., Plainfield, N. J., or W. E. Wyckoff, Vice President-Secretary, 327 E. 6th St., Plainfield, N. J.

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Remembrances and Notes on the Tour

E. L. Tennyson notes: Approximately 310 passengers bought tickets for this historic trip, requiring seven cars to be assigned to the trip. Large blue car numbers (1 to 7) signs were put in the front right advertising rack and each passenger was assigned to a specific car. The Hudson River 3500 interurbans carried the same signs to avoid confusion when changing cars. The Newark EVENING NEWS and the Newark SUNDAY CALL featured the trip as a newsworthy event. The oldest passenger was nearly eighty and the youngest twelve.

John Brinckmann, in addition to providing the prints and HEJ Notes used with this article, also sent along this remembrance:

Believe I heard years ago about the beleaguered passenger standing along the eastbound 43-Jersey City Line, waiting for his pickup, as 7 cars whizzed past without stopping.

Howard E. Johnston Railroad And Trolley Notes

Company	Date
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PS	3/27/1938	Farewell North Jersey Interurban Tour. 7 special cars. W.E.W., I and J.B. (who? Not John Brinckmann) arrive Roseville 8:50 a.m. Fine clear day. Thrilling view of 7 cars lined up - right out of paint shop.
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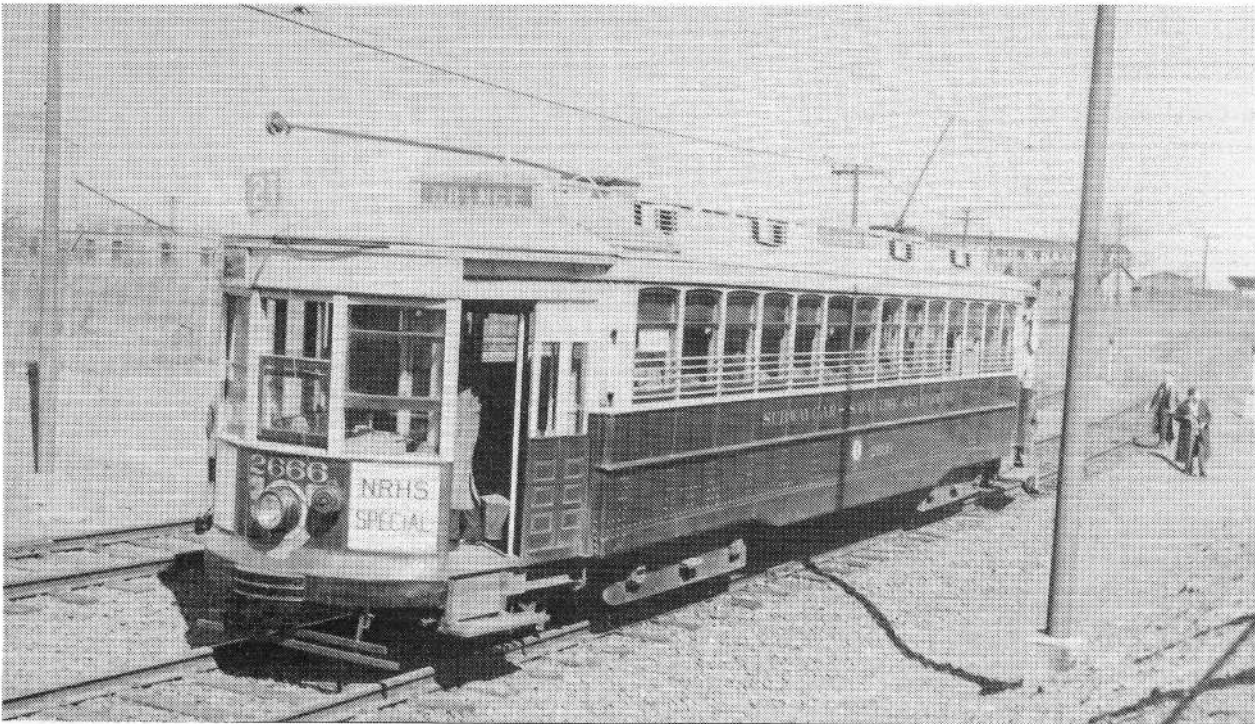
#1	2666	Orange
#2	2614	Bloomfield
#3	2600	
#4	2714	
#5	2716	
#6	2604	
#7	2706	

Lv. Roseville 9:15 a.m. Arr. Penn Sta. 9:25 Line up on Track 2. Place mobbed. Business of renewing acquaintances. Tour of Sta. With Asst. Sta. Master. [Cars] #1 and 2 for NRHS fans, other cars for other fans and general public. (Advertised in all buses and cars). Lv. 10:10 to Heller Pkwy where cars 1 and 2 were held while we all took photos of the cars sawing by. Our car #1 had white NRHS sign. W.E.W. and H.E.J. product and had blue signs with white numbers [car order nos.] To 5 Corners and Union City [carhouse] where layover of 1 1/2 hours. Inspection of carhouse and dinner. Barber, Will, Joe Bo [he must be the above J.B.] eat on Kull - [a freebee!] To West New York car house and transfer to Bergen Division cars - all Hudson River Line:

#1	3511
#2	3519
#3	3588
#4	3532
#5	3517
#6	3538
#7	3513

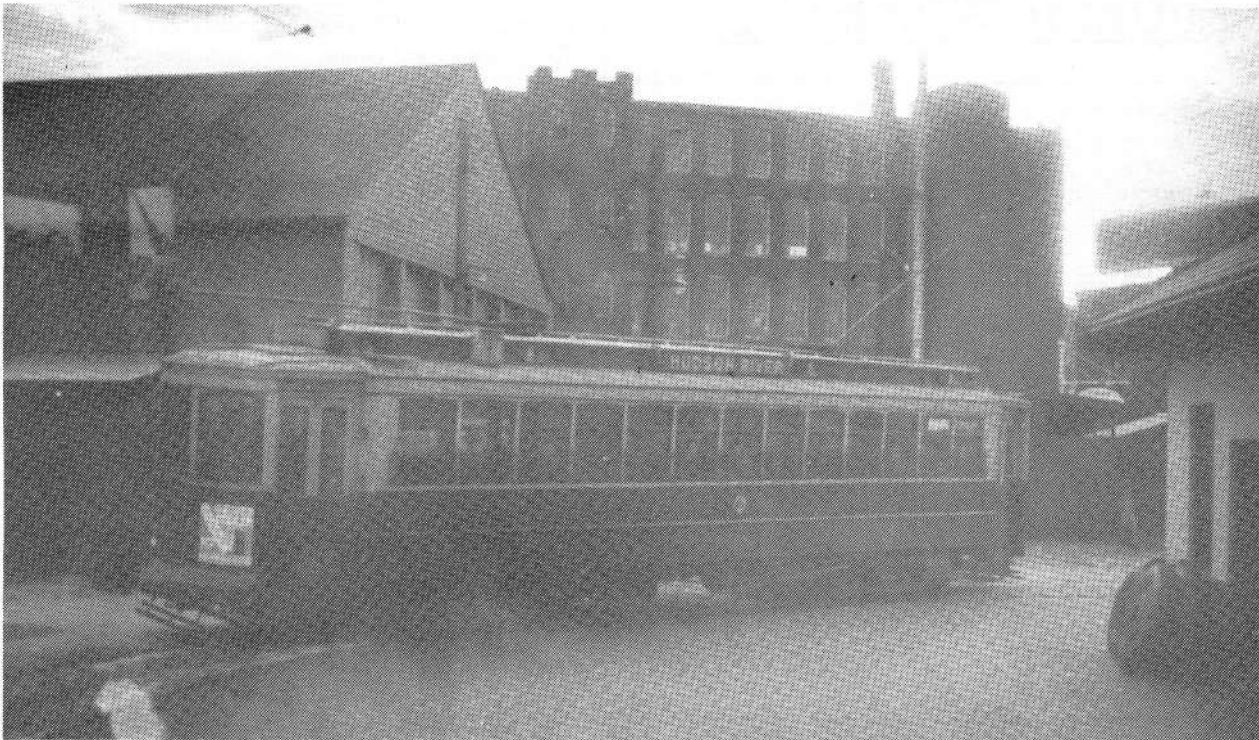
Layover at Edgewater, 20 mins. Photo stop E. Paterson. To Paterson Loop and side run to Market Street carhouse. Returning, short shower before reaching Hackensack Siding photo stop. Transfer again, West New York. Arr. Penn Station 7:45. Over 300 people from 7 states - N.J., N.Y., PA, CT, RI, MA, OH. Largest fans trip ever run - 90 miles. 90% to be abandoned soon. Cars from Bloomfield Line run to Roseville as ops. knew 43 line. Returned directly to Bell St. [Carhouse] after trip. 2666 and 2614 only two cars with new lights [interior], noise less door operation and noiseless trucks. (8006 noiseless trucks only.)

More photos of the tour in Destination 25!



Howard Johnston photo North Jersey Chapter NRHS # 611j

2666 stood near City Subway end of track at Heller Parkway. Fans watched as the six other cars reversed through the crossover.



John Brinckmann photo #250

Photographer John Brinckmann writes "You asked for information on the famous 7-car PS trip from Newark to Paterson on 3-27-1938. I was at 13 1/2 at the time and accompanied railfan Ed Gardner who lived across the street from me in Metuchen. Can't remember all the details and my pictures were somewhat poor. The enclosed (above) of car 3562 at Paterson loop proves that I took it from the rear of car 3588 which was #3 in the parade."