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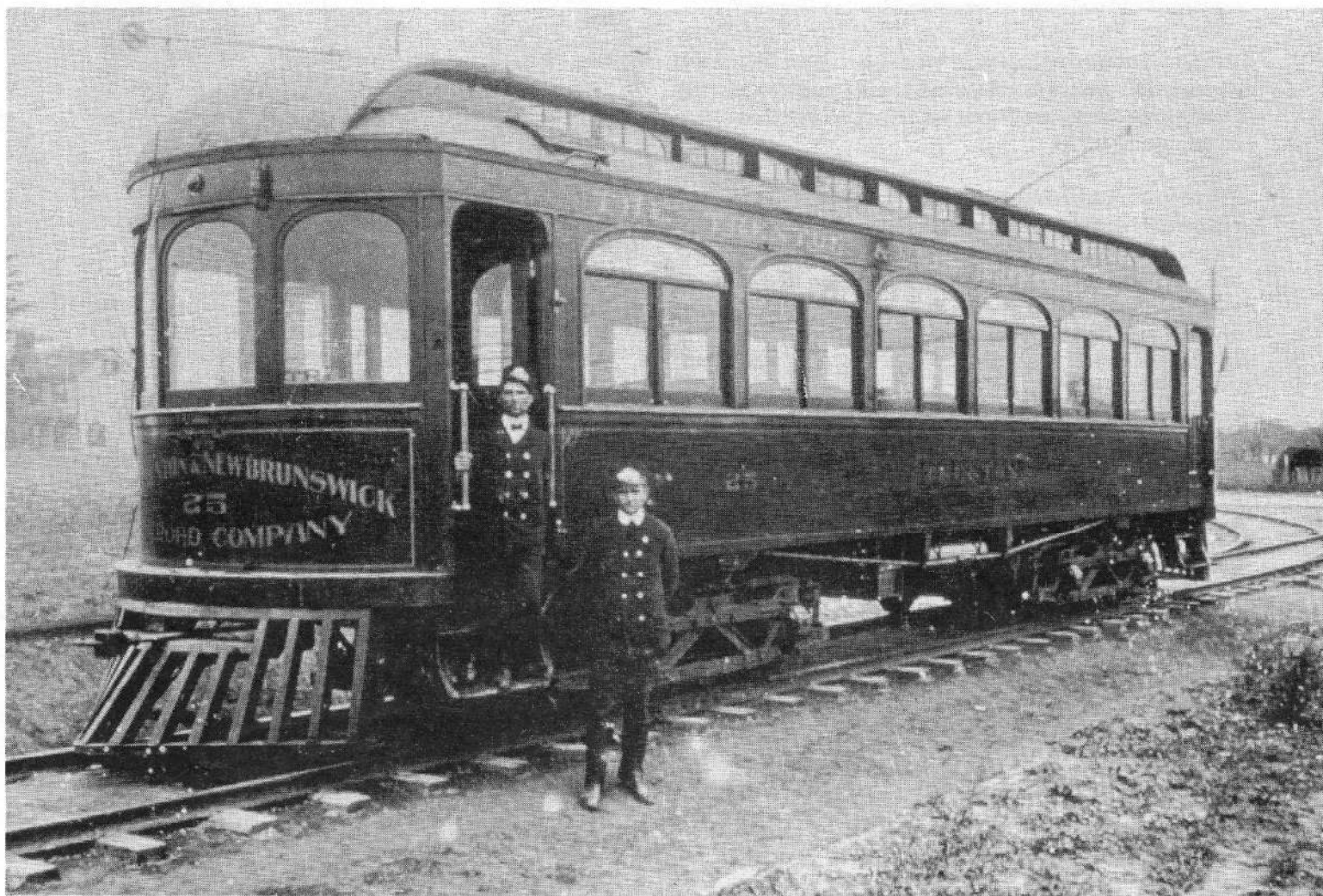


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Volume 13, No. 1

May 1998



**The Direction of Transit Service Had PSCT Really Been Coordinated
Trenton & New Brunswick RR Rolling Stock
South Orange & Maplewood "Swamp Line" Notes**

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 Rahway Senior Citizens Center, 1306 Esterbrook Ave., 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 continues to change and right in step is the changing transit scene. NJ Transit's "Mid Town Direct" service is so popular that most rush hour trains are standing room only. Recent business took me to the CITY for a few days and the convenience of a one seat ride to the CITY was very nice. While, midtown is not everybody's destination, the expanding ferry services are being revitalized and will soon be served by Hudson Bergen LRT.

The City Subway operation is bussed on weekends for the summer. This permits the rebuilding of the loop at Newark Penn Station for the new cars. During rebuilding the PCCs are stored on the running tracks.

The point of all this? Get out there and record the old scene while it exists as well as the new scene. The past needs to be documented. But the building of the future transportation network also needs to be recorded by the historian - US. We need to capture the views because we will not be as fortunate to have an Ira Deutsch save a portion of the documented history for us.

MEETING LOCATION CHANGE

NJEHRS now meets at the Rahway Senior Citizens Center, 1306 Esterbrook Ave., Rahway. It is the old post office building. The air conditioned facility is two blocks from Rahway Station. (From the station, go two blocks west on W. Milton St. to Esterbrook. Turn right to 1306 on the left. Ample parking in the rear of the building.

Our thanks to the following members :

Ten Year Members	Contributions (cont'd.)
<p>Contribution included with their dues:</p> <p>William J. Armstrong Herman Bachmann Andrew J. Burger Jr. Michael & Lynn Burshtin Carl R. Ceragno William E. Christian Jr. Ira L. Deutsch Robert Diamant Stephen J. Drost Joseph F Eid Jr. Edward T. Gibbs Gene D. Gordon John J. Grasso Robert Graul Barker Gummere John B. Gutberlet G. William Herkner Jr.</p>	<p>Robert E. Hooper William K. Hope Norman W. Hosler Jr. Neil Huff William D. Joyce Jr. William F. Keigher Gary Kleinedler Donald F. Koehler John Kopf Joseph G. Madden III Daniel V. Marchese Thomas G. McBride Frank Miklos Tom Moran Garry M. Pace David Phraner Rev. Charles Reinbold Kenneth J. Roods Charles Roselius Bruce Russell Tom Scheffer John M. Schluter Richard A. Shiels Phillip E. Stevenson Bill Suss Edson L. Tennyson Harry J. Volpe Barbara Westergaard G. Les Whitfield Chuck Wrege John A. Yohannan Robert Yuell Walter Zahn</p>



WELCOME ABOARD!

Please welcome new members:

- Andrew J. Brusgiard, Union
- Mike Costantino, Union
- Michael T. Greene, Philadelphia, PA
- Paul Simms, Lakewood
- John C. Strole, Dumont

COVER Photo - Trenton and New Brunswick Railroad car #25, the Trenton. The date, place and people are unknown. It is thought to be very early as the car still has the cow-catchers.

Collection of Robert Yuell

Letters to the Editor

From Ed Francis, Notes about the articles in the May 97 Destinations: When the CENTRAL line reached Orange in 1916 the franchise required that cars run south of Scotland Road to the end of the line. Duplicated CROSSTOWN service but passengers on the CENTRAL cars would not have to change to go to or from Newark cars. PS soon established a CENTRAL SHUTTLE to provide the Orange Valley connection and all CENTRAL cars turned back at Central Avenue and Scotland Street (now Scotland Road).

The CENTRAL SHUTTLE cars were housed at the Central Car House at 14th Street. Old schedules show the "run on" and "run off" were revenue trips. No deadhead trip to Orange Valley. In 1919 the cars were single truckers 195 and 356.

195 was a car with a 22 ft. body on a single truck. I'm sure that if school kids jumped up and down on the rear platform, the front wheels would come off the track!

CENTRAL SHUTTLE ended service on June 20, 1924 when the CROSSTOWN track south of Main Street was abandoned.

On June 26, 1931 CENTRAL cars were assigned to Roseville Car House.

As stated in the current DESTINATIONS, Ed Francis and wife were aboard 3219 making the last trip from Orange to Newark and return to Orange...and then on to Roseville Car House. I do not recall if fares were collected into the car house.

When courting my future bride I often made the last CENTRAL car from Sanford Ave. to Roseville Car House and then walked home to Ampere. I was once intercepted by the police at 2:45 AM but when I told them that I was waiting for "Grumpy" and his trolley car they knew that I was not a stranger in town.

From Ed Francis - Comments on the tales in D/24.

At the time of the famous 1938 OS trolley tour I was a student at Newark College of Engineering (now NJIT) and was in Newark Monday through Saturday. A tough school with Saturday morning classes.

In the morning it was the BLOOMFIELD car to Lock Street station of City Subway. Often the motorman was George Gould who was the conductor on the ill fated North Jersey Street Railway car involved in the Clifton Avenue-Lackawanna RR collision in 1903. After school I often walked to Broad Street or Penn Station and waited for the 2614 or 2666, the special rebuilt cars. Or I rode the 8006 to Roseville Car House and walked home.

I learned that the PS trolley tour was to be run...possibly through Howard Johnston. After school I stopped at Public Service Terminal and called on the general passenger agent, Erwin Kull. Messers. Kull and Wolf took care of charter buses and an occasional trolley charter.

Yes, the trip would be run but the tickets had not arrived from the printer. Mr. Kull wrote out a receipt for ticket No. 1, which I picked up later. Saved PSCT three cents postage! I rode car no. 1 on the trip with NRHS members and guests.

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Clearing the deck ... Miscellaneous comments received and not yet printed

From Ed Francis:

D/22 - Bowker's letter: PS Southern Division lines had a track gauge of 5 ft. Philadelphia and many other Pennsylvania lines had a gauge of 5 ft. 2 1/2 inches.

The 5 ft. gauge was selected by Camden Horse R.R. in 1872 and was the track gauge until the end. In order to connect and run into Camden the Camden and Trenton Railway and the Burlington County Transit track were also 5 ft. gauge.

D/22 Page 8: The PS mail car carried mail in sacks. Not a Railway Post Office route with a clerk sorting mail aboard the car. The car ran out of Hoboken with a trip to Jersey City, Secaucus and then to points on the Palisade Line. West Shore Ferry Terminal was not included on the route. Mail car was assigned to Hoboken Car House.

D/22 Page 13: Cars built for the Fast Line in 1913 had rattan seats which show in the photographs taken at the Plank Road Shops at that time. Lettering and striping was gold.

From John O'Connor:

Destinations for June 1996 has appropriate pictures to further develop more knowledge and understanding of their history. Pictures on pages 4 and 5 show that the cars did have a very close resemblance to the PRT nearsides. Notice that the front ends of PS 2805 and PRT 7285 are almost identical. The nearsides had Brill 39E maximum traction trucks with one motor per truck. The cars had difficulty getting out of their own way. With only four power wheels the cars were not only slow but experienced serious wheel slipping.

The front side panels on the 2800s had never been doors, nor did they replace doors so far as the known history of the cars shows. There were various designs of these panels and they were used on many other cars when new platforms were put on in the mid 1920s to provide for one man operation. The wrap around front ends on cars 2800 and 2805 came as a result of a head on collision between the cars in downtown Newark.

"Trolleys Over Camden Bridge Assured" was based on the fact that the bridge was built with, and to this day still has, right of way structures to accommodate trolley cars. It was no fault of the planners and builders that the trolleys never crossed the bridge. The design of the 2800s supports the plan and is evidence that some one thought it might be implemented. If the cars had operated over the bridge as an integral part of the system of trolley lines then in operation in the Camden area transportation would

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The Direction of Transit Service Had Public Service Really Coordinated Transport Circa 1935 Through 1952

by John F. O'Connor

Coordinate means to make equal rank of components. The establishment of Public Service Coordinated Transport on January 31, 1928 brought the trolley and bus services from the Railway and its affiliates under single control and intended that both services would be operated as equals. This intention very soon changed to the goal of elimination of the trolley. On this date the company operated 63 car and 125 bus lines. The bus was to be used for expansion into new territory and for replacement of cars where possible. In the early years of coordination it is not at all clear that PSCT believed the bus capable of replacing the trolleys on heavy trunk lines. In fact this was not done, although there had been serious inroads made by private operators all over the system taking traffic from cars. The cars moved 51.5% of the passengers in 1928 the last year the majority of Public Service passengers would be transported by trolley. After 1924 when cars moved 84% of all passengers, decline began and would continue for the next 28 years when the one line that remains to this day, ended the diversion of passengers.

The single most important and effective coordination ever done by Public Service Coordinated Transport was that work involving the opening of the City Subway. The city of Newark was the prime mover because it built and paid for the subway. The project would never have been done by Public Service on its own and in fact when the subway went into service in May 1935, the company was well on its way to starting the final elimination of the trolley. Top management of Transport had its hand forced by Thomas N. McCarter of the parent Public Service to operate the facility. At the time Transport wanted no part of any project that would perpetuate the trolley then and in the time to come. Over strong opposition the facility came into service and remains 62 years later with future expansion close.

De Luxing of trolley cars was another factor of coordination in that it made the cars more comfortable and attractive. The De Luxe cars actually surpassed the buses in comfort and accommodations for the passengers very largely because of their size. They were roomier and therefore could be provided with more comfortable seats. Only a handful of the cars, about 90 or

so, ever received such improvements as acceleration in speed. Only a smaller handful of 30 or so cars really had speed capabilities equal to or even surpassing the bus. De Luxing was a c o o r d i n a t i o n improvement that fell short of the mark because basic transportation by the car de luxed remained the same after as before for over 80% of the cars. It was not until 1953 that PSCT purchased new trolleys in the form of 30 six or seven year old PCCs. This action was 18 years late and some 475 cars short of what should have happened starting in 1935.

PSCT started the final assault on elimination of the trolley on September 1, 1935 and by



Railroad Ave. Enterprises PN-3541 Frank Miklos Collection

1961 street scene in Toronto Canada provides an image of New Jersey as it might have been as author O'Connor conjunctures.

September 4, 1938 had changed 26 lines to All Service or bus. This required an expenditure of \$6,536,680 for new or rebuilt vehicles plus substantial amounts for negative wire and additional operators. After all of this was done the system carried 13 million fewer passengers in 1938 vs 1936 the first full year of the new service. Eight trolley lines still remained.

Public Service Coordinated Transport had replaced 485 trolleys with 678 All Service Vehicles, or buses. The next conversions would not begin until December 1947 and ended in March 1952. World War II put an end to rubber tire expansion. The last 7 lines to go required 165 buses to replace about 132 trolleys. Total vehicle costs for replacing the 33 lines was about \$12 million

POTENTIAL PCC Replacement of Public Service Trolleys							
Based on Car Assignments of January 1, 1935							
Division	Car Lines	Cars	Seats		PCC 60 seat		Changes
			Car	Total	Cars	Seats	
Essex	BROAD	62	48	2,976	51	3,060	5 BROAD
	SPRINGFIELD	41	48	1,968	33	1,980	35 SPRINGFIELD
	BLOOMFIELD	38	56	2,128	35	2,100	
	ORANGE	30	56	1,680	30	1,800	21 ORANGE 25 WEST MARKET
	CENTRAL	28	52	1,456	24	1,440	
	NEWARK	25	50	1,250	21	1,260	1 SOUTH KEARNY
	MOUNT PROSPECT	24	54	1,296	22	1,320	7 MOUNT PROSPECT
	SOUTH ORANGE	30	56	1,680	27	1,620	
	HARRISON	17	54	918	15	900	39 HARRISON 41 RIDGE ROAD
	JERSEY CITY	11	48	528	9	540	43 NEWARK AVENUE
PATERSON	10	48	480	12	720	9 MAIN PASSAIC	
Essex Total		316		16,360	279	16,740	
Hudson	JACKSON	33	48	1,584	26	1,560	
	UNION CITY	31	47	1,457	24	1,440	
	PALISADE	24	47	1,128	19	1,140	21
	SUMMIT	21	47	987	16	960	17 CENTRAL
	NEWARK AVENUE	19	48	912	15	900	9 WEST SIDE
	WEEHAWKEN	12	48	576	10	600	
	WEST NEW YORK	12	51	612	10	600	23
Hudson Total		152		7,256	120	7,200	
Central	UNION	34	50	1,700	28	1,680	
	ELIZABETH	17	48	816	14	840	47 ELIZABETH
Central Total		51		2,516	42	2,520	
Southern	HADDON HEIGHTS	15	48	720	25	1,500	All Southern lines covered by this group
	FERRY AVENUE						
	BROADWAY						
Southern Total		15		720	25	1,500	
Grand Total		534		26,852	466	27,960	
Notes:	Essex Division 27 CITY SUBWAY would run from 8000 series pool.						
	Hudson Division PASSAIC and PAVONIA would retain 2300 and 3585 series.						
	OAKLAND would run from JACKSON pool.						
	Bergen Division HUDSON RIVER and NORTHERN VALLEY (ENGLEWOOD) would retain 30 of the 3510 and 3584 series.						
	PCC cars would be numbered in the 5000 series in North Jersey and in the 5800 series in South Jersey. Work equipment would be designated by letter and number such as P 21 for plow and S 5 for sweeper.						
	PCC equipment would result in 68 fewer cars with 1108 more seats. They would require at least 136 fewer operators.						
	Cetrain lines were renamed in keeping with location and route. Numbers of lines were assigned by territory served. Route signs on PCCs would be roll curtains so could be easily changed.						

POTENTIAL PCC Line Assignments

Division	Car Lines	Cars	Seats	Terminals - Notes	
Essex	1 SOUTH KEARNY	21	1,260	PS Terminal	Exchange Place
	3 MARKET			20th Street	South Kearny
	5 BROAD	51	3,060	Irvington	Glen Dale Loop
	7 MOUNT PROSPECT	22	1,320	Irvington	Forest Hill
	9 MAIN PASSAIC	12	720	Paterson Broadway	PS Terminal
	11 PATERSON ELIZABETH			Paterson	E'port Ferry Owl Service
	21 ORANGE	30	1,800	West Orange	Penn Station
	23 CENTRAL	24	1,440	Orange	Penn Station
	25 WEST MARKET			Erie Loop	Penn Station via W. Market
	27 CITY SUBWAY	**		** 8000 series cars	
	29 BLOOMFIELD	35	2,100	Caldwell	Penn Station
	31 SOUTH ORANGE	27	1,620	Maplewood	Ironbound
	33 CITY LINE			Dover Street	Penn Station
	35 SPRINGFIELD	33	1,980	Maplewood	Wilson Avenue
	37 HILTON			Irvington	Penn Station
	39 HARRISON	15	900	Belleville Pike	City Hall
	41 RIDGE ROAD			Rutherford	Lyons Farms
43 NEWARK AVENUE	9	540	Penn Station	Exchange Place	
Essex Total		279	16,740		
Central	47 ELIZABETH	14	840	E'port Ferry	Newark DL&W
	49 UNION	28	1,680	Dunellen	Newark DL&W
Central Total		42	2,520		
Hudson	7 JACKSON	26	1,560	Greenville	Hoboken
	5 BAYONNE			Bergen Point	Hoboken
	9 WEST SIDE	15	900	Danforth Avenue	Exchange Place
	17 CENTRAL	16	960	Hoboken DL&W	Exchange Place
	19 UNION CITY	24	1,440	Hoboken DL&W	32nd St. Union City
	21 PALISADE	19	1,140	West Shore Term.	Palisade Jct.
	23 WEST NEW YORK	10	600	Hoboken DL&W	Nungessers Fairview
25 WEEHAWKEN	10	600	Hoboken DL&W	West Shore Term.	
Hudson Total		120	7,200		
Southern	5 HADDEN HEIGHTS	25	1,500	Camden	Clementon
	3 FERRY AVENUE			Camden	Haddon Heights
	1 BROADWAY			Camden	Gloucester
Grand Total		466	27,960		
Notes:	Where no equipment is shown, the line would operate from the above.				
	The 3 OAKLAND line would operate from the GREENVILLE pool.				
	Owl service on the 21 PALISADE would be to Coytesville.				
	Hudson Division PASSAIC and PAVONIA lines would operate with 2300 and 3585 series cars and would not display route numbers.				
	Bergen Division would operate with 3510 and 3584 series and would not display route numbers. Lines would be HUDSON RIVER and NORTHERN VALLEY. PCC cars from PALISADE line would be equipped to display Bergen Division route and destination signs. There would be a loop at Tenafly and a turn track at Leonia. A loop would be built at Nungessers in Fairview.				

counting the 843 vehicles mentioned. However, by 1952 the ASVs and 1204s had been history for over four years. Therefore actual vehicle replacement was more on the order of 1340, or so, when the buses that replaced the ASVs and 1204s are included. The ASVs were replaced by about 450 GMC 4008s and the 1204s by 3206s. The total cost was, therefore, about \$20.6 million.

It was true that track renewal costs would have been substantial and were a principal reason for trolley elimination. But this matter was not ever properly evaluated by PSCT. General Motors prevailed with its rubber instead of rail promotion. Rail renewal costs in streets in 1935 are estimated at about \$25 a running foot, or about \$132,000 per track mile. Costs would be less on PRW. There were very substantial amounts of very excellent rail in both

POTENTIAL PCC Car Assignments
Had Public Service Really Coordinated Transport
Circa 1935 Through 1952

Division Assignment	Car Series		Cars	Seats
Essex	5000	- 5284	285	17,100
Central	5300	- 5344	45	2,700
Hudson	5350	- 5474	125	7,500
Southern	5800	- 5824	25	1,500
Grand Total			480	28,800

Cars 5240-5284 would be equipped with Essex and Central Division route and destination signs.

Cars 5435-5474 would be equipped with Hudson and Bergen Division route and destination signs.

Series Assignments	Car House	Cars	Seats
5000-5084	Hilton, South Orange Ave., 16th Avenue	85	5,100
5084-5174	Montclair, Roseville	90	5,400
5175-5284	Big Tree, Miller Street, Hiram Avenue	110	6,600
5300-5319	Elizabeth	20	1,200
5320-5344	Dunellen, Westfield	25	1,500
5350-5394	Greenville	45	2,700
5395-5434	Union City	40	2,400
5435-5474	West New York	40	2,400
5800-5824	Camden Newton Avenue	25	1,500
		480	28,800

8000-8019 would become 2900-2919 with DeLuxe cross seats and 4 WH 310C motors geared for 48 mph.

20 more cars would come from the remaining 2726 - 2751 double enders.

streets and on PRW from lines discontinued as long ago as 1926. This could have been used to hold down, or even reduce the cost of renewal. Most of the rail was removed during the war years and sold as scrap. 150 track miles of renewal in streets would have cost about \$20 million. This, plus what had been installed in the late 1920s and early 1930s, would have provided the remaining system an excellent operating base for at least 35 years.

Extensive track replacement had been done on PRW on the Palisade, Hudson River and Riverside lines, the last ended service in 1931. New rail had been put on Springfield Avenue, Central

dollars. That might buy two buses today, neither of which could be expected to be running in the year 2040AD.

The accompanying tables show lines that should have remained as rail and those best converted to ASV or bus. Estimated costs are given for all and the reasons for the choices made given. In all except one case the ASV lines shown were actually done by PSCT. The complete changes as they were actually done have been covered in "PSCT A Change- An Ending-A beginning January 1, 1935" [Destinations 20].

Avenue in Newark, Broad Avenue in Palisades Park and Leonia, Bloomfield Avenue in Glen Ridge and Bloomfield, Bergenline Avenue in West New York and Guttenburg, through Plainfield and on the entire length of Summit Avenue in Jersey City. Had the PCC been chosen over the ASV in most cases and the bus in a few, the cost of the 27 car lines to remain would have been about \$27.5 million. As noted this investment would have been provided for about 35 years of service whereas PSCT actually spent about \$20.6 million for half that period.

Newark City Subway track, signal and power installation costs are not included above. PSCT did install these facilities and the track work remained in service for over 50 years and the signal and power systems remain to this day. The PCC is now in its 43th year in the subway. The cost of 30 PCCs to PSCT was less than half a million

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NOTES ON THE SWAMP LINE AND OTHER SOUTH MOUNTAIN AREA TROLLEY OPERATIONS

by Jonathan Goodman

In the December, 1996 issue of DESTINATIONS two very small properties were reviewed by Mr. Tennyson. Both operated in the same vicinity and were later absorbed by Public Service. The better known South Orange & Maplewood Traction Company operated as Montrose, but seems to be largely referred to as the "Swamp Line". Substantially paralleled by the Public Service operations on Scotland Road and hemmed in by the steep slopes of First Mountain, not to mention three Delaware, Lackawanna, and Western stations, it is hard to see how the route could have been even economically marginal (at best!) Other than serving as a feeder and an alternative for local traffic in the Orange Valley, the utility of the line, as structured, was limited. One can, further, only speculate as to what could have been had the Swamp Line been given outlets at each end.

To the extent that the Tennyson article consists of reminiscence—it is as fine as these efforts come. Although the historical precision may be somewhat imperfect, the author's various efforts on the subject matter form a substantial base upon which to conduct further research. In the absence of some of Tennyson's details, comprehensive research effort could be virtually impossible. Unfortunately neither dates (starting) or operation nor a map has been supplied. All the more so as substantial aspects of the route are recognizable today. Thus, I invite N.J.E.R.H.S. members to furnish maps and other details known to them as early as possible together with volunteers to join me to search the official records of West Orange and Essex County for the purpose of a paper reconstruction of both this and the mountain route discussed below.

The West Orange portion of the Swamp Line can be readily traced off of the tax assessment maps. Moreover, the diagonal route through the so called "alphabet streets" was not masked by subsequent residential construction. Several comments are, however, pertinent. Various local historical documents and publications, together with empirical evidence help flesh out the story. In passing, it should be noted that independent bus operators such as DeCamp and Trackless Transit retained reference to the Swamp Line in their respective timetables until the end of private service in 1983.

The northern terminus was directly across from the West Orange terminal of the Erie's Orange Branch on Main Street. In fact, in the past, this publication has indicated that the rails had at least once been experimentally joined. Whether a more grandiose scheme involving both passengers and freight was in mind is open to debate. In any event, the surroundings at the Public Service Erie Loop survived both rail operations. The cigar store on the southwest corner became a branch of the Second National Bank in the early 1960s and with an updated facade continues in

existence as the office of a home care aide agency. At the close of the 1950s the A & P was consolidated with another store of similar vintage into a contemporary strip development further up Main Street. Becker's farm operated its milk delivery system from a still existing brick building on South Jefferson Street. When, after World War II, distinctive Divco trucks replaced horses, the facility was retained until the company itself vanished about 1965. Part of the loop has been retained for buses and is used by the ORANGE-NEWARK-ELIZABETH line—the survivor of the Essex County independents. The balance is now various parking lots.

Undoubtedly the Swamp Line exited the loop onto Valley Road. At Whittingham Place—which ended at the intersection—the tracks entered that street. On the corner stood West Orange's Fire Headquarters. Undoubtedly the route turned behind the firehouse into a field which would later become Jenkins Playground before emerging into the intersection of Kingsley Street and Ross Place. From there to Mitchell Street, the tracks followed a mid-block route crossing Quimby, Pillatt, Osbourne and Nutman Places. The "S" curve on Valley Road was at Freeman Street and emerge as "South" Valley Road at Forest Street where the yards began.

A careful analysis of the Tennyson article indicates that the probable site of the yards is now the location of the CVS "Shopping Center" and perhaps the former athletic fields of the now defunct Our Lady of the Valley High School. Beyond Union Street, the South Valley Road curves westward and the right-of-way continued along the brook which also constituted the municipal boundary. Tax maps show a coherent narrow strip from this area to the South Orange boundary near Montrose Avenue.

Flooding has always been a problem in the densely developed valley. During the Depression the W.P.A. channeled the streams and brooks. Although many environmentalists decry such cement boxes, it is probably more environmentally sound in the aggregate to make concessions for high density walking neighborhoods as opposed to requiring less dense automobile based sprawl

The Orange Mountain Traction Company line terminated next to an existing building on South Valley Road between Nassau and Union Streets—virtually adjacent to the Swamp Line. Apparently, Public Service acquired a right of way between Nutman and Osbourne at the end of Central which continued to the Swamp Line tracks. Nevertheless, the 23-Central tracks which ended less than a block away were never extended to eliminate the gap. Although Central operation continued until the end of 1947 and the Swamp Line right of way was largely intact, restoration of service was neither considered by Public Service

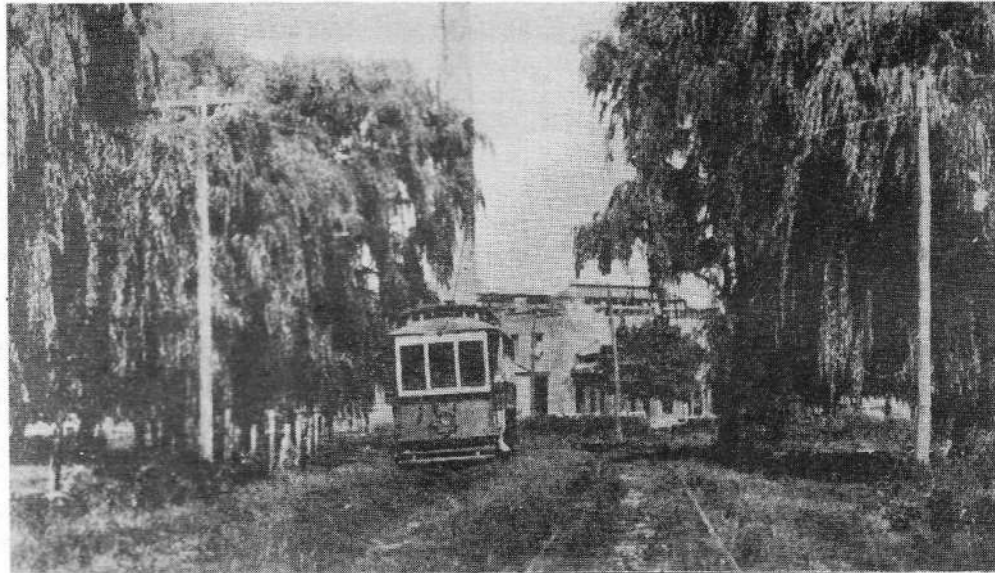
or, for that matter, by the Office of Defense Transportation. By the time that Central Avenue was bussed, the property for the extension had almost certainly become the site of one of the ubiquitous Veterans Emergency (Barracks type) housing projects.

At a minimum to have survived, the Montrose route would have had to run through service onto either the 21-ORANGE, 31-SOUTH ORANGE, at the ends, or the 23-CENTRAL. A crosstown route from Montclair to Maplewood would have been possible without significant amounts of additional trackage or special work required. Perhaps, when the Valley Road Montclair line still ran, service could have extended as far north as Paterson. Finally, after Morris County Traction folded in 1926, the crosstown line could have been continued from Millburn to Springfield and Summit.

The little known Cable Road of the Orange Mountain Traction Company presents more questions than answers. Here terminology and explanation could provide some of the missing information. At the turn of the century, two mountaintop amusement parks operated in west Orange. The survivor, Crystal Lake Park outlasted both the Eagle Rock Car Line and Vanderhoof's shuttle bus line from Mississippi Loop. Remnants of that facility (Crystal Lake) which closed in about 1950 were variously operated into the 1970s as a private swim club and other enterprises. Cable Road, the other, which featured Cable Lake in its center, disappeared.

An old, published photograph indicates that the mountain line operated through a rather deep cut in the ridge of First Mountain. Prior to reading Tennyson's article, however, I was unaware that the operation had been extended into the vicinity of Rock Spring. That fact is quite significant, as the western terminus would not only have been well down the far slope of First Mountain, but the only other crossing of that obstacle besides Bloomfield Avenue. Local history attributes the demise of electric operation to a presumably fatal catastrophe involving a runaway car. I am, however, missing the most salient detail of the date that operations terminated.

Undoubtedly little or none of the physical plant of the Cable Road remains. Whether the restaurant adjacent to the base or the Rock Spring clubhouse were directly or indirectly connected to rail



Frank Miklos Collection

Through the Willows. View of the South Orange & Maplewood private Right of Way shows the origin of the "Swamp Line" moniker. 1905 view shows Public Service 300s series car (ex SO&M).

operations is an appropriate matter for investigation. As no rails were laid in the street (except perhaps at two grade crossings), the track was almost certainly torn up at the conclusion of operations or as part of scrap drives related to either of the World Wars. The area through which the line ran, on the eastern slope of First Mountain, was largely developed between 1890 and the onset of the Great Depression of the 1930s—with the greatest activity during the period just prior to and following World War I. As development, primarily consisted of single family homes on relatively small lots, it is surprising that any indication that the Cable Road existed has survived.

At the western end, the last half mile or so traversed what is now a golf course (and perhaps a condominium complex as well) and all traces are certainly obliterated. On the valley side, however, the right of way was adjacent to the partially constructed Wheatland Avenue and retains a distinct identity on the local tax map. Thus, my focal point consists of the segment between the end of the "Wheatland" right of way and the Ridge—about ½ mile. Given the magnitude of the open cut together with the gap in the perpendicular Undercliff Terrace, I believe that the artificial canyon still exists in some form. All traces of the route between the rear yards east of Gregory Avenue to Dartmouth Road have disappeared under houses built before 1932. The balance of the route traverses familiar territory which I cross on foot daily.

The term "switchback" brings to my mind cars running to a dead end parallel to the ridge, changing directions—much as a stairway, to a similar point and repeating the scenario successively until reaching either the crest or, in our case, an open cut. Tennyson, however, mentions Winding Way—an existing street which connects with but substantially diverges from the grid patterns which were superimposed on the slope. A straight line along the

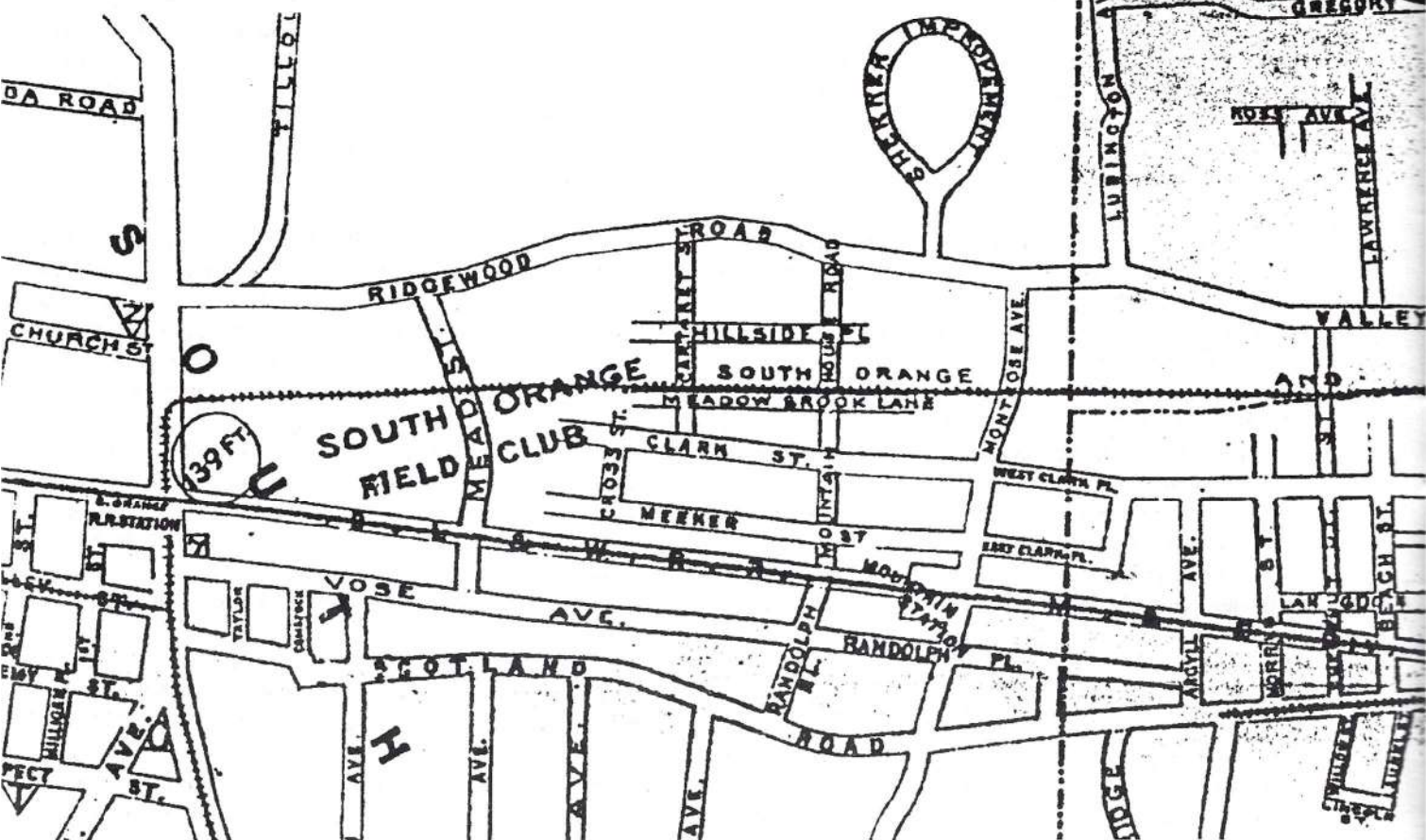
Wheatland Route would bring the tracks to a point on Gregory Avenue between Chestnut Avenue (now Forest Hill Road) and the extraordinarily wide Orange Heights Avenue. While the former street continues up the hill nearly attaining the ridge, the latter ends at Gregory. About 200 feet south is the beginning of Winding Way which, for its first block to Dartmouth Road/Lowell Avenue, more or less conforms to the grid. (That intersection could be described as a modified V). Presumably the tracks reached Dartmouth Road at a point between Winding Way and Forest Hill Road—perhaps, but not necessarily, at the present intersection of Sheffield Terrace. Here, three anomalies are present which could well date from the time of the Trolley, and may help untangle the mystery with the help of Mr. Tennyson.

Perhaps, instead of “switchbacks” where the poles would be switched and operators would scurry to throw the track switch before changing ends, there was a continuous but winding track which ascended to a parallel (but higher) level with each 180 degree turn. In fact, existing Winding Way together with “paper streets” faithfully follows the described pattern from which its name is derived. The route of Winding Way is further influenced by the intervention of the initial anomaly, the underground Walker Road Reservoir. Thus the street runs to the east and west of the substantial water distribution facility. Finally, two huge houses sit incongruously on Winding Way just south of Sheffield Terrace which needed wagon access and services (as opposed to a somewhat self-sufficient hermits abode) but probably did not

either justify a connecting road themselves or wouldn't even be built in the absence of a more substantial reason.

In light of the foregoing and subject to discussion, input, and further research, may I suggest that upon reaching Dartmouth Road, the tracks turned south in its right of way or, in the alternative were built in a parallel private way just beyond the street, until reaching the first bend of Winding Way. A much newer home now occupies the point at which tracks would have entered Winding Way. More or less following the path of the existing or paper streets the tracks could have gradually risen to turn west and enter the open cut. Whether or not my hypothesis is valid is of no moment, as any conceivable route would have been bounded by or run in the enclosing streets of Dartmouth—Lowell, Walker—Burnet, or Forest Hill—Undercliff. Finally, for whatever its worth—and subject to a rail hostile slope above—part or all of Walker Road was upgraded with cobblestone paving.

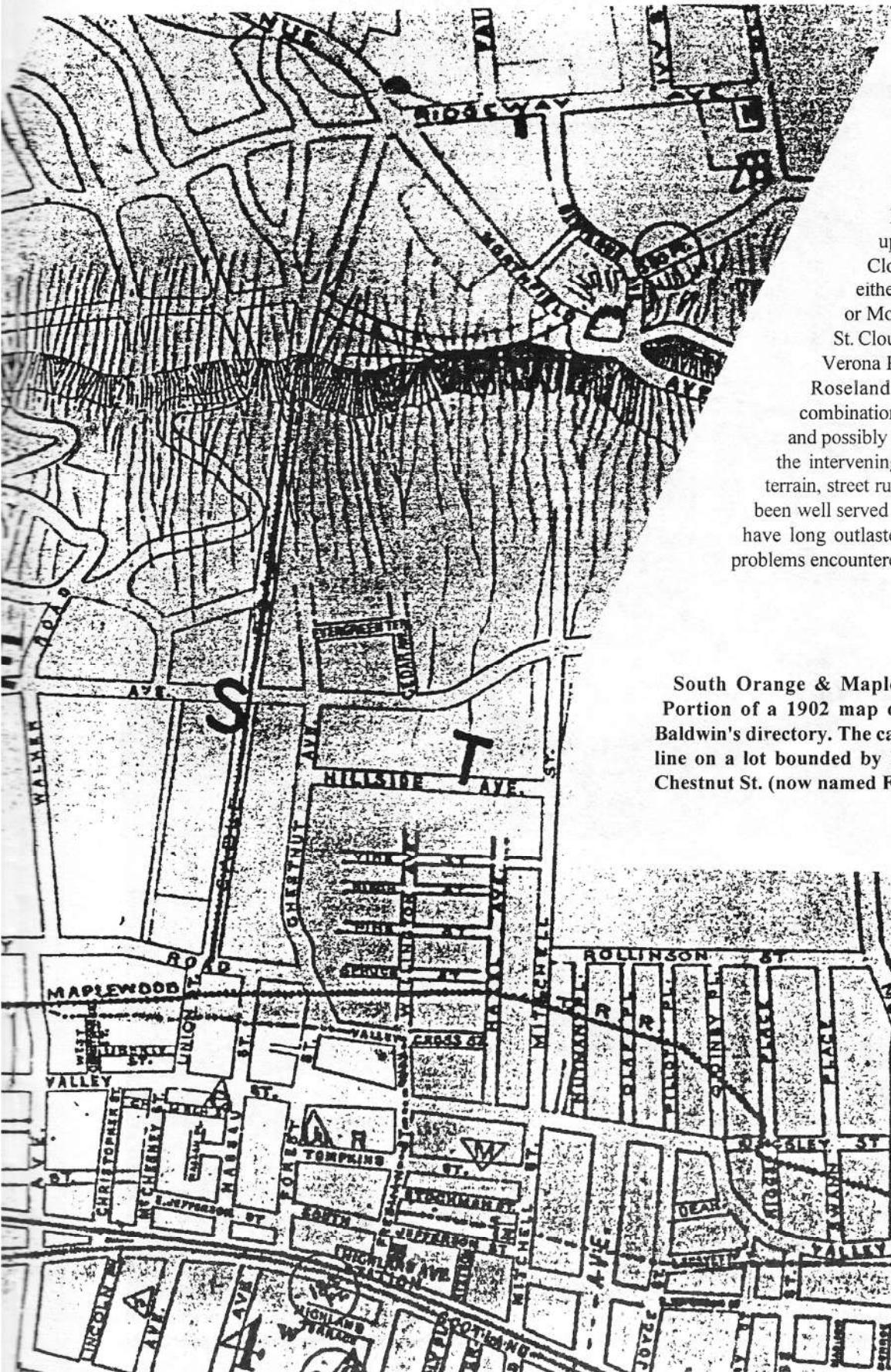
Undoubtedly there were many other similar operations in New Jersey which could be “unearthed” with even cursory research, the assistance of local historical societies, or diligent inquiry to successor utilities and highway/public



works departments. At some point presentations to local groups would be essential.

As to the grandiose schemes, any through service via Main Street, Central Avenue, South Orange Avenue and possibly Bloomfield Avenue (at either end) up the Mountain route into the St. Cloud section of West Orange which either continued west into Livingston or Morris County or turned north along St. Cloud Avenue/Pleasant Valley Way to Verona Park or along Livingston Avenue/Roseland Avenue into Caldwell or any combination thereof would have accelerated and possibly radically changed the character of the intervening areas. In light of the presiding terrain, street running and extensions would have been well served by All Service Vehicles and may have long outlasted other such operations due to problems encountered by gas and diesel buses alike.

South Orange & Maplewood Traction Co. route. - Portion of a 1902 map of the Oranges prepared for Baldwin's directory. The carhouse was located west of the line on a lot bounded by Nassau St., Valley Road, and Chestnut St. (now named Forest Hill Road). See D23.



The Direction of Transit Service Had PSCT Really Been Coordinated (Cont'd.)



Dick Short Photo Frank Miklos Collection

Philadelphia Transit Corp. 2606 operating on narrow one way Chestnut St. at Broad typifies the scene had PSCT converted to PCCs rather than buses. Large urban building dwarf the PCCs.

...Had PSCT Really Been Coordinated - Continued from page 7

Track cost estimates are believed to be on the high side.

Cars replaced between 1935 and 1938 were anywhere from 20 to 32 years old and most of the older cars were scrapped. Those 20 year old cars ran for another 12 to 15 years. A new PCC in 1935 had a minimum service life of at least 30 years. Most of the buses and all of the ASVs new between those years were replaced by 1948 except for the YC736s that ran until 1953. At that time a PCC would have served only half its potential therefore, replacement vehicles made up until 1953 should have costs charged in addition to those of the original replacements. Rail service is a long term investment. Buses and the ASVs are short term throw aways. Comparison costs between the two types over

periods of 30 years apparently were never made by PSCT. Most certainly General Motors never provided any such statistics. The costs of additional operators and maintenance personnel must have been assumed to have been more than met by track renewal and maintenance savings.

The ASV or bus with much smaller capacities versus the PCC seems to have been decided as adequate for present and future traffic demands. In the first few years PSCT was correct but it was then hit with a tidal wave of traffic before, during and for some years after World War II. This possibility was never considered by Transport while Electric and Gas operations of Public Service always assumed such events would happen. Upper

management of PSCT was as deficient in preparing for the future as its ASV and bus was in handling traffic, reducing costs and increasing profits. The seeds for the elimination of Public Service Coordinated Transport itself, were sown starting in 1935 and by 1950 had bloomed into traffic erosion and high costs that continued until the company was sold to New Jersey in 1980. Over 75% of the traffic once moved had, by this time, been lost. One service that remained stable was and is the PCC operation in the City Subway. If Public Service CT had its way in 1935 this service would not have started.

The year 1934 was the last before the elimination of trolleys and the 720 cars in operation then moved 130,416,302 passengers. New Jersey Transit in 1966 moved 129,402,000 passengers on 1,800 buses. Transit use by the public is now at all time low as regular riders in NJT number about 320,000 daily, or about 5% of the population of New Jersey. In 1948 Public Service had a transit base of about 1.5 million, or 25% of the population served.

A Light Rail proposal for the territory between Trenton and Camden is now being studied by NJT. The cost is estimated at \$400 million or some \$12 million a mile. Traffic estimates

Letters - Francis (Continued from page 3)

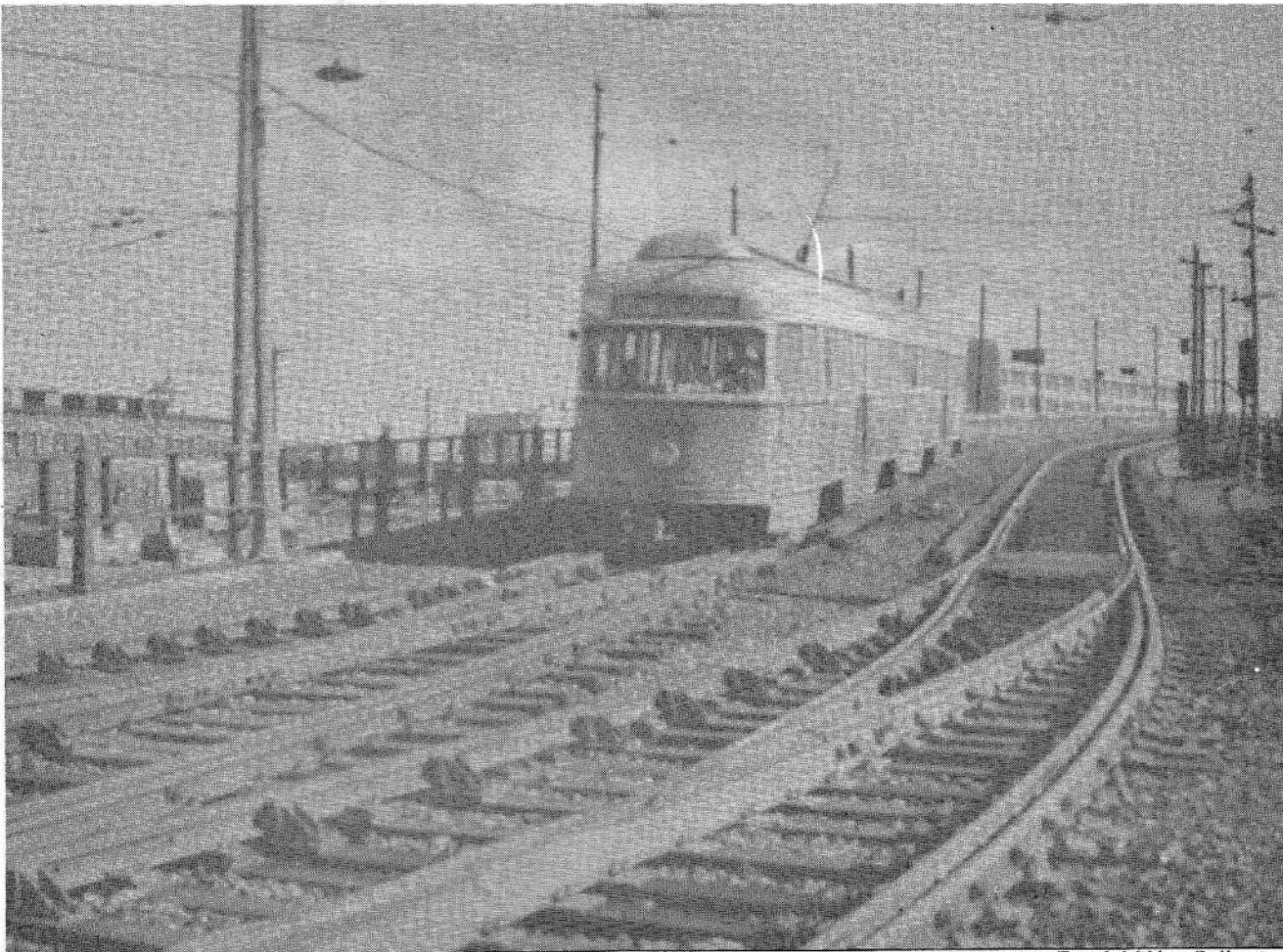
The last of [the] big trolley charters in Newark were for office and factory employee outings. I recall one outing went by trolley to Exchange Place, Jersey City and then an excursion boat.

For years the biggest excursion out of Newark was the annual Prudential Insurance Company employee excursion to Asbury Park. Special and extra trolleys in the morning to Central RR of NJ at Broad St. Cars met the trains that evening.

Perhaps the strangest charter in Newark was when the Essex County Hospital moved patients from Newark to Cedar Grove to a new mental and tubercular hospital. Cars ran to North Newark and patients transferred to Erie RR-NY & Greenwood Lake line to Cedar Grove. After 18 months after the trolley tour I was on the PSE&G payroll. After 58+ years I still am! Yes, now on the pension payroll.

PUBLIC SERVICE

approximate what existing bus lines now move. PATCO has not been questioned as to its ability to move increased traffic in rush hours, if it in fact develops. There is a real probability that the cost of new rail line is such that it is not a viable option. That is not a pleasant prospect but since 95% of the population uses transit rarely or mostly not at all, the future is far from bright.



Frank Miklos Collection

A Boston PCC exits the elevated structure. Elevated structures, like PSCT's Hudson County viaducts, would have eased street congestion.

Original Rolling Stock of the Trenton & New Brunswick Railroad

By Robert Yuell

I have been researching Fast Line trolley articles in the three newspapers of New Brunswick: Home News, Press, Times and the three newspapers of Trenton: Gazette, Times and the True American. In these articles mention is made of the original rolling stock equipment that this trolley line used.

The E&T RR also removed the city names on the cars so the only identification was by number. The E&T RR used the cars until April 1, 1912 when the Public Service took over.

In summary: there were six passenger cars (2 combination passenger and baggage and 4 passenger cars), a flat car, a line car and a steam railroad locomotive. Below is the information I found about each of these nine cars and the newspaper citation, if applicable.

Poor's Manual for 1903 and 1904 mention: "Dummy engine - 1. Cars (electric, 6; flat, 2), 8."

ORIGINAL T&NB RR FAST LINE CAR NUMBERS AND NAMES PASSENGER & BAGGAGE COMBINES:

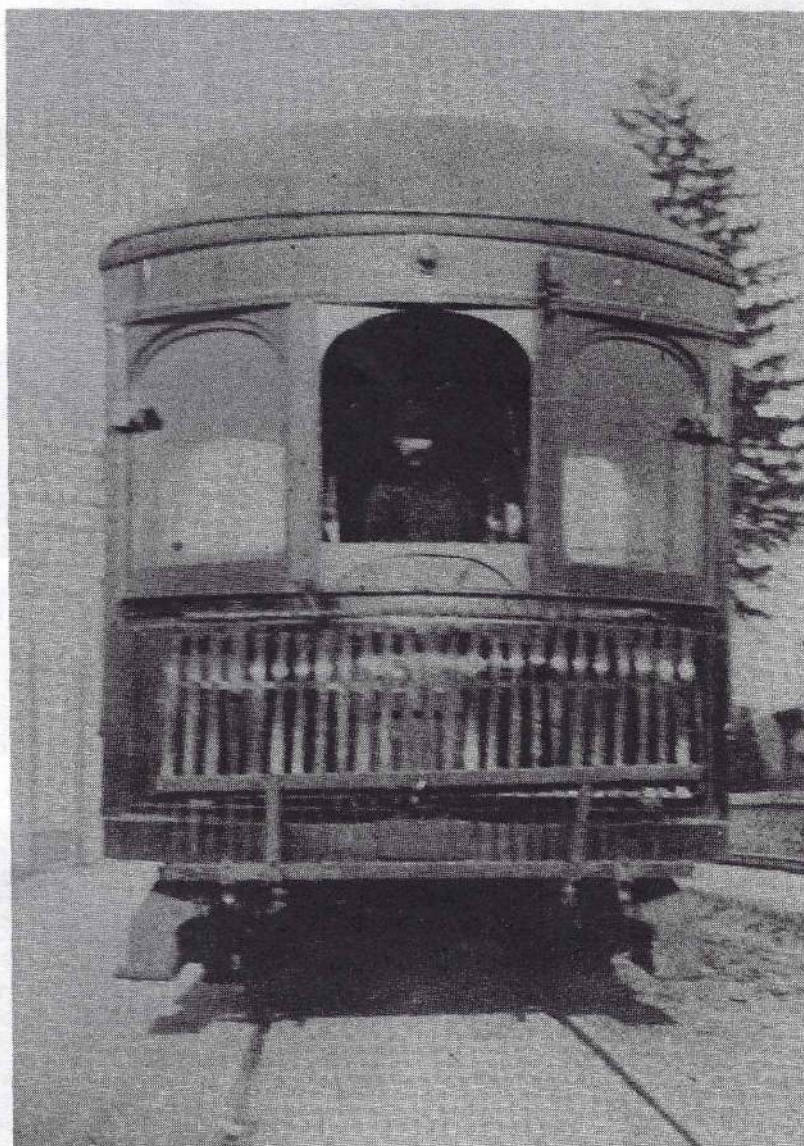
- 1.) Number 10...New York
(By knowing Philadelphia - from Ed Francis)
- 2.) Number 11...Philadelphia
(Name visible on a good print - Ed Francis)

PASSENGER CARS:

- 3.) Number 25...Trenton
(the photo defines it)
- 4.) Number 26...New Brunswick
(sketch of car #26, New Brunswick with an article in the New Brunswick Daily Press dated 9/24/1902).
- 5.) Number 27...Bound Brook
(the photo defines it)
- 6.) Number 28...Metuchen
(by knowing the other passenger cars)

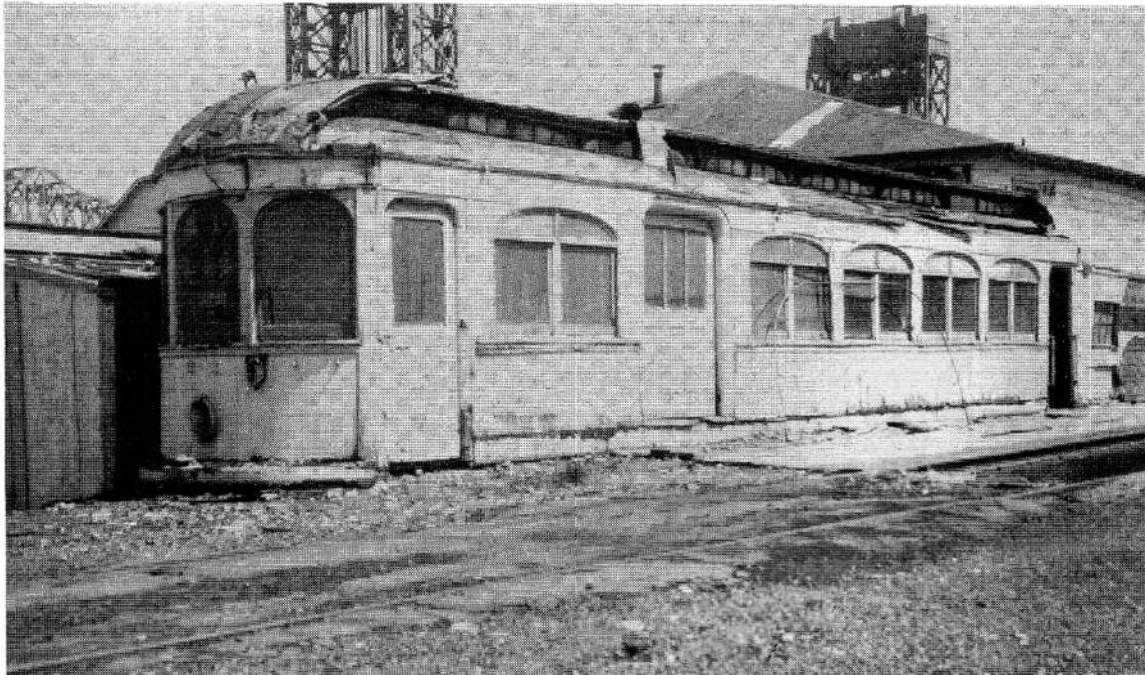
Cars mentioned by name in newspapers were: New York, Philadelphia, New Brunswick, Bound Brook and Metuchen and by number were 11, 26 and 28.

There six cars were used by the Trenton & New Brunswick Railroad until May 18, 1910, when a new company, the Elizabeth & Trenton Railroad was incorporated. The incorporation of the E&T RR necessitated the change of company name on all six cars.



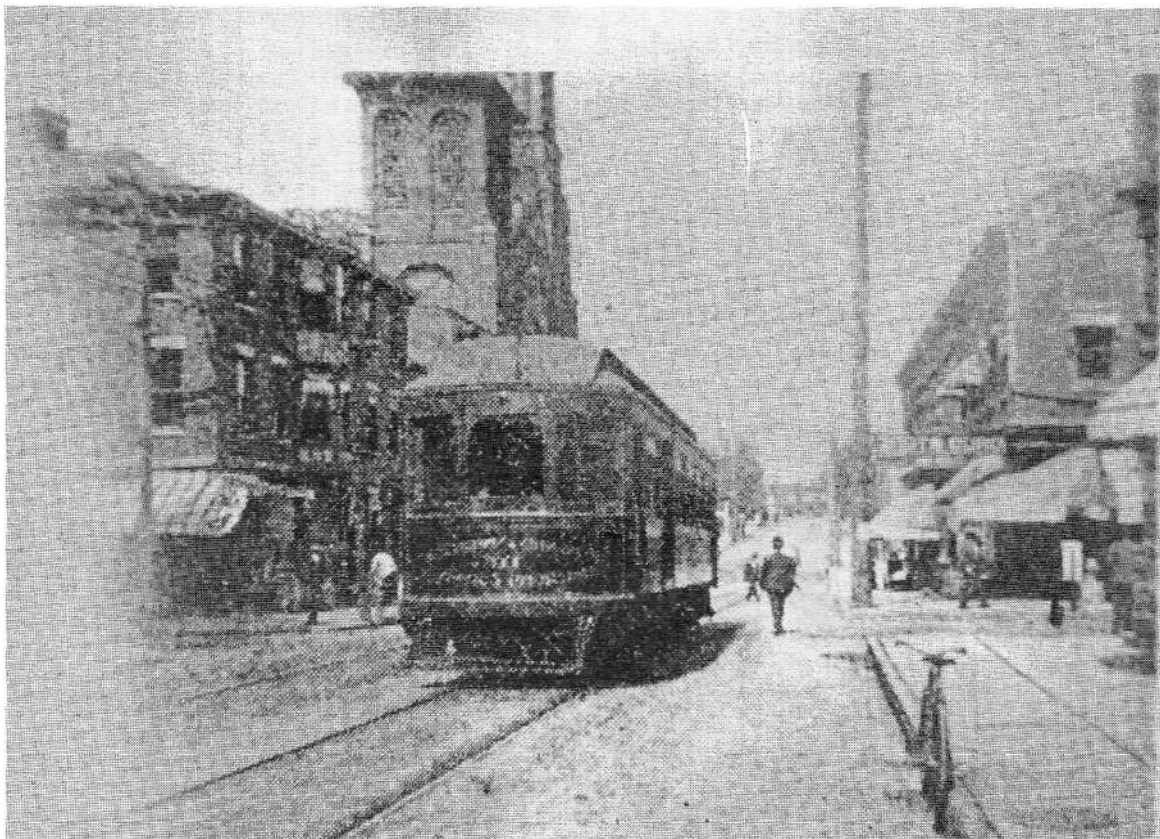
Collection of John Brinckmann

Public Service Railroad Company car #1877. Built in Niles, Ohio in 1902 by the Niles Car and Manufacturing Company. Milk and freight car (former Trenton and New Brunswick Railroad car #10). Photo is circa 1920 but the exact location is unknown. Here it is apparently operating as the milk car between Trenton and New Brunswick.



Collection of North Jersey Chapter of NRHS

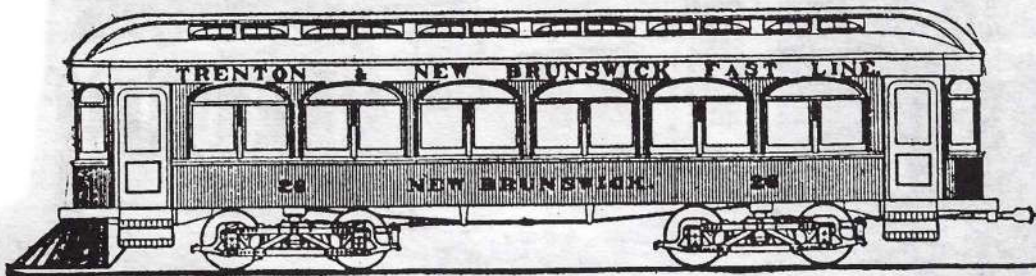
Public Service Railroad Company #1877. (Former Trenton and New Brunswick Railroad car #10). It was used to haul milk on the west end. Built in Niles, Ohio in 1902 by the Niles Car and Manufacturing Company. Here it is pictured at Passaic Wharf, January 21, 1939, off its trucks and used as a yard office.



From a 1903 trolley guide. Collection of Barker Gummere

Trenton and New Brunswick Railroad car #11, the Philadelphia, on George Street, New Brunswick circa 1903

FINE EQUIPMENT FOR NEW BRUNSWICK ROAD



When the Trenton and New Brunswick Railroad company opens its line next month it will introduce to this section of the country a car which for speed and beauty has never been excelled.

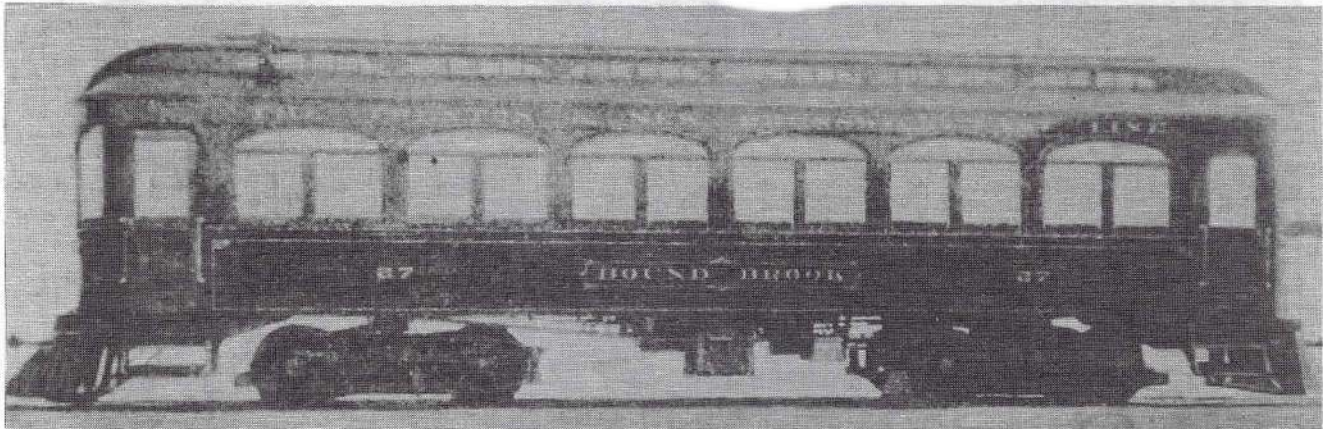
The company will designate all its cars by name and in addition to numbers as the Pullman cars on other railroads are named. Such names as Trenton, New Brunswick, Metuchen, Bound

Brook and Bordentown will be used. In general type the cars will resemble those used on the steam railroads. They will be forty-five feet long and capable of seating fifty people. The seats will be arranged crosswise and the floors will be carpeted. The car will be lighted with thirty electric lights, which is more than in any other car in operation at the present time. The mechanical equipment of the cars

will be of the latest pattern. Each car will be supplied with air brakes, so-called on double trucks. Upon each truck will be mounted two .50 horse power motors, making four motors or 200 horse power to propel each car. The cars will be operated at a schedule speed of about 35 miles an hour. The latest electric headlights will be used. In addition to the style of car pictured above there will be combination baggage and express cars, which will be painted a bright red.

Collection of Robert Yuell

Article from the Trenton True American - August 29, 1902



Collection of Elmer Fry

Trenton and New Brunswick car #27, the Bound Brook. A builders photo at the Niles Car and Manufacturing Company, early 1902.

Former T&NB combine (passenger and baggage) car #10 (the New York), renumbered as 1877, was put into milk service by the Public Service Railroad (PSRR) on July 18, 1913 between Trenton and New Brunswick. It was known as the "milk car". According to Ed Francis, PSRR replaced the trucks, motors and controllers with new equipment. The Public Utility Commission (PUC) approved an increase of rates on July 18, 1913 for the passenger fares and milk tariff. The rates of milk fare included the return of the empty can and were irrespective of distance. These rates were as follows:

Size	Old Rates	New Rates
20 qt. can	5 cents	5 ½ cents
30 qt. can	7 ½ cents	11 ½ cents
40 qt. can	10 cents	15 cents

This service was discontinued on September 10, 1925.

According to Wilbur Sherwood, #1877 showed up at the Newark Shops (Plank Road) on March 24, 1929 and was repainted gray on April 27, 1930. On the 1929 date it still had its trucks and equipment. According to Ed Francis, these were eventually removed and it became a tool shed/field office at Passaic Wharf where Public Service scrapped its cars. I have photographs showing it as a tool shed/field office dated 1939 and 1948. Walker-Gordon Dairies of Plainsboro apparently shipped small amounts of milk to the Castenea Dairy in Trenton and returned empties the same way. The date of scrapping for #10/1877 is unknown.

Ed Francis told me that the car #11/1878 (the Philadelphia) was sent to the Bergen Division of PS Ry. in 1913 and used mainly on the Englewood Line. It was also used on the Hawthorne Line from Paterson to Ridgewood. This car was a combination passenger and baggage car until 1917. It was then rebuilt without the baggage compartment. The car was scrapped on December 30, 1928. I have a photo from NRHS that mentions ex-T&NB RR car numbers 11, 25, 26, 27 & 28 were at Edgewater Terminal on 4/28/24.

The other four cars were sent to the Bergen Division of PS Ry. in 1913 and used mainly on the Englewood Line. These cars also ran on the Hawthorne Line. The specifics are as follows:

Original #	Date Renumbered	New #	Date Scrapped
25	4/08/1913	1879	2/17/1930
26	8/13/1913	1880	2/17/1930
27	7/04/1913	1881	2/17/1930
28	7/30/1913	1882	2/17/1930

These were the Newspaper References:

"The cars were forty five feet in length, of stream railroad type, and having a seating capacity for fifty people. The seats will be placed crosswise, with the center aisle, with carpet upon the floor, and each car was lighted by thirteen electric lights, thereby having more lights than any car in operation upon any line of railroad at

the present date. Each car will be supplied with air brakes and two trucks, and upon each truck will be mounted two fifty horse power motors, making four motors or 200 horsepower to the car. The latest style electric arc headlights will be used"...The cars will be easily recognized, as the exterior will be painted a very bright red, which is something new for coloring of a trolley car in this section"... "In addition to being numbered as usual, the cars will each be named..."

August 28, 1902 Trenton Daily State Gazette

"The new cars of the company, which are said to be the finest to be found on any traction road in the State, arrived at Dayton yesterday."

September 23, 1902 New Brunswick Daily Times

"The new cars are now stored at Dayton."

September 24, 1902 New Brunswick Daily Press

"The new car is painted a deep rich maroon similar to the standard color of the PRR. The New York is a combination car with a compartment for baggage. It was equipped with a pilot at each end and a fender is placed on the forward end when running."

November 3, 1902 New Brunswick Daily Press

"The car New York is a combined passenger and baggage car, nearly one-half is used as a baggage car, with a sliding door on each side"... "The rest of the car is used for passengers, the seats being of cane, with cane back, and arranged as are seats in the passenger coach, facing the front of the car. The seats have reversible backs, so they can be changed when desired. The cars are very heavily built and are fitted out at each end with a pilot like that on locomotives. In the part of the car reserved for passengers, there are several large plate glass windows, and over each of these there is a very pretty ornamentation of light coloring resembling marble of various colors. The name of the line is on the top of the car and name of the car is in the centre of the large panel below the windows. A noticeable feature was the placing of green flags at the end of the car. This is always done on railroad trains to designate the end of the train, but has never been seen on trolley cars before. These flags were placed yesterday one on either side of the car at the rear end"... "The motorman and conductor wore the regulation blue uniforms with silver colored buttons."

November 3, 1902 New Brunswick Daily Times

"The cars of the road are handsome double-truck affairs fitted out with every modern electric car appliance"

November 6, 1902 Trenton Daily State Gazette

"The equipment of this road consists of six passenger coaches, four of which are of the regular type and two are combination cars. None except the combination coaches have a place for smokers. The coaches are 45 feet long, 9 feet wide, sit high on the trucks, have steam car roofs and Pullman windows. The exterior is painted bright red, without trimmings. Inside they are finished in light wood, rattan seats and the walkover pattern are used, and the windows raise like those in steam cars, which is a great improvement over those of the average trolley car. The ceiling is painted green, and is thickly studded with incandescent lights. The heat is supplied by means of small hot water heater placed underneath the body of the car, with pipes running along the sides, under the seats. The cars are constructed by the Niles Car and Manufacturing Company, and are fine specimens of the

car builders art. The cars are equipped with pilots, arc headlights, Christianson air brakes, and whistles, which are placed in front of the motorman. Green flags by day and green lights by night are carried on all regular cars, in the same manner as upon steam railroad trains."

November 27, 1902 Trenton Daily State Gazette

"...brilliantly decorated with electric lights..."

June 25, 1903 New Brunswick Daily Press

"The cars are large, heavy and fast, with upholstered seats..."

September 29, 1903 New Brunswick Daily Press

"It weighs about 25 tons" ... "has 4 50-horse power motors..."

August 31, 1905 Trenton Daily State Gazette

7). Flat Car - This car was thirty feet long with link and pin couplers; capacity of 35,000 lbs.; hand brakes; no motors; it was at Plainsboro Carhouse until 1927 when it was scrapped. Car was not numbered. Builder is unknown...Information from Ed Francis.

These are the newspaper references:

"New cars will be monsters The first of the new cars to be used on the Trenton-New Brunswick trolley line, arrived at Dean's Station yesterday. It is ten feet wide and very fine. It is an open car, with an aisle the length of the car between the two rows of seats. It can be transformed into a closed car for winter use. The car is stored at the Dean's Station for the present." This reference is believed to be the flat car, not the line car.

June 19, 1902 New Brunswick Weekly Home News

"...and had a flat car trailing." "...with the flat car behind."

August 29, 1905 New Brunswick Times

"... had a flat car trailing." "with the flat car behind."

August 30, 1905 Trenton True American

"...A red Trenton fast line car doing duty as the motive power for a work car out repairing breaks in the line."

August 20, 1905 New Brunswick Daily Press

"...when #11, pulling a flat car..." "...and the flat car behind, it was thrown from the track by the force of the impact..."

August 30, 1905 Trenton Evening Times

"The Fast Line car was an extra, carried no passengers, and was drawing a flat car."

August 30, 1905 Trenton Evening Times

"It was pulling a flat car trailer..."

August 30, 1905 New Brunswick Home News

8). Line car - There is little information. This car was not numbered but the name "duplex" showed on the record card. Builder is unknown. Thought to have been acquired second hand. Date of scrapping is unknown, but it was in the Public Service inventory of 4/1/1912.

Information from Ed Francis.

9). Steam Railroad Locomotive #280 - Sold by the Manhattan Railway (the NY elevated line) to the T&NB RR on 9/19/1902 and could have been delivered in time for the handling of the 6 T&NB RR cars which arrived at Dayton on 9/22/1902. The T&NB RR did not have a machine shop able to take care of the

steam locomotive. It would have been delivered at the Dayton siding with the PRR. It apparently was not numbered.

...Information from Ed Francis

"Manhattan Railway Company #280, 0-4-4 R.I.L.W. 865, built 6/1880. Built 2-4-2T. Rebuilt 1894. Cylinders 11" x 16", Drivers 39" diameter, weight 42,454 lbs. Was Class J of Manhattan Railway Company."

From the records of the Interborough Rapid Transit Company. Published by the Electric Railroaders

Association and edited by George Horn.

It was listed in Poor's Manual as being in service as of December 1908 and not mentioned after that. The assumption is that it could not be repaired and was scrapped sometime in 1909.

These are the newspaper references:

"One of the trolley cars has been drawn over the road for several days past by a small donkey engine."

October 16, 1902 New Brunswick Times

"In addition to the electric equipment, the company owns a locomotive, of the type used on the elevated RR, and this is used to haul the work train and also to convey coal from the PRR at Dayton to the powerhouse. The coal is delivered upon a siding by the PRR locomotive, and the T&NB RR locomotive hauls the cars to the powerhouse, a distance of about five miles."

November 27, 1902 Trenton Daily State Gazette.



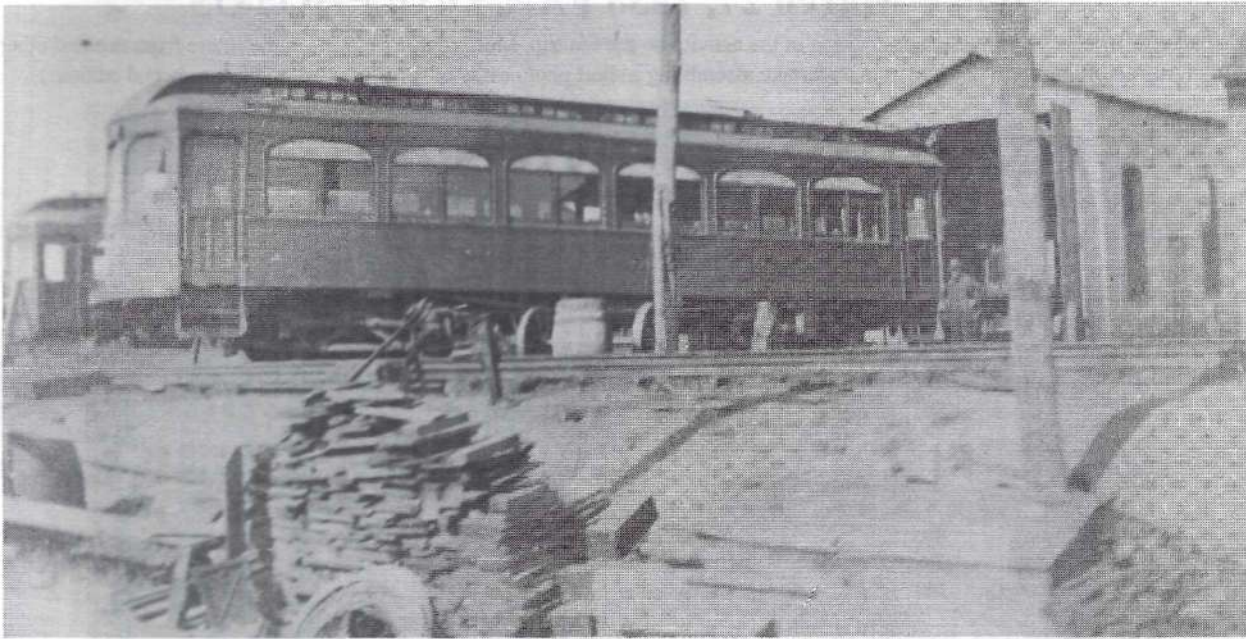
Letters -O'Connor (Continued from page 3)

have benefited and the trolley might still be around today. The HADDON HTS. Line could have become an early version of the PATCO line. Even after the bridge opened this line still had 47 cars assigned.

The difference in seating capacity of cars 2811 and 2812 from the De Luxe version was because of the longitudinal seating in the last two. The De Luxe cars had two rows of ten double seats and two longitudinal seats along the first three windows that could seat six passengers each. The capacity of the De Luxe version was 52 seats. The other two cars had room for 48 passengers in seats. To date there is no proof that the cars ever ran anyway except as shown in the pictures in Destinations June 1996.

My first knowledge of the 2800s was in Newark in 1933 where I saw them operating on 27 MT. PROSPECT. I also have a Public Service route description map for the early 1930s showing a 2800 on the front cover with a 27 route sign. Years later, in the fall of 1937, I saw the cars at the Union City car house still with 13 BROAD signs. The cars ran on the PALISADE line breaking in motormen in 1937 and 1938. They also ran on the SUMMIT line when first put into service at Union City. Most of their service in the 12 years span on the Hudson Division was on UNION CITY.

Continued on page 19



Collection of John Brinckmann

Trenton & New Brunswick Railroad car #28, the Metuchen, at the entrance to the Plainsboro carhouse. Undated

Letters - O'Connor (Continued from page 18)

Public Service 4724

This vehicle was a diesel electric conversion of a gas-electric type Z-AAAP 357 built in 1929. In 1940 some 100 of the 2623-2763 series were changed to diesel prime mover power. The groups were assigned as follows: 4700-4741 Essex Division, 4742-4776 Hudson Division and 4777-4799 Passaic Division. The only one that ever got ASV equipment was 4724. It was not intended for City Subway service but rather as a demonstrator to see if further ASV requirements could be met from the newer Z357s - by two or three years - than the Z AL265 or Z AAAP 328s that were then in use as ASVs in the 9774-9999 series. Except for 4724 this never happened. The vehicle was not included in my analysis because it did not play any significant part in the ASV story. It ran most of its service life as a diesel electric.

Track Structure and Car 2694

Page 12 shows this car in operation on typical track structure on the 25 SPRINGFIELD line in downtown Newark. The rail, special work and paving were all in great shape and this was the case for almost the entire line. Most of the infrastructure, as we say today, is still in place, paved over for sure. This represented an investment wasted in that it never had a chance to return more than a small fraction of money and effort put into installing it. While the ASV took over the loss was made certain thanks to General Motors and Matthew R. Boylan. Car 2694 had come to 25 SPRINGFIELD only a few months before after some 16 years service on 31 SOUTH ORANGE which went ASV in November 1936. The

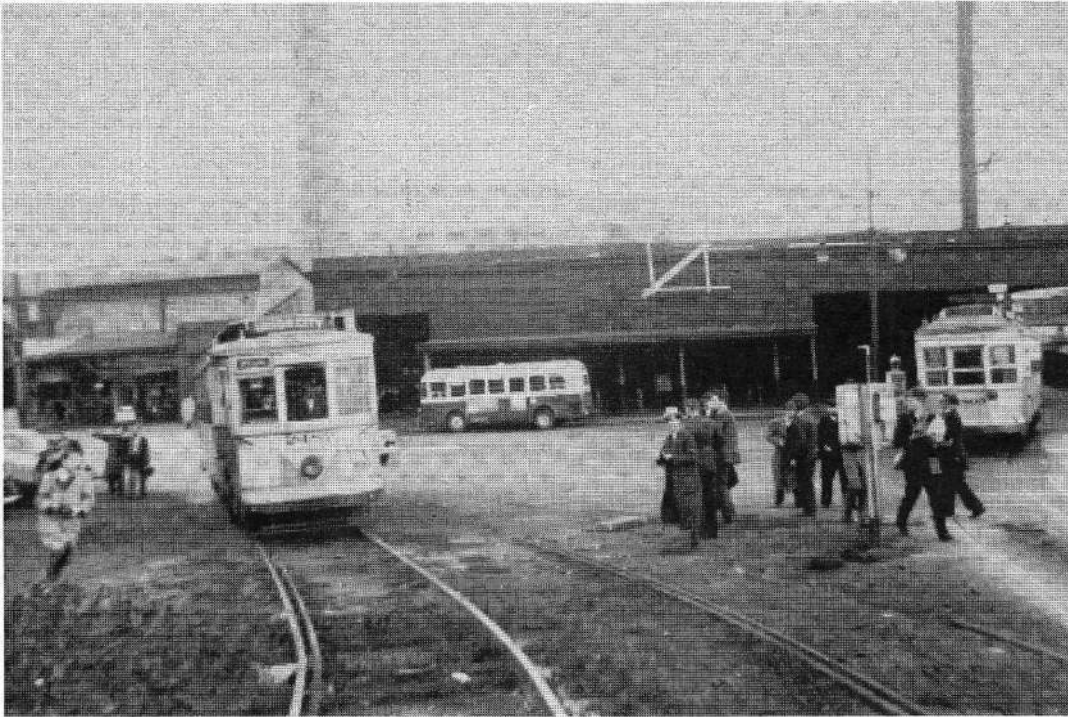
car would move to Greenville later in 1937 to run on JACKSON for about 12 years. This old veteran ran from 1917 until 1949 and cost \$7,649 new. It produced an excellent return on investment whereas its capital cost per year was \$239 vs the \$13,166 cost of the ASV that replaced it on 31 SOUTH ORANGE for an 11 year capital cost of \$1,197 per year. Present New Jersey Transit buses cost about \$250 thousand each and have a life of about 12 years. Why anyone should be surprised at the cost of transit is a mystery only to the extent that few pay any attention to such matters.

Car 2302

Shown on page 6 on the WESTFIELD line on the Southern Division the car is equipped with Standard C-50P trucks and they are apparently equipped with high speed gearing. The type support on the equalizers shows this. When new as car 1892 and used up north the car had Brill 27G trucks and had gearing for about 32 MPH. When it was sent back to North Jersey it got back its Brill 27G trucks and the old gearing. The car ended service in school trip runs on 49 UNION in 1935. New it cost about \$6,000 and the ASVs that replaced it on 49 UNION ran for less than half the period that the 2302 did. But they cost more than twice as much and this does not count increased operator cost because of greater vehicle requirements in ASV operation. The trucks under 2302 on the Southern Division probably came from one of the destroyed RIVERSIDE cars, 3590, 3610 or 3612. Only these type cars had Standard C-50P trucks on the Southern Division.

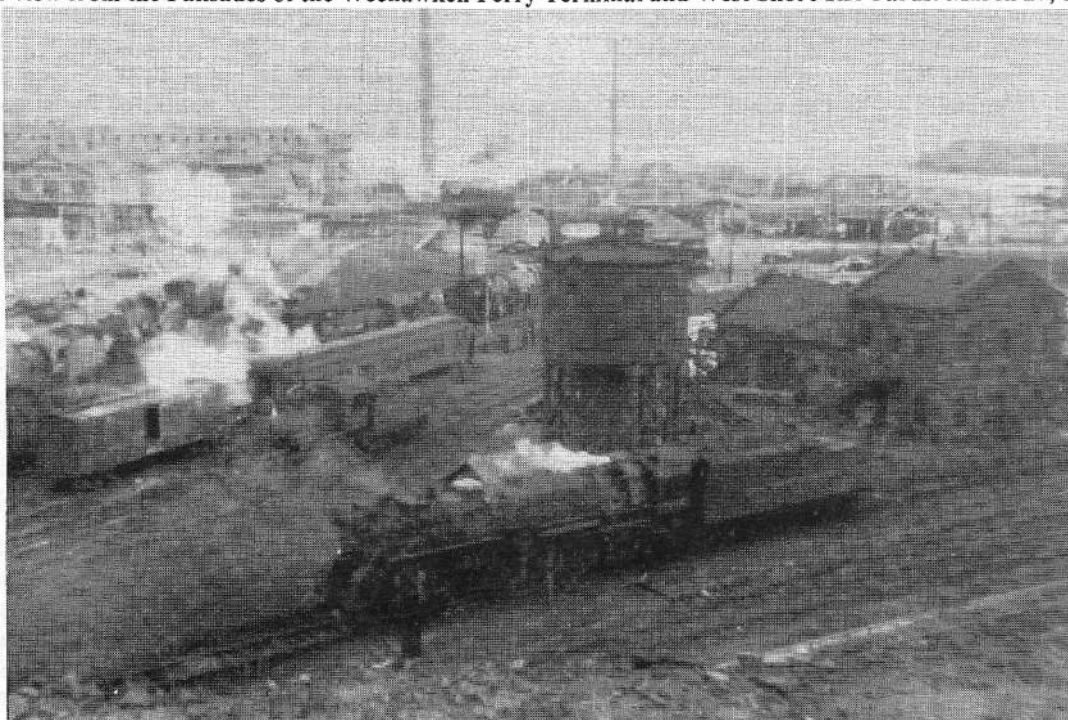
MORE March 27, 1938 FAN TRIP PHOTOS

Ray Neveil, Brielle, NJ provided these views of the activity on the fan trip. More of Ray's photos in the future from this and other trips. (Any ambitious individual want to undertake assembling a short photo essay of the trip? We'll publish a special edition!)



Ray Neveil photo

The view from the Palisades of the Weehawken Ferry Terminal and West Shore RR Yards. March 27, 1938



Ray Neveil photo

Union City run departs Weehawken Terminal as fan trippers inspect the site.



NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

1997 REPORT OF ACTIVITIES

The year 1997 was a good one for the association. With the support of our members we were able to make progress on several fronts. We ended the year with a modest cash surplus and were able to maintain the same dues for 1998. Our 1997 financial report is presented on page 2.

MEMBERSHIP REPORT

At the close of 1996 our membership stood at 133 persons. Of these, 123 renewed for 1997, a truly remarkable rate of renewals for any organization. During 1997 we took in 16 new members so that our active membership at the close of 1997 stands at 139. We appreciate your support and look forward to serving our members in the upcoming year.

MEETING REPORT

Regular meetings were held on the third Tuesday of each month (except July and August) at the Claude Reed Center on Irving Street in Rahway. Unlike 1996 when winter blizzards forced the cancelation of at least one meeting, we were able to maintain our full meeting schedule. Several members including Bill McKelvey, Harold Geissenheimer and Jim Hoffman put on interesting slide presentations. A movie program was presented by Bruce Russell. For the first time we had a guest speaker at our November meeting. Mr. Velhelle of Amtrak put on an excellent presentation about the Northeast Corridor electrification project. Our December meeting was the traditional members night where everyone had the opportunity to show a selection of slides. This was preceded by our Christmas refreshments paid for with money that was left over from the regular monthly refreshment donations.

Our special thanks to Bill Keigher for opening up our meeting room each month and for serving as our liaison with the City of Rahway. Thanks also to Bill McKelvey and Bob Hooper for bringing the beverages and refreshments to our meetings; to Ed Gibbs for serving as our entertainment chairman, and to Phil Stevenson for the use of his slide projector.

PUBLICATION REPORT

Printing our newsletter "DESTINATIONS" was our biggest expense. While we could come out with less expensive Xeroxed-type editions we feel that our members deserve a quality publication with pictures and features about New Jersey's traction heritage. This year we had many noteworthy articles including a salute to the 23-Central trolley line. Among the publication's contributors were George Knopf, Al Mankoff, John F.O'Connor, Bill Rhoads, Edson L. Tennyson and Charles Wrege.

One of the most important aspects of the publication is the additional information we receive about the topics that are discussed. These often provide us with follow-up articles for inclusion in later issues of DESTINATIONS. We want to thank all those who provided articles and encourage others to share their knowledge of New Jersey's once vast traction operations. Everyone owes thanks to our Editorial Staff for typing, laying out, and mailing each issue of DESTINATIONS. This work has fallen on a small group of members based

FINANCIAL STATEMENT

INCOME

Dues	\$2004.00
Train Show Revenue	1200.00
Contributions	951.00
Photo & Publication Sales	279.50
50/50 Ticket Proceeds	97.00

Total Income \$4531.50

EXPENSES

Newsletter Printing	\$1413.80
Photo Processing	695.80
Insurance	423.60
Train Show Table Rentals	285.00
Photo Collection Purchase	250.00
Bank Fees	188.75
Back Due Corporation Fees	135.00
Postage	113.00
Post Office Box Rental	104.00
Corporation Reinstatement Fee	100.00
U.R.H.S. Dues	100.00
Miscellaneous	20.00

Total Expenses \$3853.95

Excess of Income over Expenses \$677.55

Balance from December 1996 \$452.60

Balance on Hand - December 1997 \$1130.15

on the nature of the work. We would welcome anyone willing to assist our Staff in the production of "DESTINATIONS".

PHOTO COLLECTION

We are fortunate in having an archive of more than a thousand negatives of trolley and rail scenes. We are also working with member Ira Deutsch to obtain prints from more than 600 glass plate negatives which he acquired in the 1960s. These are being made as our finances permit. Unfortunately we cannot take these glass plates down to the local convenience store for processing, but we have found a professional photo processor who is doing an excellent job of providing us with high quality contact prints. These are outstanding views depicting major construction projects on the Public Service Railway system in the early years of this century.

Our most recent acquisition was the purchase of several hundred negatives from the collection of the late Bob VanBuskirk. These include numerous views of Public Service trolleys in the 1940s. They are now being catalogued in preparation for compiling a master listing of all the photos in our collection.

TRAIN SHOWS

The North Jersey Electric Railway Historical Society was represented at six transportation events during 1997. In February we had a table at the EastRail multi-media presentation at the Bergen Technical School in Hackensack. In March we participated in the annual Transportation Symposium at Drew University in Madison. During the same month we were present at the train show sponsored by the Jersey Central Chapter of the N.R.H.S. at Mother Seton High School in Clark. In May we had a busy weekend with a table at the Hoboken Festival on Saturday, followed the next day at the Communipaw Commemoratives train show in the old Jersey Central Railroad Terminal at Liberty State Park in Jersey City. We also attended their October train show at the same location. These shows are an important source of revenue for us through the sale of old magazines and photographs. They provide an outreach for the

association, thereby introducing us to others with an interest in electric traction. Thanks go to Ira Deutsch, Dan Dicso, Bob and Rob Hooper, Neal Huff, Bill Keigher, Janet McKim, Gary Madress, Frank Miklos, Walter Schaufele, Ken Winterling, and Marie and Norman Wright for assisting in manning the tables at one or more of the above train shows.

RESTORATION

Aided by good weather on summer weekends, we were able to make considerable progress in our equipment restoration efforts. Former Pennsylvania Railroad MP-54 No. 437 was stripped of its SEPTA red, white and blue colors and given a coat of red primer. Assisting in this work were: Perry Didriksen, Mark Donahue, Bob and Rob Hooper, Frank Miklos, James and George Tomczyk, Les Whitfield, and Marie and Norman Wright. In addition to stripping and priming the car, several rust holes were patched by Jim Tomczyk with the aid of his welding equipment. After completing the work on car 437 we turned our attention to car 413. This car was given a cosmetic painting several years ago for display at the Hoboken Festival. The paint was applied over the car's SEPTA colors. While the car looked attractive for a while, it has suffered from constantly peeling paint. Therefore we have begun stripping all the paint from that car and applying a coat of primer. Car 413 shows no sign of exterior rust so removing the deteriorating paint and priming it should set it up for a first class exterior paint job.

Meanwhile our goal is to move forward with Public Service car 2651. Jim Tomczyk donated a large tarpaulin which provides total protection from the weather. The Town of Phillipsburg is providing land for the construction of a building to house 2651 and serve as a workshop. A prefabricated building has been purchased with the assistance of the United Railroad Historical Society, and the Friends of the New Jersey Railroad and Transportation Museum. The site of the building has been graded, and concrete for a foundation and flooring should be poured in the Spring. The actual building will be constructed shortly thereafter. We look forward to the completion of this structure so that car 2651

can be moved and serious restoration can begin. Volunteers for our restoration work are always needed. Write us if you are interested in devoting some time to these projects. One of the most rewarding aspects of these efforts is seeing an important transportation vehicle of historical significance transformed from deterioration to showpiece condition.

U.R.H.S. AFFILIATION

New Jersey is unique in having an organization representing the interests of all of the state's railway historical associations. The United Railroad Historical Society was founded to provide a cooperative effort among the railroad historical societies for the establishment of a state railroad and transportation museum. Bill McKelvey is the North Jersey E.R.H.S. delegate to the U.R.H.S. and attends their monthly meetings.

Although the Commission established by the state legislature has not selected a site for the location of the museum, the U.R.H.S. and the North Jersey E.R.H.S. have endorsed Phillipsburg as their choice. This was an important railroad town and was served by most of the major New Jersey railroads. The officials of Phillipsburg have already provided land and money for museum purposes. We look forward to the day when New Jersey will have a first class transportation museum and welcome the opportunity to be a part of it.

SUMMARY

Much has been accomplished during 1997 and we enter 1998 in anticipation of more achievements. An organization such as ours depends upon the assistance of its members and we are grateful to those who volunteered their time in behalf of the association.

Among our disappointments was our failure to operate an excursion during 1997. Scheduling these events was difficult because of so many other rail activities that took place in New Jersey last year. We hope to make up for this in 1998 by possibly sponsoring more than one excursion, perhaps another Philadelphia trolley fantrip and a charter bus trip to a rail museum or tourist railroad.

Finally, while we ended 1997 with a cash surplus, our actual revenue was down from the previous year. This was balanced by a drop in expenses. To boost our income we have begun selling 50/50 tickets at our monthly meetings. Last year this generated nearly \$100 for the association which reflects an equal amount divided among some lucky members. Unfortunately our contributions declined by some \$400 during 1997.

Remember, we are a non-profit organization and all contributions are tax deductible. All contributors will be acknowledged in DESTINATIONS. Finally, if you know someone with an interest in the subject of electric railway operations, tell them about the North Jersey Electric Railway Historical Society. We will be happy to hear from them. Again thanks to everyone for their support during 1997.

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 Rahway Senior Citizens Center, 1306 Esterbrook Ave., Rahway, N.J. Beginning at 7:30 P.M., each meeting features a program featuring electric traction subjects.

Annual dues of the Society are \$15.00 per calendar year.

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