

\$5.00



The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Volume 15, No. 1

JUNE 2000



29 BLOOMFIELD LINE PHOTO TOUR

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 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.

Internet Site: www.NJERHS.org

President's Message

Tom Moran's letter correcting a photo caption in our "Recollections of Revisiting the #27 Pavonia Avenue Car Line" article brings into focus an important aspect of our work. This message is preserving history correctly.

Many pieces of history come to light long after the photographer has departed. Very few casual photographers documented the circumstances of an image or the date of the photo. Fortunately, we have some exceptions among them are Wilbur Sherwood, Albert Creamer, John Brinckmann and Howard Johnson. Countless other photographs are found without any descriptive data. Still other photo has incorrect captions added. Even professional photographers provide incorrect descriptive information. (See Tom Moran's letter to the editor.)

Through the efforts of numerous farsighted individuals, historic records relating to the electric transportation history of New Jersey. Using these records, we will endeavor to use that accumulated historical knowledge to assure accurate historical interpretation of the images that we use to illustrate our material.

With the decreasing number of individuals among us who has experienced our transportation history, we must develop other ways to document its history. This issue of DESTINATIONS presents a photo tour of the BLOOMFIELD 29 Line. The work is only a first installment.

We are have additional views of the line that are being researched to provide accurate caption information. These will be presented in future installments about the line.

Anyone can contribute corrections, amplifications or clarifications to the caption material. Additionally, we seek contemporary views of the scenes that have been recorded. Our members can assist by recreating the scenes presented and providing copies for publication.

Also, our works will not be limited to Public Service but cover electric transportation in New Jersey.

Bob Hooper

Cover: Public Service All-Service Vehicle D900 and 2604 share a refreshing break at the Bell St. Loop. D900 is in testing climbing the Montclair Hill - June 13, 1950.

North Jersey Chapter NRHS - Neg #561C

WELCOME TO THE WEB

The NJERHS web site is now on-line. Check out www.NJERHS.org for the latest Society news and events. Meeting schedules and topics will be posted. A list of DESTINATION topics is available for review.

Planning a trip? Check out the "links" section of www.NJERHS.org. We are assembling a list of museums and tourist operations sorted by state to help you plan accordingly.

Want to help? E-mail information you would like to see posted to admin@NJERHS.org.

MEETING LOCATION

NJERHS 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.



Destinations delayed: The completion of Destinations has been running late. This issues is being mailed in February 2001. All members of NJERHS for the Year 2000 will receive two issues of the newsletter. Thanks for your continued support of our volunteer efforts.

Letters to the Editor:

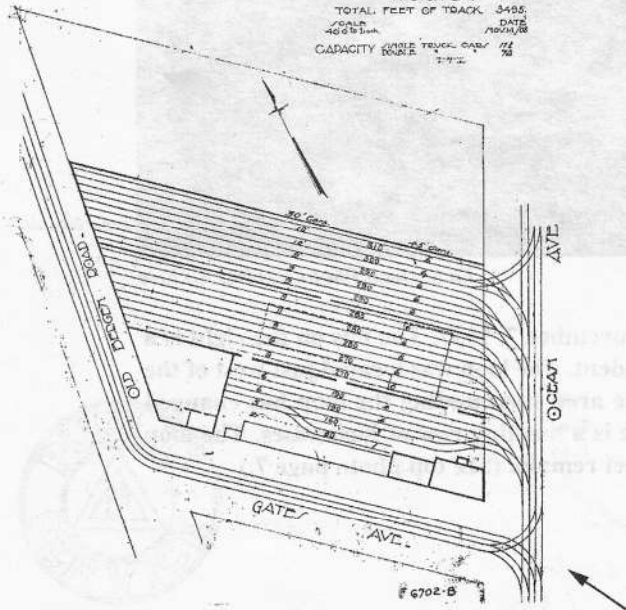
Tom Moran writes to correct the location indicated in our caption for Greenville Car House. He says " My dad – the original Tom Moran (Badge #72) - spent 36 years at the Greenville Car Barn (as he called it). My memory of the location differs slightly from the photo caption. He notes on a copy of the picture that Ocean Ave. is in the foreground. The photograph looks along Gates Avenue toward Old Bergen Road a block away."

Ed: Tom is quite correct. We have included a copy of the Car Barn Map confirming the correct location. The photographer was standing on the eastern side of Ocean Ave. looking north west. The line of buildings in the photo is along Gates Ave. More on Greenville in a future issue.



Foreground street is Ocean Ave. running left and right, intersecting street is Gates Ave. The view looks northwest.

GREENVILLE CAR BARN
 HUDSON DIV.
 TOTAL FEET OF TRACK 3485
 DATE 1/20/18
 CAPACITY DOUBLE TRUCK CARS 72
 TRUCKS 72



Member Joel Spivak is searching of slides of transit architecture, car barns, substations, waiting areas, subway entrances, etc. He will trade or buy. Call Joel at 215-755-7717

Electric Transit Notes - New Jersey

HBRL: The year 2000 sees the rebirth of light rail in Northern New Jersey with the opening and subsequent extensions of the Hudson Bergen Light Rail line in Hudson County.

City Subway: The year has also seen the preparation of this operation from PCC pole operation to PCC pantograph in anticipation for the new equipment. The PCC which have been an institution on the isolated City Subway track segment are being replaced in 2001. A new shop facility in the Silver Lake section of Bloomfield is being completed. The track rehabilitations to the Erie RR Orange track trackage and connection to the existing City Subway trackage is under.

Amtrak: On a heavier note, Amtrak is introducing high speed ACELA series along the Northeast Corridor.

Historic Landmarks Vanishing: As the building get older and the economic growth of the region continues, we see more of the familiar structures disappearing. The D.L.& W.. MU shed is scheduled for replacement. The old Public Service car barn which have been converted to other used are now being torn down to provide space for new construction. So get your pictures of these today while they are not just memories.

Coverage on these events and actions in future issues.

Public Service Railway Notes

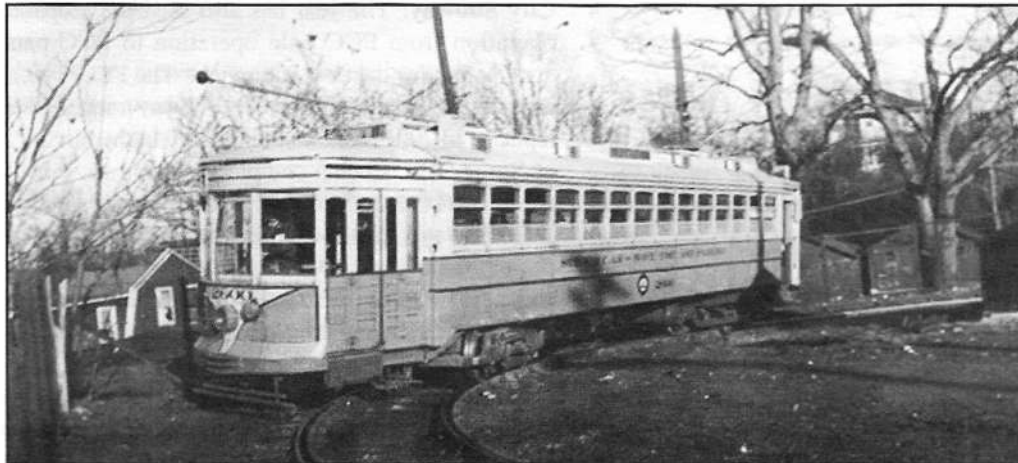
Trolley roof signs: Prior to general street lighting, it appears that Public Service Railway employed a roof sign with cut out letter for the route name (like a stencil) From photos, they appear to have been back light for night time illumination. (See photographs on car 902 (top of page 12) and car 2176 (top of page 19). Can anyone shed some light on this type roof sign? Does examples survive?

Shared equipment: From car equipment records, we know that PSR moved running gear and electrical equipment between the open and closed cars. From May to September, the open cars had the gear and it was transferred back to the closed equipment is September. PS 4162, pictured on page 12, shared equipment with 2600 series cars (2648, 2620, 2633, 2616, 2603, 2604) in different years. Sometimes the equipment came from one car in the spring and went to another car in the fall.



Ed Sosman Photo NJTHC Archive

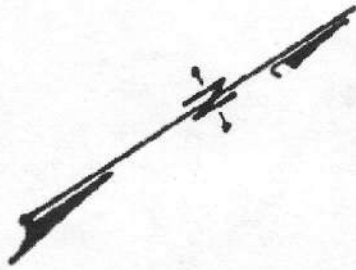
PS 2667 Bloomfield Line car leaves Caldwell Loop on November 7, 1937. The bus on the right is a deluxe Decamp and the one on the left is a small independent. The loop was located just west of the intersection of Bloomfield and Central Aves. Today, the area surrounding the loop has changed greatly. The knoll where Ed stood to capture this image is a bustling row of businesses. The loop entrance is a bank. Some of the buildings across the street remain. (See top photo page 7.)



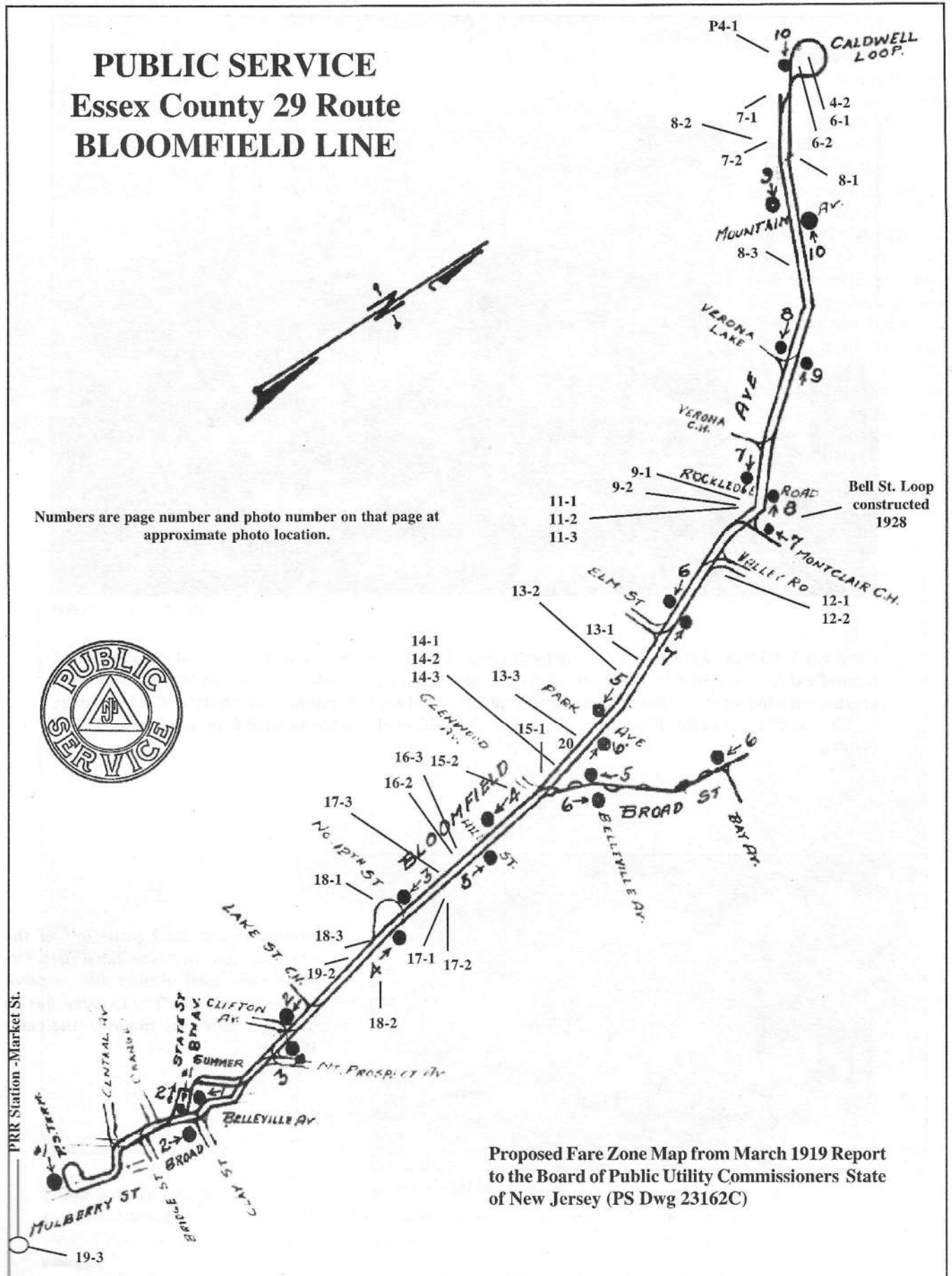
BM Photo - Frank Miklos Collection

The loops constructed by Public Service always permitted the cars to demonstrate their dexterity. Here 2600 leaps around Caldwell Loop - March 30, 1941. Today, the site is a bank and parking lot.

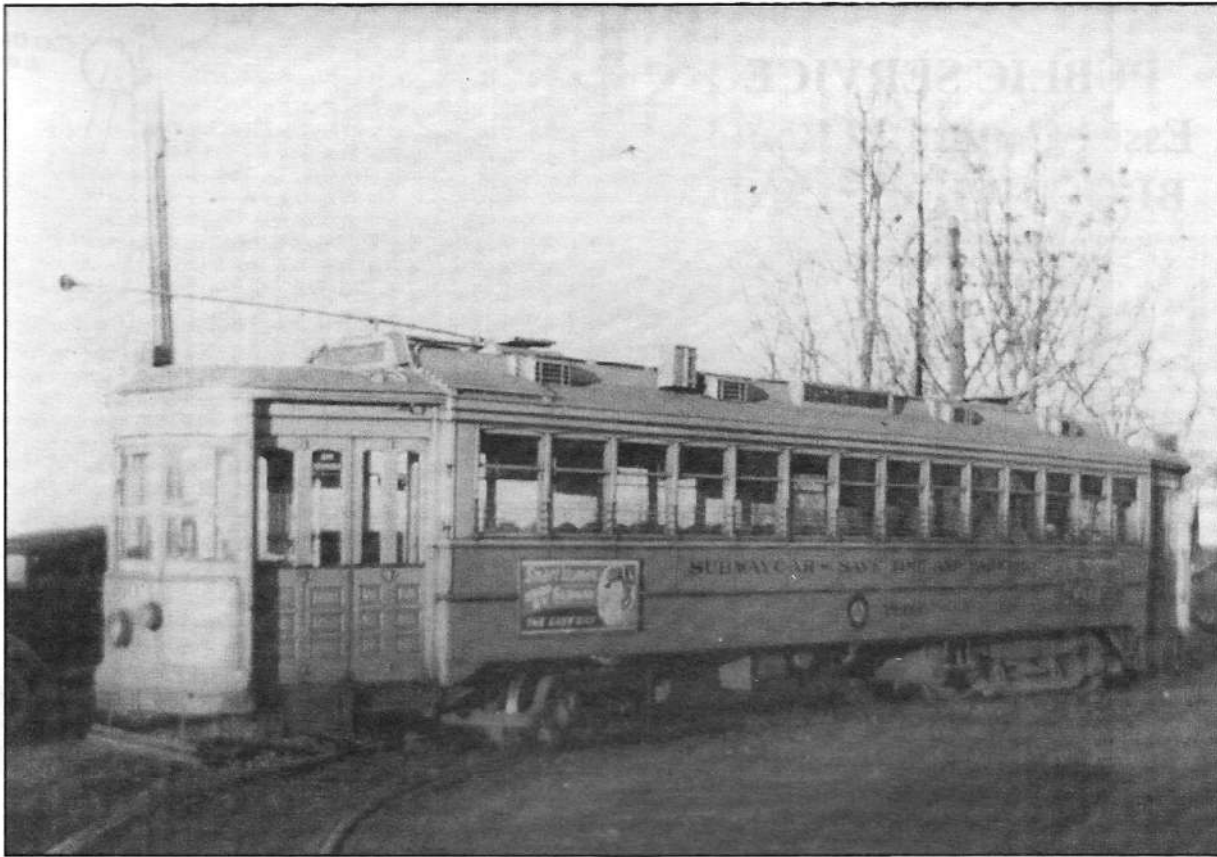
PUBLIC SERVICE Essex County 29 Route BLOOMFIELD LINE



Numbers are page number and photo number on that page at approximate photo location.

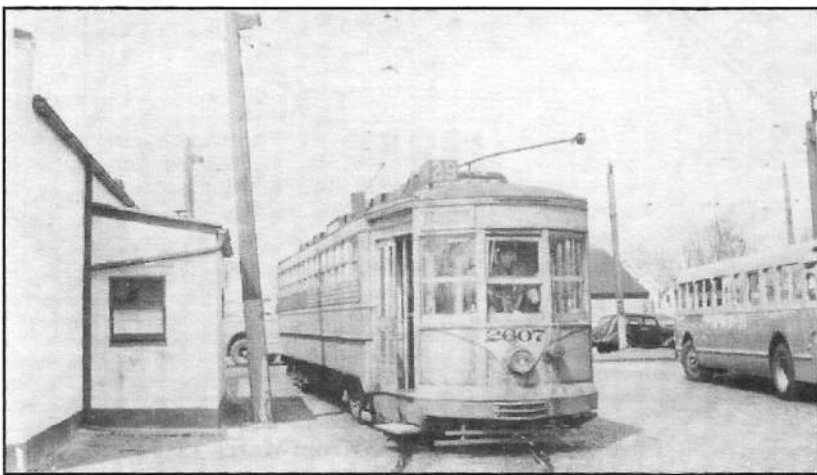


Proposed Fare Zone Map from March 1919 Report to the Board of Public Utility Commissioners State of New Jersey (PS Dwg 23162C)



RE Hooper Collection

Class car 2603 was captured on the Caldwell Loop. The 29 Line loop was located on the north side of Bloomfield Avenue, with the western end of the loop cutting across today's Espy Ave. PS 2603 shows off an unusual window sash - flat top versus the typical arched sash. (Compare to sash style of 2601 on page 7). The car also shows the advertising panels to gain additional revenue (absent from the 2600 and 2607 below).



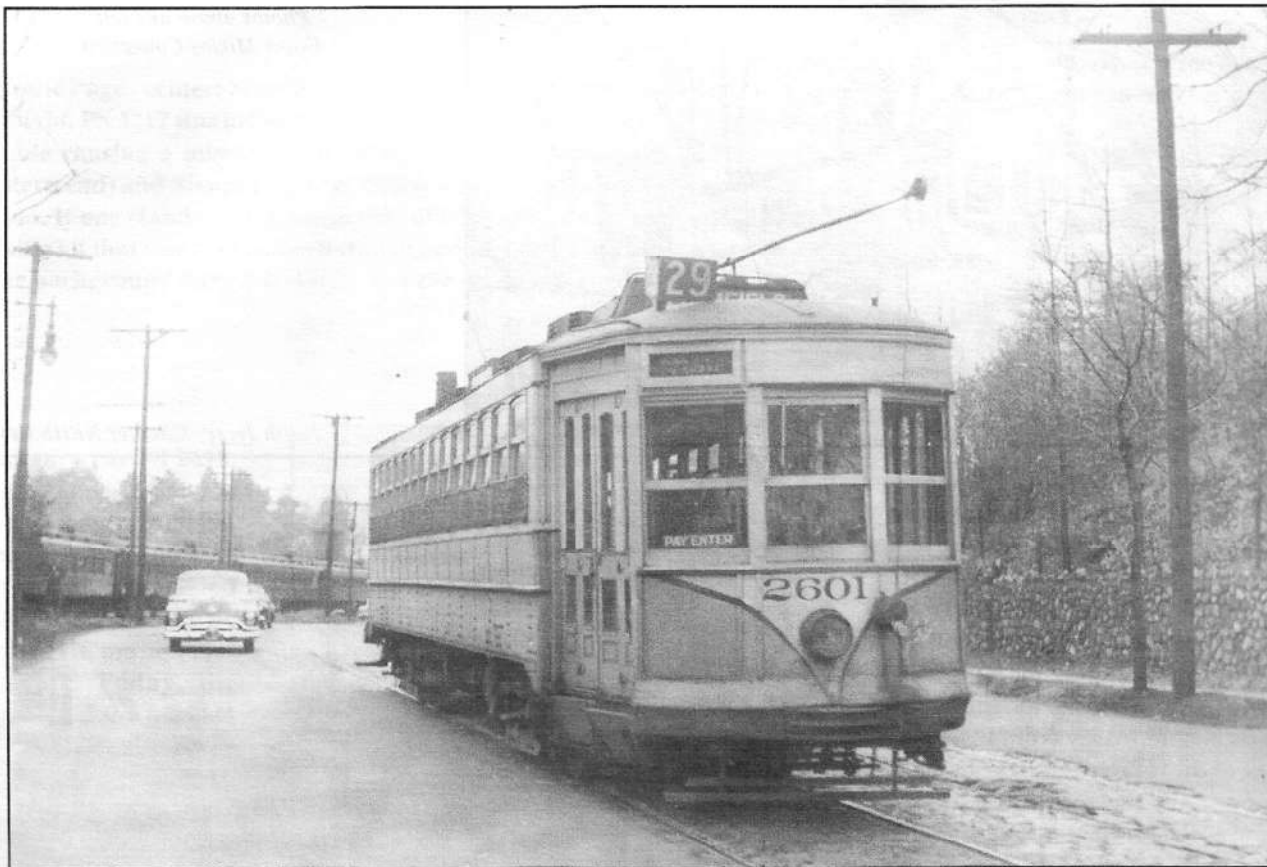
Frank Miklos Collection

Double ender 2607 pulls out of the Caldwell Loop in this undated view. The motorman stood in the center window to operate the car. The Decamp bus on the right dates the photo to the early 1950s.



Leaving Caldwell Loop, PS 2614 comes east on the westbound track. January 16, 1936. The location can be determined as the two buildings in the background still exist in same form. The AMOCO station is now a medical x-ray lab with a new front added. Standing on the corner of Academy Road and Bloomfield Ave. and looking west gives the same view. The track space is now a center island on Bloomfield Ave.

Wilbur Sherwood Photo - Frank Miklos Collection

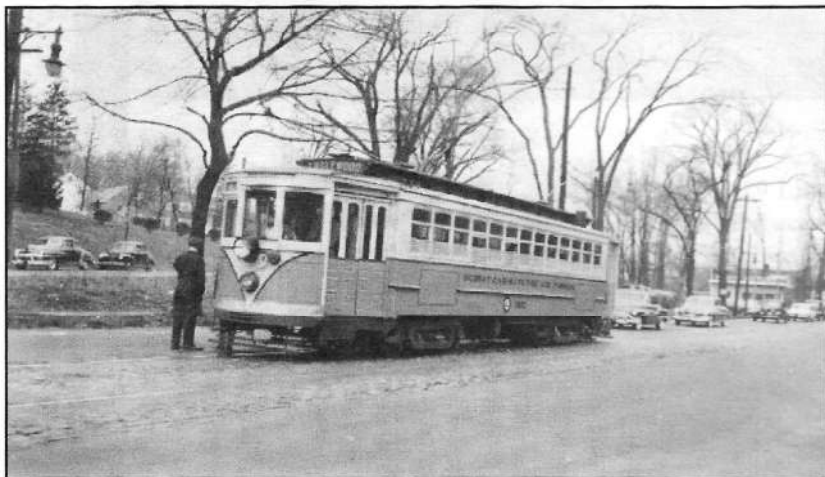


John Brinckmann Photo - Frank Miklos Collection

Public Service 2601 is captured running eastbound on the last day of service (March 29, 1952) past the Erie RR Caldwell Station yard (located east of the Caldwell Station). The stone wall on the right of the photo still stands west of the western intersection of Elm Ave. and Bloomfield Ave. (Elm Ave. intersects Bloomfield Ave. in two places.)



*Photos above and left -
Frank Miklos Collection*



North Jersey Chapter NRHS Neg 430

Running westbound PS 2683 outruns the auto traffic as it enters Caldwell from Verona. The car has just crossed over the Erie RR. Caldwell Branch. The Caldwell Branch tunnels under Bloomfield Avenue at the Verona-Caldwell border. The fencing on the right protects auto traffic from the steep slope of the railroad cut. The fencing is gone, but the location is easily found as the rock outcropping on the north side of Bloomfield Ave. is still there. It is just east of the Essex County Department of Public Works building. PS 2683 survives today having been converted into the current 5223 Subway flat car.





Frank Miklos Collection

PS 2726 glides eastbound passed the exit from the Bell St. loop. The Food Fair building exists today housing a supermarket and Starbucks Coffee Shop. The street is in need of repair having been patched with asphalt over the Belgian Block paving.

Opposite Page - Top: Captured in fan trip service 600 feet east of the Erie RR Caldwell station, #3217 is in class A condition. The Erie steam locomotives assigned to commuter service provided a diversion for the fan trippers. Caldwell College buildings add to the interesting background and help locate the scene.

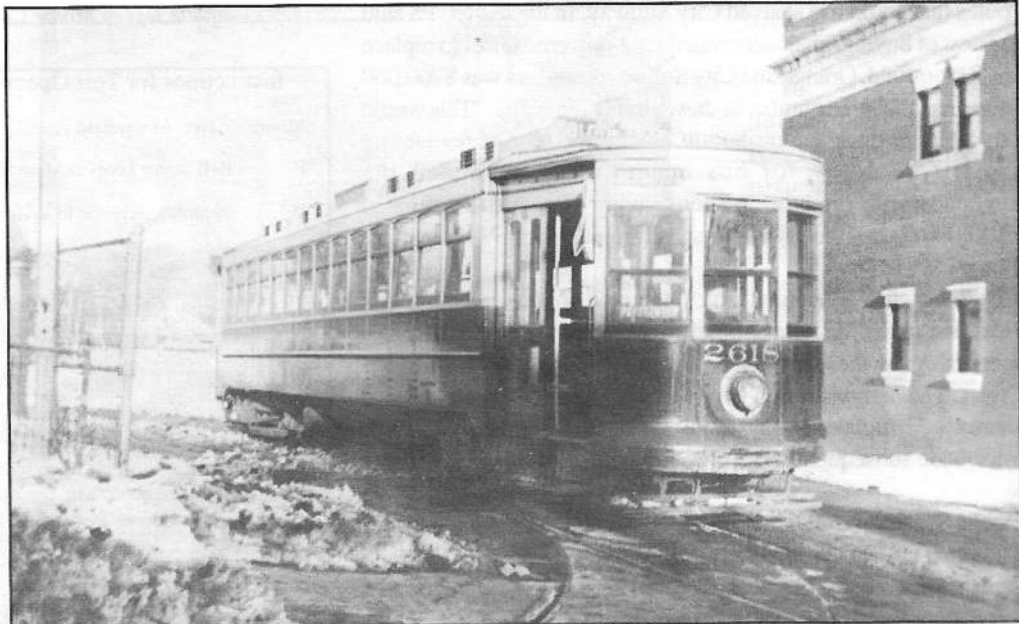
Opposite Page - center: Signed for Englewood and carrying a Golden Glow headlight, PS 3217 was in fan trip service. Here she posed on the Bloomfield 29 Line causing a minor traffic tie-up at the intersection of Elm Road (western end) and Bloomfield Ave. This is just east of the Erie RR Caldwell station. If one stands on the south side of Bloomfield Ave. just east of the parking lot that was the Caldwell station and looks east you see the building in the background during business as a car rental agency.

Bell St. Loop

This loop does not appear on our map as it was constructed in 1928 provided a turn back point. Located a half block west of the Montclair Car House, the loop was completely off the street. The County Government would not permit a loop in the street loop even one using Bell St.

Wilbur Sherwood Photo - Frank Miklos Collection

Short turn car PS 2618, a single ender, waits at the exit of the Bell St. Loop. The loop entrance was between the Food Fair and the Public Service Commercial Building. Today, the area is used as a parking lot. Evidence exists in the asphalt of the parking lot although no rail was showing on a recent site visit. The car is equipped with the stop indicator semaphore on the door post.



Experimental D900 tested on Bloomfield Line

In an effort to stimulate the city of Newark and the outlying towns into action, Public Service initiated a "Program Substituting Trackless Trolleys for Trolley Cars in Essex County. [PS correspondence and memos about this project are in the files of the Motor Bus Society.] This program lead to the purchase of the legendary D900 and to its experimental operation.

The experimental evaluation of the D900 occurred on the Bloomfield route. GM TDH-4509-699, built in its original form in December 1949, was driven by the Fleet Carrier Corporation to the Ferry Street Shops. PS meanwhile had received permission to string negative wire from Bell Street Carhouse up the hill on Bloomfield Avenue to the Mountain Hill in order to test the D900 under conditions approximately like those of the City Subway. The grade on the Bloomfield Avenue hill was in fact greater than the steeper part of the subway.

The date of the first test run, either diesel or electric, is not recorded; but over 300 miles were put on the odometer between D900's arrival at Ferry Street and the start of intensive test runs. The first public view of the reverse all-service vehicle was a demonstration on June 13 for officials of various towns affected by the proposed substitution, the Essex County freeholders, and journalists, and at the same time PS handed out brochures showing all possible routes that could use a paved City Subway. In the leaflet, PS said the cost of buying what were called dual-powered buses to replace the Bloomfield, Orange and City Subway streetcars was \$700,000 more than the same number of diesel-hydraulic buses. "This would be Public Service's contribution toward the cost of revamping the City Subway for bus operations," concluded the announcement, implying without saying so that the estimated \$540,000 cost of the paving was to be someone else's obligation.

Driver Edwin Van Houten took the invited guests for a four-mile ride, first under the wires from the carhouse to the top of the hill, then using the diesel power on out to Caldwell and back to Bell Street. The demonstration was repeated later in the day for other interested officials, and at least one other such inspection trip was made subsequently.

Public Service must have been reasonably confident that the well known, if not always reliable, automatic retrievers would operate satisfactorily, for the protocol written to guide the intensive service test concentrated on the changeover between the diesel and electric



General Motors Corp Photo Courtesy of Motor Bus Society

(see box). D900 was driven from Ferry Street to Montclair Carhouse on the morning of June 20, Ed Van Houten again in charge, and completed 22 trips up and down the hill before pulling in to Greenwood Avenue Garage at 4:10 PM. Relief driver H.C. Rich took the bus out again after the evening peak and made another 19 trips.

Test runs continued on most weekdays, accumulating about 1500 miles. Typically about 40 trips were made during each driver's turn, or 80 per day, and individual logs document each run.

*Excerpted with permission of the Motor Bus Society
Complete text in Motor Coach Age Sept.-Oct. 1992 Issue.....*

Instructions for Test Operation Of Dual Power Bus D900

Montclair Hill, Bloomfield Avenue

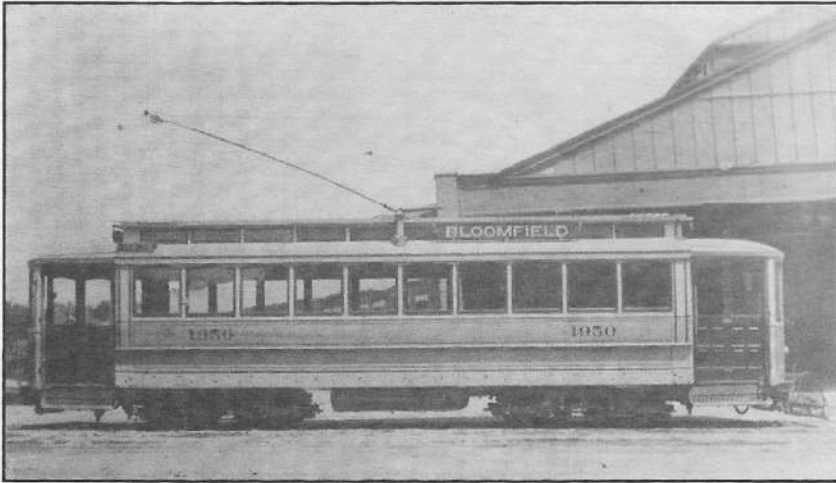
- I. Bell Street Loop to Mountain Avenue
- II. Mountain Avenue to Walden Place
- III. Walden Place to Upper Mountain Avenue
- IV. Upper Mountain to Parkhurst Place
- V. Parkhurst Place to Highland Avenue
- VI. Highland Avenue to Bell Street Loop
- VII. Final Operation

Before leaving Bell Street Loop for a meal, upon completion of run, or any other circumstance that will cause non-use of the negative power trolley circuit, be sure to open the pole switch and lock the box.

Contact Information:

Motor Bus Society P.O. Box 251, Paramus, NJ 07653.

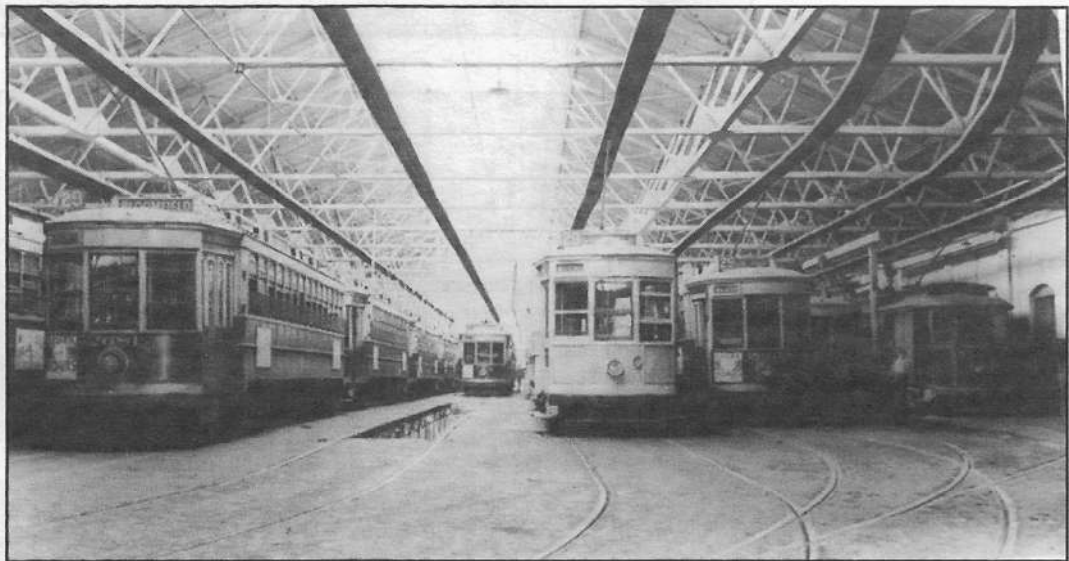
Internet: www.motorbussociety.org.



North Jersey Chapter NRHS Neg 163

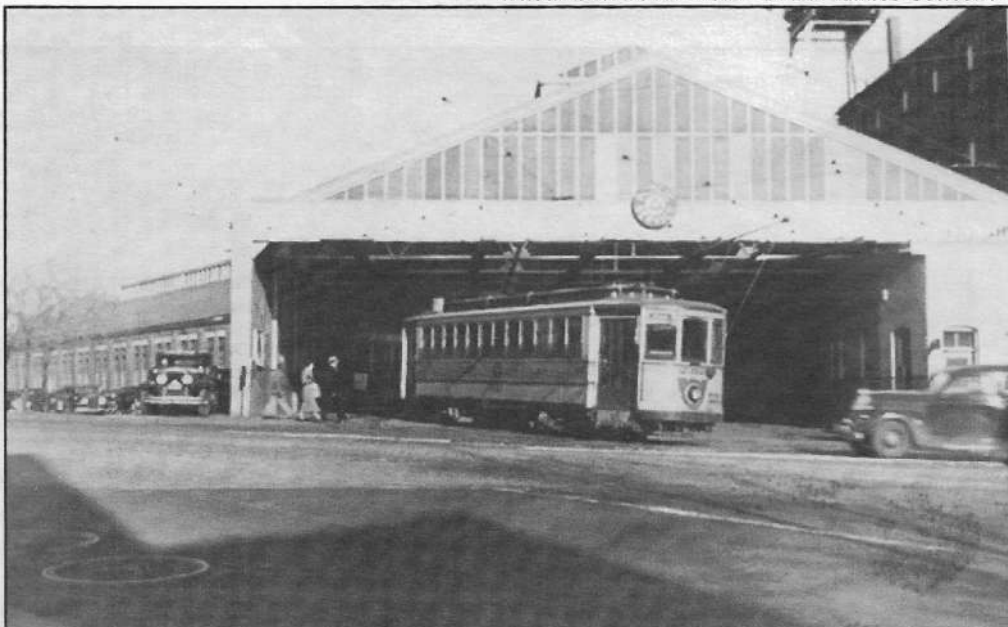
The Bloomfield Line saw a variety of car types. The 1950 was built in 1904 for the North Jersey Street Railway. It had side seats in a 28' 8" PAYE body. Car assignment records date the photo between August 1, 1909 and September 19, 1909.

Peeking into the open end of the Montclair Carhouse, Wilbur Sherwood captured a variety of cars on June 18, 1939. Cars from the left: 2681, 2604, 2706, 2659, 2735 and 5559. Car in center is in primer and is being painted by the shop crew.



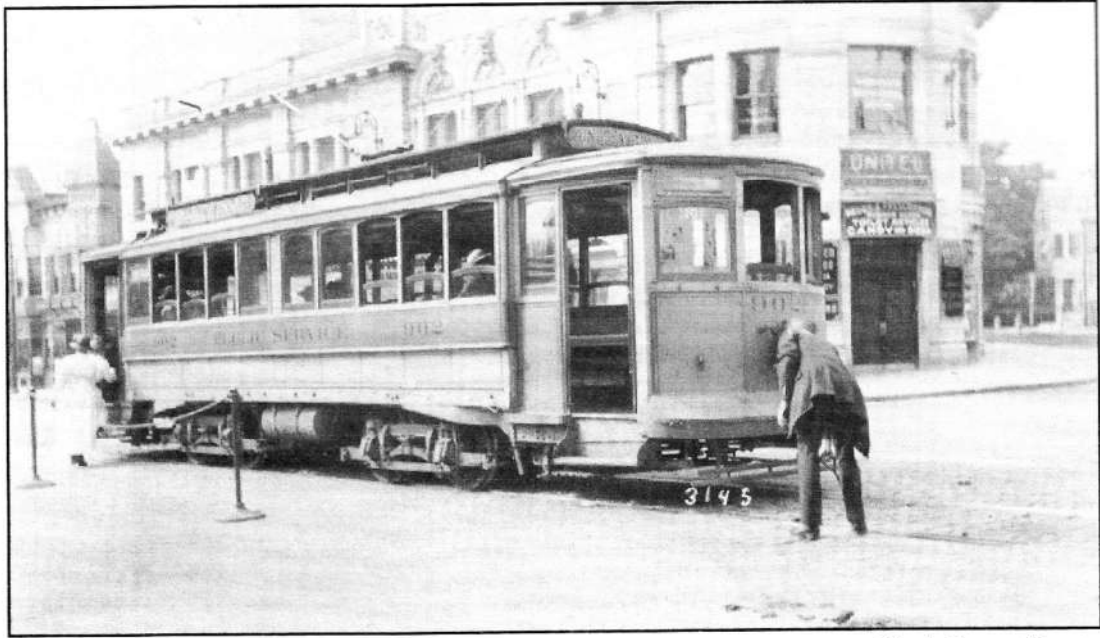
Wilbur Sherwood Photo - Frank Miklos Collection

Wilbur Sherwood Photo - Frank Miklos Collection

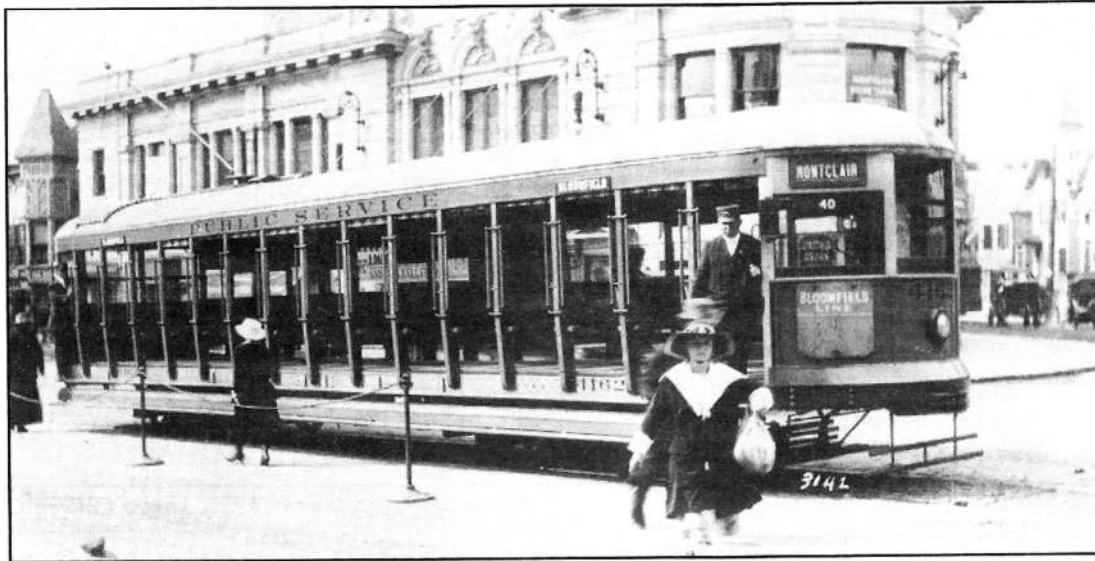


Special car 2312, a deck roofed 12 window, pulls into the Montclair carhouse on January 1, 1936.

Valley Road line cars shared the portion of Bloomfield Avenue from Elm to Valley . Here, Valley Line #902 prepares to turn onto Valley Road at its intersection with Bloomfield Avenue. At each turnoff point, the motorman was required to work the switch. The switch iron, a chisel pointed rod with formed handle permitted the switches to be thrown for the desired direction of travel.



*North Jersey Chapter
NRHS Neg 49*



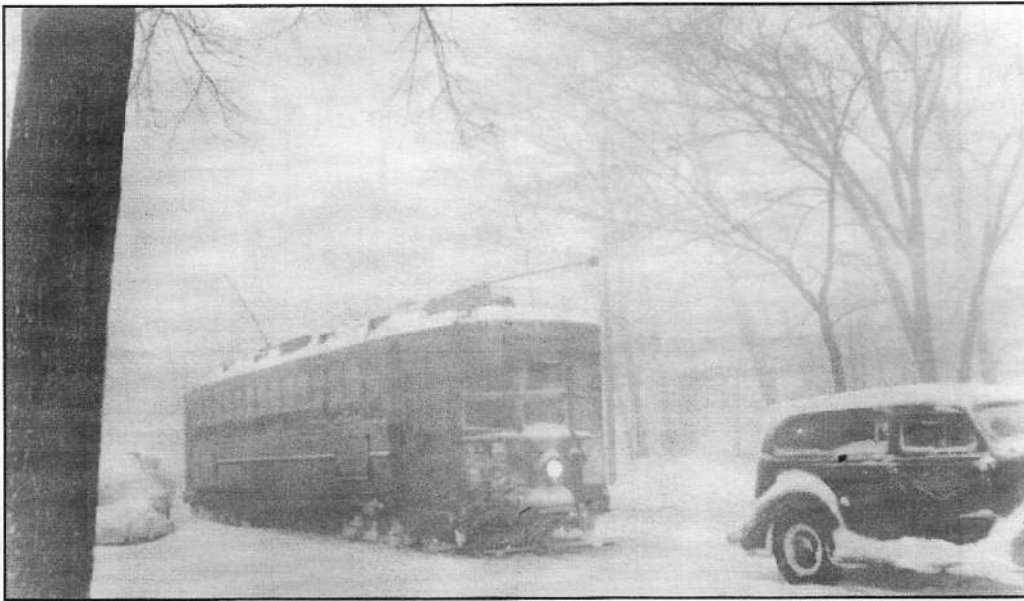
Summer brought out the open cars. Here PS 4162 operates on the Bloomfield Line. Pictured at the corner of Bloomfield Avenue and Valley Road, the car is at the end of its run, Montclair. The car house is a half block west of this location.

North Jersey Chapter NRHS Neg 611

PSR 3212 on a fan trip poses for a pastoral scene along the BLOOMFIELD Line.

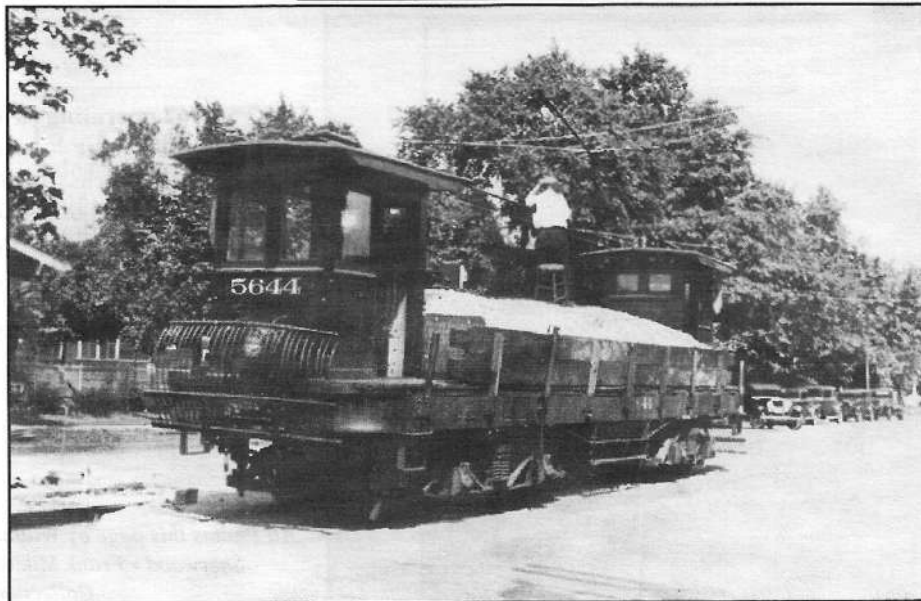


Frank Miklos Collection



The blizzard of December 26, 1947 caused quite a travel dilemma. Autos could not get up the hill on Bloomfield Avenue between Hillside and Ridgewood Avenues, Glen Ridge. But PS 2666 managed to get through the drifts.

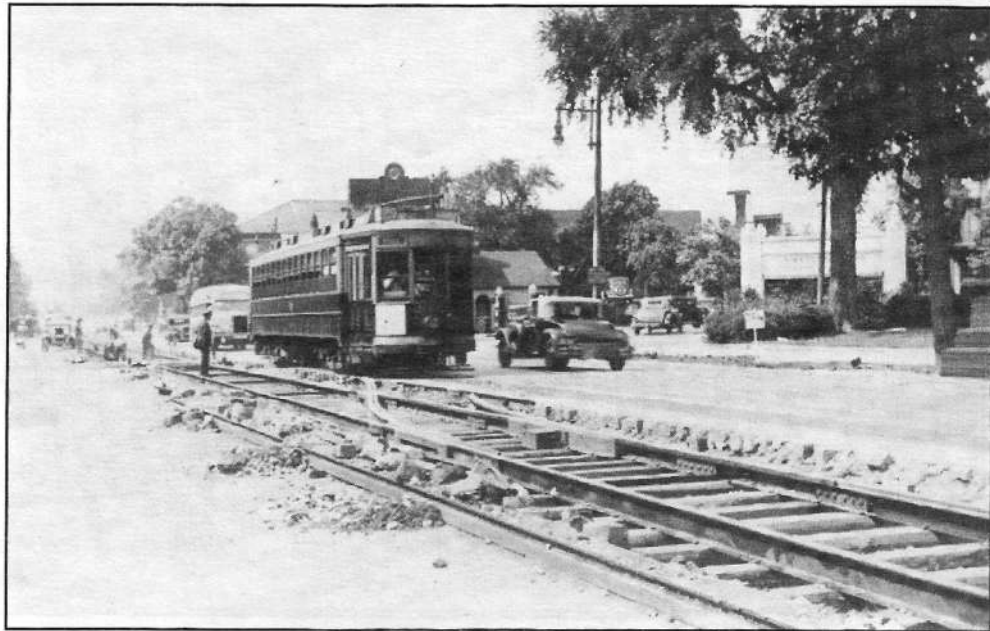
PS 2659 stands at the head of the cars lined up at Bloomfield and Hillside Avenues, Glen Ridge because of an accident between Newark bound #2600 and an auto that blocked passage of the trolleys. 1947.



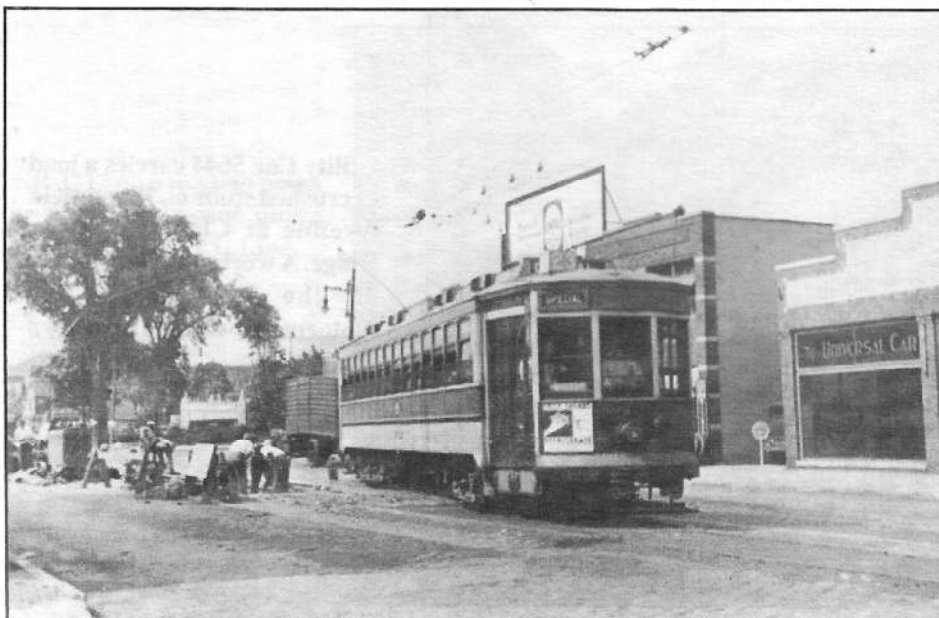
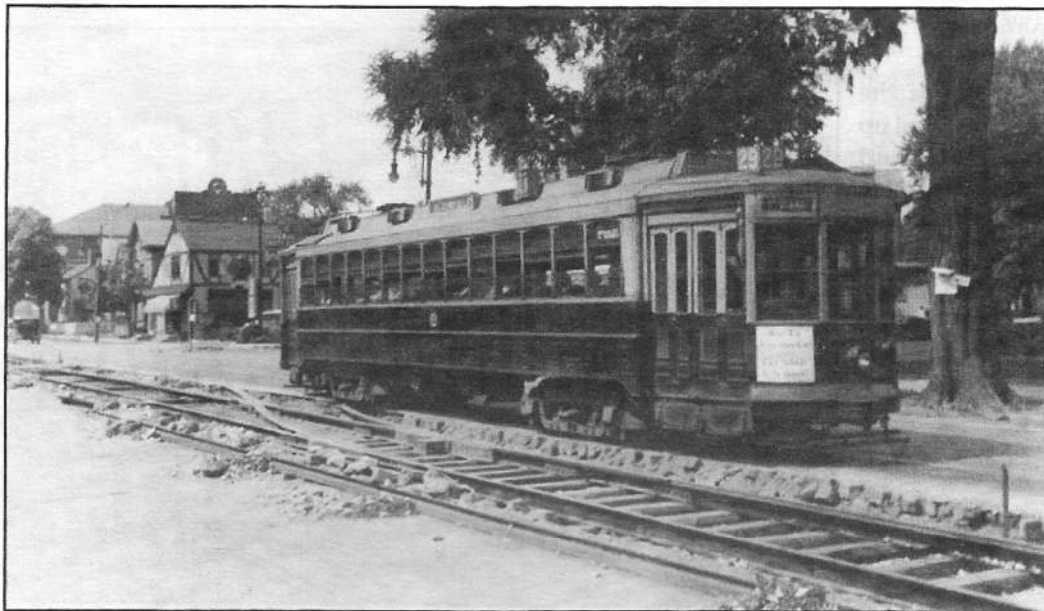
Utility Car 5644 carries a load of crushed stone on Bloomfield Avenue at Clark St., Glen Ridge. A workman rides on top of the load using the motorman's stool to provide a seat.

All Photos this page by Wilbur Sherwood - Frank Miklos Collection

Eastbound PS 2602 running on the opposite track at Bloomfield Avenue and Liberty St., Bloomfield during 29 Line track renewal. That's a Greyhound bus in the background. July 17, 1935



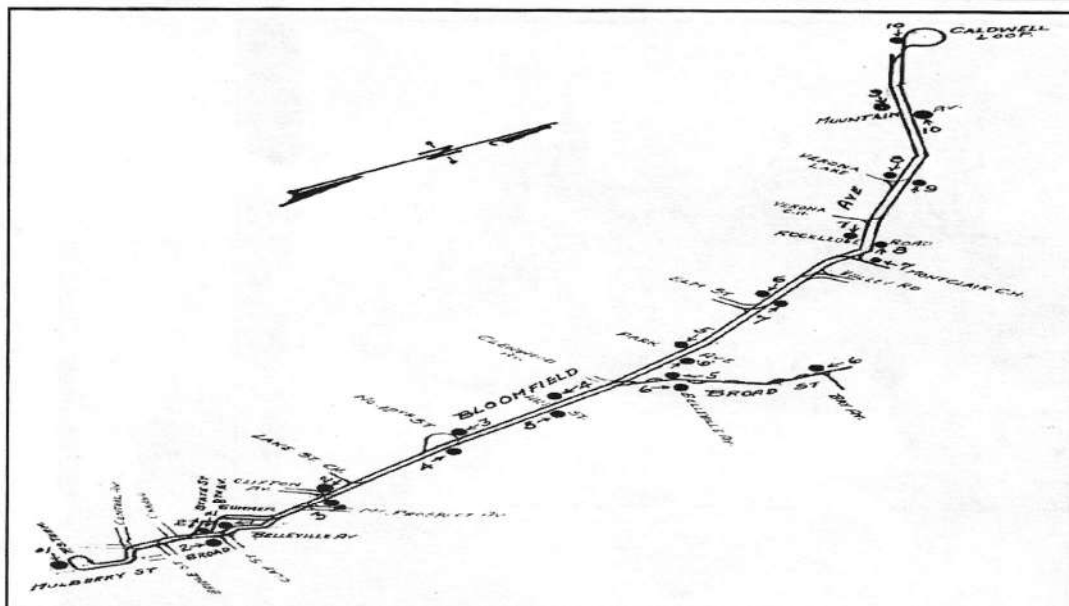
Track renewal involved replacing the crossovers as well. Here the work proceeds on the crossover at Liberty St. Bloomfield as PS 2702 in deluxe maroon paint proceeds past the reconstruction. July 17, 1935.



PS 2762 operating as a Special car on temporary cross-over installed at Bloomfield Avenue and Ward St. Bloomfield. July 17, 1935.

All Photos this page by Wilbur Sherwood - Frank Miklos Collection

Looking east toward Newark, the camera caught PS 2711 westbound at the corner of Bloomfield Avenue and Broad Street, Bloomfield. Auto traffic is light on this day so we can see the car. The Orange Crosstown Line branched off here on its run out to Bay Ave. The flag in the center of the street was used to keep traffic off freshly painted street lines.



Frank Miklos Collection



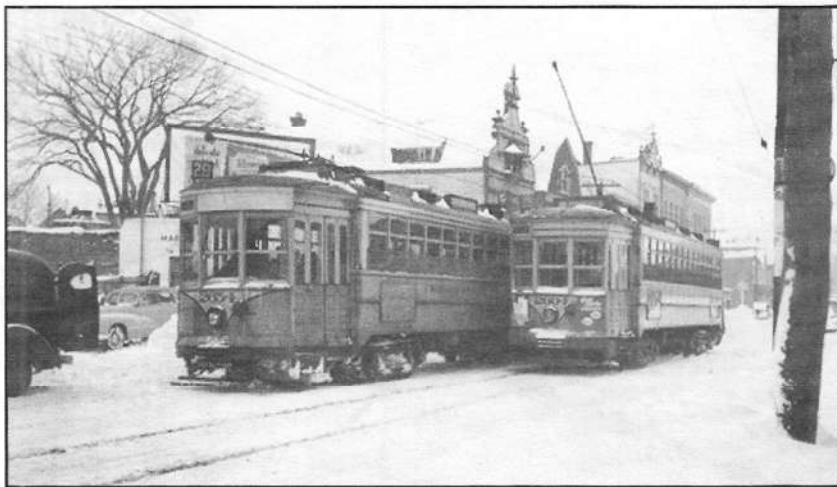
Frank Miklos Collection

Track renewal was a monumental undertaking for the company. PS maintained a fleet of work equipment to assist in the task. Here, Derrick Motor 5670 moves rail through Bloomfield Center.

Wilbur Sherwood Photo - Frank Miklos Collection

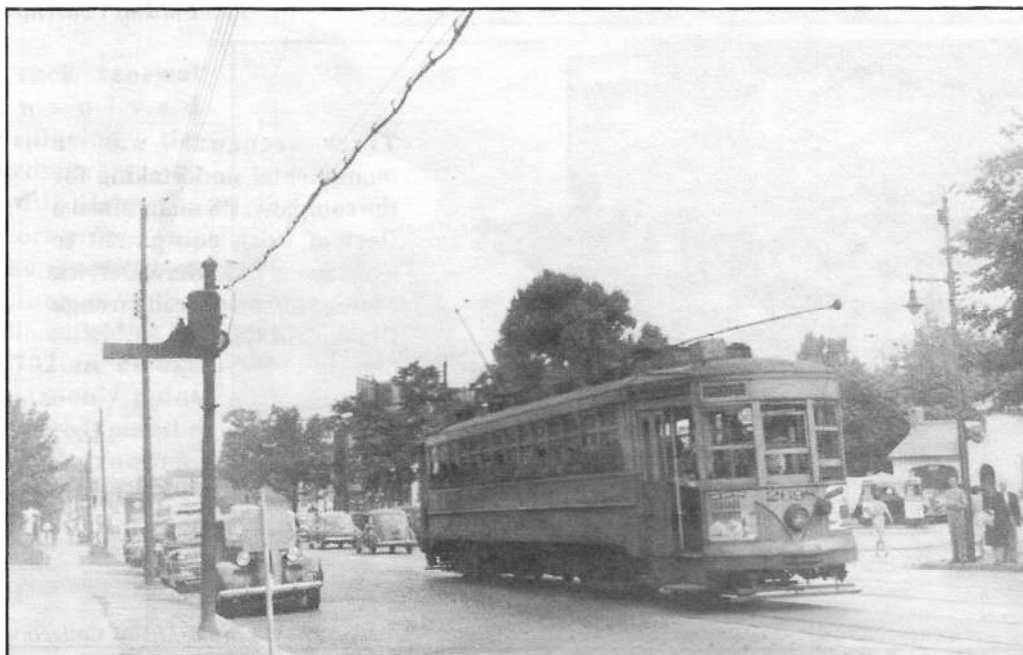


PS Crane 5670 unloads new rail for Bloomfield Line renewal near Bloomfield Center. August 17, 1935



Frank Miklos Collection V-49

Cars 2954 and 2604 track along Bloomfield Avenue after the sweeper has completed clearing the Avenue. February 21, 1947



Wilbur Sherwood Photo - Frank Miklos Collection

Crossing of steam lines at grade required adequate protection to prevent trolleys from errantly entering the crossing into the path of a train. The PS 29 Line crossing of the Erie RR Orange Branch had a signaled derail to protect the crossing. The signal was located at the side of the avenue. PSCT Car # 2608 waits for signal to clear. June 28, 1949.



North Jersey Chapter NRHS Neg 331

Adjustments to the wire guards are required to insure that they were functional. Here, Car 2602 waiting in a line of traffic as the line truck adjusts the overhead at the crossing, June 8, 1951. Signal for the derail is on the right side of the street.

Grade crossings of railroad lines required adequate measures to insure that the trolley did not enter the crossing if a train was approaching (derail in street). Once in the crossing, measures were taken to insure that the trolley did not stall in that location. Wire guards were installed for sufficient distances to power the trolley across even if the pole derailed. The mesh of the wire guards was connected to the trolley wire to power the errant pole. PS 2608 hurries through the upright gates.



Wilbur Sherwood - Frank Miklos Collection



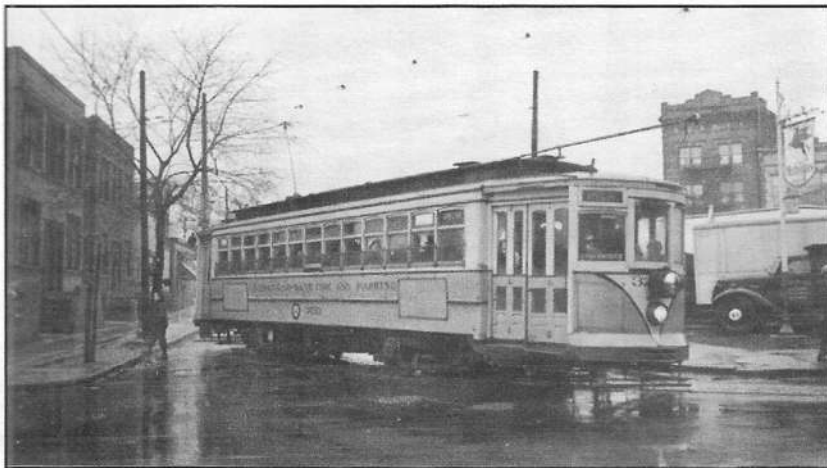
Frank Miklos Collection Neg V-45

The Erie RR Orange Branch crossed Bloomfield Avenue at grade. The crossing was guarded by multiple hand-lowered crossing gates. The Erie commuter train on the Branch crosses under the eye of the flagman. July 3, 1946

December 19, 1945 finds Public Service Railway 2654 eastbound at Ampere Parkway and Bloomfield Avenue.



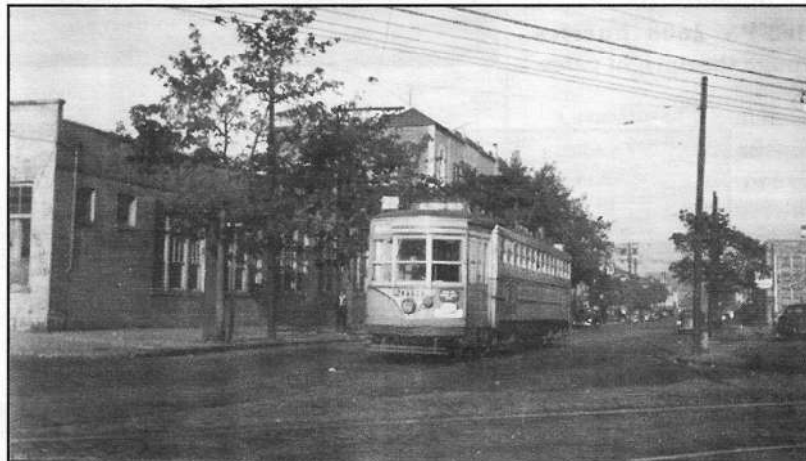
P. Stringham Photo - Frank Miklos Collection



PS 3213 in fan trip service (with the Golden Glow headlight) at 12th St. and Beardsley Avenue, Bloomfield - February 22, 1949. Bloomfield Avenue, 12th St. and Beardsley Avenue form a short triangular block where PS construction a turn back loop.

Frank Miklos Collection

September 17, 1946 finds a fan trip using the 12th St. Loop: Beardsley Avenue and Bloomfield Avenue, Newark.



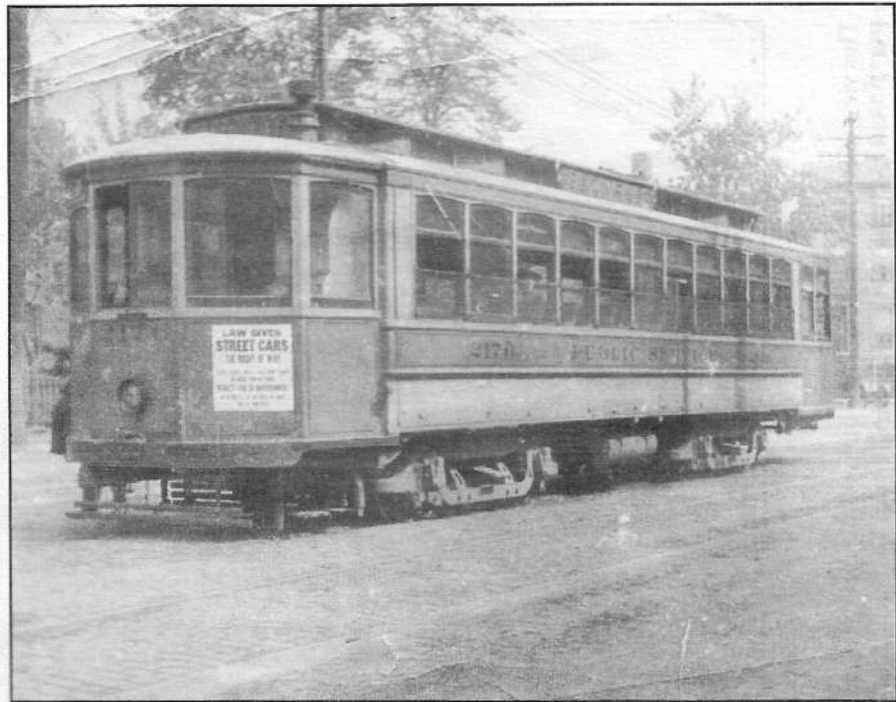
Frank Miklos Collection



PSCT Car 2726 inbound to Newark passes the 12th Street Loop at Bloomfield & Berkeley Avenues, Newark - March 29, 1952.

Frank Miklos Collection

With loops at the ends of the line, single end cars could operate on the Bloomfield Line. PSR 2176 was a Cincinnati Car Co. product of 1908. We can place with undated photo as having been taken after April 12, 1917. From PSR car records, the car received life guard fender on April 12, 1917. Also, the PAYE fare collection system car received C50P trucks on July 8, 1914.



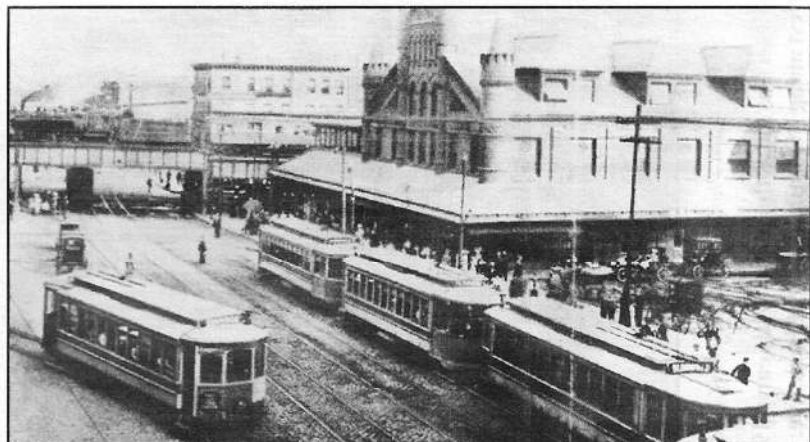
V.R. Hotchkiss Photo - NJERHS Collection



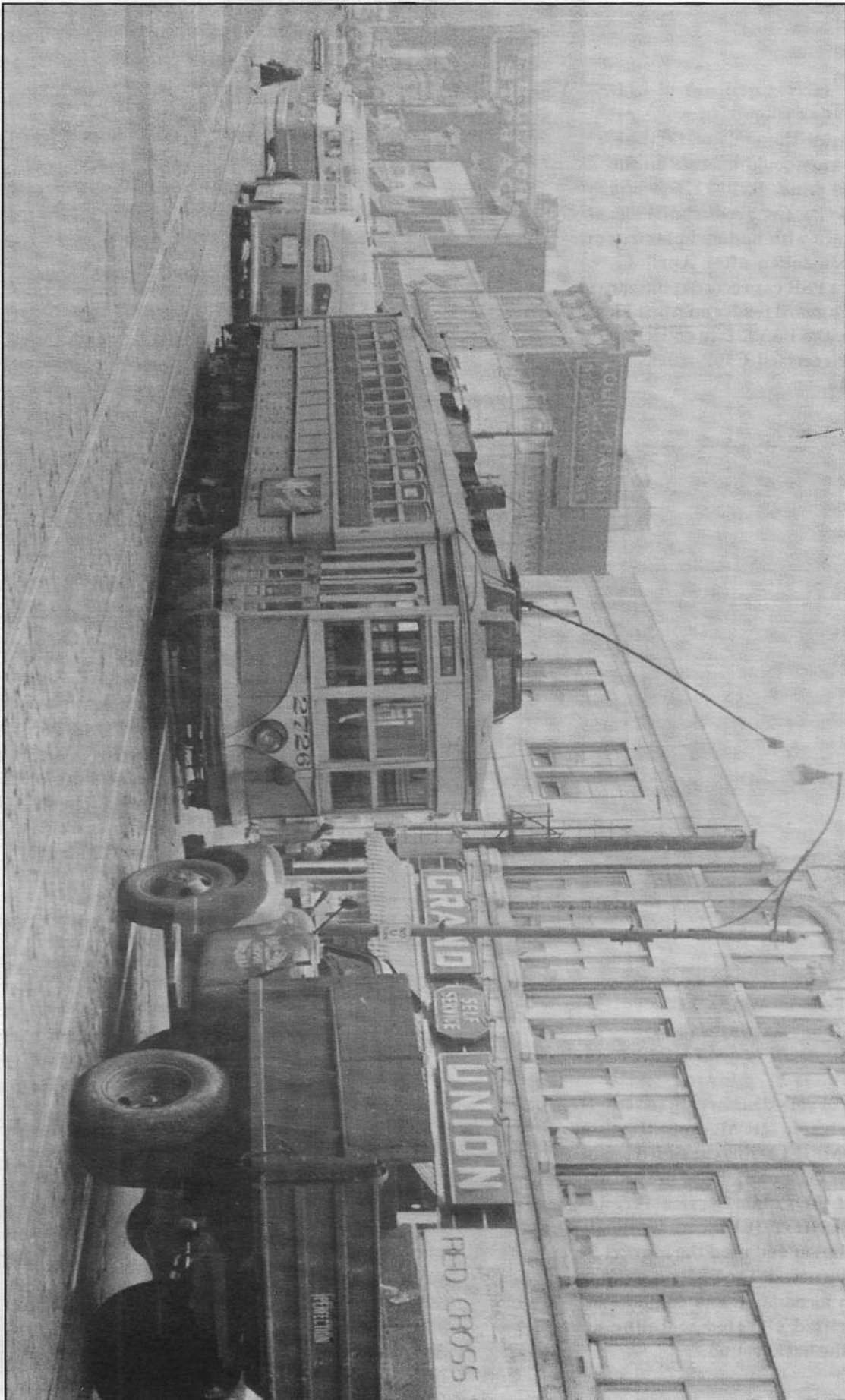
Roger Arcara Photo - Frank Miklos Collection

PS 2721: PS 2721 boards passengers before entering the City Subway for its run to Penn Station. The street is lined with the buses which will replace the grand old trolleys.

In the line of cars discharging passengers at the Pennsylvania RR Market Street station is a BLOOMFIELD line car (third car back - single ender deck roof). Prior to 1916 and the opening of the Public Service Terminal in Newark, BLOOMFIELD cars terminated at the PRR station and used the Market Street Loop to return west. The PRR provides a view of a steam locomotive and combine on the non-electrified elevated mainline at the station in the background.

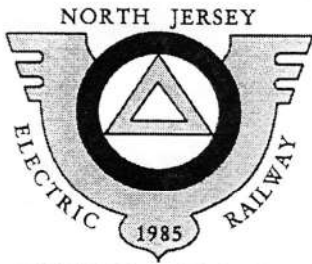


North Jersey Chapter NRHS Photo - Neg 911



Roger Arcara Photo - Frank Niklos Collection

This view of PS 2726 in Montclair's business district captures a number of historic items. While undated, the E100 series diesel bus dates the photo to the early 1950s. PSC 7840, an oil-electric, was acquired to replace the trolleys. The E100 series is pulling out of Park Ave. The view looks west along Bloomfield Ave. at Park Ave.



HISTORICAL SOCIETY

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

1999 REPORT OF ACTIVITIES

The society had another good year in 1999. With the support of our members we were able to maintain the same dues for 2000. Our financial report for 1999 is presented on Page 2.

MEMBERSHIP REPORT

At the close of 1998 our membership stood at 147 persons. Of these, 136 renewed for 1999. Once again this is a truly remarkable rate of renewal for any organization. During 1999 we took in 6 new members and welcomed back one other who reactivated his membership.

We were saddened by the deaths of two of our members, Paul Simms and Walter Schaufele passed away during the year and we extend our sincere sympathies to their families.

Our active membership at the close of 1999 stands at 141. The 6 members who joined the North Jersey E.R.H.S. during 1999 are:

Richard T. Braun
Frank Forcier
Thomas P. Gormanly

Mark S. Morrison
Roger Pisani
Peter Van Riper

We welcome these new members and appreciate everyone's support. We look forward to another successful year.

MEETING REPORT

Our meetings were held on third Tuesday of each month except April at the Rahway Seniors Center at 1306 Esterbrook Street. This is a large air-conditioned facility with excellent parking and is convenient to rail and bus transportation.

The April meeting was held at the Senior Center Annex next to the regular meeting location which was being used as a polling place for school board elections. If

this proves to be an annual problem we may replace the April meeting with a dinner at an appropriate restaurant. This was done to celebrate our 100th meeting in January 1998 and we have had many requests to do this again in the future.

Since our regular meeting room is equipped with VCR equipment we have been able to include several video programs during the year. Our December meeting was our annual Christmas celebration with refreshments paid for with money that was left over from the regular monthly refreshment donations. This was followed by a presentation of slides from among the members in attendance. The format of setting aside a night where members can take turns showing groups of slides has been popular and several such "members" nights were scheduled during the year.

During the year we also had feature presentations of slides or movies by Dennis Hage, Jack May, Bill McKelvey and Bruce Russell.

Once again, we express our special thanks to Bill Keigher for serving as our liaison with the City of Rahway. Thanks also to Bill McKelvey and Bob Hooper for bringing the refreshments to our meeting; to Ed Gibbs for serving as our entertainment chairman and to Phil Stevenson for the use of his slide projector. Finally thanks to Dan Dicso for donating a slide projector to us.

PUBLICATION REPORT

Once again our biggest expense was the printing of our newsletter DESTINATIONS. With 1999, we published a twenty page issue with a major article by John Brennan on the Orange Mountain Cable Railway.

North Jersey Electric Railway Historical Society
FINANCIAL STATEMENT
 Calendar Year 1999

BALANCE ON HAND AT THE CLOSE OF 1998 \$1470.83

INCOME

Contributions	\$2130.99
Dues	2070.00
Train Show Revenue	850.00
Excursions	750.00
Photo Sales	207.50
50/50 Ticket Proceeds	30.00
Publications Sales	15.50

Total Income \$6054.99

EXPENSES

Newsletter Printing	\$1150.55
Loan Repayment	900.00
Photo Processing	847.30
Insurance	451.00
Charter Bus Fee	425.00
Trolley Controller Purchase	250.00
Miscellaneous Printing	171.23
Corporation Fee	140.00
Bank Fees	130.18
Post Office Box Rental	114.00
U.R.H.S. Dues	100.00
Postal Permit Fee	100.00
Paint	87.36
Postage	50.00
Bank Check Printing	20.25

Total Expenses \$4936.87

Excess of Income over Expenses \$1118.12

Balance on Hand - December 1999 \$2588.95

Outstanding Funds (Cash Within Balance Designated for Projects)

Public Service Sweeper Restoration	
Opening Balance	\$875.00
Contribution	\$51.73
Sub-Total	\$926.73
Less purchase of paint	\$50.38
Balance in Sweeper Fund	\$876.35
Window Replacement Fund	\$170.00

Total Cash Reserved \$1046.35

Undesignated Cash Balance \$1542.60

This was well received and answered most of the questions that were raised over the years about this very unique transit operation. A Destinations issue for 199 members will be distributed in early 2000.

As noted, the publication is almost entirely done by Bob Hooper who types, lays out and mails each issue of DESTINATIONS. Anyone interested in assisting Bob in the production of this newsletter would be welcomed.

We are pleased to announce that Al Mankoff has offered us two major manuscripts on Public Service trolleys. This would be published as either a one or two volume book. Negotiations are underway with several printers to come up with the best price for printing and publishing it. We expect to conclude an agreement for printing this book during 2000.

PHOTO COLLECTION

During 1999 we had more prints made from the glass plate negative collection provided by member Ira Deutsch & Ed Francis. We also printed a number of photos from our Robert Van Buskirk and Steve Maguire collections that depict trolley and railroad views from the 1930s, 1940s and 1950s. We now have an inventory of several hundred prints that are available for sale at our meetings, at train shows or by mail.

The revenue generated from the sale of these prints will be used to pay for printing additional photos from our negative collection. These views are an important method of sharing our transportation heritage.

TRAIN SHOWS AND OTHER EVENTS

During 1999 the North Jersey Electric Railway Historical Society was again represented at several transportation events. 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.

Spring was not as busy for us as in the past. The Hoboken Festival was not held due to work that was underway on the restoration of the Hoboken Terminal. Construction at Liberty State Park also led to the cancellation of the Spring Communitipaw Commemoratives train show in the old Jersey Central Railroad Terminal. This was replaced by a two-day show in Fall.

As things turned out, the Fall show occurred on the same weekend as a transportation festival at the Morristown train station. We had previously agreed to participate in that event which was held on Sunday only, so that day we managed to divide into two groups with people manning tables at each location.

These shows are an important source of revenue for us through the sale of 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, Robert Gaul, John Gutberlet, Bob and Rob Hooper, Bill Keigher, Janet McKim, Gary Madress, and Frank Miklos for assisting in manning the tables at one or more of the above train shows.

EXCURSIONS

In 1999 we ran a chartered bus tour of the construction on the new Hudson Bergen light rail line in Jersey City and Bayonne. Andrew Brusgard, a member of the Jersey City Police Department served as our guide. He had represented the Police Department in meetings with the community on planning for the new light rail service and was able to provide some valuable insight into some of the problems that were addressed. As a native of Jersey City he was also able to point out landmarks and other points of interest to those on the tour. Special thanks are in order to Frank Miklos for arranging this very enjoyable day.

EQUIPMENT RESTORATION

At the start of the summer we resumed work on the restoration of Pennsylvania Railroad MP-54 No. 413. However a problem developed with our generator and we could not get a supply of power for our electric tools.

Therefore we focused our attention on the remains of the Public Service sweeper in Phillipsburg. The metal surfaces on this car were rusted and we received criticism of its appearance. With the aid of paint stripper and power tools we were able to get down to the bare metal and apply a coat of primer to the surface. The car definitely looks more presentable and is protected from further deterioration.

Our volunteers also began work on grading the site of the new building for Public Service car 2651. This was followed by the installation of track and ties at that location. Assisting in this work were Mark Donahue,

Bob and Rob Hooper, Bill Keigher, Derek Long, Frank Miklos, and Jim Tomczyk. The building to house 2651 and serve as a workshop should be completed this year. We look forward to the day when the car can be moved to its new location where serious restoration can be resumed.

U.R.H.S. AFFILIATION

We are pleased to continue our affiliation with the United Railroad Historical Society. This was founded as a cooperative effort among all the New Jersey rail clubs and associations 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.

Last year the Museum Commission, established by the New Jersey legislature, selected Phillipsburg as the site of this museum. The U.R.H.S. and the North Jersey E.R.H.S. have endorsed their choice. A contract was awarded to the firm of Wallace, Roberts and Todd to develop a site plan for the museum. They previously drew up the plans for the Railroaders' Museum in Altoona. Their report is due to be completed by May 2000 after which funding will be sought from the state legislature to begin work on the museum.

SUMMARY

We ended the year with a surplus of \$1118.12. For the first time our primary source of revenue came from contributions rather than dues. Our largest expense was the publication of our newsletter DESTINATIONS. Had we succeeded in publishing a second issue during 1999 the total printing costs for the year would probably have matched or exceeded our surplus.

During the course of the year we had two non-recurring expenses. The largest of these was the repayment of a

\$900 loan to the Friends of the New Jersey Railroad and Transportation Museum for the cost of moving sweeper 5173 to Phillipsburg. At the time our Treasury could not support that move so the "Friends" group agreed to advance us the money to safeguard the future of this car. With a stronger treasury in 1999 we were able to repay this loan and clear our books of this outstanding obligation.

In 1999 we acquired a controller from a Pittsburgh trolley. The person who provided it asked only that we pay her an appropriate fee. At our September meeting the members voted to pay the owner \$250 for it. Our offer was accepted and we now have the controller in our possession. Thanks are in order to Ray Foley who transported the controller from Pittsburgh to New Jersey at no expense to us.

Since we finished the year with a surplus, we are keeping the dues at \$15 for the year 2000. This is still among the lowest amount for any organization of our type. We will continue to try to hold the line on dues because any increase usually results in a loss of members. Where possible we try to keep expenses low by including dues renewals and other notices with the mailing of our newsletters rather than pay the postage for a separate mailing. All memberships are on a calendar year basis. Contributions from those who can afford to make them will go a long way in maintaining our dues structure.

Since we are a non-profit organization all contributions are tax deductible. All contributors will be acknowledged in DESTINATIONS. 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 1999.

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 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.

North Jersey Electric Railway Historical Society, Inc., a New Jersey Corporation (#00100-2367-56) is a IRS registered 501 (c) 3 organization (Fed. ID#22-2629576) and a New Jersey State exempt organization (#222-629-576/000).

Photo needed...

Bill McKelvey <erie5012@hotmail.com>

Thu 11/11/2021 10:01 PM

To: cnjwebtvnet <cnjwebtvnet@yahoo.com>; gtomczyk_2000 <gtomczyk_2000@yahoo.com>; tjscheffer <tjscheffer@verizon.net>; tramman1 <tramman1@ymail.com>; rehooper <rehooper@comcast.net>; lpierre42@hotmail.com <lpierre42@hotmail.com>; streetcartony@gmail.com <streetcartony@gmail.com>; gkazin@yahoo.com <gkazin@yahoo.com>; Mitchell Dakelman <dakelmanm@aol.com>; jcgreller@comcast.net <jcgreller@comcast.net>; hskaminski@embarqmail.com <hskaminski@embarqmail.com>; alpappjr@gmail.com <alpappjr@gmail.com>; eugenegraberc@aol.com <eugenegraberc@aol.com>; DutcherDave <dutch24d@aol.com>; keigher@newark.rutgers.edu <keigher@newark.rutgers.edu>

Gentlemen,

I have just come across a photo in the NJERHS archives which I would very much like to get for my Erie RR Orange Branch book. It appears on Pg. 17 of Destinations No. 29, Vol. 15, No. 1, June 2000. It shows an Erie Pacific steam locomotive crossing Bloomfield Avenue eastbound with a commuter train on July 3, 1946. An old-look bus and a No. 29 trolley are shown waiting for the gates to raise and the derail & block signal to clear. It is credited "Frank Miklos Collection, Neg. V-45." I will be happy to donate \$50 for a good quality scan of that view.

Bill

*William J. (Capt. Bill) McKelvey, Chairman, Liberty Historic Railway, Inc. www.LHRY.org
103 Dogwood Lane, Berkeley Heights, NJ 07922 908-464-9335*