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The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

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DECEMBER 2000



PS 2651 Moves to Phillipsburg Trenton as a Traction Center

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

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

Bill Keigher, 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:

Phillipsburg has received the primary site designation for the NJ Transportation Heritage Center. The Governor's signature on the A2750/S1694 bill completes the opening chapter in the second campaign to establish a transportation museum in New Jersey. (The first effort in 1985 designated a site in Flemington but no funds were provided.)

The site designation is critical to NJERHS members as the Transportation Heritage Center will provide a venue to operate and display our electric railway equipment. The NJTHC will provide a secure environment for 2651 and 5178 as well as the PRR MP-54 and DL&W Edison Cars.

However, the work to bring the Transportation Heritage Center to reality is just beginning. Therefore, we need your support in several ways:

- Your **voice** with your elected officials in support of funding for the Heritage Center as it is advanced.

- Your **help** in swelling the membership of our organization and the Friends of the New Jersey THC.

- Your **contributions** to acquire the needed equipment to restore the 2651 and 5178.

Meantime, NJERHS continues to thrive. Our membership expands. Our restoration projects move forward. Our newsletter, DESTINATIONS, continue to expand with more material.

With the move of 2651 from Ringoes to enclosed storage and restoration space at Phillipsburg, NJERHS opens the another chapter in its restoration work. However, the move could not have been accomplished with the participation and cooperation of a large number of people inside and outside the organization. The Phillipsburg Railroad Historians/Friends of NJRR&TM have generously provided sheltered space for storage and restoration. The droves of members who assisted with the move showed the depth of our organization. Thanks to all. So, join in and expand your participation.

To provide timely information, we are using our website to communicate meeting information, work session schedules and activities. So check www.NJERHS.org to catch up with our activities.

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.

Trenton as a Traction Center Inspiration!

The inspiration of the "Trenton" article came from a manuscript draft put together by Paul Schopp. The original manuscript was provided to us by Capt. Bill McKelvey. Barker Gummere has taken the topic, expanded the text and provided illustrations from his extensive collection on the Trenton area plus other photos. We trust you enjoy the work.

Our thanks to the following members who have included a contribution with their 2000 dues:

Albert Ambrose	Kevin Macken
William J. Armstrong	Daniel V. Marchese
John Brinckmann	Thomas G. McBride
Andrew J. Burger Jr.	Bill McKelvey
Michael & Lynn Burshtin	Frank Miklos
Joe Carlucci	Tom Moran
Thomas W. Casey	Raymond G. Neveil
Richard F. Colavechio	Garry M. Pace
Ira L. Deutsch	David Phraner
Daniel J. Dicso	Rev. Charles Reinbold
Stephen J. Drost	Leonard Risto
Ted Eickmann	Kenneth J. Floods
William C. Fahey	Bruce Russell
Edward T. Gibbs	Richard H. Sachs
Gene D. Gordon	Anthony J. Sessa
Thomas P. Gormanly	Tom Scheffer
Robert Graul	John M. Schluter
Barker Gummere	Robert Sherwood
John B. Gutberlet	Joel Spivak
Dennis Hage	Phillip E. Stevenson
Tony Hall	Bill Suss
G. William Herkner Jr.	Thorwald Torgersen
William K. Hope	Peter Van Riper
Neil Huff	Harry J. Volpe
Michael Hunter	Bill Wall
William D. Joyce Jr.	Barbara Westergaard
William F. Keigher	G. Les Whitfield
Gary Kleinedler	Rev. Patrick R.C. Wilhelm
George A. Knopf	John A. Yohannan
Donald F. Koehler	Robert Yuell
John Kopf	Walter Zahn
Robert E. Landwehrle	Tim Zukas



HISTORICAL SOCIETY

Front Cover: PS 2651 passes under the Morris Canal and under Green's Bridge in its move to Phillipsburg - March 3, 2001.

Dave Phraner photo

Letters to the Editor:

From Dan Marchese: a couple of notes on the excellent article on the 29 Bloomfield Line:

The bridge over the Erie [Caldwell] Branch was taken down a couple of years ago. It was corroded and in danger of collapse. They say the only thing keeping it together were the trolley tracks.

From this bridge eastward to Lakeside Avenue on Verona, there was always a problem of corrugated pavement due to the rails left in the street. It was decided to rip the rails and ties up and repave the avenue. That's when they found out that it wasn't the ties that were rotting away, but someone during previous roadwork had taken the Belgian blocks away, thereby letting the pavement sink around the ties.

There is one original line pole left. It is located at the top of the hill near the crest on the outbound side of the line in Montclair.

A couple of years ago during roadwork, a contractor had cut a piece of rail out of the pavement "Outbound track - outside rail". I asked if I could have it. Well the flangeway of this girder rail had a very deep groove worn into it from the flanges of the trolley's wheels as it crested the hill from Montclair into Verona. A lot of trolleys passed by to wear this rail so deeply. Why did it ride on the flange and not on the tread? Speaking of trolley rail, at the Verona border there was a holding track near the Pompton Turnpike. Today if you go to the Verona Inn (a bar) and drive into the parking lot straight ahead to the white building you'll see two pieces of girder rail each about 10 to 12 feet long on the ground. How they lasted 50 years is amazing.

I wish I was as knowledgeable about the trolley as some other members. I was only 8 or 9 when I took my ride from Ampere Parkway to the end of the line, to go swimming at Club Sunnyfield (a pool in Caldwell) in the late 40s. But that ride is as fresh in my mind today as it was back then.

Some Thoughts on Destinations #29 from John F. O'Connor
Cover: D-900 GMC 4509-699 of 1949. Public Service 2604 Authority #1744 of 1916. These vehicles were 34 years apart in building. The bus cost \$30,000 and the trolley \$6,680. The car ended service in 1953 on the CITY SUBWAY and the bus in the early 1960s on 7 JACKSON. So the car ran about 37 years and the bus ran about 12. The capacity of the trolley was 56 seats and a crush of about 100 whereas the bus had 45 seats and a crush of about 65. The most economical vehicle, and far superior crowd mover, was the trolley. It is true that the rail had to be provided, installed and maintained for the trolley and none of this was cheap. Rail operation is a long range investment while buses are throwaways. At least three buses would be required to replace a car in length of service along. Much lower capacity of the bus required more vehicles and operators to move the passenger load.

D-900 never replaced BLOOMFIELD cars because officials of the town through which the line ran would not pay for paving the City Subway. Public Service was successful in dumping the costs of the right of way onto the public when buses took over from the cars but there was never any private right of way for buses or All Service Vehicles.

At the time of this picture, June 13th, 1950, only three car lines were still in operation: BLOOMFIELD, ORANGE and CITY SUBWAY. ORANGE would soon be cut at Roseville car house. About 75 cars were in service and the oldest were the 3200s of 1912 and the newest the 2726 series of 1918. All of these cars would end service by 1953 when the PCCs from Minneapolis took over in & CITY SUBWAY where they would run into the year 2001. So 40 years after GMC's D-900 ended service the PCC's it never replaced still operate. So much for the wisdom of the High Command at Public Service who decided in the 1930s that the trolley car was not the way to move passengers.

Page 4: Car 2600, Public Service Authority 1529 of 1915. This was the original compromise roof car. The other 19 cars in the order 2505-2523 were the last clerestory group built at a cost of \$6,004 each, while 2600 cost \$6,691.

Page 7: Car 2601, Public Service Authority 1744 of 1916. The first of 50 cars for SOUTH ORANGE AVENUE. Most of these cars ran on that route until the mid-1930s when some came to BLOOMFIELD.

Page 9: Car 2618 same as above except was made single end in the mid 1920s Car left BLOOMFIELD service in 1935 just before City Subway use began. Car went to the 43 JERSEY CITY and last ran on the 21 ORANGE in 1951.

Page 11: Car 1950 ran on BLOOMFIELD from 1906 until 1909 when it was replaced by the 2146-2199 series. The car along with others in the 1950-1971 series then went to JACKSON and ran until 1929.

Car 2312 came over from BERGEN and ran in special service from Bell Street, Montclair for a year or so. The car had seen service on the Hudson Division at West New York from 1911 until 1928 when it was replaced by the 3257 series from Camden. 2312 was built under Authority 620 of 1911.

Pages 16 & 17: Bloomfield Avenue Erie crossing "OF" Tower. I worked at this point in 1942 and 1943. The cars were governed by block signals that could only be cleared if the derails were lined for movement of the cars. Some motormen would move on a hand signal from the tower even if the block signal was in the STOP position. One car did just that and the tower operator threw the derail under the car causing it to move crosswise on Bloomfield Avenue. No one got hurt but that operator never again worked at OF. I was NOT the operator.

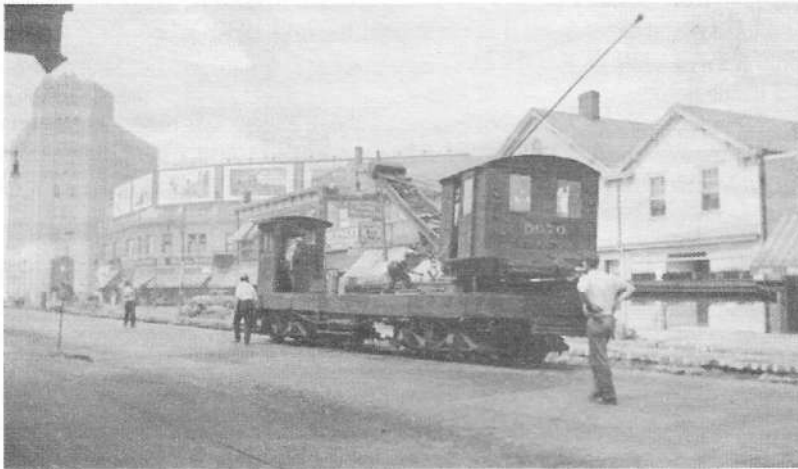
Page 19: Car 2176 was one of 54 cars assigned to BLOOMFIELD in 1929. They ran until the late 1920s

Rear Cover: Car 2726 was the first of the last series of 25 compromise roof cars for North Jersey use build in 1918. Cars on the 29 BLOOMFIELD were replaced by the E-300 series 45 seat buses that were the same as D-900 without trolley poles. The E-100 series were much smaller and never replaced any trolleys nor did 7840 which was an oil electric dating from 1942.

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.

Due to a printer's error, part of Page 15 in Destinations 29 was printed with incorrect photos and captions. The above are the correct ones in the same layout. Copy and paste in if you wish. Ed.

MORE LETTERS... From Father John Cody

Last page showing PSCT 2726 has a major error. PSCT 7840 oil electric was not purchased to replace the trolleys. The General Motors E300 series, of which I believe there were about 50, were purchased in 1951 but held in storage at PS Ferry Street Shops for over a year due to NJ Public Utilities Commission reduc[ing] the fare that PSCT was allowed to charge. They were a 40 foot bus and began to appear in early 1952 on the 60 MONTCLAIR-NEWARK line and after March 29, 1952 on the 29 BLOOMFIELD.

The bus turning off Park Avenue is an E300 series not E100. The E100 series were operated on the 2 AMPERE, 11 NEWARK-ELIZABETH and 16 JOURNAL SQUARE.

I enjoy your publication very much.

Page 4



TRENTON AS A TRACTION CENTER

by *Barker Gummere*

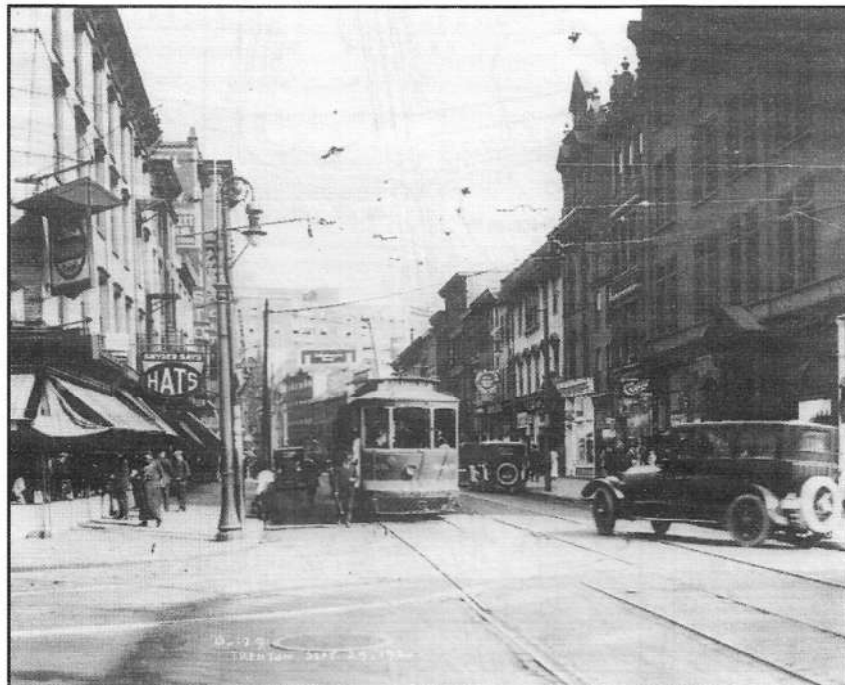
Most people in the Trenton area do not realize that this city, centered in the block bounded by State, Broad, Hanover and Warren Streets, was, at one time, one of the great traction centers of the eastern United States. Direct trolley service was available to New Brunswick, Newark and Camden, New Jersey, and by using various connecting trolley routes, one could reach Philadelphia, Easton and the Lehigh Valley, Reading and Harrisburg, Pennsylvania, and Wilmington and New Castle, Delaware. If a traveler had the time and patience, he could travel all the way to Boston and even to Augusta, Maine by trolley.

If we go back more than three-quarters of a century to the year 1921, we can see the Trenton area trolley lines at their peak. The Trenton & Mercer County Traction Corporation operated seven city routes and four suburban lines at this time. The busiest route was the West State Street-Hamilton Avenue line, over which double truck cars were operated in base service. Single truck



Barker Gummere Collection

Trenton & Mercer County Traction Birney car 174, northbound on Broad Street at State Street, is heading for East Trenton. Princeton-bound car 278 has just turned onto Broad from State, while southbound car 252 is signed "CENTRE STREET" in this photo taken during the summer of 1921.



Barker Gummere Collection

T&MCT Car 248 westbound on the West State Street line, pauses at State and Warren Streets while the motorman leaves the car to throw the switch - September 29, 1920.

Birneys were operated on the other city lines with double truck cars added on most routes during rush hours. Double truck cars served the suburban routes to Princeton, Hopewell, Hamilton Square and Yardville. Some West State Street cars continued via Sullivan Way to Trenton Junction (now West Trenton).

The other city routes were: Stuyvesant Avenue-South Clinton Avenue, East State Street-Brunswick Avenue, East Trenton-South Broad Street, East Trenton-Centre Street, Pennington Avenue and Market Street. The Centre Street and Pennington Avenue routes were combined in January 1923, and on April 1, 1928, West State Street cars began running out South Clinton Avenue, while Stuyvesant Avenue trolleys began operating over the Hamilton Avenue line.

All city and suburban trolleys operated through, or turned at, the intersection of State and Broad Streets. Princeton, Hopewell and Pennington Avenue cars looped downtown via North Warren, East State, North Broad and Perry Streets, while Hamilton Square trolleys looped

from State, via Broad, Perry and Warren. Yardville and Market Street cars turned back at a crossover on North Broad Street between State and Hanover Streets.

The West State Street-Hamilton Avenue route began on West State near Sanhican Drive, followed West and East State Streets, South Clinton Avenue, passing the Pennsylvania Railroad station, Hamilton Avenue and Olden Avenue, ending at East State Street.

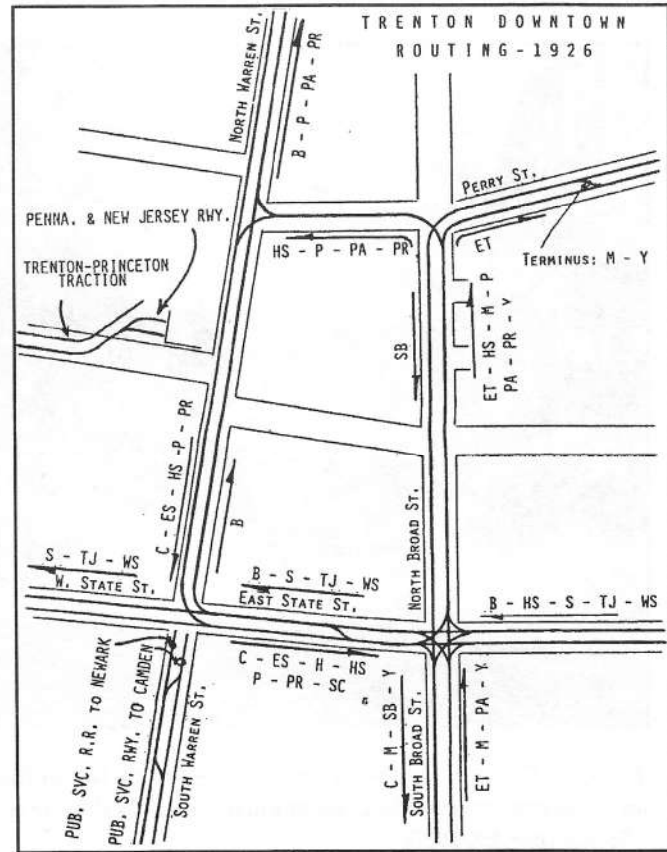
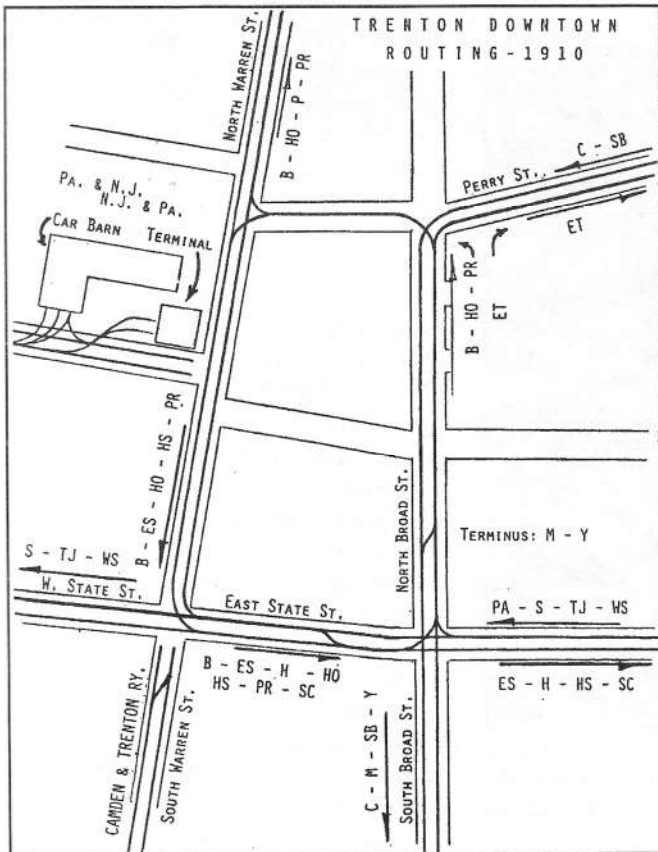
The Stuyvesant-South Clinton line began in 1921 on Stuyvesant Avenue at Whittlesey Road, near Cadwalader Park. Until 1918, Trenton Junction cars had operated via Stuyvesant Avenue and private right-of-way to Sullivan Way, but in 1919 they were rerouted over a more direct line via West State Street and the new Sullivan Way tunnel under the Delaware & Raritan Canal Feeder and the Pennsylvania Railroad's Belvidere Division. Stuyvesant-South Clinton cars ran east on Stuyvesant, then via Prospect Street, State Street, South Clinton Avenue and Stanton Street, to South Broad Street. The Stuyvesant Avenue line was extended west about one-half mile



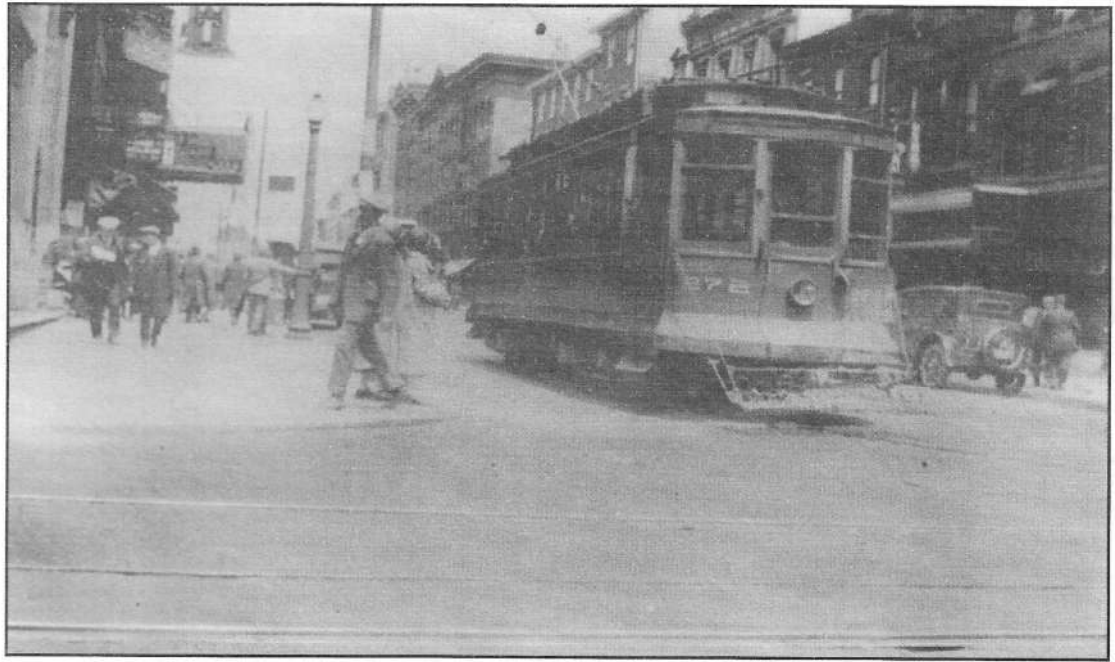
Barker Gummere Collection

Birney car 106, a rush-hour tripper on the West State Street line, passes car 352, a tripper bound for Hutchinson's Mills on the Hamilton Square route. We are looking east on East State Street at Carroll Street on June 2, 1930.

from Whittlesey Road to a point near Cornwall Avenue in November 1927.



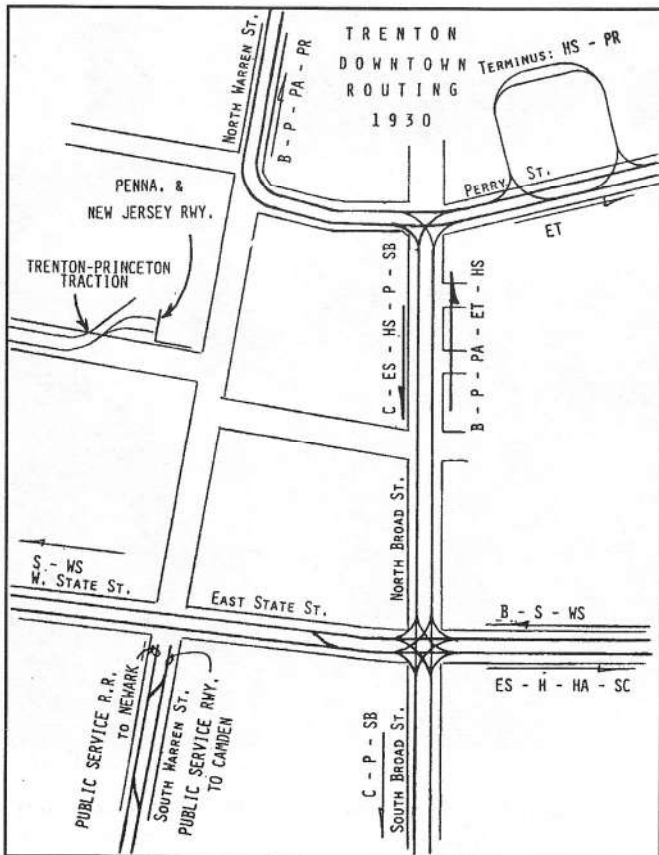
The East State Street-Brunswick Avenue route began at a loop at the Interstate Fair Grounds in Hamilton Township. Each year, during Fair Week, usually the last week in September, this route was extremely busy, with trolleys operating on a one-minute headway from downtown. From the Fair Grounds, the cars ran via Greenwood and Johnston Avenues, East State and North Warren Streets, Princeton, Paul and Brunswick Avenues, to the turnout at



Wilbur A. Cain Photo

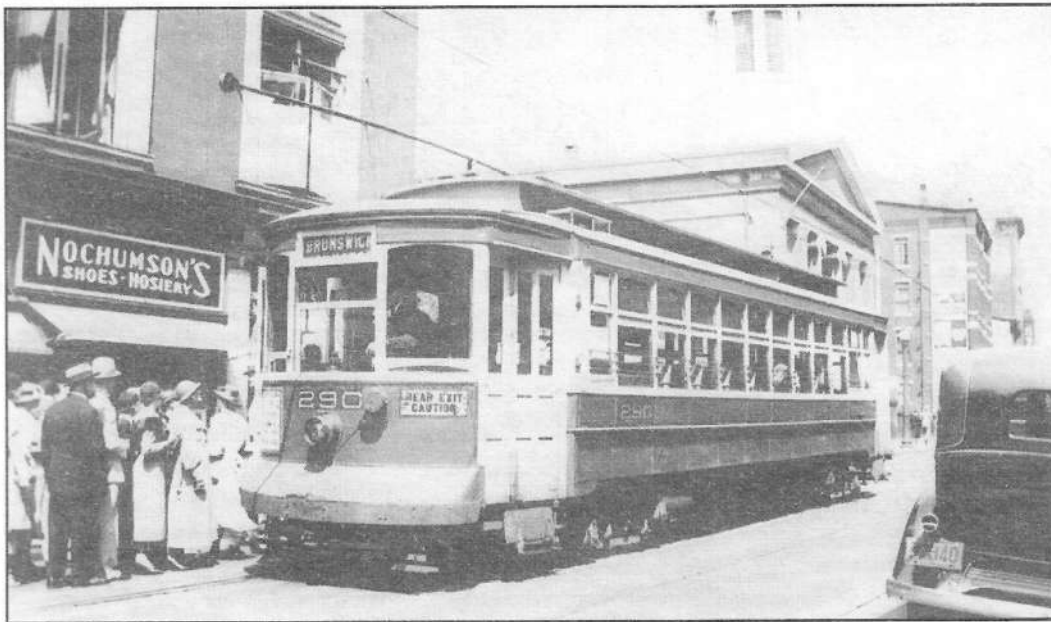
Car 272, southbound on North Warren Street at State Street, is making a trip on the East State Street route to the Fair Grounds in May 1925.

Mulberry Street. In December 1923, East State-Brunswick cars were extended via Brunswick Avenue and Lawrenceville Road to Slackwood Switch, a short distance beyond the present Brunswick Traffic Circle.



Map Route Symbols	
B -	Brunswick Ave.
C -	Centre St.
ES -	East State St.
ET -	East Trenton
H -	Hamilton Ave.
HS -	Hamilton Square
HO -	Hopewell
M -	Market St.
P -	Pennington
PA -	Pennington Ave.
PR -	Princeton
S -	Stuyvesant Ave.
SB -	South Broad St.
SC -	South Clinton St.
TJ -	Trenton Junction
WS -	West State St.
Y -	Yardville

Maps - Elmer Fry Courtesy of Howard Cox



George E. Votava Photo

Passengers board car 290, westbound on State Street at Broad on May 6, 1934. The car will turn north onto Broad Street, heading for Brunswick Avenue.

Mulberry Street, North Clinton Avenue, Perry and Broad Streets. Centre Street cars turned from Broad onto Centre, then onto Lalor Street, ending at the carbarns. South Broad Street cars continued along Broad, ending at Park Avenue in Hamilton Township. Yardville cars continued alongside South Broad Street, through White Horse, and ending at the Pennsylvania Railroad's Amboy Division, Yardville. When the Yardville route was built in 1899, Trenton Street Railway had planned to extend the line through North Crosswicks to Allentown, but the

Princeton cars continued alongside Lawrenceville Road (US Route 206), through the village of Lawrenceville, then parallel to Fackler Road and Princeton Pike, and on private right-of-way, crossing Stony Brook. The line paralleled Quaker Road for a short distance, then ran through the woods on private right-of-way, emerging at Alexander Road. The line ran alongside Alexander Road and onto University Place, Princeton, ending at a small stone station, the Princeton terminal.

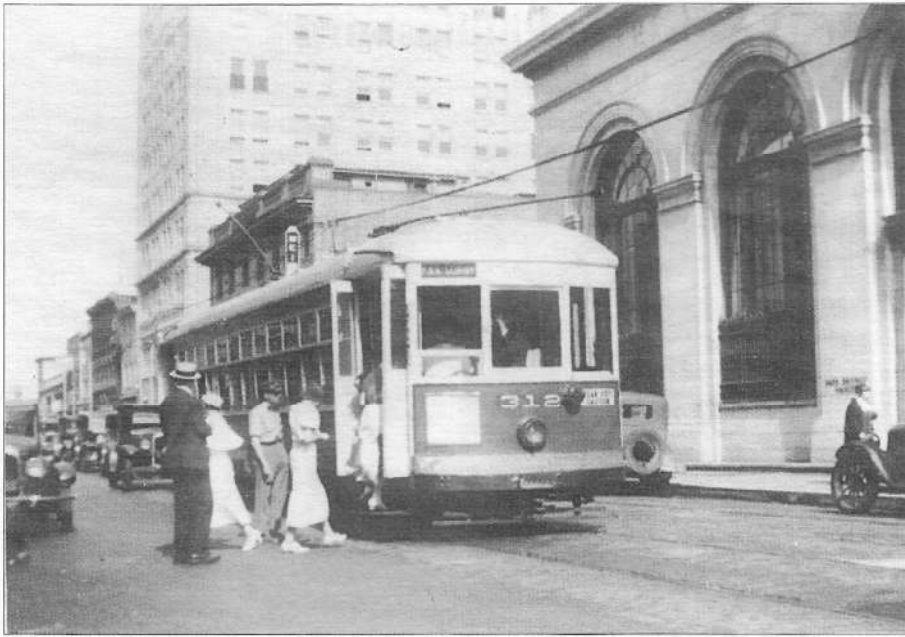
Pennsylvania Railroad refused to allow the trolley to cross at grade. Some track was laid east of the railroad, but was never used.

Hamilton Square cars ran from downtown east along East State Street. While the East State cars bound for the Fair Grounds turned onto Johnston Avenue, Hamilton Square trolleys continued on East State Street, to Whitehead Road, then ran on private right-of-way (now East State Street Extension), through Hutchinson's Mills, to Mercerville. The line then followed alongside Nottingham Way to Hamilton Square, ending at Mercer Street.



Barker Gummere Collection

We are looking down at the "grand union" at State and Broad Streets on a rainy day in 1934. The trolley is southbound on Broad Street.



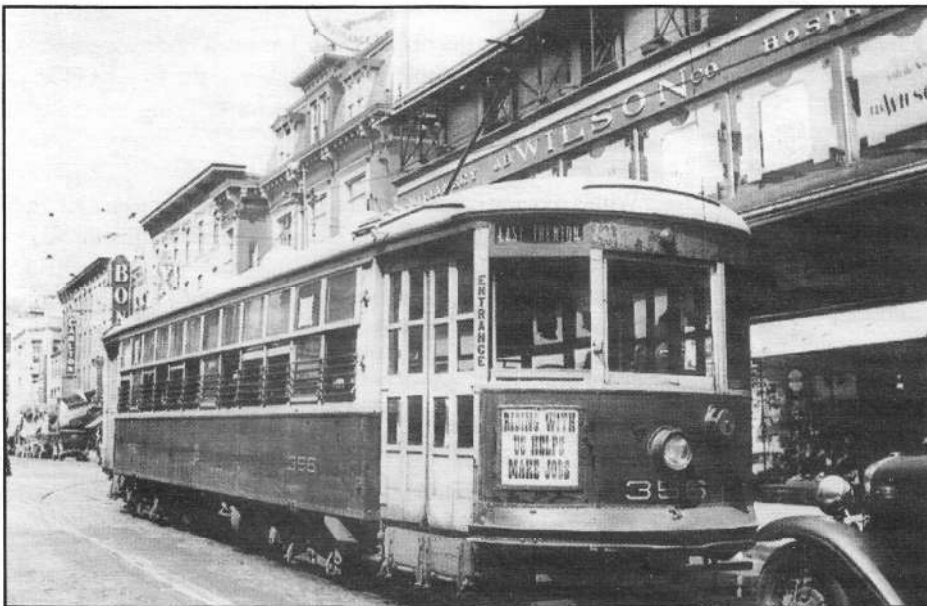
Wilbur A. Cain Photo

Passengers board car 312, eastbound on State at Warren Street in August 1934. The sign "PRR CLINTON" indicates that the car is on the West State Street-South Clinton Avenue line and will pass the Pennsylvania Railroad station.

Pennington Avenue and Hopewell cars, after looping downtown, ran along North Warren Street, passing the Reading Railroad station, then along Pennington Avenue to the city line at Parkway Avenue, the terminus of the Pennington Avenue route. Pennington and Hopewell cars continued alongside Pennington Road (NJ Route 31) and along Main Street, Pennington. The line continued along Pennington-Hopewell Road and Broad Street, Hopewell, ending at the eastern borough line.

South Broad Streets, and scheduled to make a trip east on State Street, had to back around the corner, then head west on State and use the crossover between Broad and Warren. Moves such as this interfered with the growing automobile traffic and also delayed other trolleys. In May 1922, connecting curves were installed which permitted cars going north on Broad Street to turn either east or west onto State. Cars going either east or west on State Street could also turn south onto Broad Street. With the installation

of these four curves, only two were needed to complete the "grand union" and these were put in place in October 1928, in connection with a major downtown rerouting. This included a new loop at the Perry Street Terminal for suburban cars, double track on Perry Street between Broad and Warren, and abandonment of the trackage on North Warren between State and Perry Streets.



George E. Votava Photo

Car 356, northbound on Broad Street on the East Trenton line, pauses at State Street on May 6, 1934.

Trenton & Mercer County Traction's first abandonment was the trackage between Pennington and Hopewell on November 1, 1924. Buses ran between Trenton and Hopewell, but trolleys continued to operate between Trenton and Pennington. As noted previously, trolley service on the Market Street route was discontinued on October 23, 1928 and on December 2, 1928 the trackage between the end of the West

The Market Street route began at the crossover on North Broad Street, north of State Street. Cars ran along South Broad, Market, South Warren, Bridge and Bloomsbury Streets, ending near the Municipal Wharf. One single-truck Birney provided normal service on this short line, but when Delaware River steamboats were operated, mainly during the summer, extra service was provided to Municipal Wharf. The Market Street line was the first city route to be abandoned, on October 23, 1928.

In 1917, the city had hired Peter Witt, a traction expert from Cleveland, Ohio, to study the street railway system and make recommendations for improvements. Witt's report, completed in January 1918, recommended, among other things, the construction of a "grand union" at State and Broad Streets. At that time, only two curves connected the tracks on State with those on Broad. Cars coming from the carbarns on Lalor Street, via Centre and

Continued on page 17

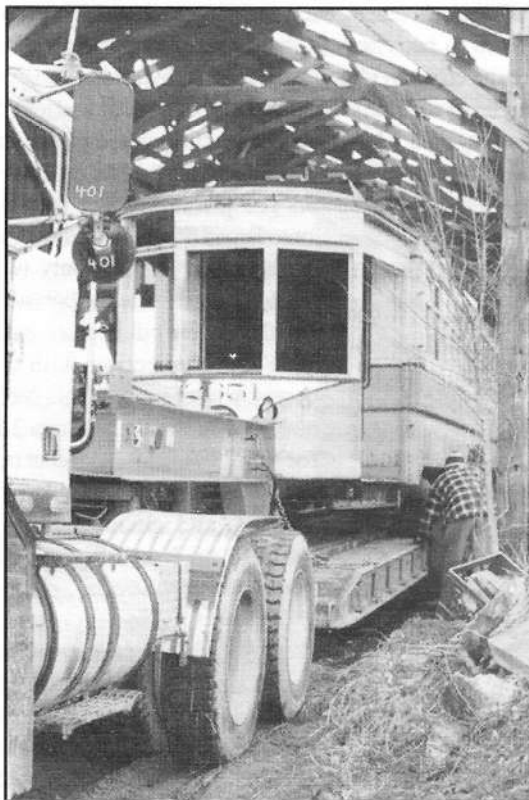
PS Car 2651 Moves to Phillipsburg

by Bob Hooper



Jim Tomczyk Photo

After weeks of preparation, 2651 is ready to move. The crew guides the trailer under the trolley.



Jim Tomczyk Photo

The car is secured to the trailer. Time for a final check before things get rolling.

On March 3, 2001, NJERHS assisted by Friends and the PRRH moved the 2651 car body from the BR&W Ringoes property to a recently completed engine house at the PRRH site at Phillipsburg.

The move completes the next step in the restoration of the last surviving Public Service compromise roof car. Ever since the 1994 purchase of the trolley body by NJERHS, a location for completing the restoration has been sought. Through the cooperation of the Phillipsburg Railroad Historians, a portion of their Engine House was made available for the restoration work.

Preparation for the actual move has been underway since late 2000. With the completion of track into the Engine House in December 2000, the stage was set for bringing the car to the Phillipsburg.

With a moving contract established with Jim Lilly and KMT, the physical work of getting the car ready to move after 26 years at the Ringoes property was begun. The weather managed to delay getting the needed materials for the move. In early February, we were able to secure the necessary crossbeams to support the car during loading.

Three more work sessions were needed to get the car positioned for the loading. You just don't pick up 10 tons of trolley by hand. Using hand operated track jacks, cribbing was constructed to raise the beams for a clearance of 40 inches. The moving crew spent three days preparing the site and car body.

Finally, everything was ready and the weather looked like it would cooperate. March 3rd dawned clear and cold. The mover was



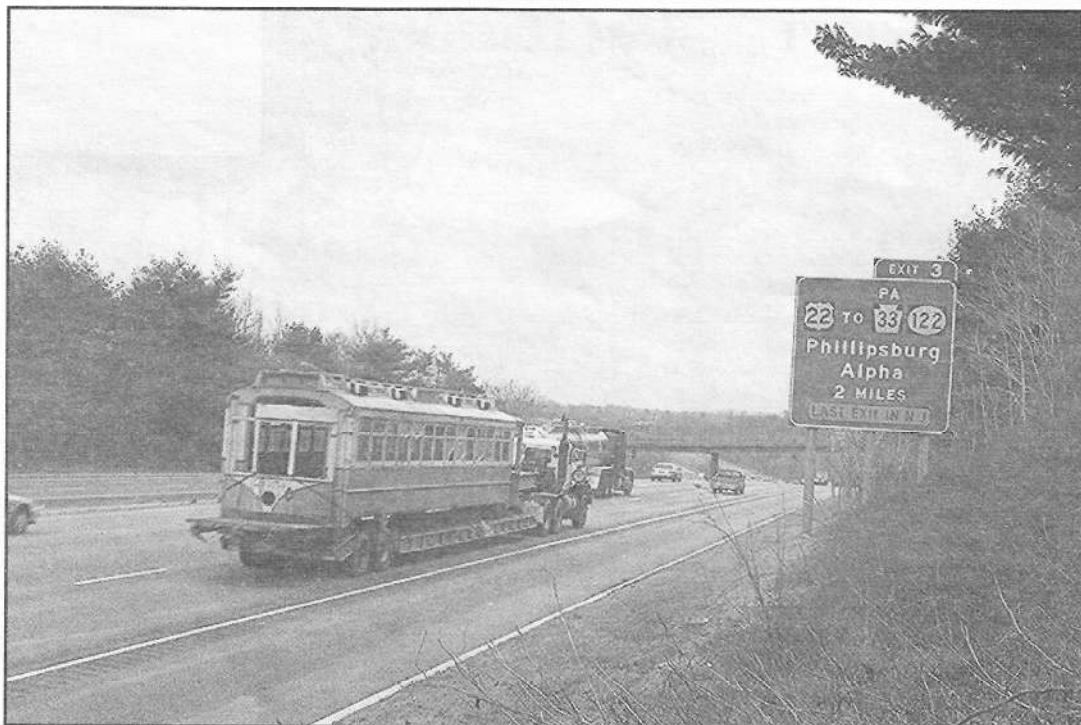
Jim Tomczyk Photo

After being in one place for twenty years, the surrounding buildings had grown closer and reduced maneuvering space. So things had to move before the tractor, trailer and 2651 could make a clean swing into the driveway.



Lilly and company eases PS 2651 out of the BR&W driveway enroute north to Phillipsburg. - March 3, 2001

Dave Phraner Photo



2651 loaded on Jim Lilly's rig has its new residence in sight.

Dave Phraner Photo

scheduled to be on-site at 7 AM. With our volunteer crew arriving, the final on site modification and adjustments were made.

The Ringoes site over the years had been tighter than it was on the inbound move 27 years ago. The shed had been built at 90 degrees to the roadway. The site had accumulated several trailers close to the roadway. Moving a tractor and 53 foot trailer around a 90 degree curve requires a lot of skill and space. After some delay, 2651 was ready to go.

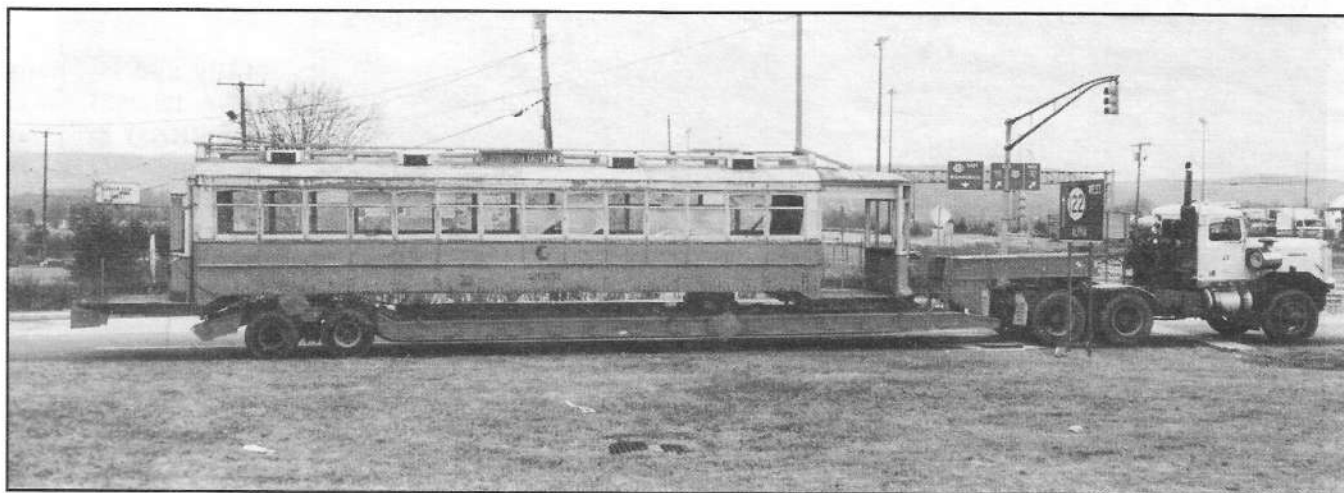
It was simple to drop the car onto the trailer and secure it. We pulled the load onto the BR&W driveway to make the final preparations for the trip north. The rear vestibule of the car was

That's one long load! 2651 waits for traffic to clear the way.

only temporarily positioned on the platform. Therefore, it had to be moved and secured for the move.

With that complete, we see-sawed on need for a warp to provide protection during the move. We finally went without it. A final check of the size shows that we have no problem with the load height or length. A final conference on the route (Route 31 north, Interstate 78 west, Route 122 to Alpha, South Main Street to the PRRH site (oppose Joe's Steakhouse) in Phillipsburg.

Eleven thirty AM and we are ready to move. Four hours to get loaded — not bad. Jim Lilly and Ron Walker and his guys made the work look easy. So, 2651 has wheels under it for the first time



Jim Tomczyk Photo



The Parade moves up South Main St. Phillipsburg - March 3, 2001

Ann Miller Photo

in 27 years. All right, they are rubber wheels but they represent progress along the road to restoration.

The trip north is without incident. The convoy of vehicles shadows the cars. The photographers sprint around the load to record the historic event. The local citizenry along the way drop their jaws as the load trailer moves by.

Lilly's steady foot keeps the move going at a rapid pace. With the open road of I-78, Jim was to roll about 55 miles per hour. Smooth as silk.

Now, we needed to change the schedule. I had anticipated the move would not have us at Phillipsburg until 2:00. Now, we



Ann Miller Photo

PS2651 passes Joe's Steak Shop as it enters the Phillipsburg Railroad Historians museum site.



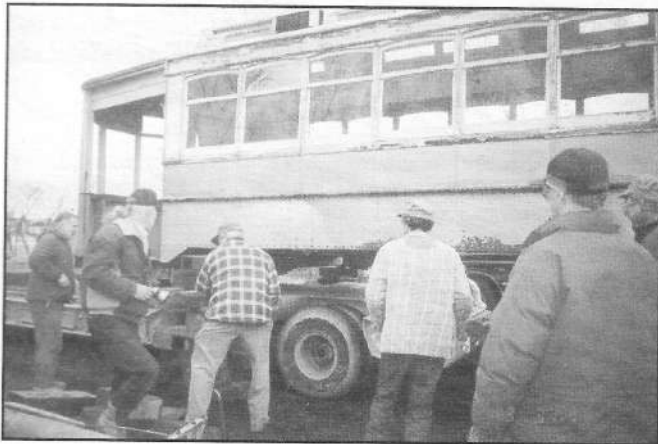
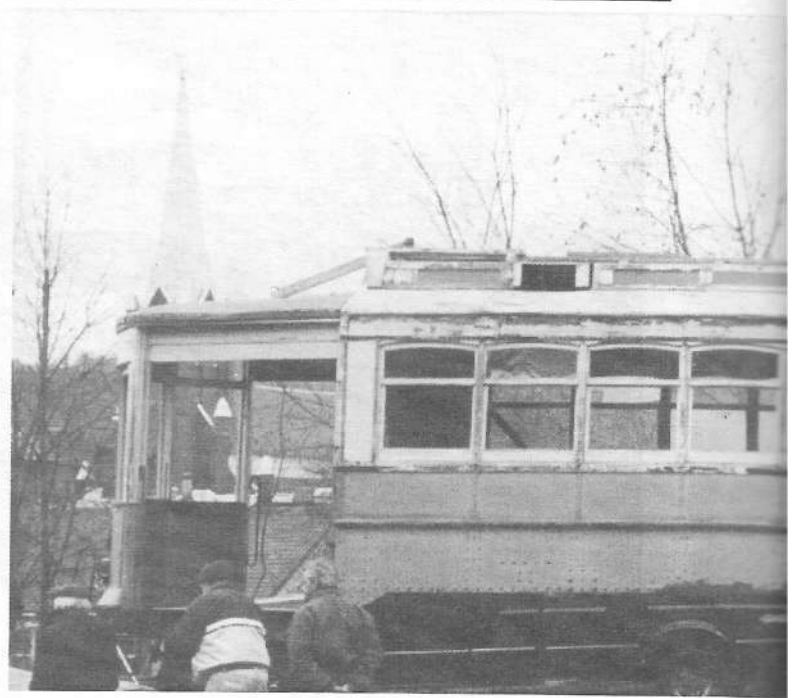
Dave Phraner Photo

PS 2651 and trailer back to the end of track at the Phillipsburg enginehouse. The crew ponders the next move.



Ann Miller Photo

Mark Donohue, one of the many jack men leans on his bar. The body was cribbed and jacked three times to shift the body over the track running into the Enginehouse so trucks could be rolled under it.



Ann Miller Photo

Now for the P'burg shuffle, crib and jack clear of the trailer, shift the car back on the trailer, jack again to get the trucks under one end and jack some more to shift again and finally we reach the end of that very long trailer.

are arriving in town early. Thank goodness for cell phones. We were able to reschedule the press reporter and photographer.

Now, the work reversed itself: getting 2651 off the trailer, onto their temporary trucks and inside four walls and under a roof.

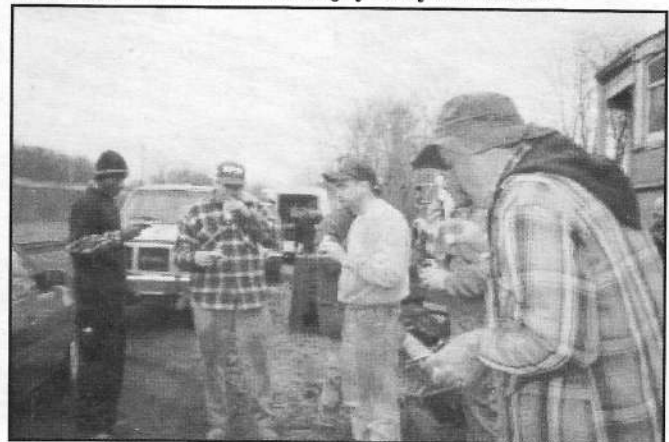
First, an inspection of the unloading site. Can we make the swing onto the access road? Do we have clearance? Everything checks out and we are ready to proceed.

Now, we begin the shuffle process. We have not hired a crane to assist with the unloading. Instead, we have devised a series of moves to shuffle the car off the trailer and onto the trucks. First, the car body is cribbed and blocked to clear the trailer. The hydraulics of the trailer makes the job easier by eliminating some of the jacking moves. The first shuffle gets the truck under the rear of the car resting on a crosstie laid across a truck. Now, we

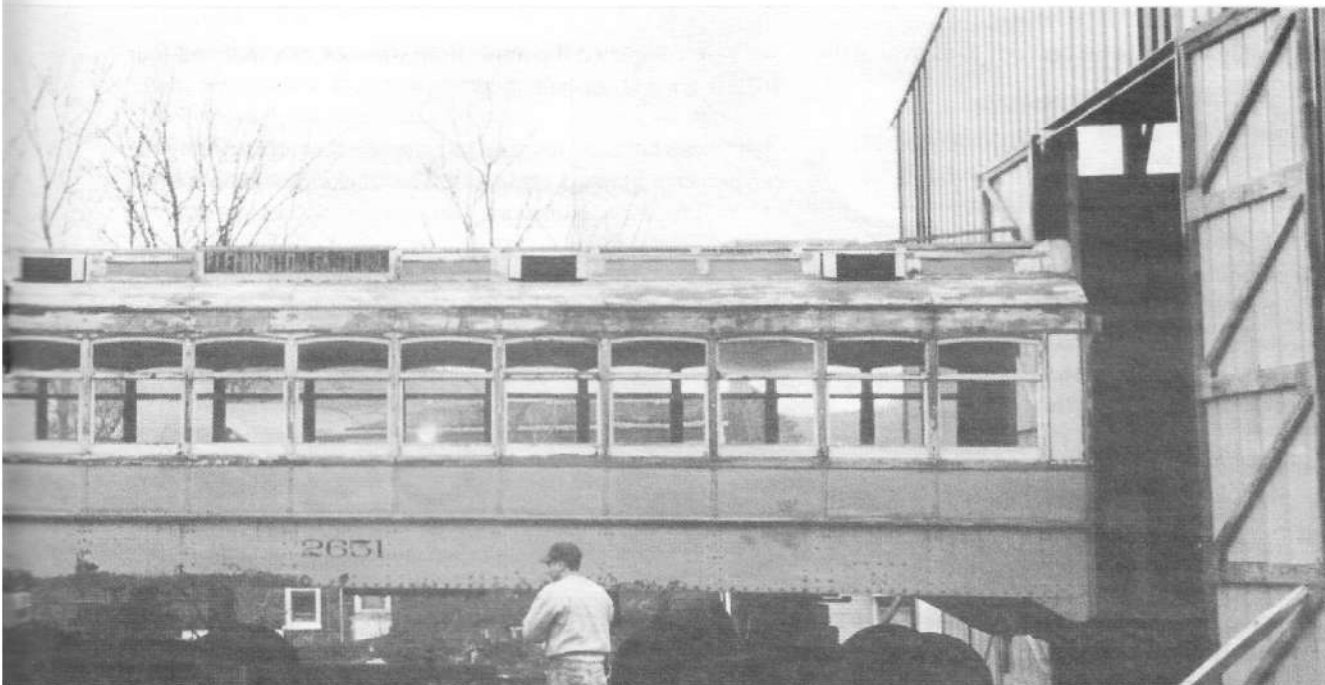
Hot food on a cold day is always welcome. Lunch at 3 in the afternoon was enjoyed by all hands.



Ann Miller Photo



Ann Miller Photo



Jim Tomczyk Photo

Above: 2651 is ready to roll into its new home.

Right: "Everyone together – lift!"
The crew slides a cross beam under the bolster. Cross beams are positioned under the car body to permit jacking it clear of the trailer.



Ann Miller photo



Ann Miller Photos

With the body floating on two cross beams, the trucks were rolled under 2651. Ron Walker does the honors on this side.

Continued from page 14

jack the front of the body and move the car body to the rear of the trailer.

However, first a break for food. It is hard to call it lunch as it's 3 PM. Rocco's Pizza turns out to be very tasty.

So now, its back to jacking to get the front end high enough to clear the trailer. It was no easy task.

A final jacking operation on the west end of the car is needed to permit the rear truck to be moved to the front of the car and the second truck to be positioned under the rear of the car.

With the rear of the car dropped onto a truck, we settle for getting the front truck under the car body but not at the bolster. So with the body blocked and secured, we roll 2651 into the car barn (err Engine House). And, its still light. (Time for pictures.)

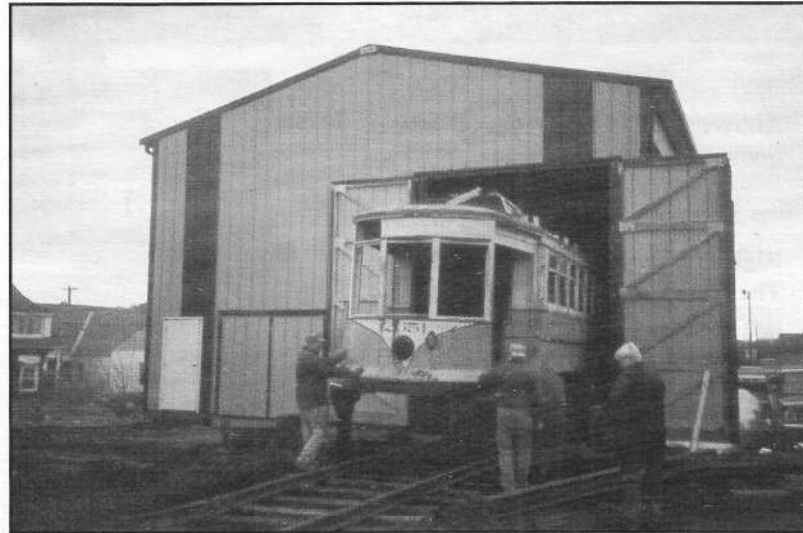
We have completed the move from Ringoes to a roof and four walls in ten and one half hours.

Two weeks later, we returned to complete the job of getting the car properly blocked on trucks. The trucks provide a mobile platform for restoration work.

Now, we begin the next steps: Body rebuilding, Equipment refitting, Power truck acquisition (C50P, 0-50, or 27G all are appropriate).



Blocked on temporary trucks, 2651 rolls into its new home. This is the first time the car has been on steel wheels in about 55 years.



Bill Keigher Photo



Bill Keigher Photo

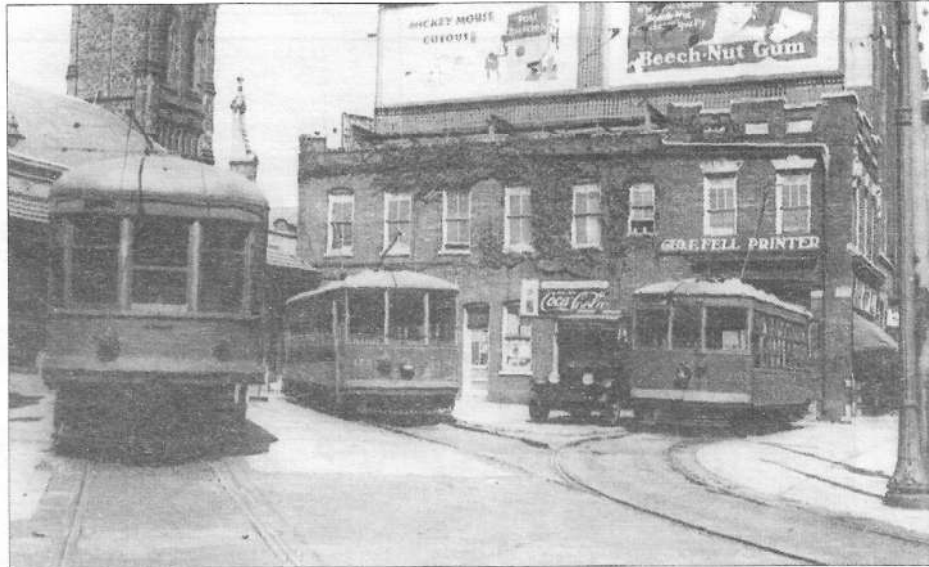
The crew cleans up the last of the cribbing and cross beams as the sun sets. 2651 seems to smile under a solid roof.

Continued from page 9

State Street line and Trenton Junction was abandoned. Buses replaced the trolleys on both routes. On February 17, 1929, trolley service was cut back from Yardville to White Horse, again being replaced by bus service.

On November 23, 1929, Trenton & Mercer County Traction was merged with its bus subsidiary, Central Transportation Company, to form Trenton Transit Company. The first abandonment of trolley service by Trenton Transit was a further cutback on South Broad Street from White Horse to Oldfield Avenue, Hamilton Township. This occurred on November 23, 1930.

The year 1931 saw the end of the remaining suburban routes. First to go was the Hamilton Square line on June 14. The replacement buses followed a different route, bypassing Hutchinson's Mills, but another bus line was rerouted to serve that community. On July 2, 1931 trackage between Parkway Avenue and Pennington was abandoned and on July 26, trolleys on the Princeton line were also replaced by buses. Because of the refusal of Princeton Township and Princeton Borough to agree to the change, one car shuttled between Fackler Road, near Lawrenceville, and Princeton, until December 29, 1931. The remaining five city routes were replaced by buses between November 11 and December 9,



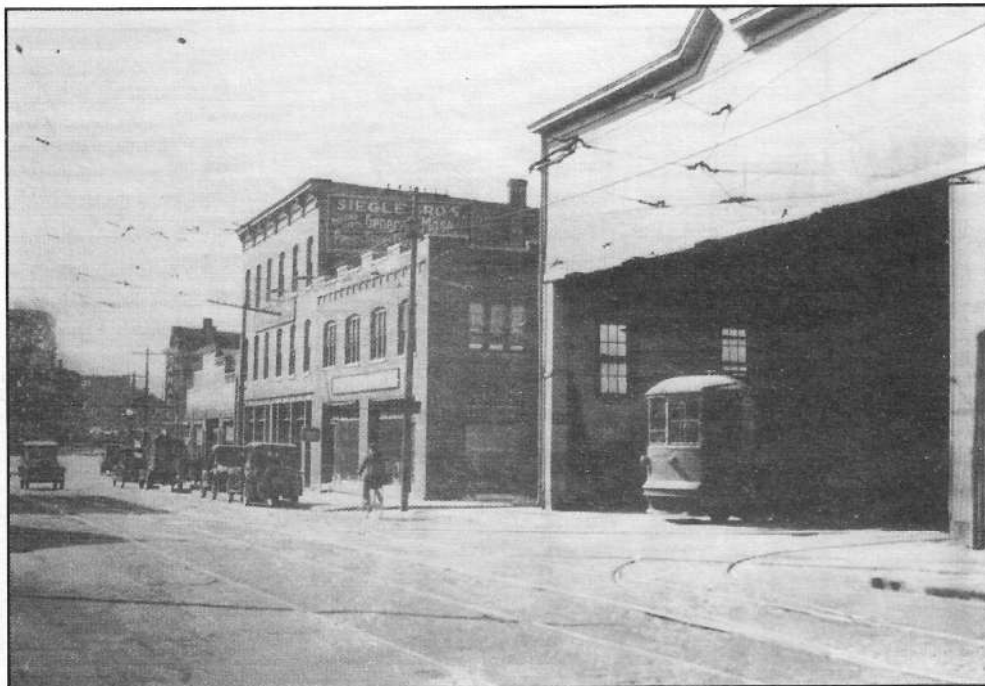
Howard E. Johnston Photo

Three cars wait at the West Hanover Street terminal on May 23, 1934. Trenton-Princeton Traction car 22 is on 4' 8" gauge track, while Pennsylvania-New Jersey Railway car 125, bound for Yardley, Pennsylvania and Birney car 20 for Morrisville, are on the 5' 2" gauge trackage.

1934. The two carbarn buildings on Lalor Street, although altered since trolley days, still stand in 2001.

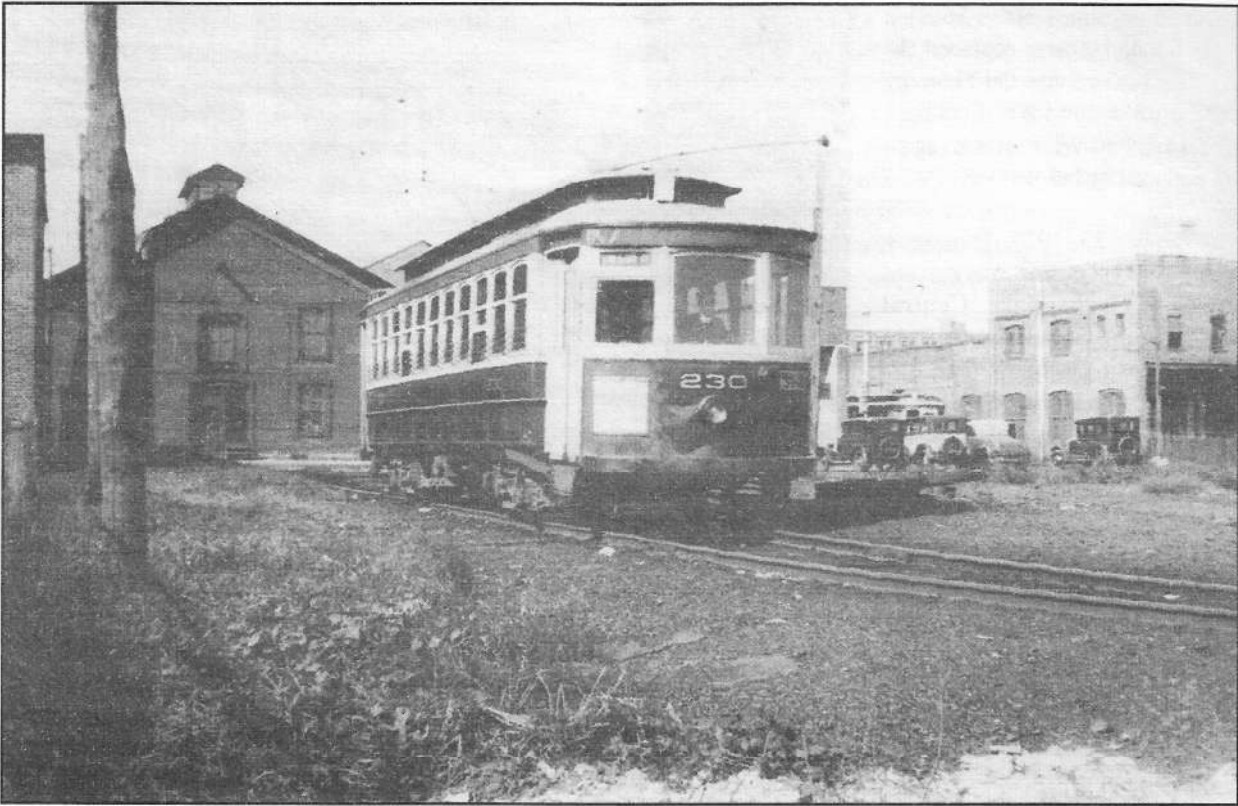
Another fairly large trolley system, which had its terminal on West Hanover Street, near North Warren Street, was the New Jersey & Pennsylvania Traction Company, which operated a standard (4'8") gauge route along West Hanover and North Willow Streets, and private right-of-way to Lawrenceville and Princeton. Until 1913, this company had also operated a 5' 2"

Continued on page 23



One of Pennsylvania-New Jersey Railway's 121-127 series cars stands inside the West Hanover Street carbarn about 1922. What appears to be double track is actually a wide gauge track at left and a standard gauge track at right.

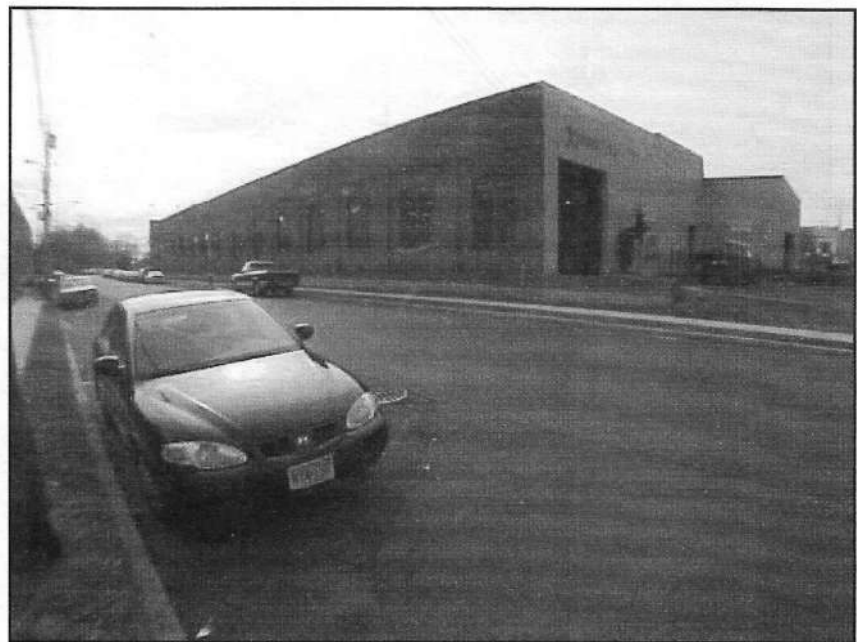
Barker Gummere Collection



William H. Watts Photo

Car 230, on the Centre Street-Pennington Avenue route, waits on the Lalor Street loop, across Lalor Street from the carbarns, on September 20, 1934.

The T&MC Traction Car House in Trenton survives today. Located at Lalor and Sotherly, the building is a car wash. Inside are old photos of its original use. This view is from the opposite side of the building from that seen in the above photo.



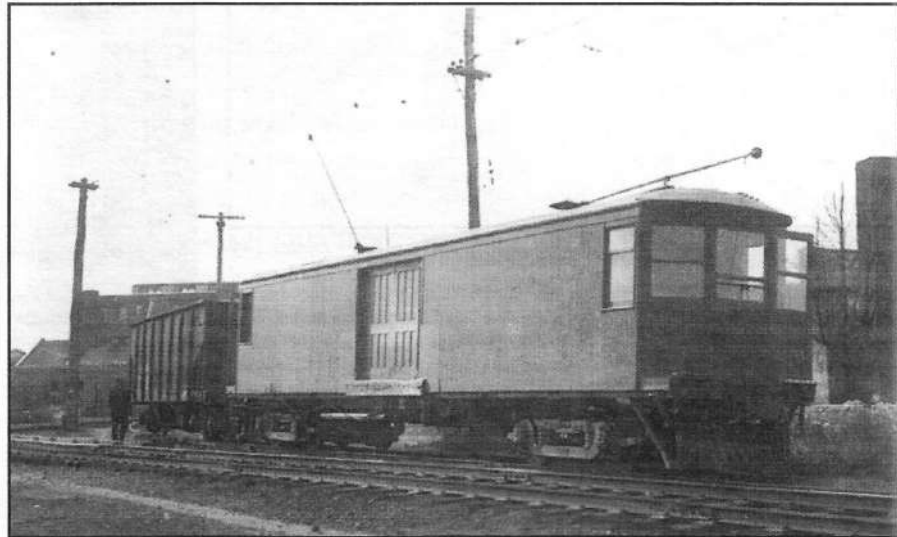
Marie Wright photo



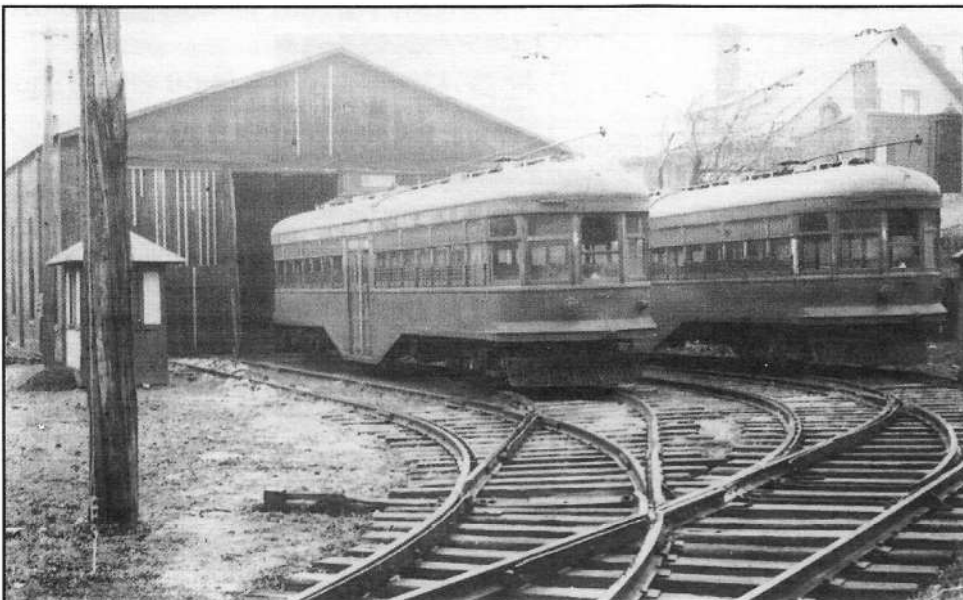
Trenton-Princeton Traction car 20 is northbound on North Willow Street at the Reading Railroad crossing on March 10, 1937.

North Jersey Chapter NRHS Collection

Trenton-Princeton Traction freight motor car 50 picks up railroad freight cars at the interchange with the Reading Railroad near Ingham Avenue, Trenton, on December 7, 1934.

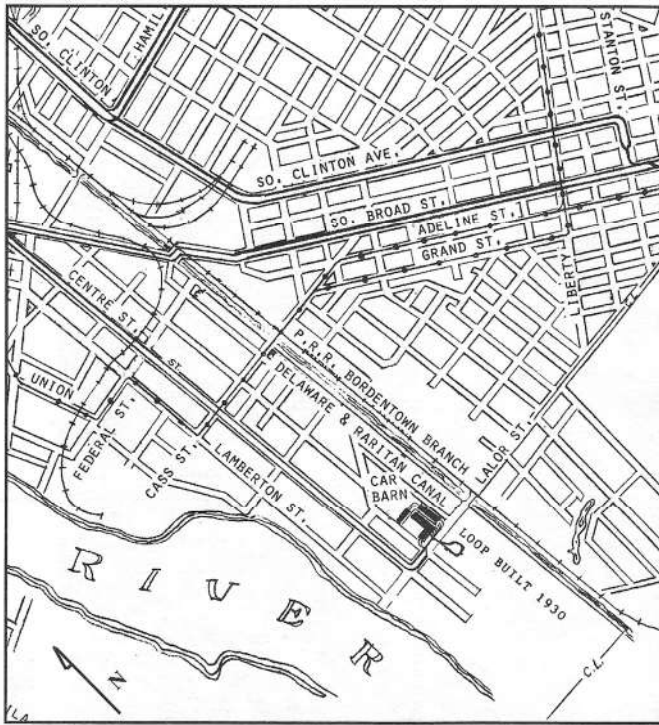


Howard E. Johnston Photo



Trenton-Princeton Traction cars 22 and 20 stand outside the North Willow Street carbarn on January 4, 1936.

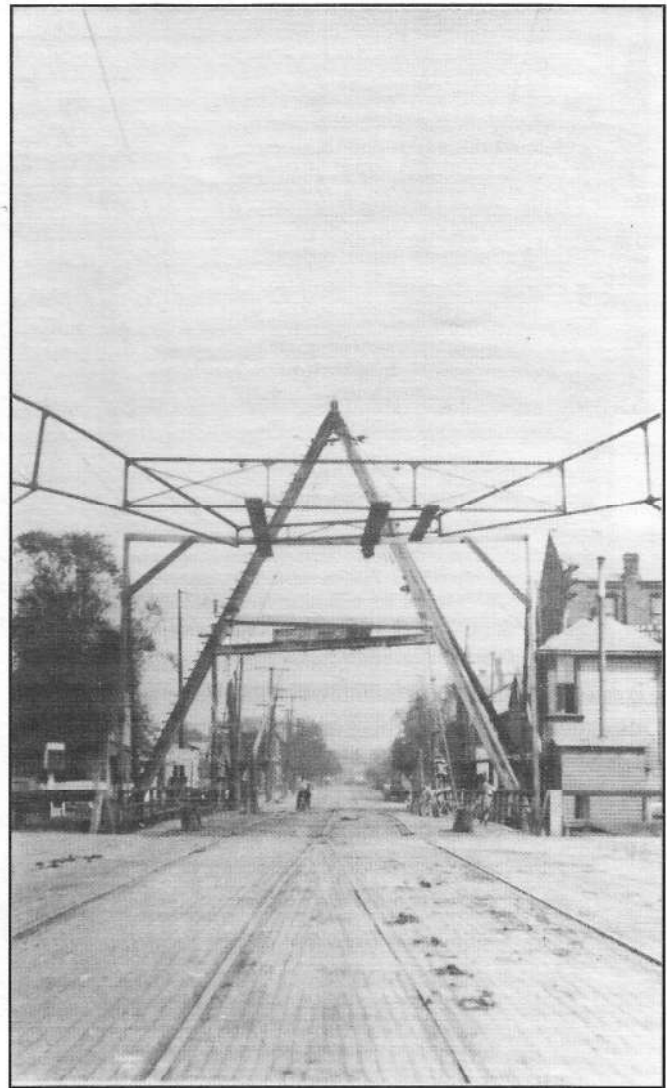
Howard E. Johnston Photo



Map showing of Cass Street area of Trenton: Cross hatched line - Steam RR; Circles - Public Service; Plain - T&MCT

Map - Elmer Fry
 Courtesy of Howard Cox

Looking east on Cass Street, Trenton, in October 1912, we see the old "A-Frame" drawbridge over the Delaware & Raritan Canal. Note the unusual three-rail track on the bridge, the center rail was shared. The 5' gauge track had been laid by the Camden & Trenton Railway.

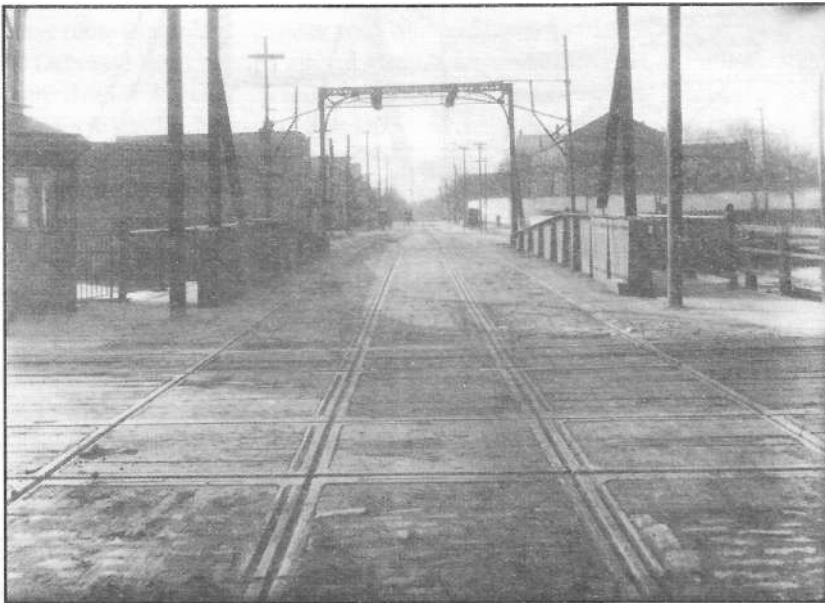


Edward T. Francis Collection



A new steel drawbridge is being installed on Cass Street in February 1913. A Riverside line trolley waits in the background before starting on a trip to Camden. View looks east.

Edward T. Francis Collection



Cass St. Crossing of Pennsylvania Railroad Bordentown Branch, Trenton, NJ - Looking west across bridge over Delaware & Raritan Canal.

Ira Deutsch Collection Neg No. 640

Cass St. & Pennsylvania Railroad Bordentown Branch Crossing, Trenton, NJ - Looking east from bridge over Delaware & Raritan Canal. Double tracked trolley lines were dual gauged to handle wide gauged Public Service Southern Division "Camden" cars and standard gauge Northern Division cars.

Ira Deutsch Collection Neg 642



Cass St. & PRR. Crossing - Trenton, NJ - Looking east from bridge over Delaware & Raritan Canal. Double tracked dual gauged trolley line crossed the double tracked PRR Bordentown Branch running along the Canal making for a very interesting crossing. Friends of the NJ Transportation Heritage Center has preserved a similar multi-gauge crossing from the west side of the canal where a freight spur constructed in the 1930s crossed Cass St.

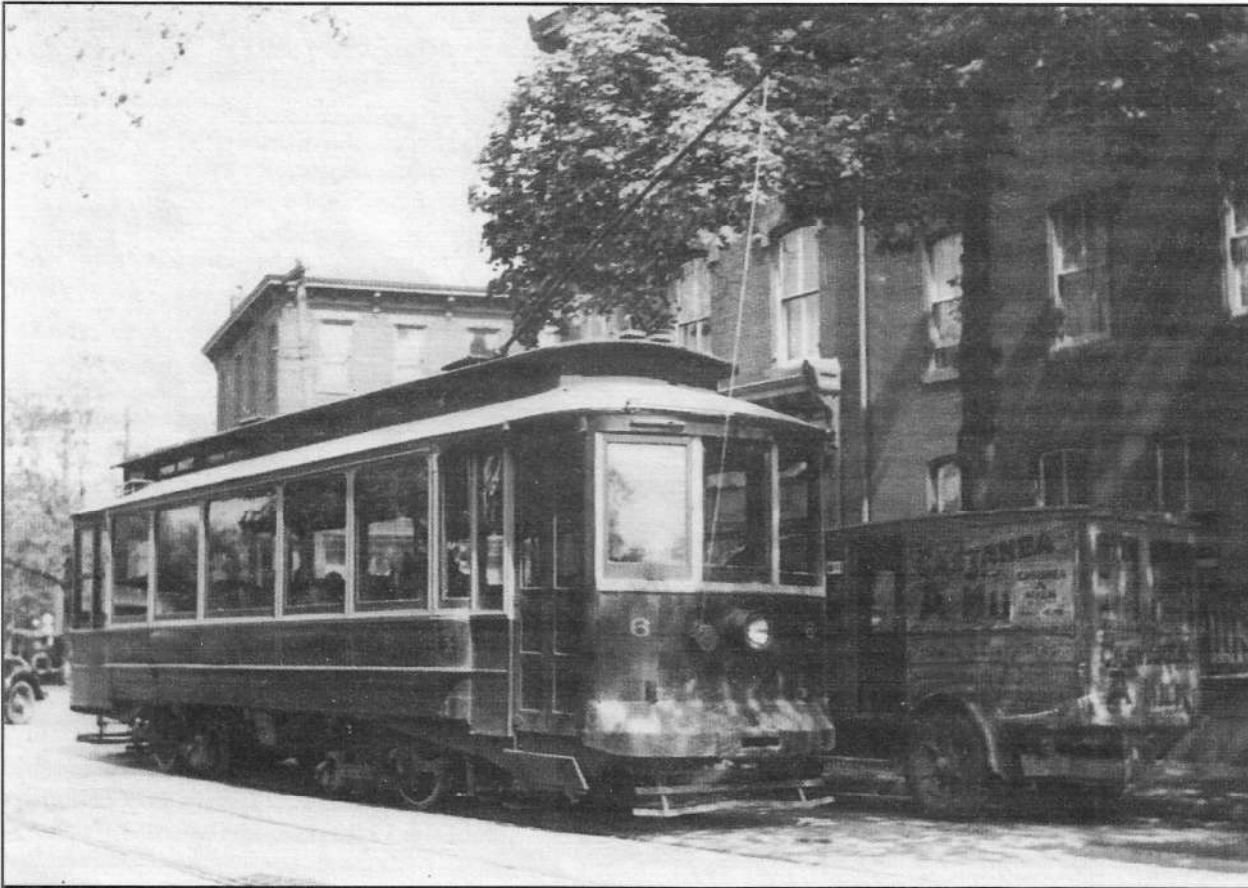
Ira Deutsch Collection Neg. No. 641



Pennsylvania-New Jersey Railway Birney car 20 rumbles across the Calhoun Street Bridge toward Morrisville on July 15, 1934. Note that the trolley is in the left lane of the bridge, bucking Trenton-bound automobile traffic.



William H. Watts Photo



Francis J. Goldsmith Photo

Pennsylvania-New Jersey Railway car 6, bound for Morrisville, Pennsylvania, pauses on West Hanover Street at Calhoun Street in May 1934. This car was built by the J. G. Brill Company in 1898 as a "Directors' Car" for the Coney Island & Brooklyn Railroad, Brooklyn, New York.

Continued from page 17

gauge route along West Hanover and Calhoun Streets and across the Delaware River on the Calhoun Street Bridge to Morrisville, Pennsylvania. A local loop was operated in Morrisville, as well as routes to Yardley, Newtown, New Hope and across the Delaware again to Lambertville, New Jersey. These routes had been merged with the Bucks County Electric Railway, operator of a trolley line between Bristol and Doylestown, in May 1913, into the Bucks County Interurban Railway. In 1917, the company name was changed to Pennsylvania-New Jersey Railway.

On West Hanover Street, between Willow Street and the terminal, Princeton cars operated in both directions over a standard gauge track, while cars going to and from Pennsylvania used a 5' 2" gauge track. A car barn adjacent to the terminal contained both wide and standard gauge tracks. Since the Princeton line had another car barn located near North Willow and Humboldt Streets, the Hanover Street barn was used mainly by the wide gauge cars.

By the early 1920s, increasing automobile traffic on West Hanover Street made the operation of trolleys on the left side of the street undesirable. In 1924, gauntlet (overlapping) tracks were laid in the center of the street and a standard gauge track was extended into the terminal, so that the Princeton cars would not have to end their runs in the street.

New Jersey & Pennsylvania Traction was merged with its subsidiaries in September 1922 to form the Trenton-Princeton Traction Company. Large center-entrance cars, which required two-man crews, were operated and made the trip between Trenton and Witherspoon Street, Princeton, in 40 minutes. The cars were lettered "Princeton Fast Line," and the line was known locally as the "Johnson Trolley," named for Albert L. Johnson, president of the Lehigh Valley Traction Company of Allentown, Pennsylvania.

Johnson had planned to use the Trenton-Princeton line as part of a high-speed electric route between New York City and Philadelphia. With Johnson's premature death in July 1901, these plans had collapsed.

Pennsylvania-New Jersey Railway's line from Trenton to Newtown, Pennsylvania, connected at Newtown with a route which ran north to Doylestown and south to Bristol. After riding this line to Doylestown, the trolley traveler could change to the Philadelphia & Easton Transit Company's line to Easton, where connections were available for trolleys to Bethlehem, Allentown and all the way to the Delaware Water Gap and Stroudsburg. By riding the Morrisville loop car from Trenton to Pennsylvania Avenue and Bridge Street, Morrisville, the traveler could board a trolley of the Trenton, Bristol & Philadelphia Street Railway for a ride to the Philadelphia city line. From this point, a car of the Frankford, Tacony & Holmesburg Street Railway would take the traveler to Frankford Avenue and Bridge Street, a hub of Philadelphia Rapid Transit Company trolley activity. From Philadelphia, it was possible to travel northwest to Norristown and Reading, west to Lancaster and Harrisburg, and southwest to Wilmington, Delaware, and beyond.

Pennsylvania-New Jersey Railway's semi-rural routes to Newtown and Lambertville were early victims of competition from automobiles. Both routes were discontinued on September 21, 1924. The more profitable Morrisville loop and one car on a hourly headway between Trenton and Yardley continued to operate for nearly ten years longer, but on September 2, 1934, all trolley service was abandoned.

The West Hanover Street car barn property had been sold in 1925, but trolleys continued to use the terminal area until abandonment. The former car barn building was used for various purposes and stood until the late 1980s, as did the car barn of Trenton-Princeton Traction on North Willow Street. This building was used by a trucking company and was also razed in the late 1980s.

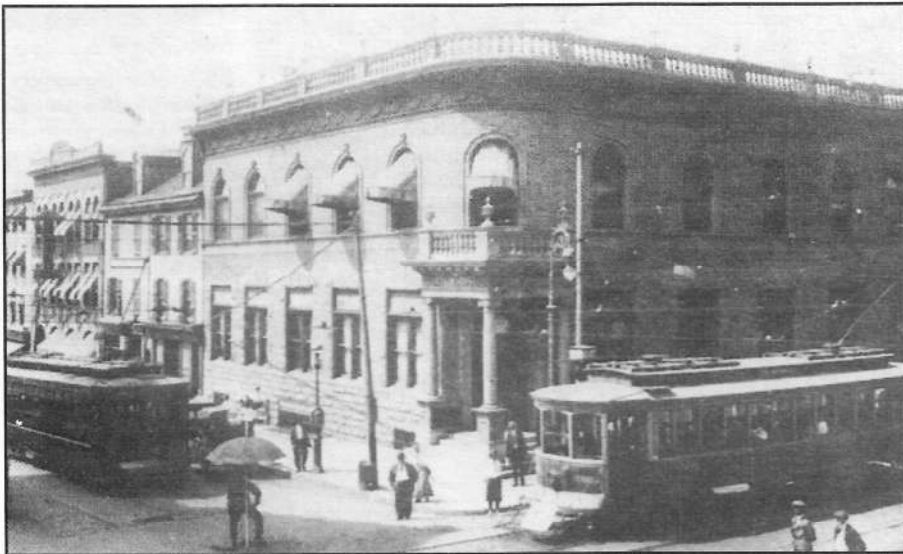
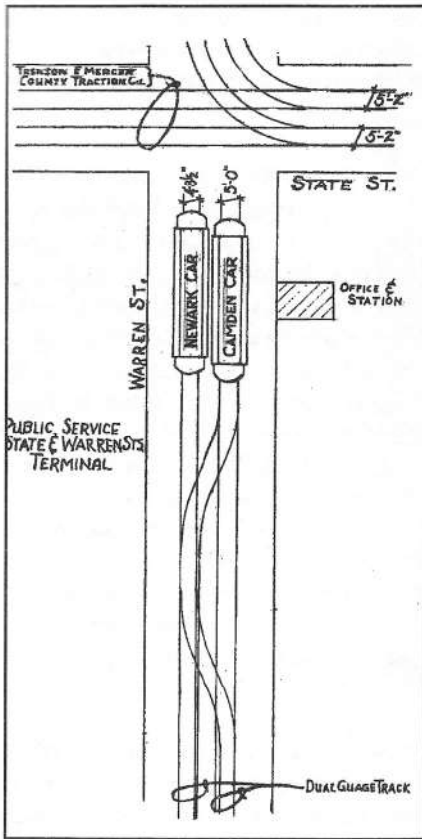


Photo from Brill Magazine, September 1916

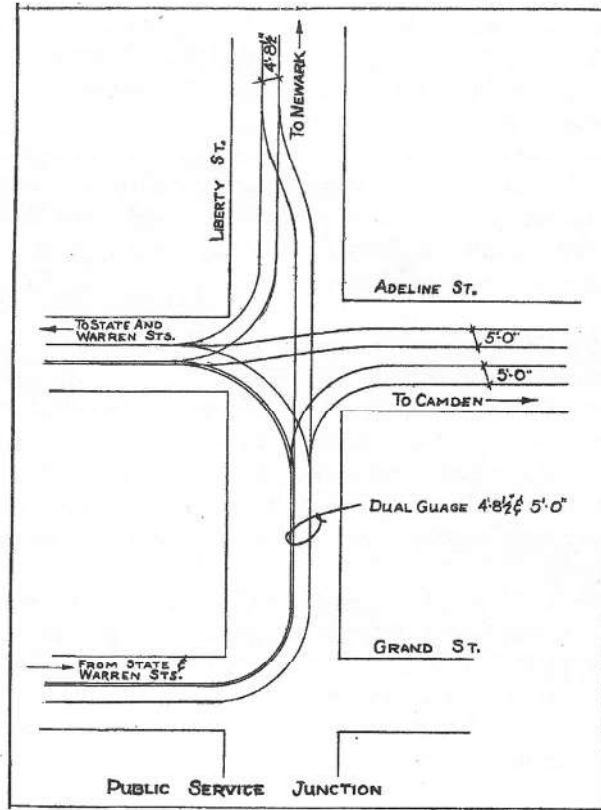
Trenton & Mercer County Traction car 296 is eastbound on State at Warren, while a Public Service 3522-3541 series car waits on South Warren Street before starting on a trip over the Fast Line to Newark in 1916.

Trenton-Princeton Traction was purchased by the Reading Railroad in December 1929. An interchange with the East Trenton Branch of the Reading near Ingham Avenue, Trenton, made it possible for freight motor car 50 to pick up railroad freight cars and haul them to several customers in the Lawrenceville area.

During the depression years of the 1930s, passenger traffic dropped drastically. On August 1, 1939, the street trackage on West Hanover and North Willow Streets in Trenton was abandoned and cars from Princeton operated only as far as North Willow Street and Pennington Avenue.



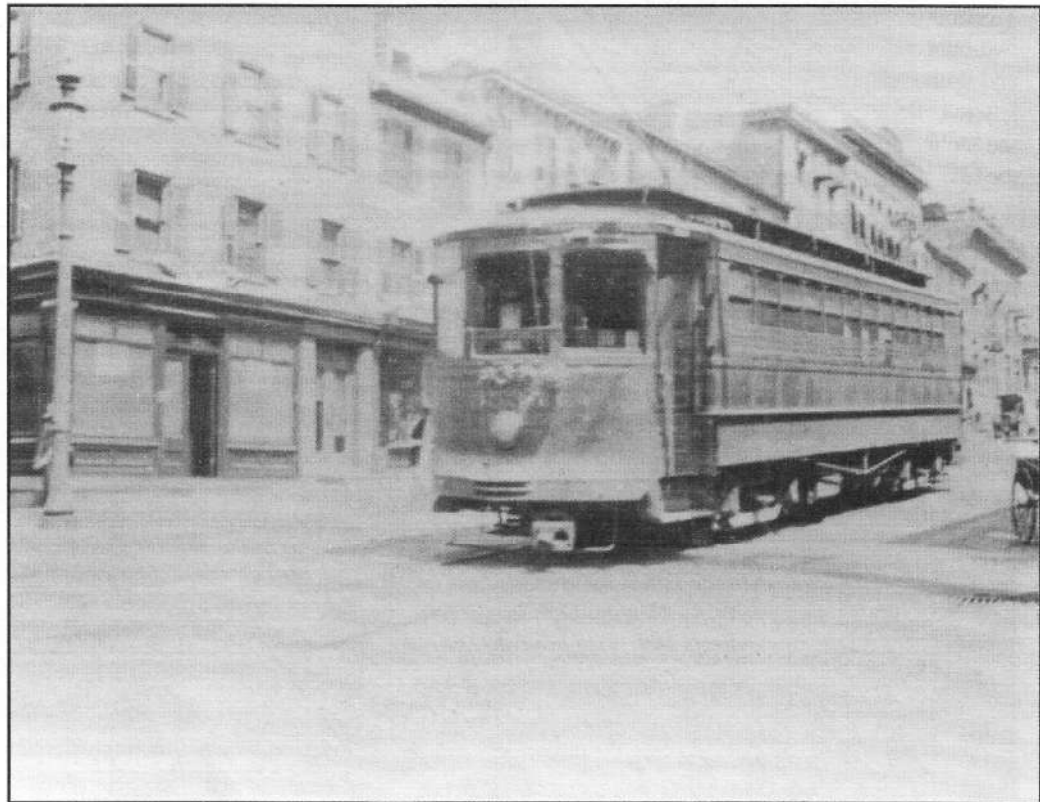
Maps - Elmer Fry Courtesy of Howard Cox



Continued from page 23

At the same time, the track on Witherspoon Street, Princeton, was also abandoned and cars ran only to the end of the private right-of-way at the north end of Princeton. These inconvenient terminals caused a further sharp drop in passenger traffic and on November 1, 1940 all trolley service was discontinued. The Reading Railroad continued to operate freight service between the interchange near Ingham Avenue, Trenton, and Lawrenceville, using diesel locomotives. This service lasted until the early 1970s.

The giant Public Service system entered Trenton from both north and south. The route from the south, known as the Riverside line, was built over a period of



James B. Johnson Collection

Public Service car 3534 is northbound on South Warren Street at Front Street in this photo taken in the early 1920s. The car will proceed one block to State Street, completing its trip over the Fast Line from Newark.

several years by the Camden & Trenton Railway Company. The first section to be completed, between Bordentown and White Horse, was opened in September 1898. The line was extended from both ends and by May 1901, trolleys were running into Trenton along Adeline Street as far as Stanton Street. Passengers could walk one block to South Broad Street and ride a Trenton Street Railway trolley to downtown Trenton.

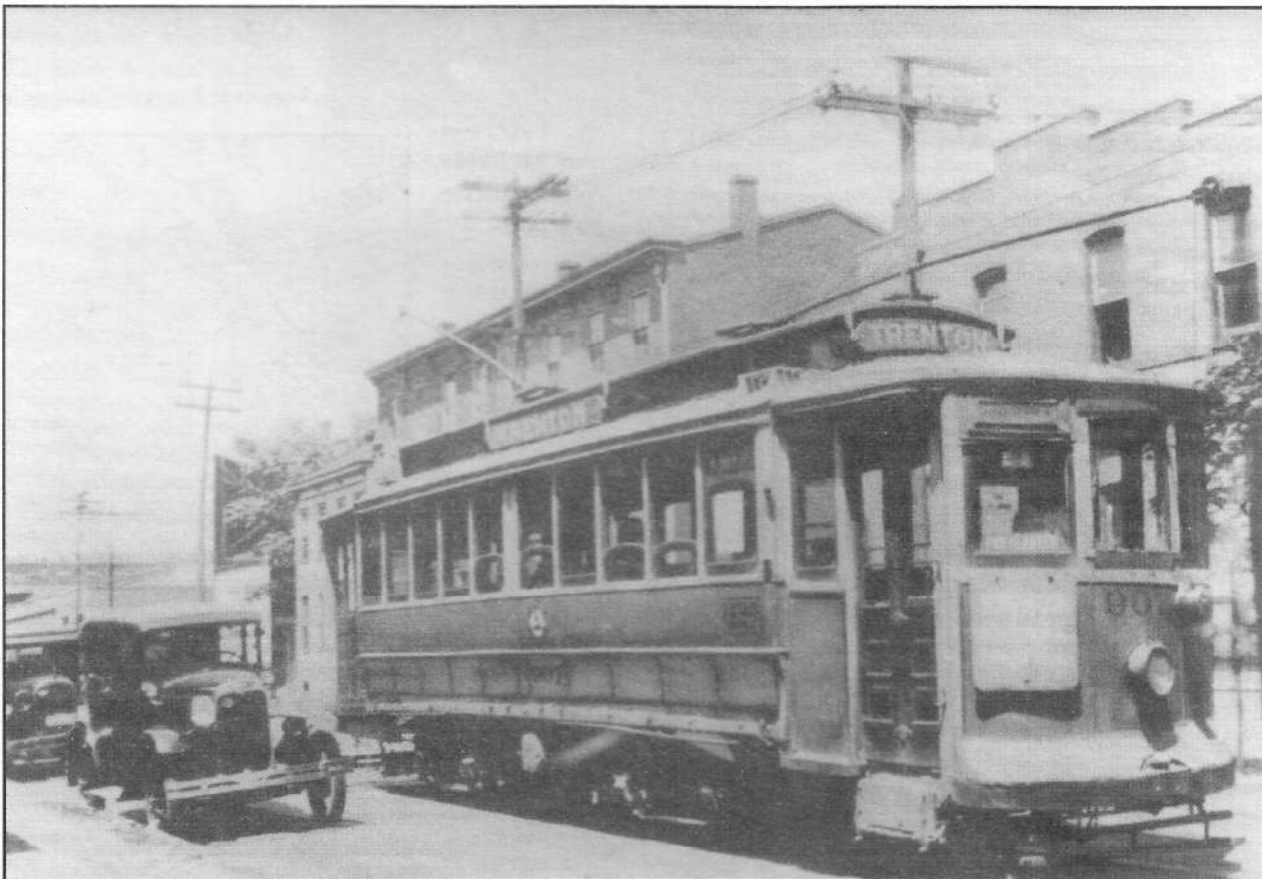
In order to reach the center of Trenton with its own tracks, the Camden & Trenton Railway had to use a somewhat circuitous routing. The only direct route, South Broad Street, was already occupied by Trenton Street Railway, which had a track gauge of 5' 2". In order to be able to enter Camden over the Camden & Suburban Railway, Camden & Trenton had adopted the Camden gauge of 5' 0".

Double track was laid along Adeline Street for two blocks to Liberty Street. At this point, Adeline Street narrows considerably: therefore, the Trenton-bound track continued along Adeline to Cass Street, while the Camden-bound track followed Grand Street, one block west of Adeline, and Liberty Street for one block. Continuing toward downtown, the double track followed Cass Street, crossing the Pennsylvania Railroad's Amboy Division at grade and the Delaware & Raritan Canal on a drawbridge. The line then turned right onto Lambertson Street, left onto Federal

Street, right onto Union Street, left onto Mill Street and right onto South Warren Street, ending just south of State Street. Trolley service to State and Warren began on December 10, 1903.

The Camden & Trenton Railway was not financially successful, and after a two-year period of receivership, it was reorganized as the Riverside Traction Company in 1910. On April 1, 1912, Riverside Traction was leased by the Public Service Corporation and the Riverside line became part of the Public Service Railway's Southern Division.

Meanwhile, the Trenton & New Brunswick Railroad had constructed a standard gauge trolley line from the Interstate Fair Grounds, Hamilton Township, to Milltown, where a connection with the Middlesex & Somerset Traction Company allowed the cars to reach New Brunswick. Service began on November 3, 1902. An affiliated company, the Trenton Terminal Railroad, built an extension beginning at the point where the original line had turned west to reach the Fair Grounds. The new route was built on private right-of-way to Liberty Street and Olden Avenue. Single track was then laid along the north side of Liberty Street to Chambers Street and double track from Chambers Street to Adeline Street, where connections could be made with the Camden & Trenton Railway. Trolley service began on April 9, 1904 to Liberty and Adeline Streets, a point which became known as "New



North Jersey Chapter NRHS Collection

Public Service car 907 is eastbound on Mill Street, having just turned from South Warren Street, about 1930. The trip from Trenton to New Brunswick would be slow and would attract very few passengers.

York Junction" and later as "Public Service Junction." The double track on Liberty Street was replaced by single track and relocated to the center of the street in 1924.

From May 1904 until October 1906, Public Service operated through trolley service between Liberty and Adeline Streets, Trenton, and Exchange Place, Jersey City. The roundabout routing via New Brunswick, Bound Brook, Plainfield, Elizabeth and Newark consumed five hours and twenty-six minutes. Although work was started on a new shorter route between New Brunswick and Elizabeth, little had been accomplished before the company went bankrupt.

Although fast service was operated between Trenton and New Brunswick, competition from the paralleling Pennsylvania Railroad prevented the line from being profitable. Like the Camden & Trenton Railway, the Trenton & New Brunswick Railroad was placed in receivership in 1908 and was reorganized as the Elizabeth & Trenton Railroad in 1910. On April 1 1912, Public Service leased the line and work was immediately resumed on the new shorter route between Elizabeth and Bonhamtown. Public Service Railway's Middlesex line was used between Bonhamtown Junction and New Brunswick.

On July 1, 1913, through service began between Liberty and Adeline Streets, Trenton, and the Lackawanna Railroad station in Newark, over the "Fast Line." Public Service laid a third rail alongside the 5' 0" gauge track between Liberty and Adeline and State and Warren Streets, so that the standard gauge Fast Line cars could operate to downtown Trenton. The new service to State and Warren began in December 1913. On April 30, 1916, the



Little Falls Turnpike over Morris Canal - Little Falls, NJ - Looking west from east bank. July 23, 1913

Ira Deutsch Collection Neg No 804



Newark end of the line was changed to the upper level of the new Public Service Terminal.

By September 1925, passenger traffic on the Fast Line had fallen drastically. Public Service replaced the fast 3500 and 3600 series cars with lighter, but much slower, trolleys of the 900 series. Service was reduced from hourly to six daily round trips. On December 7, 1930, gas-electric cars replaced the trolleys and service was cut back from State and Warren to Liberty and Adeline Streets. Only one daily round trip was operated between Trenton and New Brunswick to hold the franchise. In October 1934, a gasoline rail-bus replaced the gas-electric car. All service on the Fast Line was discontinued in May 1937.

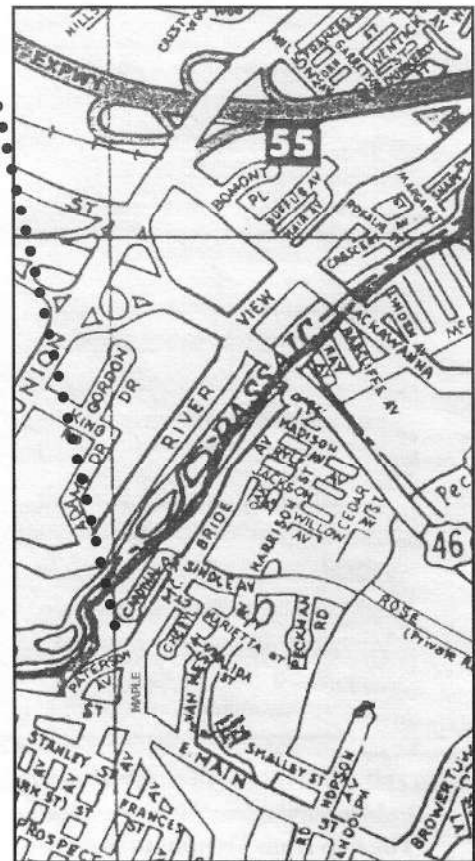
Trolley service on the Riverside line was replaced by buses on April 19, 1931.

Thus downtown Trenton, which had been served by trolleys of four companies with four different track gauges in the early 1920s, had only one remaining route, Trenton-Princeton Traction Company, after 1934. On November 1, 1940, this last line would also disappear. Even if all track in Trenton had been built to the same gauge, it is unlikely that the trolleys would have remained in operation longer than they actually did. Economic forces, along with the automobile and the bus, brought about the demise of the trolley in the Trenton area.



Location of Singac Line bridge over Morris Canal at Maple St., Paterson and McBride Aves., Little Falls, NJ.

Map courtesy of Hagstrom Map



Then and Now

by Bob Graul

On November 7, 1999, the Canal Society of New Jersey had a walk along the path of the old Morris Canal in the Little Falls, New Jersey area. We passed by the site of photo number 805 in the Ira Deutsch Collection. Taken on July 23, 1913, the description of photo 805 is "Little Falls Turnpike over Morris Canal. Little Falls, NJ- Looking East." The tracks on the bridge are the tracks of the Public Service Singac Line.

I have supplied a copy of the picture that I took at the same location as Deutsch Collection photo 805 when I passed by in November, 1999. My picture was taken at the intersection of Paterson Avenue, Maple Street, and McBride Avenue. It looks northeast on McBride Avenue.



Ira Deutsch Collection Neg No 805



Bob Graul Photo

The place where the Morris Canal crossed under what is now McBride Avenue is indicated by the sign shaped like home plate which is located on the right side of McBride Avenue a short distance beyond the electric pole.

The Morris Canal was dismantled after 1924. The Singac Line did not last much longer. It ceased operating in 1927.



Barker Gummere Collection

Public Service gas-electric car 6501 pauses on Liberty Street west of Olden Avenue, Trenton, NJ about 1932. By this time, only one daily round trip was being operated over the Fast Line between Trenton and New Brunswick.