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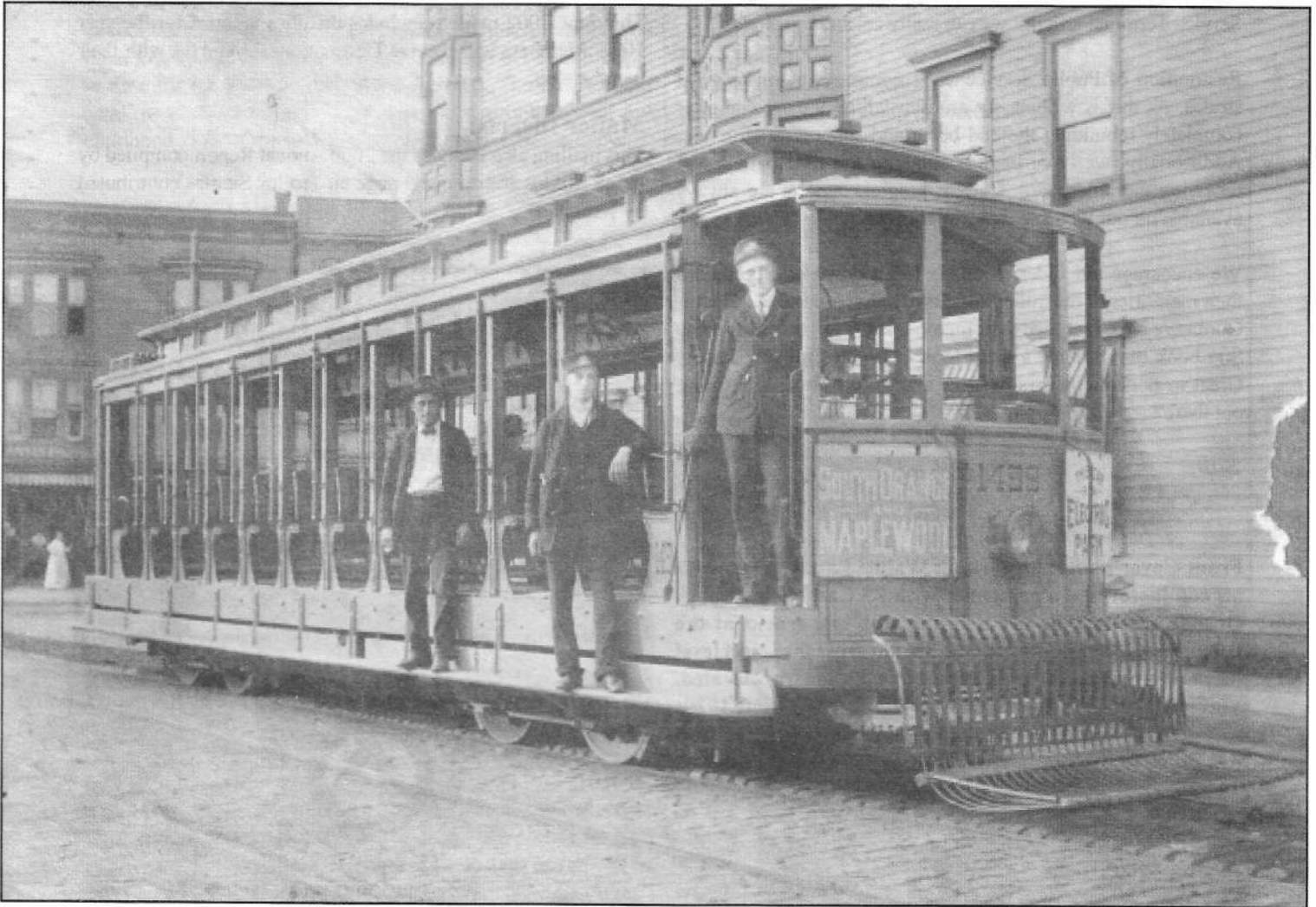


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Volume 16, No. 1

June 2001 (Published June 2002)



**31 South Orange Line - West End
Electric Park**

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.

Web Site: www.NJERHS.org

President's Message

While this issue is running late, Destinations has finally reached the corner. I trust that you will enjoy the contents.

As to the next issue, between coverage of the South Orange Line East End and the PCC Farewell Material, Destinations 32 is about ready to go to the printer. So we will make up a lot of lost ground.

As we approach the year 2003, we will be celebrating the 100th anniversary of the Public Service Corporation. We plan to publish Al Mankoff's Trolley Treasures Volume 3 to mark the occasion. Now if I can convince Frank Miklos to complete the Public Service Terminal articles, we can really celebrate in style.

Restoration of Public Service 2651 continues to make great strides. As this is written, we are reinstalling the car end after completely rebuilding the end beam and supporting structure. Additionally, we have begun replacing the roof panels and renewing the letterboard. Current progress reports are always available on our web site, www.njerhs.org.

We encourage our older members to jot down or tape record their memories of the trolleys of New Jersey. Joe Eid and Barker Gummere have recorded their memories in a full color Morning Sun book that provide a great look at trolleys in New Jersey. Great work gentlemen. Now, how many other books are resting out there?

Bob

Front Cover photo: Motorman Walter Purdy poses with his conductor and a passenger with PS Car 1499 at South Orange station. The car is in the stub end tracks at the D.L.&W. tracks. Trolley tracks did not cross the street level tracks or go under the underpass after the line was elevated. Walter started working for PS in 1903 and in the late 1920s worked for the LVT in Easton. This undated photograph was donated by Ada Purdy via Doug Peters.

Destinations 30 Corrections:

Two corrections for D/30:

1. Map credit on Page 20 should read "Courtesy of Harold Cox".
2. A computer error resulted in the fractions of the track gauges becoming gibberish. They should have read: Page 17 4th paragraph: 4' 8 1/2" & 5' 2 1/2"; and page 23 2nd paragraph 5' 2 1/2" .

2002 Dues Renewal:

This June 2002 mailing includes the dues renewal for the year 2002. Members will receive Destinations 33 and 34 with their membership.

Mailer Inserts:

This mailing also includes the 2000 Annual Report compiled by Frank Miklos and an insert page on Trolley Stamps contributed by Neal Huff

MEETING LOCATION

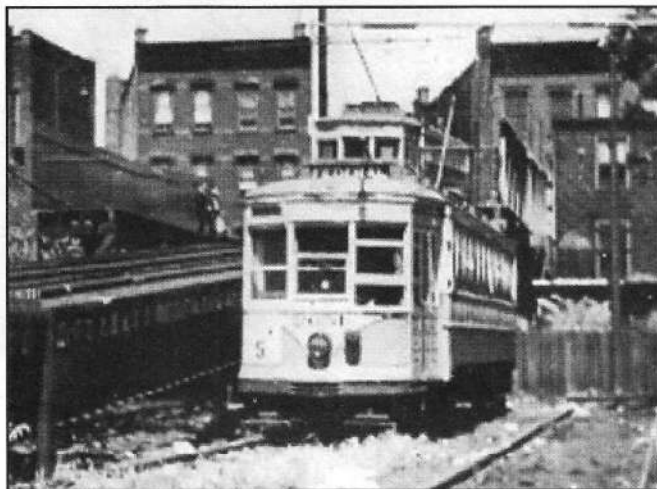
NJERHS meets at the Rahway Senior Citizens Center, 1306 Esterbrook Ave., Rahway. It is the old post office building. The air conditioned facility is two blocks from NJ Transit Rahway Station. [From the station, go two blocks west on W. Milton Ave. to Esterbrook. Turn right; 1306 is on the left. Ample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



Letters to the Editor:

From Tom Moran on Federal Car at Pavonia Yard photo:

According to the ORIGINAL Tom Moran (PSCT #72), who worked that line from Day 1 till Day Last, the Pavonia Yard was about a mile from the intersection of Bergen and Montgomery, so that's where they stuffed them between the morning and afternoon rush hours. Many a day while walking home along West Side Avenue from St. Aloysius Grammar School the clanging of the bell told me; without looking; that here comes Dad. Well...do you guys want a ride home or not?, he joked. We sure did. Those were the days my friend ... those were the days. We lived on Communipaw Avenue, five houses up from the corner from West Side Avenue, where those big beautiful trolleys would take a right onto Communipaw for the straight ahead run to Central Avenue in South Kearny. Central was the "main" street between The Federal Shipbuilding & Drydock Company and The Western Electric Company-the manufacturing unit of AT&T. I believe that 40,000 people worked at both plants during World War Two. The PRR single track ran along side the Public Service double track. I remember the PS had a switchback that allowed them to stack-up the cars on the in-bound and out-bound tracks in time for the PM CRUSH. What a crowd. Those cars could swallow a small village. If anyone has a problem with my childhood view of the FEDERAL LINE, please let me know.



Public Service 2651 in Pavonia Car Yard Jersey City, NJ

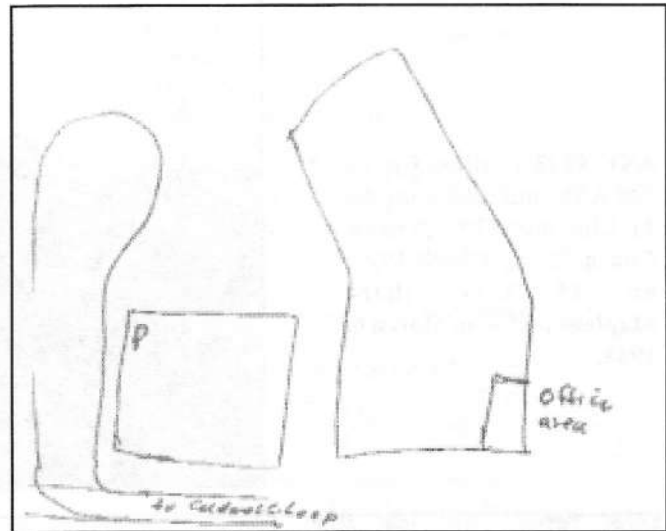
To Editor New Jersey Transport Heritage:

(Shared with us by TH Editor and member Captain Bill McKelvey): I was extremely interested in the story about the Montclair Car Barn. My father who died in 1951 told me about the construction. The town fathers did not want trolleys on their fine racetrack (Bloomfield Avenue). It was 1898 before permission was given. I drove by the building every day when I was in high school. It had a bend in it. I never realized it had 1 1/2 miles of track inside it. The lights burned for 10 years or so after the closing in 1952. Next door was a building that Public Service used to sell stoves, refrigerators and etc. They also sold lowered rate school bus tickets. Next to the building was the Bell Street Loop for the turn around to Newark. A block east was the Orange & Passaic Valley on Valley Road. My father was a motorman there before becoming a police officer in 1909.

Part of the Westfield Car House is still standing used for Girl Scouts and other commercial activities. One track was still visible in a store room as well as some switch points outside.

Alfred W. Riker, Jr.
641 Kimball Ave.
Westfield, NJ 07090-2446

Diagram of Bell St. Loop to Montclair Car Barn.



Bob Hooper photo

Right: The Public Service Montclair commercial building referred to by Mr. Riker. Bell Street Loop was to the left of the building. 2001 view.

SOUTH ORANGE LINE Essex Division Route 31

Photo Tour from the West End to South Orange Car House.



Van Buskirk Collection NJERHS

Car 2761 turns at Maplewood Loop, off Milburn Avenue, Maplewood, NJ. 31 Line cars started using Maplewood Loop as a terminus on October 5, 1924, two days after the cars on this line were converted to one-man operation. The last 31 cars used the loop on November 22, 1936 when the South Orange Line was converted to All Service Vehicle operation. Prior to the Loop, South Orange line cars turned at a wye at the intersection of Valley Road and Milburn Ave.

ASV 9198 [Yellow Coach 729 ASV built 1936] on the 31 Line and 9261 [Yellow Coach 729 ASV built 1937] on 25 Line share Maplewood Loop. March 6, 1948.



W.E. Christian, Jr. photo. Courtesy of the photographer.



PS 2614 at Maplewood, NJ exiting Maplewood Loop. The Loop featured a small luncheonette in its center.

Joe Guarino Collection



Public Service 9199 All Service Vehicle [Yellow Coach 729 built 1936] in an undated photograph at Maplewood Loop, Maplewood, NJ.

North Jersey Chapter NRHS Neg #9



Postcard from Bob Hooper Collection

Car 1779 on the South Orange Ave. Line was featured in a exaggeration safety postcard.

SOUTH ORANGE LINE ROUTING

**(31) SOUTH ORANGE ST. CAR
"Maplewood Service"**

From Public Service Term., *Newark*, via Subway, Washington, Warren, High, Springfield av., South Orange av., *Newark*; South Orange av., Valley, *South Orange*; Valley, Millburn av., to Maplewood Loop, *Maplewood*.

Return via same route.

"Wilson Avenue Service"

From Mary and Av. L, *Newark*, via Av. L, Magazine, East Ferry, Ferry, Market, Springfield av., South Orange av., to City Line Loop.

Return via same route to Market and Ferry, thence via Wilson av., Av. L to Mary, *Newark*.

"Magazine Street Service"

From Mary and Av. L, via Av. L, Wilson av., Ferry, Market, Springfield av., South Orange av. to City Line Loop.

Return via same route to Wilson av. and Ferry, thence via Ferry, East Ferry, Magazine, Av. L to Mary.

"Penn. R. R. Sta. Service"

From Market Sta., *Newark*, via Market, Springfield av., South Orange av. to City Line Loop.

Return via same route.

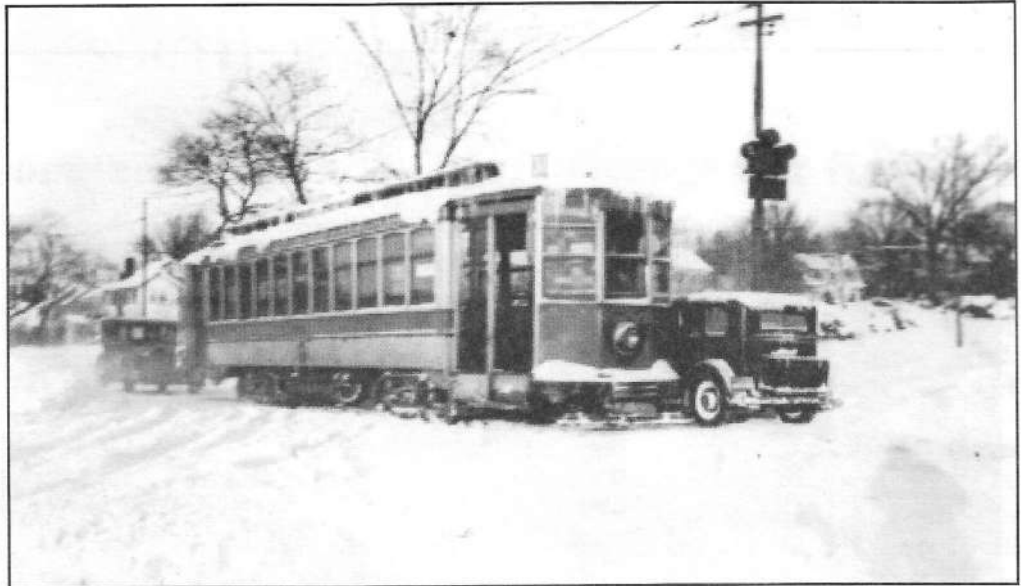
(32) SOUTH ORANGE BUS

From H. & M. Tube Sta., *Newark*, via Saybrook pl., Ogden, Rector, Broad, Academy, Washington, Market, Springfield. av., South Orange av. to Newark City Line Loop.

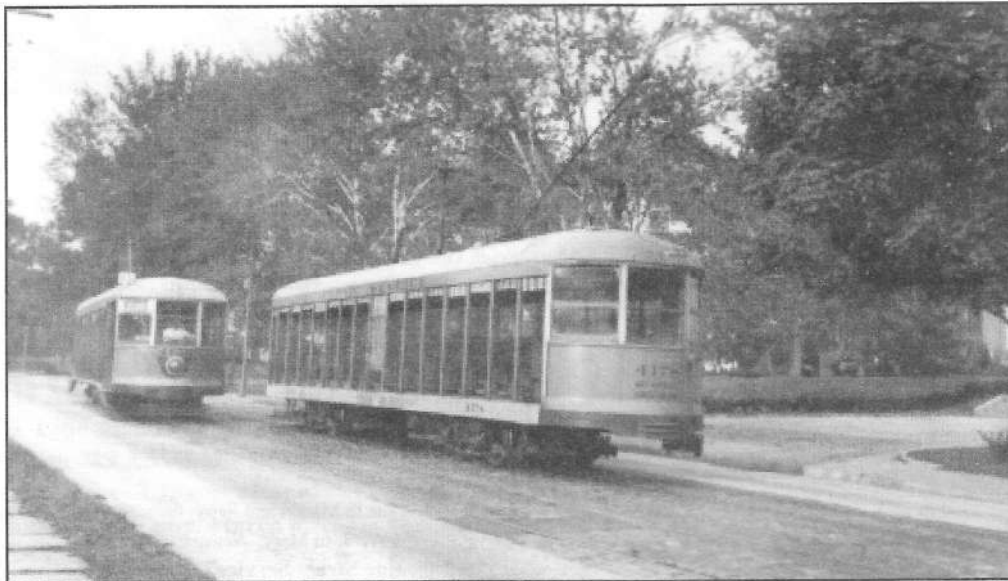
Return via same route to Springfield av. and Branford pl. thence via Branford pl., Broad, Park pl., Saybrook pl., to H. & M. Tube Sta., *Newark*.

From 1935 Newark Map

Car 1827 negotiates Valley Road after a heavy snow, February 20, 1934. The Nachod Signal in the background locates this scene at one of the passing sidings on Valley Road. 1827 is a 1907 Brill Stephenson product.



North Jersey Chapter NRHS 281j Frank Miklos collection



Public service one manned opens 4134 and 4178 pass at Oakland Ave. Turnout (passing siding) on Valley Road, Maplewood, NJ. September 11, 1934 5:46 AM

North Jersey Chapter NRHS 864j



In a longer view at the same location as above taken by a different photographer, Public Service 2624 and 4178 (again) have some competition for street space. (Retaining wall at right confirms location)

V-34 Frank Miklos collection

PSCT 9342 drops passengers at South Orange Avenue and Valley Road. ASV Model 729. The ASV will proceed west about half a block before turning left onto the southern section of Valley Road. Today the Valley Road intersection is a conventional four way intersection.



W. Broschart photo Bob Hooper collection

Same corner as above (South Orange Avenue and Valley Road, South Orange) on February 10, 2002, the South Orange Town Hall is the same but the building to the rear has modernized.



Bob Hooper photo



PS 9217 ASV [Yellow Coach 729 built 1936] on South Orange Avenue at Ward Place (the western edge of the Seton Hall University campus) March 2, 1939.

North Jersey Chapter NRHS G12C

South Orange Avenue Line : City Line Wye

Al Creamer photo North Jersey Chapter NRHS 581.01C

Above: PS 2631 pulls out of the City Line Wye (Dover Street) while independent buses line the street waiting their chance to compete with the trolley for riders. circa 1920.

Below: Public Service 2633 lays up on the City line (Dover Street) Wye before the loop was constructed. Dover Loop opened on February 3, 1925. circa 1920.



Al Creamer photo North Jersey Chapter NRHS 583C

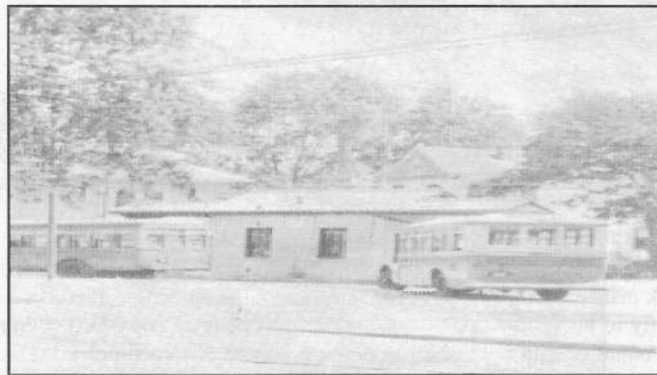
DOVER ST. LOOP, NEWARK City Line



Public Service Railway 4168, enters the Dover Street Loop on August 24, 1936. All trolley service had been cut back to the Dover St. loop on March 3, 1935.

Howard Johnson photo North Jersey Chapter NRHS 868j

The Dover Street Loop has seen very like change since the 1920 as this early photo of the building, PS open car and independent bus shows.



Motor Bus Society photo

The Dover Street Loop is still in use by the independent buses operating on South Orange Avenue. View from across South Orange Avenue. February 10, 2002



*Bob Hooper photo
Page 9*

ELECTRIC PARK, NEWARK. N. J.

The past three or four years have witnessed a remarkable development of the "Midway" type of park in and near a number of American cities where natural attractions are scarce, and where the majority of the public prefers pleasures not offered by Nature. In parks of this character it is customary to charge a small entrance fee, which covers admission to the grounds and to some of the attractions operated by the park management, while a separate charge is made for each of the shows run by concessionaires. The layout of the various amusement structures and the lighting arrangement also come under



THE ILLUMINATED ENTRANCE TO ELECTRIC PARK

the park management, as well as the selection of the attractions that are likely to prove most popular with the local people. Too much stress cannot be laid upon the last point, for there is sometimes a tendency on the part of park managers to follow the dictates of their own tastes, or to install exhibitions merely because they have proven profitable in another locality. A park that seeks the patronage of the working class is not likely to succeed by the presentation of light operas, and if the company desires to cater to a more refined class, boisterous variety will prove a failure.

Past issues of this paper have contained descriptions of rural parks, and it will undoubtedly be of interest to present particulars of a recent pleasure ground which is successfully serving a cosmopolitan population, besides being an important factor in the earnings of the local traction company. A good example of this class of resort is offered by Electric Park, Newark, N. J. This park covers an area of 10 acres on South Orange Avenue, adjoining the noted Vailsburg bicycle track, and is within less than half an hour's ride from the heart of Newark. The total population drawn upon is about 500,000, and for the greater part consists of working people who cannot afford to pay for anything elaborate, but want to visit a park where they can have a good time for little money. As Electric Park has become so popular with this class, it may be of value to consider the methods that the management follows to secure an attendance of over half a million in one summer season.

This enterprise is owned by the Electric Park Amusement Company, and is under the direction of C. A. Dunlap, the president and general manager of the company. As the grounds are ample in extent, the buildings are not crowded too closely, so that the park is

able to handle many thousands of people without congestion. As to attractions, Mr. Dunlap believes that as far as night entertainment is concerned, there is nothing better than artistic and liberal illumination. Years ago Mr. Dunlap designed a number of elaborate electric fountains, and, although this feature is no longer a novelty, it is still very popular, so much so that after the fountain installed in Electric Park ceases playing, half the people leave the grounds for home. Of course, this park affords many other amusements besides this, but there is no doubt that much of its popularity is due to the liberal use of electric current. Last year part of the power was generated in an isolated plant owned by the company, but this season all of it is purchased on favorable terms from the Public Service Corporation, whose railway lines carry the park visitors. The management does not believe that a park management should put in its own plant unless more than 1500 lamps are to be used, and not even then if low terms can be secured from the local power company.

The general admission to the grounds is 10 cents, this including free admission to the theater, open-air circus and spectacular productions like the electric fountain, fireworks bombardments, Hawaiian dancing girls, etc. When the theater was originally opened all seats were free, but many visitors expressed their dissatisfaction at being frequently annoyed by the waiters. To overcome this objection the management arranged to reserve a section from which all drinking tables were removed, but in which a charge of 10 cents would be made per seat. This innovation proved very successful, as many people were willing to pay the extra fee in order to be free from disturbance. The entertainment offered is variety, a four-week experiment with light operas having convinced the management that its clientele did not care for the latter style of entertainment. The introduction of the reserved seats netted over \$6,000 in one season, and only one extra employee, a ticket seller, was required.

A very popular feature of this park is the dance hall, which did such good business last year that it has been found necessary to enlarge it to 175 ft. x 50 ft. The structure is furnished with removable sides to make it available for both cool and warm weather. At the sides of the dance hall there are also a number of chairs and



ONE OF THE JAPANESE BUILDINGS UNDER CONSTRUCTION

tables for serving refreshments. The charges for admission to this hall are 15 cents for gentlemen and 10 cents for ladies.

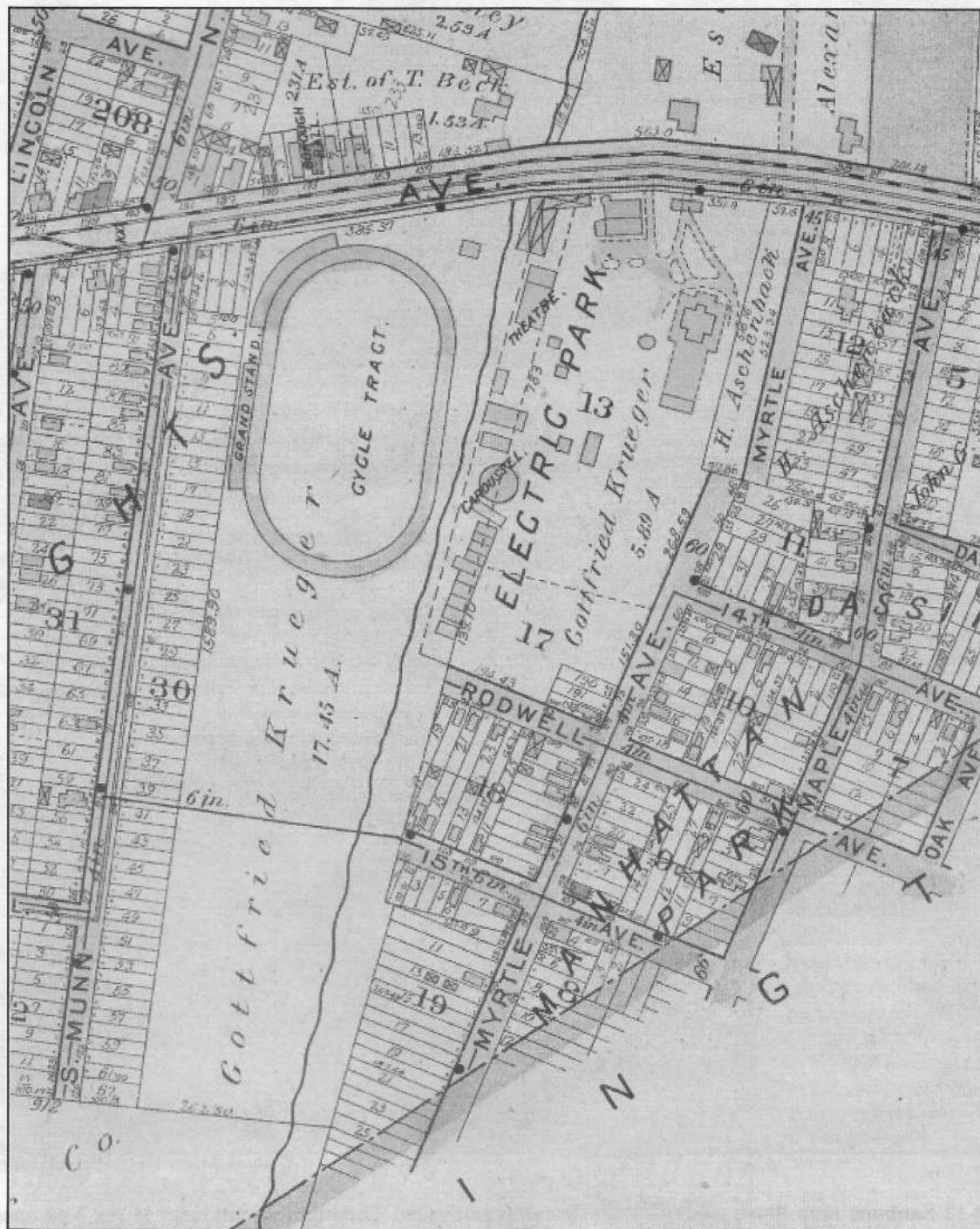
Among some of the old but ever-popular standbys to be found here are bowling alleys, pool tables and a splendid \$15,000 carousel. Besides these there are a number of modern amusements like

June 3, 1905]

Reprint from STREET RAILWAY JOURNAL

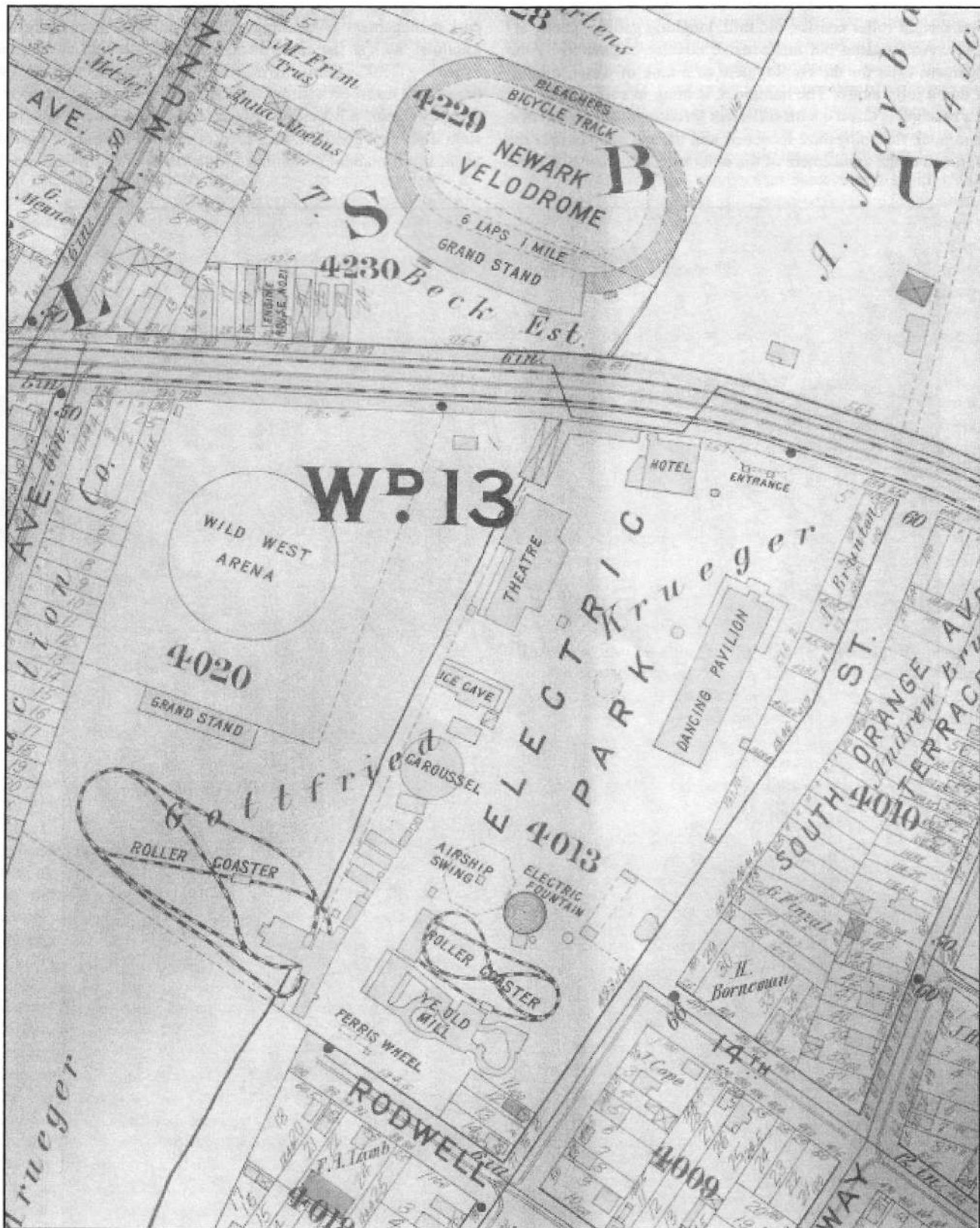
the figure-eight roller coaster, old mill, laughing gallery, penny arcade, etc. An amusing but inexpensive novelty originated by the management calls for the employment of a tank of water, a hammock and a jolly negro. The hammock is hung in such a way that when a baseball is thrown with sufficient force against a certain disc the hammock fastenings are loosened and the negro falls into the water, much to the amusement of the onlookers. For this season the

park management is installing quite a number of more elaborate attractions, such as the circle swing; a working model of the famous Strasburg clock; a miniature railway, which will pass through a short tunnel and transport visitors from show to show about the grounds; a gypsy camp; a Mexican village, and a Japanese village, which should prove a good drawing card in view of the public's great interest in all matters pertaining to the "land of the rising sun." An



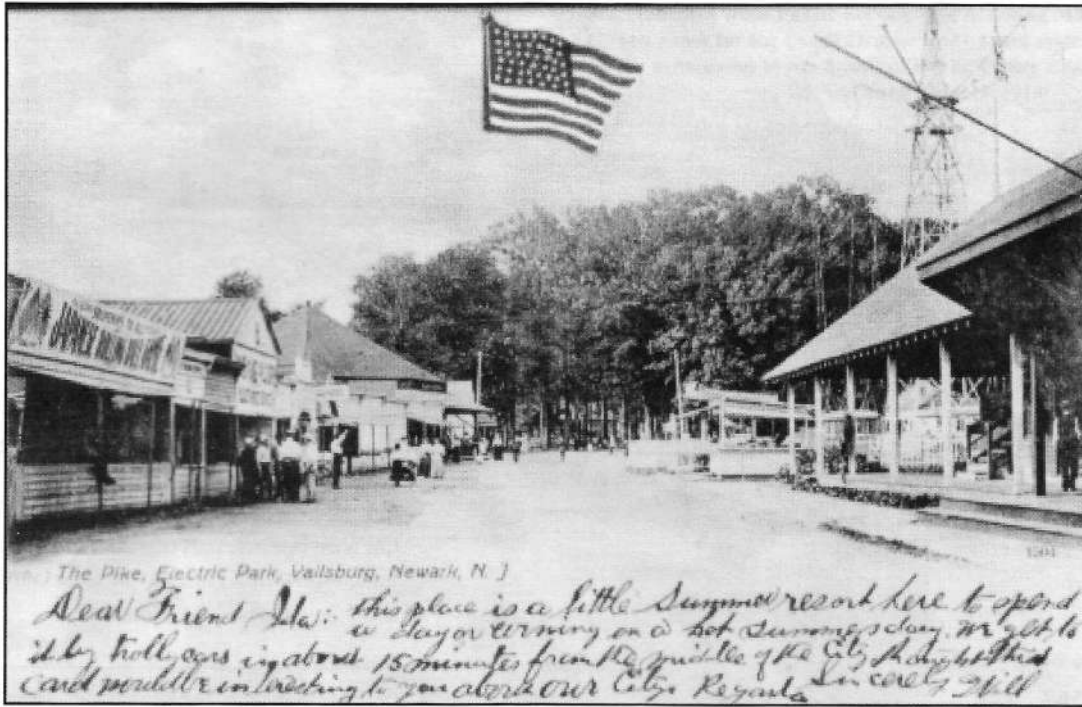
Sanborn Map - Mark Schmitt collection

The 1906 Sanborn Map provides a view of the Electric Park property. The entrance arch is clearly visible adjacent to South Orange Avenue. No lay up tracks were provided so traffic must have been heavy during park season.



Sanborn Map - Mark Schmitt collection

This C1910-12 Sanborn map illustrates the extensive changes made. The building adjacent to the Entrance is now identified as a hotel and the water main has been relocated (denoting progress). The Cycle Tract has been moved to the north of South Orange Avenue. The park has expanded into its former location with a Wild West Arena. The Electric Fountain, Airship swing and two roller coasters have been added among other improvements.



Newark Public Library Collection Bob Graul photocopy

Postcard view taken looking north from the southern end of the Electric Park midway shows the Airship Swing on the right. The hand written postcard caption reads: *Dear Friend Ida: This place is a little Summer resort here to spend a day or evening on a hot summers day. We get to it by trolley cars in about 15 minutes from the middle of the City. I thought this card would be interesting to you about our City. Regards, Sincerely, Will.* [Will must have added the flag.]

important factor in the profits derived from the concessions is that for the various refreshment stands. For instance, last season the proprietor of the sausage stand paid a rental of \$800, and the owner of the popcorn stand \$1,000.

As there is no lake on the present grounds, it is not possible to have a chute-the-chutes or give aquatic performances. It is planned, however, to take care of this in the new park which is to be laid out by an affiliated company on the site of the adjoining bicycle track.

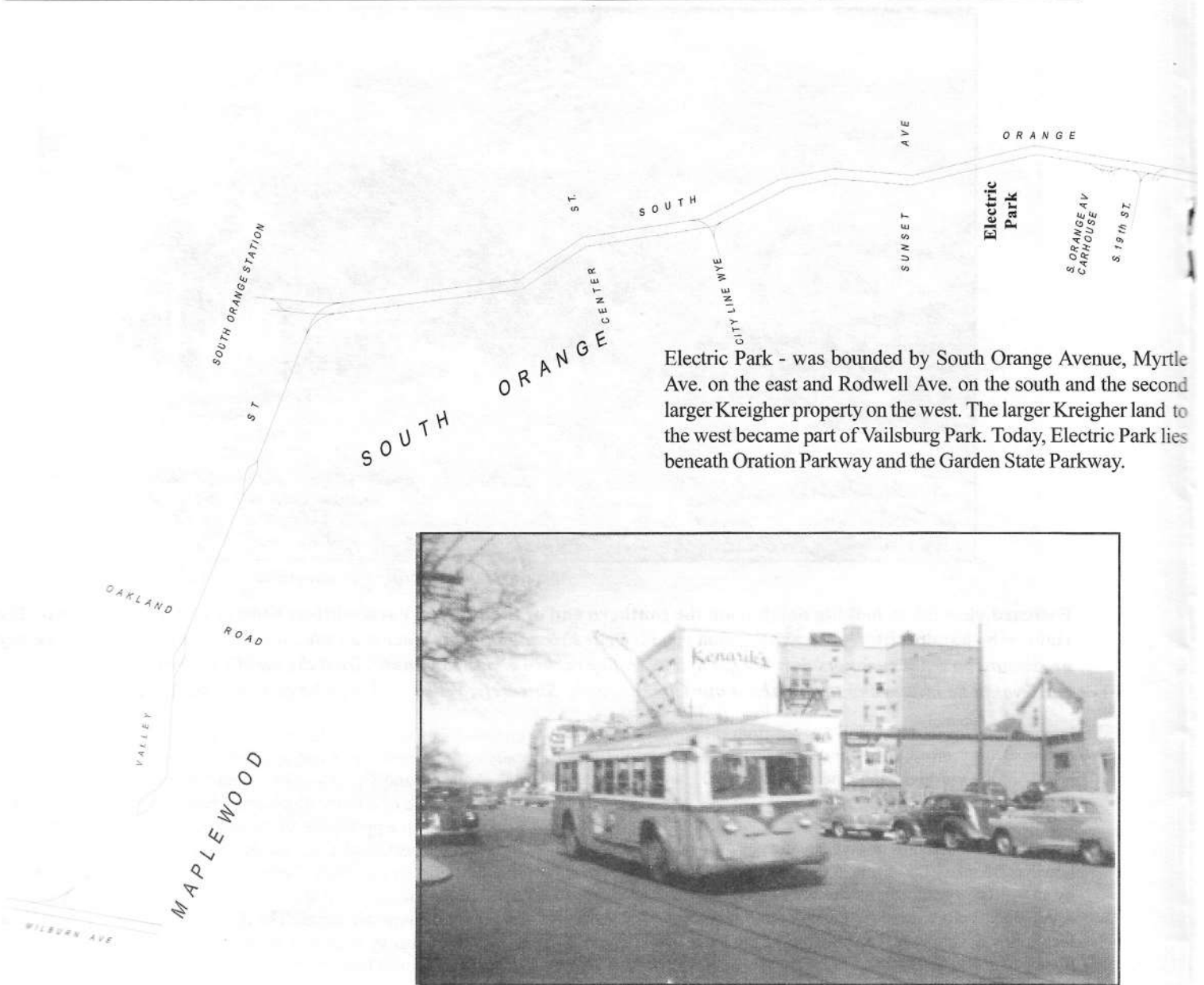
As noted before, Electric Park is in no way connected with the local railway company, the function of the latter being simply the plain and profitable business of transporting passengers to and from the park gates. Mr. Dunlap's experience in the amusement field has convinced him that it is not good policy for a railway company to

operate its own parks, unless the attractions offered require practically no maintenance expense, as is the case where the drawing power of a picnic ground depends on its natural features and nothing else is offered outside of a baseball ground, carousel, etc. The park business is as much a profession as the management of an electric railway, and the best results are obtainable only under a manager who is a specialist in this work, knowing not only how to cater to the tastes of the majority, but also where to secure the right attractions on the most favorable terms. The development of Electric Park is therefore typical of what can be done when a pleasure ground is treated as a distinct business proposition by men who have the training to make it a source of considerable revenue, irrespective of the profits derived from transportation.



The preceding article is reprinted in its entirety from the 1905 Street Railway Journal. While our page size differs from SRJ, we have used the same typesetting style as SRJ to preserve the Journal's flavor. The original article was accompanied by the two pictures on page 14, but appeared without maps. The two maps, one about a year after the article and the other 5-7 years after it are presented courtesy of Mark Schmitt.

Current road map of the Electric Park and S. 19th St Area. Munn Ave provides a easy reference. Southern park boundary was Rodwell St.



Electric Park - was bounded by South Orange Avenue, Myrtle Ave. on the east and Rodwell Ave. on the south and the second larger Kreigher property on the west. The larger Kreigher land to the west became part of Vailsburg Park. Today, Electric Park lies beneath Oration Parkway and the Garden State Parkway.



North Jersey Chapter NRHS G20c

Public Service 9366 ASV [Yellow Coach, built 1937] on South Orange Avenue at Arsdale Terrace, just west of Munn Avenue. Photo taken April 17, 1948

Valley Road Passing Sidings

We need your help in setting the records straight. The Public Service zone map of 1919 and other tracings show three passing sidings on Valley Road (noting the turnout locations):

1. Sommer Avenue to just south of Girard Place, Maplewood.
2. Park Avenue to north of Oakland Road, Maplewood.
3. Beginning south of Roland Place, South Orange to Lackawanna Place, South Orange.

The 1928 Essex County Tax Maps for South Orange and Maplewood show four at different locations:

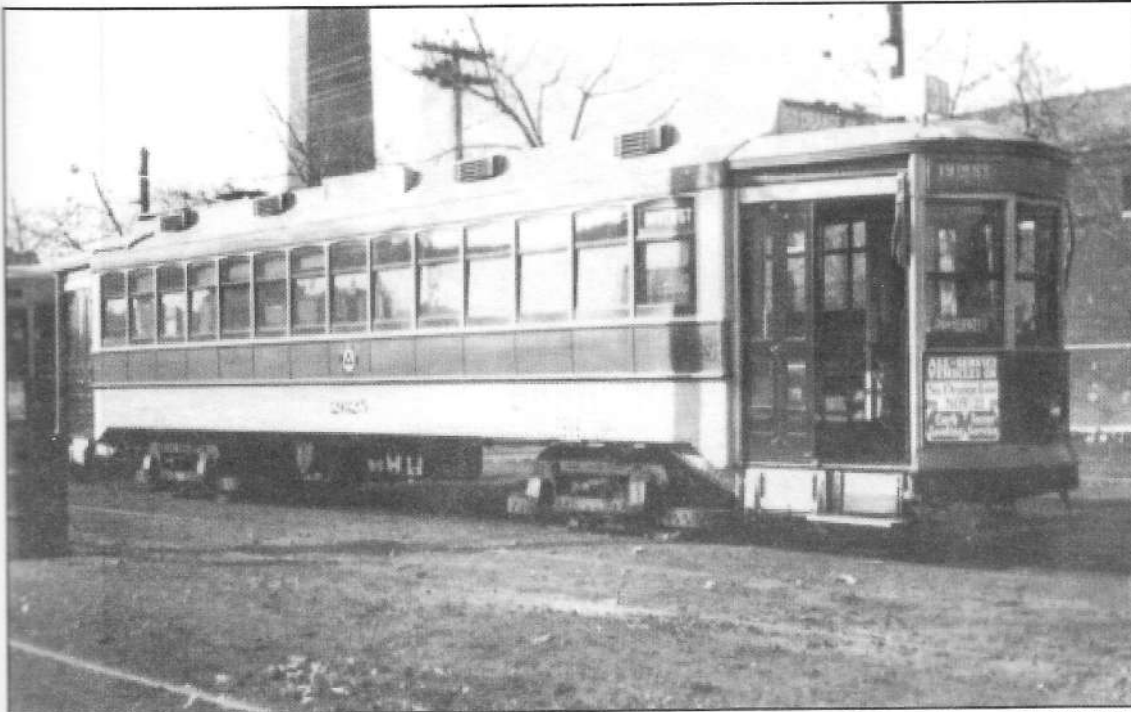
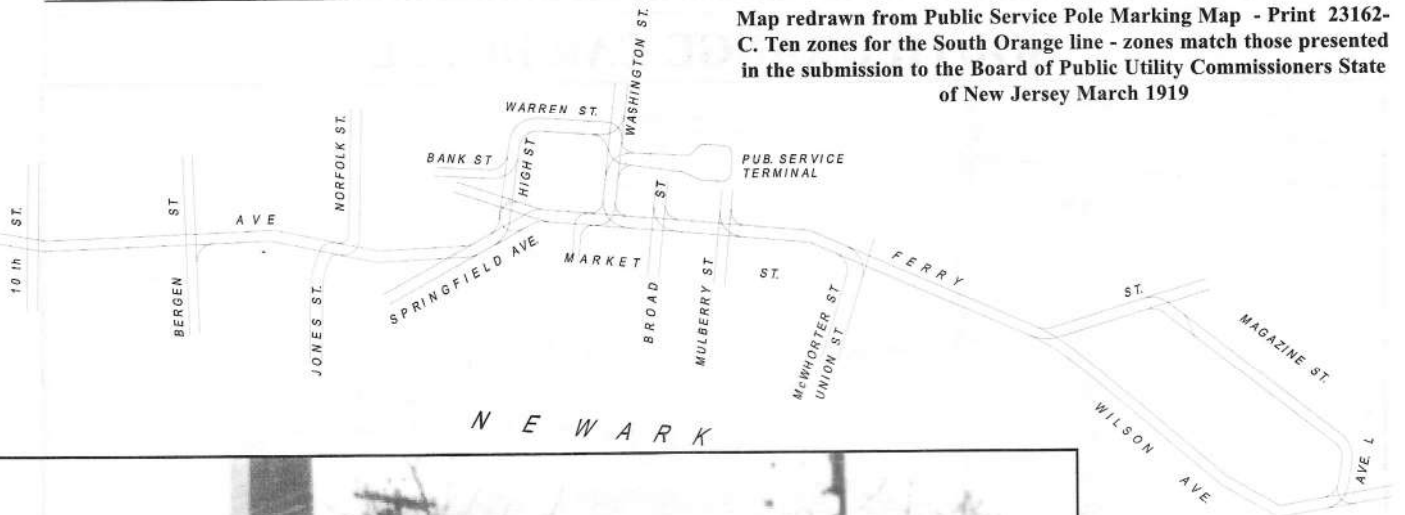
1. Tuscan Road to Barker St., Maplewood (350').
2. Oakview Ave. to Park Ave., Maplewood (300').
3. Lincoln Place to Edgewood Place, Maplewood (300').
4. Beginning 300' south of Hixon Place to Hixon Place, Maplewood (300').

Who can help us document what when on along Valley Road?

References for the South Orange Line Tour

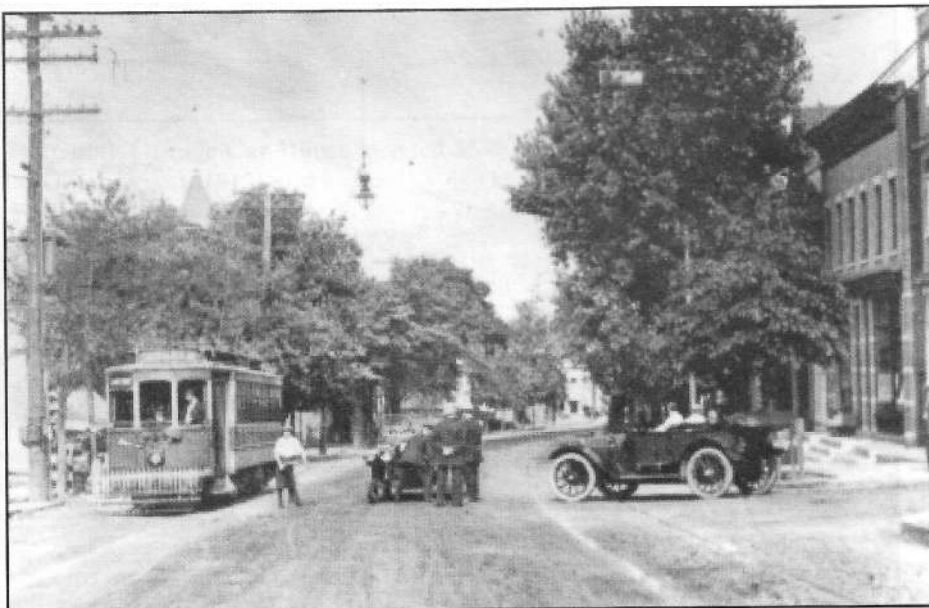
1. "The Public Service Trolley Lines in New Jersey", Ed Hamm, Jr.
2. Roll Sign May 1972, Boston Street Railway Association
3. Motor Coach Age October-November 1974 Volume 16, #10-11, The Motor Bus Society.

Map redrawn from Public Service Pole Marking Map - Print 23162-C. Ten zones for the South Orange line - zones match those presented in the submission to the Board of Public Utility Commissioners State of New Jersey March 1919



PS 2615 waits in the east car yard at South Orange Carhouse. she carries the announcement of ASV conversion on the next Day November 22, 1936. Photo taken November 21, 1936.

North Jersey Chapter NRHS 577C



LOCATION MYSTERY
PS car 2457 on the South Orange Line. But where is the Mystery. The tracks in the dirt street are widely spread. Where was this photo taken?

NJC NRHS photo Frank Miklos collection

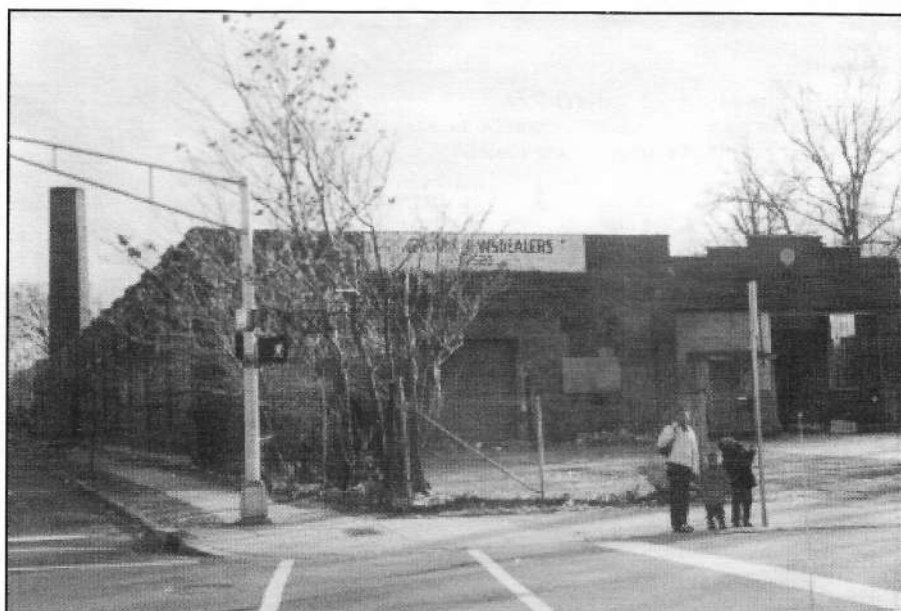
SOUTH ORANGE CAR HOUSE



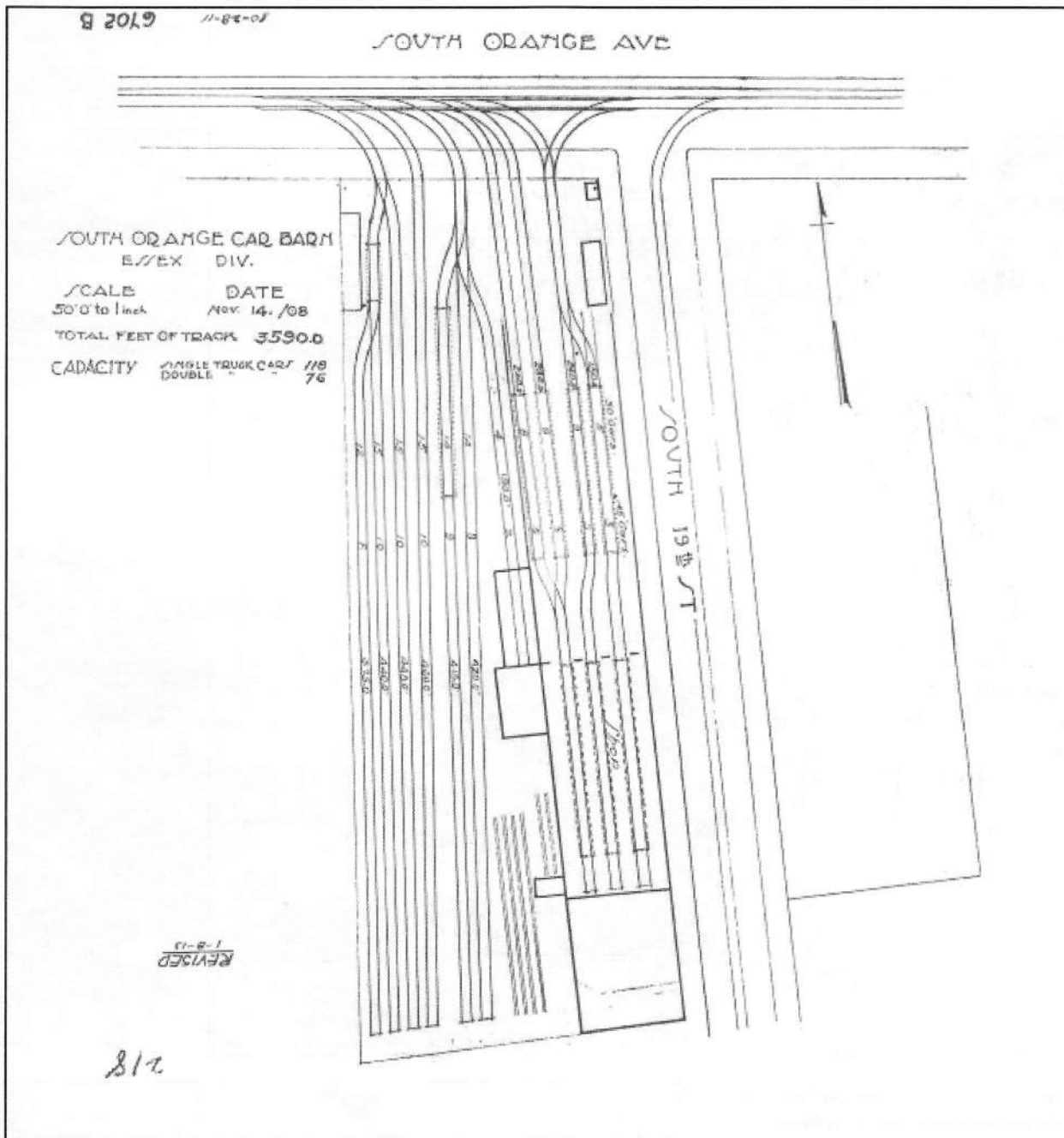
Ira Deutsch Collection Neg 498

South Orange Car House, actually in Newark was located on the corner of South Orange Avenue and 19th St., Newark, NJ. View from across South Orange Avenue looking south. While undated, the photo is prior to S. 19th Street receiving tracks. Circa 1908.

Same angle view of the car house taken in April 2001 shows the modifications made to the Car House over the years. The building to the right was the bus garage added in the early 1930s. The front has been modified by the Newark Newsdealers Supply Co. after it was sold to them on December 17, 1968.



Ron Rice Photo



The South Orange Car House boasted 3590 feet of track (as of January 8, 1913) and a capacity of 118 single truck cars or 76 double truck cars. While the revisions between 1908 and 1913 were not specifically recorded, the disconnected tracks on the west side of the shops suggest major rearrangements. The Car House features a three-track shop. Inspection pits were liberally spread across the car house and car yard. Note that the S 19th Street Wye has yet to be constructed as late as Jan 8, 1913. [Editor note: legends for this diagram have been rotated to provide a consistent presentation of the car house diagrams.]

Car House Challenge:

We know that the South Orange Avenue Line originally the Newark & South Orange Railway Company, was acquired by Public Service on August 20, 1907. We also know that the N&SO Rwy was formed from a merger of the Ferry Street & Hamburg Place Railway and the Newark & South Orange Horse Car Railroad in 1892.

Now the challenge: Did the South Orange Avenue Car House serve as the car house and shops for the Newark & South Orange Railway?



Wilbur Sherwood managed to capture the entrance to the car yard. The frame structures to the left and at the rear remain in tack today. The office building on the right was demolished.

Wilbur Sherwood photo Frank Miklos Collection



February 10, 2002 view of the South Orange Car Yard property shows little to indicate the former function of the property. The lot was sold to Hoffman Beverage Co. on June 27, 1950.

Bob Hooper photo



The car yard to the west side of the Car House has a line of deck roofed cars sharing the property with a camel back bus.

North Jersey Chapter NRHS Frank Miklos collection



Flashlight view of the interior of South Orange Car House . Based on the wire trough, this view looks south into the shop area from about half way down the first bay.

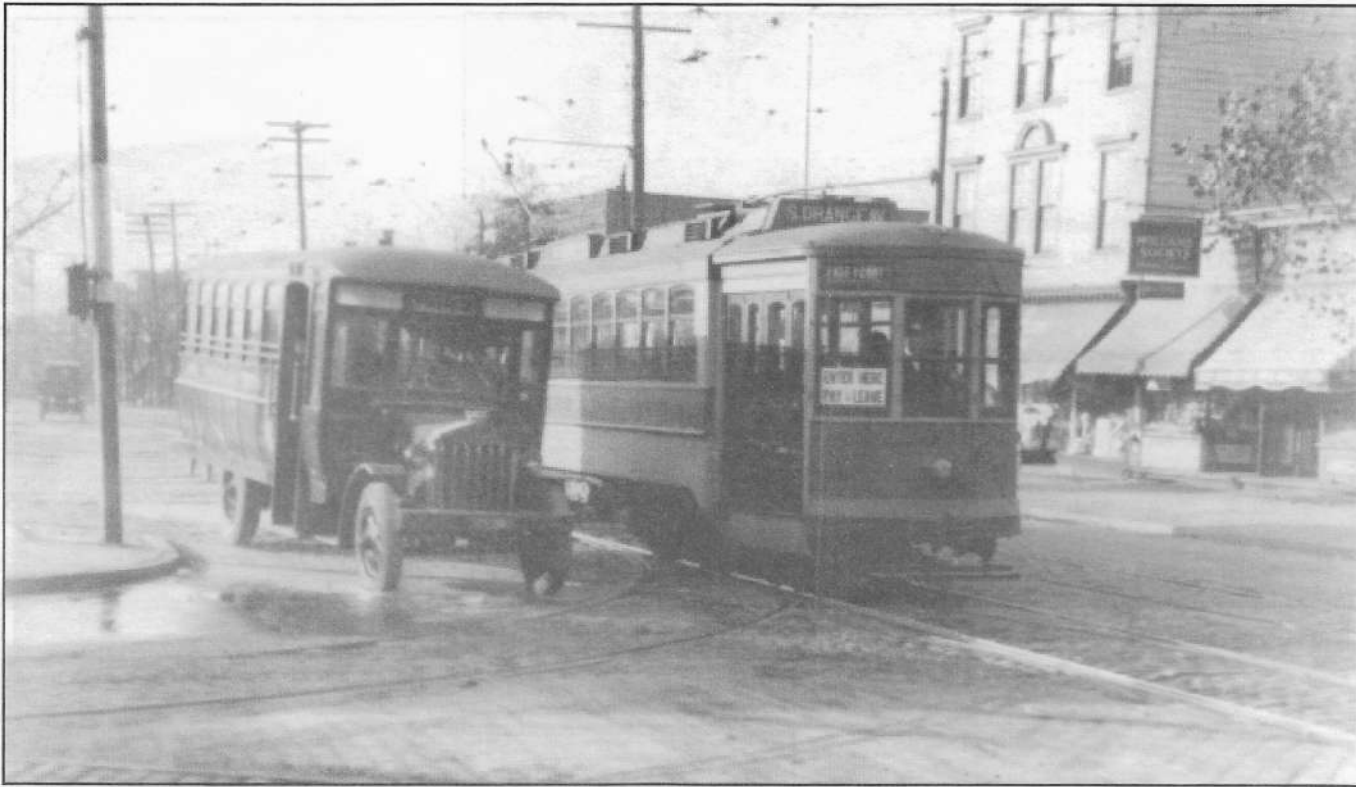
Ira Deutsch Collection Neg 11

South Orange Car House Diagrams Diagrams

(from Friends of NJ THC archives)

A collection of four diagrams exist (two are presented with this story). The property book page number was 218. The Book itself was Drawing number 6702B. From these, we can determine important characteristics of and milestones in the history of the South Orange Car House:

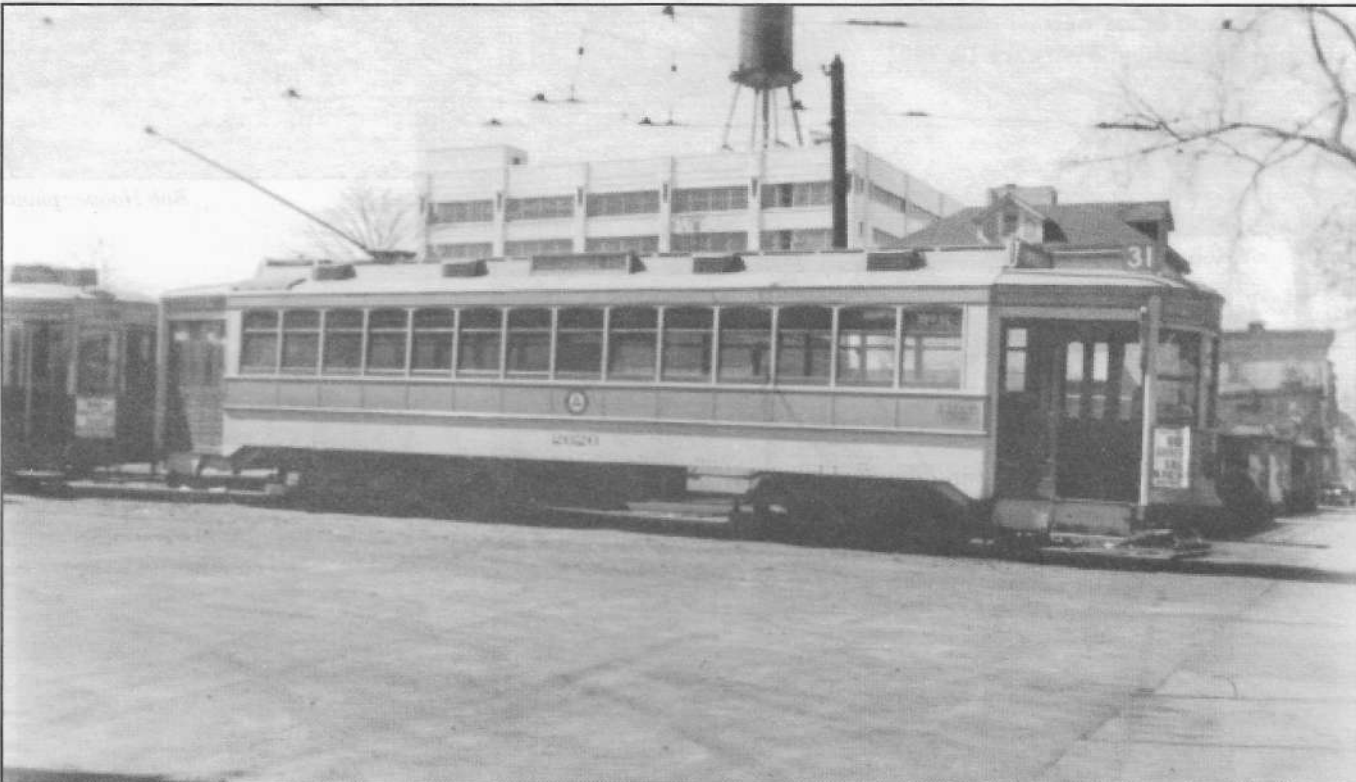
1. Dated Nov. 14/1908 revised Jan 8, 1913 (presented on pg 17) indicates:
 - a. 3590 feet of track in 11 tracks.
 - b. Total capacity was 118 single truck cars (30') or 76 double truck cars (45').
 - c. A gauntlet entry track on South Orange Avenue for the seven entry switches permitting through to bypass the switch points.
 - d. A structure used as an inspection area (with track pits on four tracks and a three track shop area to the rear.)
 - e. A yard consisting of 7 tracks paralleling the western wall of the car house structure. Six of these tracks had lengths of 375 to 440 feet for car storage.
2. Dated Nov. 1, 1913 and subsequent revisions of Nov. 16, 1914; Nov. 17, 1919; Oct. 30, 1920; Mar 12, 1928; Mar 12, 1931 shows:
 - a. the addition of the east car yard with a total seven tracks. An eighth has been removed from service.
 - b. the west yard is now through tracked rather than stub end with a wye on S 19th St.
 - c. a Bus Garage added to the west side of the Car House and tracks removed as required.
3. Dated June 18, 1934 revised Apr 17, 1935 (presented on page 18)
4. Dated Aug. 16, 1939 Revised 9/26/40 & 12/31/45 shows the eastern parcel sold to Hoffman Beverage on June 27, 1950 and the western parcel sold to Newark News Dealers Supply on Dec. 17, 1968 . A notation indicates that 66.7 feet of track remained in place at the rear of the car house.



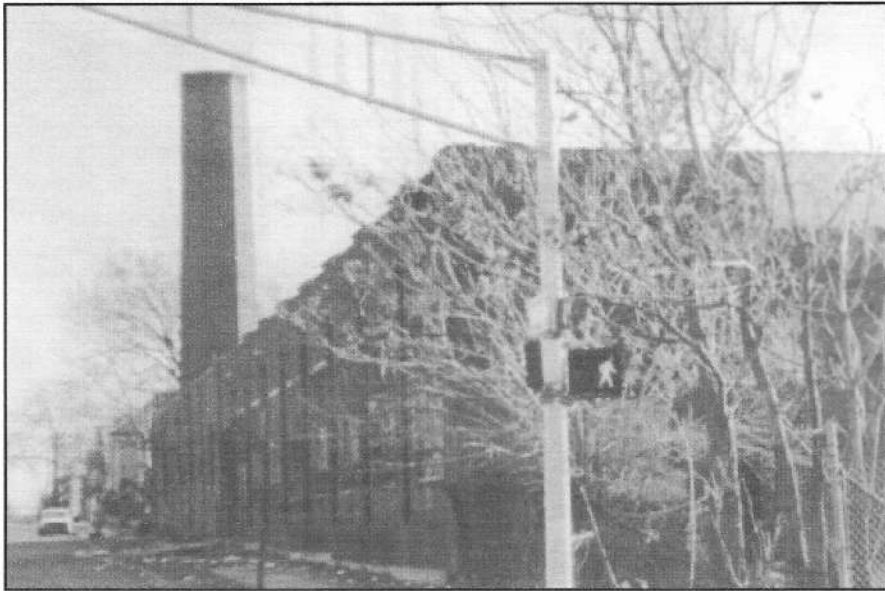
Al Creamer photo North Jersey Chapter NRHS 585c

Above: Car 2635 is pictured at the corner of South Orange Avenue and South 19th St in front of the South Orange Car House. The independent bus takes advantage of the fixed position of the trolley's track in the center of the street. circa 1919.

Below: PSR 2626 on the apron of the west car yard -South Orange Avenue Car House September 22, 1936. This car always had longitudinal seats according to Wilbur's note on the photo.



Wilbur Sherwood photo- Frank Miklos collection



Though unused at the time of this photo(April 2001), the structure was still in tack.

Ron Rice Photo

The building directly across South Orange Avenue from the car yard housed a luncheonette. The owner reported doing a brisk business when the trolleys and buses were operated from the car house and garage. February 10, 2002



Bob Hooper photo



In preparation for this article a visit to the Car House was made on February 10, 2002. We were amazed to see that demolition had begun. The contractor was looking to save as many of the bricks, cobblestones and steel beams as possible.

Bob Hooper photo



The bus garage has been completely cleared and the west wall of the car house removed. Materials to be saved are sorted and piled by type.

Bob Hooper photo

On this Sunday (February 10, 2002) the front apron serves as a parking lot for the local residents. The landmark brick chimney proudly stands above the growing demolition.



Bob Hooper photo



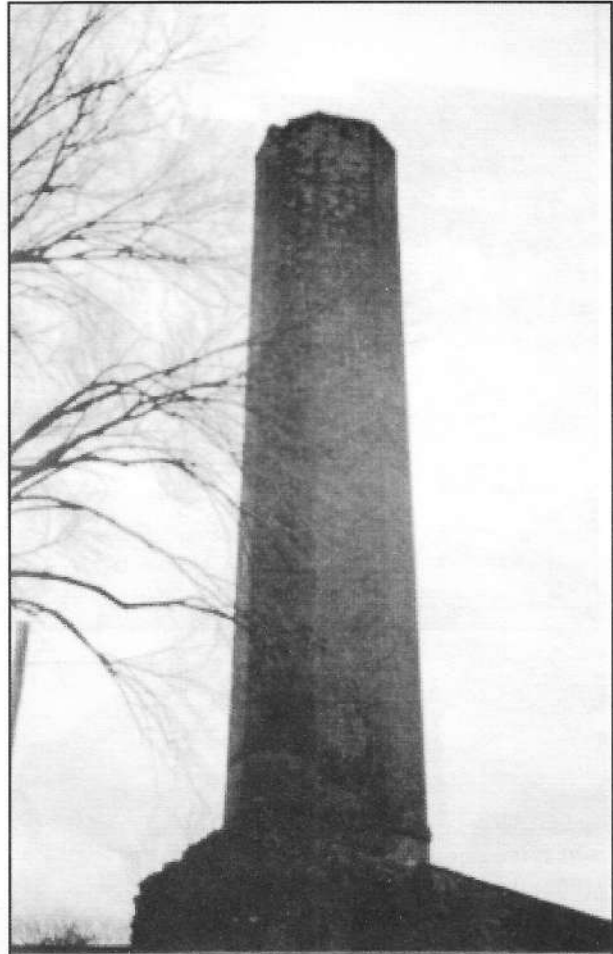
Physical evidence of the modifications made to the rear portion of the Car House clearly shows. The side wall on South 19th Street shows a bricked in doorway.

Bob Hooper photo



Bob Hooper photo

Above: A photo across the interior from the side wall opening half way along the South 19th Street wall shows that the pits remained in place until the very end. This view also shows that the contractor salvaged the boilers from the building (rear center of photo) now stored on the western edge of the yard area.



Bob Hooper photo

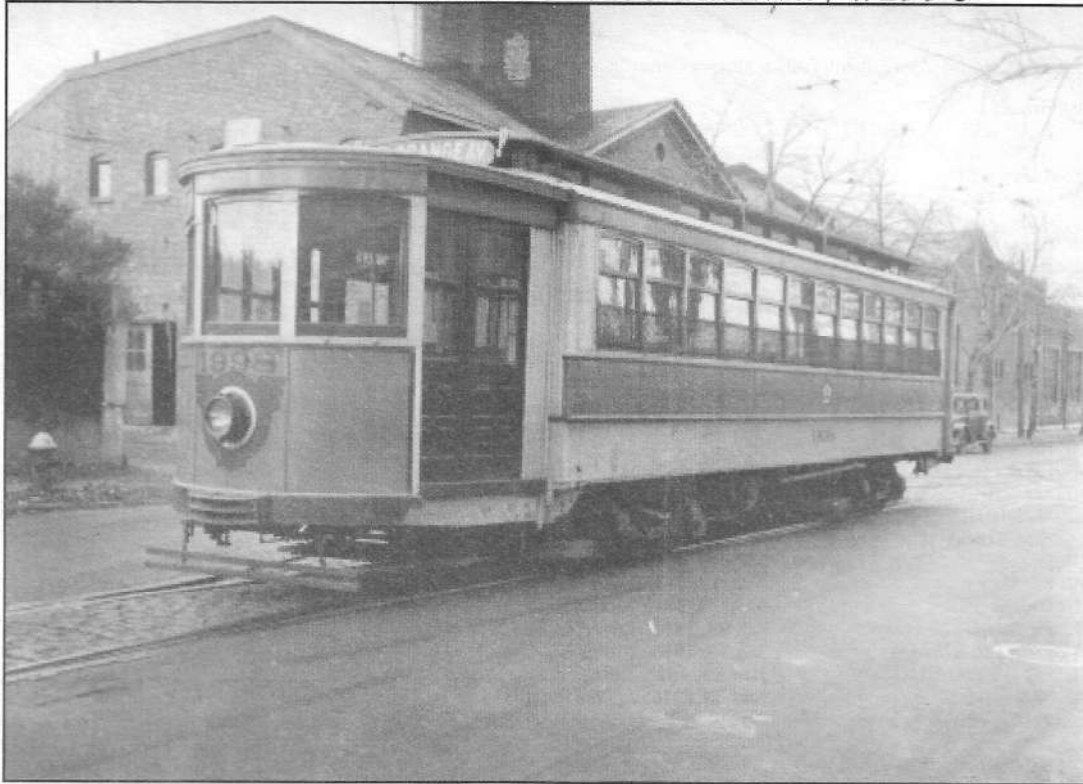
The chimney has been shortened. It's octagon shape is an unusual feature today but was quite common in the early 1900s.



Bob Hooper photo

The rear room of the Car House housed the boilers. The room was been fireproofed with a cement ceiling as evidenced by the dangling roof structure remaining in place on February 10, 2002.

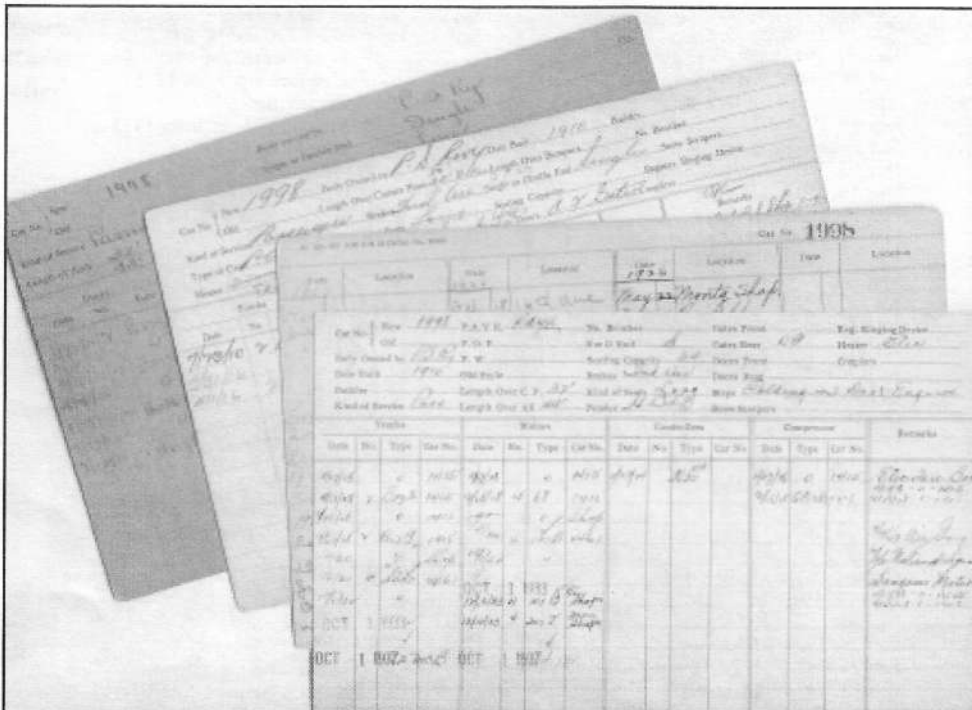
Car Profile: Public Service Railway #1998



Al Creamer photo - North Jersey Chapter NRHS 340.03c

Built at Public Service Railway Plank Road Shops - Jan 22, 1910
Single end; P.A.Y.E. configuration; Car length overall – 44'; Length over body – 32'; Gates – A.F.; Seats – Longitudinal, Brakes – Ind Air, Folding Steps & 3 Door Engines; Heater: P-Smith H-4 changed to electric (Date not noted)

1998 blind side view shows the lack of folding step, fixed door sections and devil strip window guards.

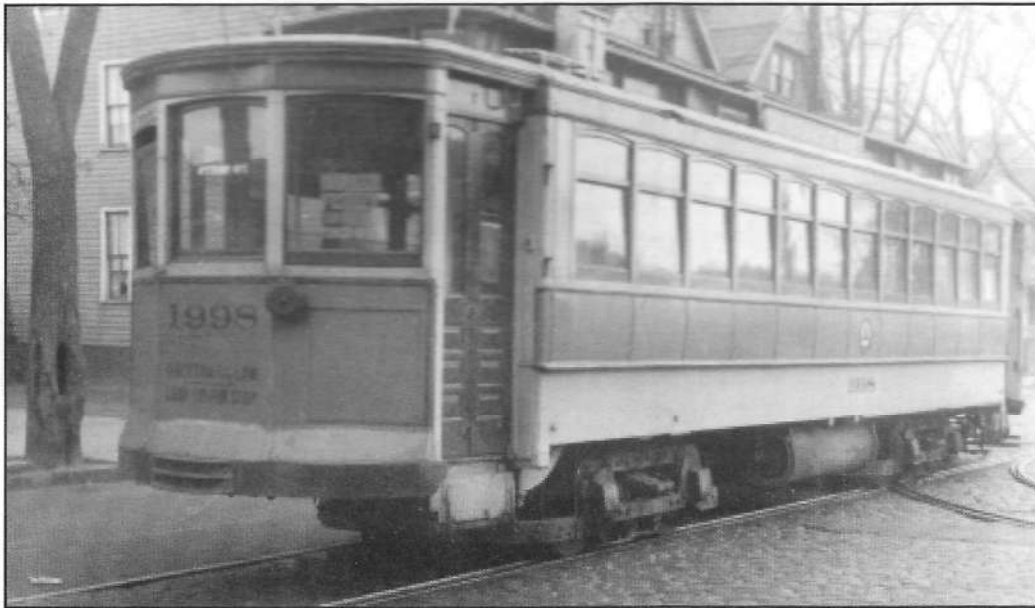


Public Service Railway record keeping was excellent. Car builder, build date and ownership were duly noted. Equipment additional and removal were religiously recorded. Car House assignments, even as short as one day, were noted.

Public Service 1998 Car Assignments and Equipment Changes

Date/Car House Assignment/Trucks/Motors/Controllers/Compressor/Remarks

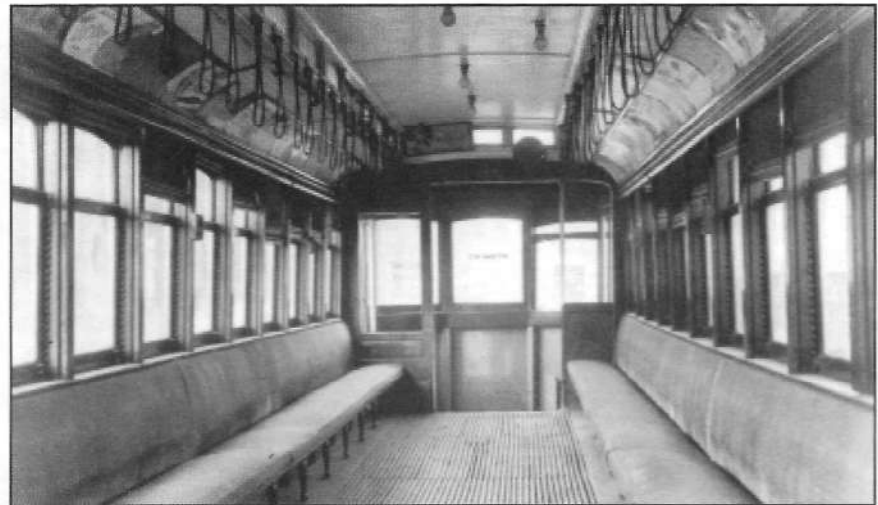
Jan 22, 1910.. Broad/
 2- B27G-E1/4-W101B2
 /1- K6/ 1- CP27A
 Trks fm 2111
 Jan 31, 1910.. Central
 Jan 31, 1910.. Broad
 Feb 10, 1910 . Central
 Feb 11, 1910 . Broad
 Feb 19, 1910 . South Orange
 Feb 20, 1910 . Broad
 Mar 01, 1910 PR Shops
 Mar 02, 1910 //Trks to 2139
 Mar 02, 1910 //2- B27G-E1/4-W101B2
 Trks fm 2041
 Mar 03, 1910 Broad
 Apr 23, 1910 . PR Shops
 Apr 28, 1910 .//Trks to 1845
 Apr 28, 1910 .//2 - Brill 27 E1 MCB
 /4-W101B2
 New Trucks
 Apr 29, 1910 . Broad
 Apr 30, 1910 . PR Shops
 May 08, 1910 Broad
 Jul 22, 1910 .. PR Shops
 Jul 23, 1910 ..//Trks to 2251
 Jul 23, 1910 ..//2 - B27G-E1
 /4-W101B2/
 Trks fm 2038
 Jul 24, 1910 .. Broad
 Sep 26, 1910 . South Orange
 Sep 27, 1910 . Broad
 Oct 22, 1910 . PR Shop
 Nov 02, 1910 Broad
 Jun 11, 1911 . PR Shop
 Jun 21, 1911 . Broad
 Aug 07, 1911 PR Shop
 Aug 10, 1911 Broad
 Sep 23, 1911 . South Orange
 Sep 23, 1911 . Broad
 Dec 25, 1911 . PR Shop
 Jun 10, 1912 . Broad
 Aug 03, 1912 Hilton
 Aug 04, 1912 Broad
 Aug 22, 1912 Hilton
 Aug 26, 1912 Broad
 Sep 24, 1912 . PR Shop
 Oct 05, 1912 . Big Tree
 Oct 19, 1912 . Hilton
 Oct 22, 1912 . Big Tree
 Oct 30, 1912 . South Orange
 Nov 01, 1912 Big Tree
 Nov 21, 1912 Hilton
 Nov 23, 1912 Big Tree
 Dec 26, 1912 . Hilton
 Dec 27, 1912 . Big Tree
 Jun 16, 1913 . /H. B. Life Guard
 Fenders installed
 Aug 20, 1913 Lake St.
 Aug 22, 1913 Big Tree
 Aug 22, 1913 Lake St.
 Oct 17, 1913 . PR Shop
 Nov 09, 1913 Lake St.
 Nov 19, 1913 PR Shop
 Dec 05, 1913 . Lake St.
 Dec 14, 1913 . Hilton
 Dec 18, 1913 . Lake St.
 Jan 16, 1914.. Lake St.
 Jan 17, 1914.. Lake St.
 Jan 19, 1914.. Big Tree
 Jan 20, 1914.. Lake St.
 Mar 04, 1914 Montclair
 Mar 14, 1914 Big Tree
 Mar 16, 1914 Lake St.
 Jun 19, 1914 . Big Tree
 Jun 22, 1914 . Lake St.
 Jul 08, 1914 .. Big Tree
 Jul 11, 1914 .. Lake St.
 Aug 05, 1914 Big Tree
 Aug 06, 1914 Lake St.
 Aug 23, 1914 Big Tree
 Aug 24, 1914 Lake St.
 Oct 01, 1914 . Roseville
 Oct 01, 1914 . Lake St.
 Oct 13, 1914 . Big Tree
 Oct 15, 1914 . Lake St.
 Nov 10, 1914 PR Shops
 Dec 07, 1914 . Lake St.
 Mar 12, 1915 Montclair
 May 00, 1915 Lake St.
 May 05, 1915 Big Tree
 May 06, 1915 Lake St.
 May 12, 1915 Big Tree
 May ??, 1915 Lake St.
 May 19, 1915 Montclair
 May 19, 1915 Lake St.
 May 24, 1915 Montclair
 Jun 08, 1915 . Lake St.
 Jun 30, 1915 . Miller St.
 Nov 23, 1915 Roseville
 Mar 31, 1916 .//Trks to 2403
 Apr 01, 1916 .//2 - ST C50P/4- 307/
 Trks fm 2403
 July 16, 1916 Newark Shops
 Aug 16, 1916 Roseville
 Dec 08, 1916 . Miller St.
 Dec 09, 1916 . Roseville
 May 01, 1917 16th Avenue
 May 18, 1917 Newark Shops
 Jun 07, 1917 . 16th Avenue
 Jun 22, 1917 . Roseville
 Mar 24, 1918 16th Ave.
 May 21, 1918 Newark
 May 21, 1918 16th Ave
 Aug 01, 1918 Newark Shops
 Sep 18, 1918 . 16th Ave.
 Dec 23, 1918 . Roseville/16th Ave.
 Dec 28, 1918 . So Orange
 Dec 29, 1918 . 16th Ave.
 Jan 29, 1919.. Roseville/16th Ave.
 Apr 28, 1919 . So Orange
 Oct 01, 1919 . 16th Ave.
 Oct 13, 1919 . Roseville
 Dec 05, 1919 . Newark Shops
 Dec 10, 1919 . 16th Ave.
 Feb 11, 1920 . Hilton
 Feb 14, 1920 . 16th Ave.
 Feb 26, 1920 . Hilton
 Mar 03, 1920 16th Ave.
 Jul 14, 1920 .. Hilton
 Jul 15, 1920 .. 16th Ave.
 Jul 17, 1920 .. S Orange
 Jul 17, 1920 .. 16th Ave.
 Oct 05, 1920 . Hilton
 Oct 16, 1920 .//Trks to 2040
 Oct 16, 1920 .//2 Brill MCB/4 101B
 Nov 19, 1920 Newark Shops
 Dec 22, 1920 . Hilton
 Nov 01, 1921 16th Ave.
 Mar 09, 1922 Montclair
 Jul 23, 1923 .. From Lake St. Newark Shops
 Oct 09, 1923 . Montclair (Lake St.)
 Nov 17, 1923 16th Ave.
 No date Hilton
 Feb 18, 1924 . 16th Ave.
 Feb 21, 1924 . Hilton/ Remove K-6 Cntrl
 Feb 23, 1924 .//1-K35HH
 May 14, 1924 Roseville
 Jun 06, 1924 . Newark Shops
 Sep 08, 1924 . Montgomery
 Sep 13, 1924 . Greenville /CP27B From 1217
 Sep 13, 1924 . 0
 Sep 13, 1924 . 2 - B27GE 11/2/4-68/ /Meter from 574
 Dec 12, 1924 . Newark Shops
 Dec 19, 1924 . Greenville
 May 18, 1925 Monty Shops/Trks to 1454
 May 21, 1925 // Motors to 1454
 May 24, 1925 //Compr to 1415
 May 25, 1925 Prior St.
 Sep 24, 1925 . Monty Shops
 Oct 02, 1925 . Greenville/2- B27G-NS/4-68/ /CP27a
 From 1415 Electric Fare Box & Register
 Nov 06, 1925 Newark Shops
 Nov 20, 1925 Greenville
 Apr 24, 1926 .//Fare Box & Register to 1415
 May 22, 1926 Monty Shops
 May 24, 1926 //Equipment to 1415
 May 24, 1926 Prior St.
 Sep 15, 1926 . Monty Shops
 Sep 20, 1926 . Greenville
 /2 - B27G-NS/4 - 68/CP-27a/From 1415
 Fare Box & Register from 1415
 Sangamo Meter to 1415
 May 03, 1927 Monty Shops
 May 04, 1927 Prior St./B27D/ //Equipment to 1415
 incl. Fare Box & Register
 and Sangamo Meter
 Sep 30, 1927 . Monty Shops
 Oct 04, 1927 . Greenville/2 - B27G-NS/4 - 68//CP-27A/
 All from 1415 including fare box
 & register, Sangamo meter
 Nov 10, 1927 Newark Shops
 Nov 30, 1927 Greenville
 Apr 14, 1928 . Monty Shops
 Apr 17, 1928 . Prior St./2- B27G/ //Equipment to 1415
 Apr 17, 1928 .//2- B27D /4-68/from 1415
 Apr 17, 1928 . Sangamo Meter to 1415
 Apr 17, 1928 . Elec fare box to 1415
 Sep 17, 1928 . Monty Shops
 Sept 25, 1928 // Trks to 1415
 Sep 25, 1928 .//2-B27G/4-68/ /CP-27B/
 Equipment from 1415
 Elec fare box from 1415
 Sep 29, 1928 . Greenville
 Sep 27, 1928 . Sangamo Meter from 1415
 May 5, 1929 .. Bergen Point
 Sep 19, 1929 .//Air Gong
 Oct 01, 1929 . Greenville
 Jan 04, 1930.. Newark Shops / 0 / trks to shop
 Jan 06, 1930.. //2- S-050/4-101B///
 From 2461
 Jan 26, 1930.. Big Tree
 Mar 30, 1930 16th Ave.
 Oct 01, 1930 . 16th Ave.
 Oct 02, 1931 . National Signal
 Jun 17, 1931 . Newark Shop
 Jul 10, 1931 .. 16th Ave.
 Oct 03, 1931 . Newark Shop
 Oct 22, 1931 . Big Tree
 Oct 01, 1932 . Big Tree /2 - S-050/4-101B
 Nov 28, 1933 So Orange
 Dec 12, 1933 .//4-101B/To Shops
 /4-200J/From Shops
 Oct 01, 1934 . So Orange
 Dec 11, 1934 . Big Tree
 Sep 05, 1935 . South Orange
 Sep 17, 1936 . Newark Shops
 Nov 21, 1936 Hilton
 Feb 01, 1937 . Newark Shops
 Oct 01, 1937 . Newark Shops/2-MCB/4-101
 Feb 17, 1938 . Destroyed Authority 1330



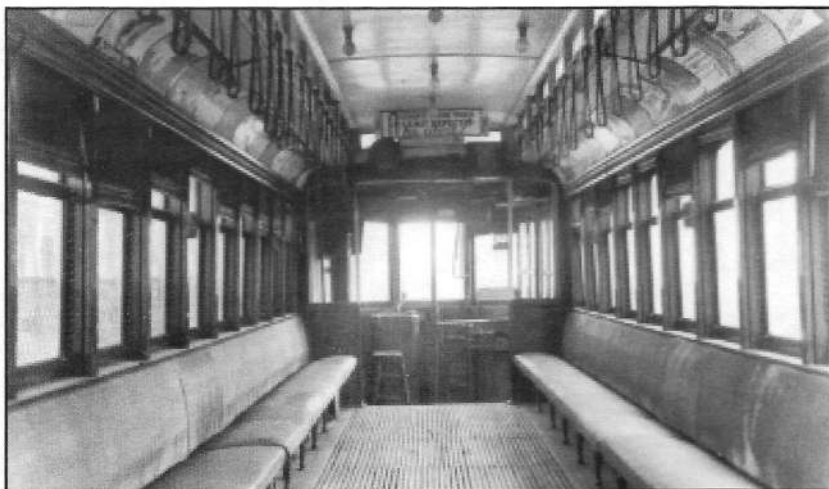
Al Creamer photo - North Jersey Chapter NRHS 340.02c

Rear view shows signs admonishing motorists to "Obey traffic law" & "Look out for stop", climbing steps on the body corner post for getting to the roof and a grab handle on the roof rail for assisting in the climb and the roof mounted lighting arresstor complete the scene

November 19, 1934 View of the interior looking to the rear, shows the longitudinal rattan seats, advertising cards and lots of leather straps (for hanging). The rear platform side windows suggest the 125th Street Ferry to the riders while the center window announces the "No Smoking" policy.

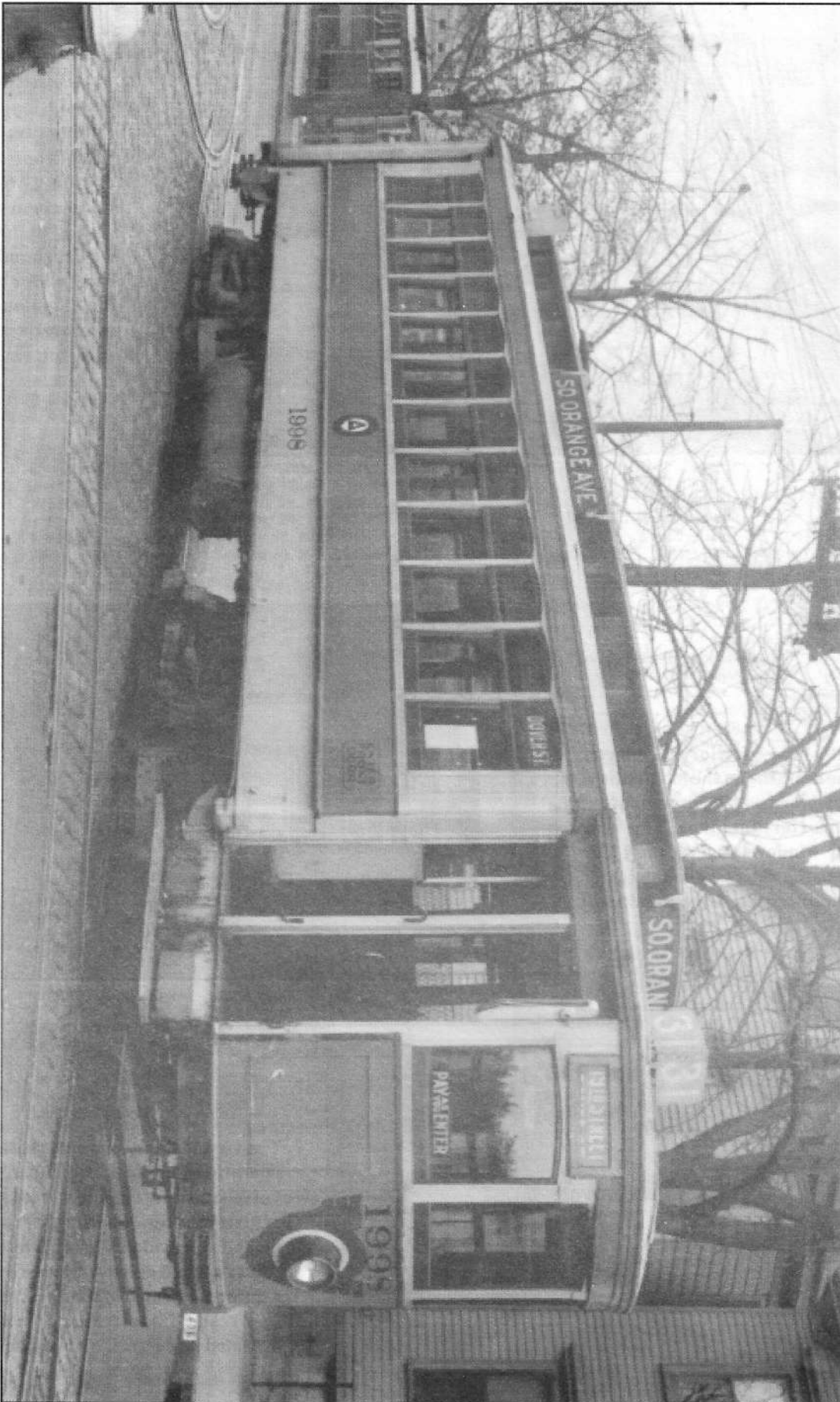


Al Creamer photo - North Jersey Chapter NRHS 340.06c



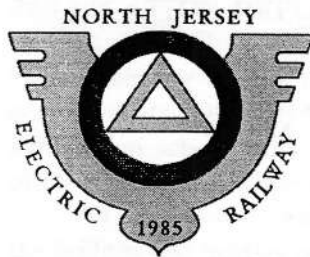
Al Creamer photo - North Jersey Chapter NRHS 340.07c

The view looking forward, shows the front operating platform, controller, air brake valve and motorman's stool. The fare register hangs on the bulkhead. The curtains provided some protect from the sun as needed and everyone seems to have a different opinion of what was needed. The sign reads " Accidents occur when least expected *be careful!*" November 19, 1934



Public Service Car 1998 poses on the Car House Wye on South 19th Street at the rear of South Orange Avenue Car House. The Car Yard in the background is across S. 19th St. from the Car House. She sports a Essex County route number sign, wooden roof route signs, folding steps, life guard fender and the unique semaphore signal on the front door post. The lack of window guards on the right side give away her single ended configuration. November 19, 1934

Al Creamer photo - North Jersey Chapter NRHS 340.01c



NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

2000 REPORT OF ACTIVITIES

OFFICERS REPORT

We are grateful to our long time Vice President and entertainment chairman Ed Gibbs who was forced to give up these positions due to health problems. Bill Keigher was subsequently elected Vice President at the December meeting and will also serve as entertainment chairman.

MEMBERSHIP REPORT

At the close of 1999 our membership stood at 141 persons. Of these, 119 renewed for 2000. During the year we took in 17 new members and welcomed back one other who reactivated his membership. We were saddened by the death of member Arnold Joseph who passed away in December. Our active membership, at the close of 2000, stands at 137. The 17 members who joined the North Jersey E.R.H.S. during 2000 are:

Michael Bank, Fairlawn, NJ
Joseph Beim, Kendall Park, NJ
Richard C. Evans, Bridgewater, NJ
Thomas D. Gallo, Keyport, NJ
Michael J. Garde, East Stroudsburg, PA
William P. Greenwood, New York, NY
James R. Guthrie, Brooklyn, NY
Allen S. Hirsh, Ocean, NJ
Michael Hunter, Bethlehem, PA
Cliff Kranish, South Orange, NJ
Charles O. L. Lawesson, Newark, NJ
Arthur J. Lewan, Boonton, NJ
Robert E. McCabe, Jr., Ft Leonard Wood, MO
Allen Nelson, Boonton, NJ
Frank Parco, Bricktown, NJ
Doc Savage, Ewing, NJ
Thomas Thompson, Brooklyn, NY

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.

During the year we also had feature presentations of slides, movies or videos by Jerry Daub, Harold Geissenheimer, Neal Huff, Bill McKelvey and Bruce Russell.

The April meeting was a dinner held at the Jolly Trolley restaurant in Westfield because the regular meeting room was being used as a polling place for school board elections.

Our December meeting was our annual Christmas celebration with refreshments paid for with money that was left over from the regular monthly refreshment donations. Our members were provided with snacks, cookies, beverages and a selection of sandwiches from a local sub shop. This was followed by a presentation of slides from among the members in attendance.

Once again, we express our special thanks to Bill Keigher for serving as our liaison with the City of Rahway for the use of the meeting room. Thanks also to Bill McKelvey and Bob Hooper for bringing the refreshments to our meeting.

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

FINANCIAL STATEMENT -2000

BALANCE ON HAND AT THE CLOSE OF 1999		\$2588.95
INCOME		
Excursions	\$1975.00	
Dues	1965.00	
Contributions	1830.00	
Train Show Revenue	1060.00	
Photo Sales	309.00	
Insurance Rebate	41.00	
Payment for photo usage	40.00	
Publications Sales	16.00	
Total Income		\$7236.00
EXPENSES		
Newsletter Printing	\$1134.46	
Photo Processing	784.90	
Insurance	451.00	
Website Usage Fee	240.40	
Excursion Charter Fee	200.00	
Envelopes Printing	145.07	
Post Office Box Rental	114.00	
Bank Fees	113.82	
U.R.H.S. Dues	100.00	
Postal Permit Fee	100.00	
Postage	88.57	
Website Setup	80.00	
Hoboken Festival Table	75.00	
Gratuities	50.00	
Merchandise Sales Commission	28.50	
Corporation Fee	15.00	
Miscellaneous	14.00	
Total Expenses		\$3734.72
Excess of Income over Expenses		\$3501.28
Balance on Hand - December 2000		\$6090.23
Outstanding Funds (Cash Within Balance Designated for Projects)		
Public Service Sweeper Restoration Fund	\$876.35	
Window Replacement Fund	170.00	
Total Cash Reserved	\$1046.35	
Un-designated Cash Balance		\$5043.88



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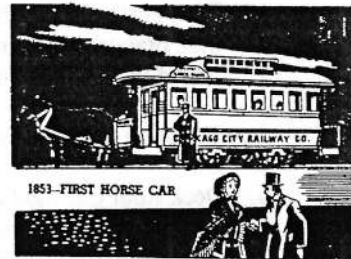
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Poster- Cinderellas-Advertising Stamp

Before the metered postage machines came along, many company, local, or event opportunities presented themselves in the form of a stamp affixed to the envelope of the correspondence. Some still can be found today but rarely.

For your awareness, the following are presented to be enjoyed.

1. ERA Poster Stamp- No one seems to know when these were printed- comes in light green or light orange maybe more colors
2. Issued in 1939 Depicts the Trolley Post Office car that was once used in Chicago
3. Self explanatory
4. Trains on right and left are steam drawn but the center is a Box Motor or Interurban
5. Unfortunately does not indicate city or line
6. Deck Roof Car right in front of auto
- 7., 8., 9., All were published along with a whole series of Cinderella's citing many first's for Chicago, Chicago had only "L" Funeral Car, which might or might not have been issued But yet to be found
10. 11. Issued at the Chicago Railroad fair by railroads. The pictures speak for themselves.
12. A block of 6 Safety First Posters, Date unknown but by the route numbers, one might determine, roughly, that the stamps were issued before line was abandoned.

PUBLICATION REPORT

Once again our biggest expense was the printing of our newsletter DESTINATIONS. Unfortunately our publication schedule has been running late and the printing cost was actually charged against the last issue for 1999. That issue featured a report about some of the bridges and trestles on the Public Service trolley system with a particular emphasis on the 43-Jersey City route. Also featured in the same issue was an article on the Pavonia trolley line in Jersey City. The first 2000 issue on the 29-Bloomfield trolley line was delayed by production problems, but this should be available early in 2001. Our objective is to publish at least two issues of DESTINATIONS per year. 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.

Our production problems also affected plans for publishing the material on Public Service trolleys by Al Mankoff. We expect to move forward with this publication during 2001.

PHOTO COLLECTION

During 2000 we had more prints made from the glass plate negative collection provided by member Ira Deutsch. Some prints were also made from the glass plates which were donated by Edward T. Francis to the New Jersey Transportation Heritage Center. Ira Deutsch is now serving as curator for these negatives along with his own. Prints have also been made from our Robert Van Buskirk and Steve Maguire collections depicting trolley and railroad views from the 1930's, 1940's and 1950's. 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 2000 the North Jersey Electric Railway Historical Society was again represented at several transportation events. In February had a table at the East Rail multi-media presentation at Watchung Hills Regional High School in Washington, New Jersey. In March 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. This was followed

by our participation at the annual transportation symposium held at Drew University in Madison. In June we had a table at a model trolley meet in Kendall Park. Finally we were happy to participate in the Hoboken Festival which was held in September in conjunction with the completion of the Hoboken Terminal restoration. 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, John Gutberlet, Bob and Rob Hooper, Bill Keigher, Janet McKim, Gary Madriss, and Frank Miklos for assisting in manning the tables at one or more of the above train shows.

EXCURSIONS

In 2000 we ran a PCC car excursion and tour of the Newark City Subway shop. This was a repeat of a similar excursion that we ran a few years ago. A chartered car made several trips with photo stops. The participants in the excursion were also given day passes for unlimited riding on the subway for the balance of the day. Several people chose to follow up their City Subway excursion with a trip to Jersey City for a ride on the newly opened Hudson Bergen light rail line. Special thanks are in order to Bill Keigher who arranged for this very enjoyable day on the Newark City Subway.

EQUIPMENT RESTORATION

Our equipment restoration efforts took a back seat to work on the preparation of the site for the new building to house Public Service car 2651. This included the installation of track and ties at that location. Assisting in this work were Mark Donahue, Bob and Rob Hooper, Jim Tomczyk and Glen Terminelli of the Phillipsburg Railroad Historians. By the end of the year the building to house 2651 and serve as a workshop was nearly completed. 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 and reports on the group's activities.

NJ TRANSPORTATION HERITAGE CENTER (nee-NJ Railroad & Transportation Museum)

The NJTHC Commission have been making steady progress toward establishing the Heritage Center at Phillipsburg. The firm of Wallace, Roberts and Todd completed their master plan for the museum. On December 11, the New Jersey State Assembly approved the establishment of the New Jersey Transportation Heritage Center, as it will now be known, in Phillipsburg. Similar legislations will be submitted to the New Jersey State Senate in 2001. Funding will then be sought from the state legislature to begin work on the museum.

While not a direct NJERHS activity, the NJTHC will provide an operating environment and display space for our restored equipment (PS 2651, PS Sweeper 5173, PRR MP-54s (413, 427, 437 & 453), DL&W Edison Cars. For a complete update, see their website at: www.NJTHC.org.

WEBSITE ESTABLISHED

Thanks to the efforts of Rob Hooper, the North Jersey ERHS is now on the Internet. Our website can be reached at www.NJERHS.org. In addition to news about the association, there is a schedule of events as well as links to other organizations, transit agencies and other sites related to the field of electric traction. The events page gives the schedule of upcoming meetings, and lists the dates of work sessions on our rail

equipment. Be sure to log onto our website to keep up to date on North Jersey ERHS activities.

SUMMARY

We ended the year with a surplus of \$3501.28. Excursions and dues were the primary source of revenue. Our largest expense was the publication of our newsletter DESTINATIONS. During the course of the year we had no major non-recurring expenses. Since we finished the year with a surplus we are keeping the dues at \$15 for the year 2001. This is still among the lowest amount for any organization of this 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 recognized IRS 501(c)(3) non-profit organization all contributions are tax deductible. (Fed ID#: 22-26295576) 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 2000.

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

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

Ed Gibbs/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 of the Society are \$15.00 per calendar year.

INTERNET URL: <http://www.NJERHS.org>

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).