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The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

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November, 1988



Amtrak engine No. 779 tows our recently-acquired MP-54s through Rahway enroute to Whippany on June 9th. Still in SEPTA colors, the four cars were making their first appearance on the Northeast Corridor in New Jersey in many years. Tony Hall photo

DESTINATIONS is published several times a year by the North Jersey Electric Railway Historical Society. Distributed free to members in good standing; \$1.50 per copy to others. Regular membership is \$12 per year. For information about membership or publication sales write: North Jersey E.R.H.S., Box 1770, Rahway, New Jersey 07065.

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

Anthony J. Hall, President
William J. Keeler, Secretary

Robert A. Sherwood, Vice President
Frank S. Miklos, Treasurer

Regular meetings of the North Jersey E.R.H.S. are held on the third Tuesday of each month (except July and August) at 7:30 P.M. at the Reed Center, 1670 Irving Street, Rahway, N.J. Entertainment featuring electric traction subjects is presented at each meeting.

A Special Dedication

Everyone who knows Tom Moran was shocked and saddened to learn of the tragic death of his son Jeffrey on May 19. The youth and his brother Kevin were riding to school in a friend's car, when another motorist skidded out of control on the rain-slicked roadway and crashed head on into their vehicle. Kevin and the other student were able to walk away from the accident, but Jeffrey succumbed to massive internal injuries.

From the time they were old enough to walk, the two brothers shared their father's interest in rail transportation. They accompanied Tom on many rail excursions over the years, and were frequent visitors to Ringoes to check on the restoration of car 2651. On the Sunday before the accident, Jeffrey and his father attended the Erie Lackawanna Railway Historical Society's Spring function in Boonton. Enroute home, they stopped at Whippany where Jeffrey was pleasantly surprised to see the GG-1 on display.

Today's newspapers are filled with stories about teenagers who are pressured by their peers into experiments with drugs, alcohol and crime. On the Monday after his funeral, Jeffrey's classmates gathered at the Haddon Township High School athletic field to honor the memory of one who exhibited a positive influence on their lives. Jeffrey was praised as a fine young man with a jovial personality and a "vast knowledge of trains and planes." His soccer uniform number was retired, and a scholarship fund was established as a memorial to him. Those who wish to contribute to this fund may do so by sending checks to the Jeffrey Moran Memorial Scholarship Fund, c/o Haddon Township High School, Memorial Avenue, Westmont, N.J. 08108.

We extend our deepest sympathies to Tom; to Jeffrey's mother Margaret, and to his brothers and sisters. We are pleased to dedicate this issue of DESTINATIONS to his memory. Jeffrey's 17 years on this earth were much too brief, but we were all a little richer for having known him.

Membership Notes

Our apologies to Wayne Scott for omitting his name from the list of members who included a contribution with the payment of dues. Wayne's name was inadvertently left out when the list of contributors was being rearranged into alphabetical order. We are embarrassed by this because Wayne has been one of our most loyal members who has not only supported us financially, but has given his time to assist at numerous activities including the Hoboken Festival. Thanks again Wayne. We are sorry for having goofed.

Thanks are also in order to Michael Gil for the contribution he included with his dues payment.

A milestone was recently reached when Robert E. Landwehrle became the one-hundredth person to join the North Jersey E.R.H.S. As of the end of August, our membership roster stood at 92 members who paid their 1988 dues. We are grateful for this show of support.

WITH ADMIRAL BRRRRRD IN NEWFOUNDLAND BY TONY HALL

They say that a comet is three quarters ice with a large dose of dirt. If our plan comes to fruition, we may well prove this astronomical theory, since, over a winter's expedition to Newfoundland, we gathered up a large quantity of these items along with a load of parts intended for the completion of our Blue Comet Combine No. 302 named for the comet "Enke" and stored in Harrison with the generous cooperation of PATH.

Virtually every weekend in January, February and March of this year found the intrepid N.J.E.R.H.S. crew salvaging seats, sashes, doors, paneling and what-have-you from the cut-up remains of the Morris County Central's ex-Jersey Central fleet under an agreement reached with the Southard Salvage Company of Marcella. Newfoundland, New Jersey resembled more its Canadian namesake, if not Little America, this past winter since the ground was locked in the grip of ice and snow for the entire period of our operation. A few miles to the south, skiers at Craigmour might have wished that they had had the frozen base through which we had to chop to retrieve elusive bits of antique railroad hardware.

If all goes as planned, the ice and dirt will long have been removed from each piece of our Comet and she will once again consist only of those materials common to all the members of the N.J.E.R.H.S. collection; steel, wood, glass...and glory.

Last Train from Paoli Returns *by Tony Hall*

Just as Newfoundland was freezing the previous winter, so was Wilmington blazing hot early this summer. Nevertheless our gallant band of car collectors set out to save four of the remaining eight MP-54s known to exist with most of their electrical gear intact.

Two others are owned by New Jersey Transit also in Wilmington, and the Pennsylvania Museum and the Wilmington & Western are known to have one. Many others survive in emasculated form, reduced to locomotive hauled trailers. Poetic justice in a sense, for this is how these cars began life back about 1910 when constructed by the Pennsy as the first all-steel coaches produced in large numbers.

On June 17th, 1981 train No. 322 left Paoli with a five-car consist including MP-54s Nos. 427, 413 and 453 (only our No. 437 was left out). And so a seventy year epoch ended in railroading. There had never been, in the history of railroading, equipment which had served so long and so well, and it is very likely that no one will ever see this record matched. Arrow IIIs, only ten years old and constructed of stainless steel, are thought by N J Transit to be at the mid-point of their useful lives.

In addition to extreme longevity this equipment served through extensive historic change, both in railroading and in the world in general. Born into a world of steam locomotives, MP-54s went on to feel the oily tug of the diesel, but achieved their ultimate fame and success after a series of transformations into the electric MU cars most of us grew up with. There were one and two motor versions, trailers and the final incarnation, the four-motor cars with Commonwealth trucks. The early MU conversions were triumphs in themselves since they were among the first applications of alternating current to MU operations. While this breakthrough resulted in operational advantages over DC applications such as that already in place on the Lackawanna, noise and vibration were noticeable by-products of the AC system. These annoyances increased with the age of the equipment, abetted by maintenance short-cuts necessitated in the depression and by World War II. Clearly, the Pennsy preferred the continued use of the heavyweight equipment in the post-war years and embarked upon the electrification of additional, heretofore unelectrified P-54s. This resulted in a fleet of E-6 MP-54s with four motors and large smooth-riding Commonwealth trucks. Noise and vibration were reduced to that of DC cars and the accompanying interior refurbishment, including the replacement of rotted and balky wooden window sash with aluminum, gave the cars a "new look" to match their new riding qualities. Whether or not it had been planned to upgrade all MP-54s to E-6 status is unknown, for a combination of declining traffic and the inevitable increase of pressure from suppliers, builders, politicians and the riding public for "modern" cars finally resulted in the advent of the various Silverliners and Arrows now in service. Still, it took more than ten years to exterminate the sturdy red wagons.

And so as the relentless summer heat beat down, we journeyed to Wilmington's Delaware Car Company, formerly Mechtron, and after a meeting with President and General Manager Tom Crowley, a price was agreed upon and a moving date set. We beat out a group from Michigan who wanted to truck the cars out and convert them back to locomotive trailers, by agreeing to a move in early June. We were able to do this solely because our host and mentor, Ben Friedland, had generously consented to store the cars on M & E property where the bulk of our collection was already in residence. Making the cars ready for the June deadline was not going to be easy. Brake parts had to be located, acquired and installed. Thirty-two journals had to be lubed with special roller bearing grease. Windows, pantographs, seats and doors had to be secured for the big move. Residential residue left by unofficial tenants had to be disposed of. All this in the searing heat and humidity of the hottest summer in living memory, plus one day of hailstones and torrential storms. The day

of days arrived and Amtrak made its inspection. Amazingly the cars were found fit to be moved and subsequently laid over in the Thirtieth Street Station yard on June 3rd followed by a long weekend at Adams Station Maintenance yard in central New Jersey. The move up to Hudson occurred on Tuesday, June 7th, and Morristown was reached later that week.

We want to thank once again all those who made this project the great success that it was; Tom Crowley of Delaware Car who cut a deal we could live with and who arranged the move with Amtrak; Amtrak itself who moved the cars with dispatch and without the obstructionism which has hampered other railfan moves on you-know-who; New Jersey Transit who took them up the hill to Morristown with no problems even though they found difficulty operating the handbrakes; and finally yet another "Thank You" to Ben Friedland who once again made another railroad preservation project possible by permitting this equipment to be stored on the M & E. Without Ben, a lot of rail history would have by now been melted down into Saabs and Subarus.

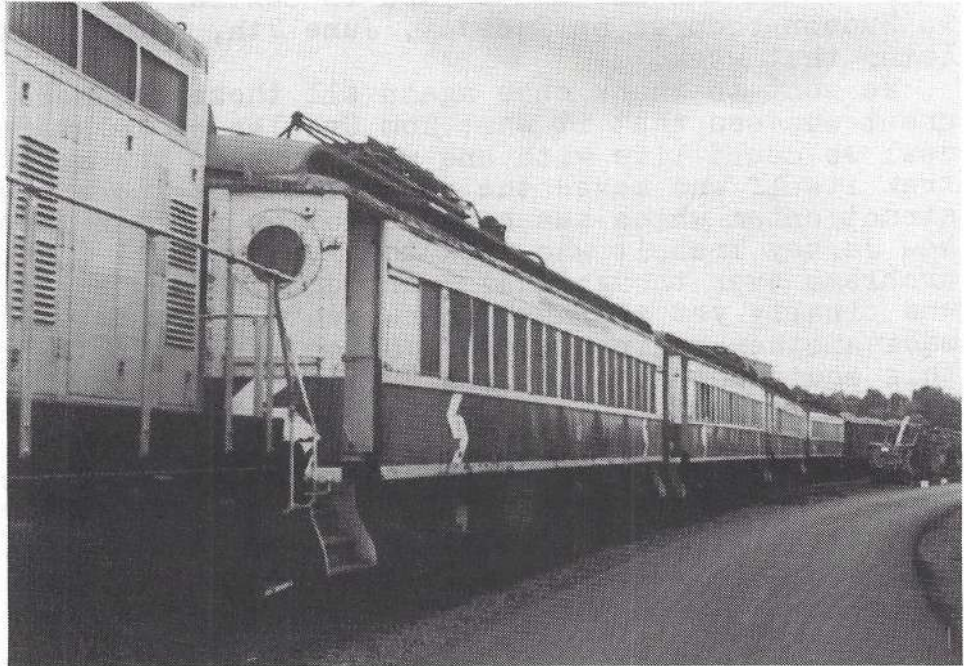
Our immediate goal is to refurbish two of these units (413 and 427) as they were when modified to electric service by the Pennsy in the early 1950s, preserving the remaining two for storage for the time being. Anyone with photos, hardware, or other information relevant to these cars is asked to contact us if you are willing to part with same. You may be sure that all will be put to good use and that this train will live on long after all of us have passed through those Pearly Train Gates.



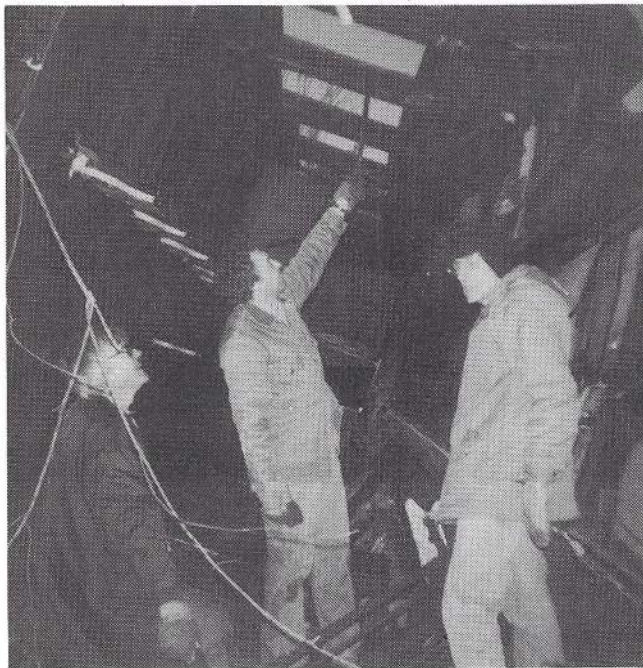
Pete and Beverly Rodel join Tony Hall in cleaning the interior of car No. 437 prior to the move from Wilmington to New Jersey.

Photo by Frank S. Miklos

PHOTO
A
G
E



Laying over in Amtrak's Adams Station Maintenance Yard, our MP-54s sun themselves and wonder what's to come.
photo by Tom Moran



The topsy-turvy world of parts harvesting is displayed in this view of Frank Miklos, Bob Sherwood and Pete Rodel preparing to strip a former Morris County Central car at Newfoundland. The same crew is shown in the photo at right preparing to load their treasures into Bob's pick-up truck. The salvaged parts are earmarked for use in the Blue Comet combine No. 302 now at Harrison.
Tony Hall photos

Buried Treasures Surface Again in New Jersey

by Tony Hall

It may well have been that Captain Morgan, Blackbeard the Pirate and Peg Leg Pete chose the seductive shores of the Garden State along which to sequester their ill-gotten hordes of gold and precious stones, but two buccaneer of rail history have recently uncovered their own heretofore buried treasures and polished them into yet another gem; "TROLLEY TREASURES, Volume II" is now available from Railhead Publications, Dept. M, P.O. Box 6579, Canton, Ohio 44706 at \$21.95 including postage and handling.

Whereas Volume I has detailed the appearance of the entire fleet of Public Service compromise roof cars in the 2600 series during the years of World War II, Volume II continues this remarkable thorough approach in documenting this type of car in the 2700 and 2800 series during the same eventful period. It is no small wonder that two teen-aged boys could or would attempt to shoot every car on the sprawling Public Service system during a time of international rage. But try they did, and the extent to which they succeeded is here for all to see in the pages of their latest photo record of an era which saw the last gasp of light-rail transport operated outside the public sector.

Beginning at the beginning, our authors open with car No. 2701 at Passaic Wharf and conclude with No. 2812 being scrapped. Along the way we are treated to views of each and every intervening car in a grand variety of operational scenes throughout the Public Service system in Essex and Hudson counties. There are interior shots, wreck shots, builders shots, shots of the famed 1918 en-route sabotage of the Cincinnati-built cars, shots of the wartime delivery of newspapers by trolley; shots in carbarns and subway, on city street, private rights-of-way and on the famed Hoboken elevated, shots of the various paint schemes and seating arrangements, and of course, ample text augmenting this timeless testament to trolley transport.

To those of us who have recollections of this distant time, this work will brighten faded memories, not just of the fascinating trolley system which has been lost, but of that urban world which existed before the social contract of our society began to unravel. These cars, for the most part, are shown in their various operational environments, against backgrounds which many will recall but which few would recognize today, for our cities in northern New Jersey, as elsewhere across the land, have embarked on a long and dismal decline, caused in part by the loss of practical urban transportation, starved from the lack of trolley service and strangled by a glut of motor traffic and its noxious exhaust pollution. This book, then, further documents the Last Hurrah of Hudson County and the beginning of the end for eastern Essex. It is more than interesting to note that the planned renaissance of the Hudson Waterfront is being built around a central light rail trolley line.

Not content with their own timeless talisman of wartime transport, our authors have appended to Volume II an additional section on the early history of electric traction, a subject too often neglected in railfan publications. Dr. Werner Siemens's triumphal operation of the world's first electric railway at the 1879 Berlin Exhibition is detailed as is the similar pioneering achievement of Thomas Edison right here in New Jersey's Menlo Park only a year later, adding yet

yet another "first" to our state's long and colorful contributory history of railroad development and still another argument for locating the State Railroad Museum within electrified territory and for emphasizing electric traction in that museum's basic policy.

A final "bonus" section consists of a fairly extensive recounting to the histories of the five Hoboken Terminals which have graced One Hudson Place since 1862, in addition to the various light and heavy rail appliances which have served in the ascent of people and goods to the parapets of the Palisades. This book, along with its companion Volume I now out of print, belongs in the library of every New Jerseyan who is interested in the history of our great and often underrated state. It is even more necessarily a part of the collection of any railfan who presumes to have an interest in the history of railroading in northern New Jersey.

Conventioneers Tour PATH

by Tony Hall

While the problems experienced by the Tri-State Chapter in hosting the recent National Railway Historical Society convention have been widely discussed, and probably exaggerated, we need to report on at least one event which we know went off, twice, in fact, without a major problem.

North Jersey E.R.H.S. was approached by officers of the Tri-State Chapter and requested to arrange and officiate two tours of the PATH system because of our position as THE electric railway group in the area and because we had successfully requested of PATH that the Blue Comet car No. 302 not be scrapped.

As a result of numerous phone calls over the months preceeding the convention, the arrangements were made and the day of the first trip, Monday, July 25th, dawned bright and clear. The only problem we faced turned up immediately on the first day. Due to an inability to control the number of ticket sales after a limit of 75 had been set by PATH for reasons of their own crowd-handling capacities at some of the facilities included in the tours, 120 fans showed up for the first trip. Rather than turn away the over-booked members, PATH officials Mike Scott and Ed Nicholson made some last minute rearrangements at considerable expense and no small trouble which resulted in a very memorable trip for all concerned.

PATH hospitality was superb. Coffee and cakes were served at the opening of the trip in the conference room at PATH Plaza. Part of the group watched a slide presentation on the history of the H & M and PATH which another group was treated to a guided tour of a train of vintage "K" cars spotted on the work train track in Journal Square station. A brief talk was delivered about the cars and questions were answered as cameras clicked and camcorders whirred. Meanwhile a third group was seeing the PATH Control Center on a floor directly overhead. Again, a brief, colorful and informative talk accompanied this visit at which the tour members saw the many security TV screens monitoring the entire system, the power distribution monitoring system, and the train dispatching system, laid out on a huge wall in

moving, multicolored lights. The whole room, in semi-darkness, put one in mind of the bridge on the starship "Enterprise". On cue, the groups would move to an alternate attraction and so the entire tour saw all of the scheduled attraction at Journal Square. Free and hosted access to a regular train to Exchange Place brought us to our lunch break.

After lunch at Exchange Place we met our tour guide for the next leg of the tour which was a ride directly to 33rd Street where we observed the operation of the car washer in action. Again many photos were taken and many questions about the history of the station were answered by our patient and knowledgeable PATH guides. The next stop was 19th Street, the famed station where time seems to have come to a halt, due to its having been closed in the early 1950's. The regular train left us here; seemingly marooned in this dingy vault, but as the lights were turned on, the original appearance of the place could be examined. Advertising for Palisades Park was in evidence as was the original tile which was there on opening day when the first train under the Hudson terminated at this station, the uptown extension not yet having been completed.

The next stop on the tour was Henderson Street Shops, soon to be replaced by the real estate development which has swept over the entire area. The complex now sits amid a forest of tall, modern buildings, now very much out of place in the neighborhood it has inhabited for most of this century. In a few years it, too, will succumb to the rebirth of the Gold Coast, replaced by the new facility rising in Harrison. Our tour moved through both levels and saw virtually all of the operations now in place there. Everyone was very pleased to have this rare opportunity to explore up close this historic facility which very soon will disappear. The chance to photograph this venerable shop was not neglected.

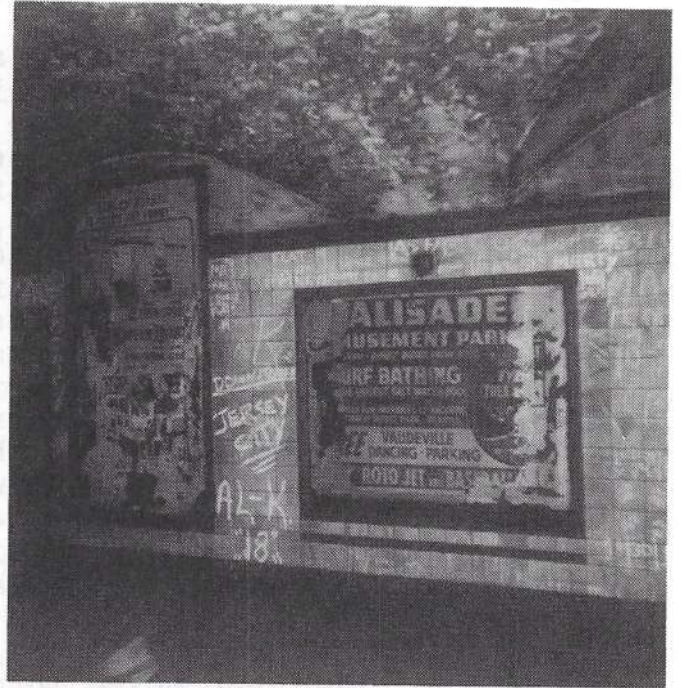
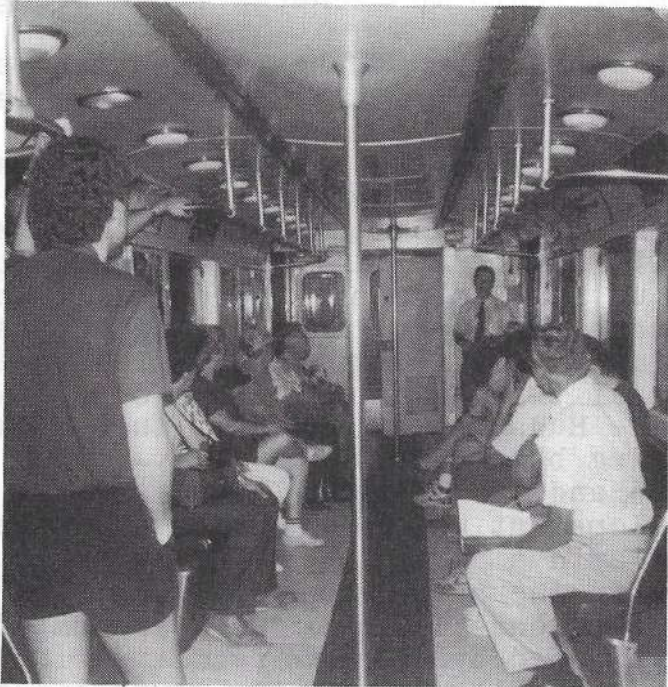
A short walk back to the Grove Street Station, a sincere "thank you" to our indefatigable guides and a final gratis admission to the system for our ride back to Newark marked the end of a fascinating and enjoyable day. A repeat trip the following Friday was just as interesting and went off even more smoothly since we had just under the preferred limit of 75 tour members. In each case we arrived back at Newark just before the evening rush.

Having leafleted nearly two-hundred PATH Tour Members, N.J.E.R.H.S. is now beginning to receive new memberships from around the country.

On behalf of the N.J.E.R.H.S., N.R.H.S., the Tri-State Chapter and those who attended the PATH Tours, I want to say once again "Congratulations and Thank You" to Mike Scott, Ed Nicholson and everyone at PATH for the splendid job they did in making the 1988 N.R.H.S. Convention Tours the great successes they were.

Thanks a Million, Pete

In conjunction with the N.R.H.S. Convention the North Jersey E.R.H.S. sponsored a table at the Railroadians Fleamarket which was held on Friday July 29. As luck would have it, this fell on the same day as one of the PATH tours, so we were hard pressed to staff the sales table. Pete Rodel saved the day for us by minding the store for more than eight hours. John Brinckman took time off from his duties at The North Jersey Chapter's table to give Pete a little break from an otherwise exhausting day. When Tony Hall and Frank Miklos showed up after 6 P.M., Pete was more than happy to relinquish his post.



Left photo: Arranged by the North Jersey E.R.H.S., the N.R.H.S. Convention PATH tour included among its many attractions this close-up look at a train of the vintage "K" cars.

Right Photo: Closed for over 35 years, the PATH 19th Street station still contains relics of the time in which the last fare passed through its gates, such as these posters portraying long-closed Palisades Park and bygone Broadway shows.

Publication Comments

In our last issue we asked for contributions from our readers for inclusion in DESTINATIONS. One of the first to respond to this appeal is Al Mankoff whose book is reviewed on pages 7 and 8 in this issue. Mr. Mankoff has provided us with his own publication THE FAST LINE NETWORK which will appear as a supplement to this and future issues of DESTINATIONS. THE FAST LINE NETWORK will explore various aspects of the once vast trolley network which served New Jersey. It will seek to exchange information about New Jersey's trolleys including the routes and rolling stock. We think you will find THE FAST LINE NETWORK interesting, and we thank Mr. Mankoff for sharing it with us.

Other eras

Memories foster stunning exhibition on an age when trolleys ran free

By WILLIAM GORDON

It began with second-hand cameras, cheap out-of-date film, and two boyhood pals with an obsession for trolley cars. The tale includes a farewell to adolescence as the friends parted for military service in the waning years of World War II, not to be in touch again for more than 40 years.

An unlikely series of events would lead to a reunion at last, a renewed plunge into the nostalgia of the streetcar era, and the start of a project that will leave the Newark Public Library beneficiary of the most comprehensive collection of trolley car photos in the country.

Albert W. Mankoff, a native of Newark, was 12-years old and living in West Orange when it all began in the summer of 1937. Today he is a personnel training officer for the State of California, living in Sacramento, and still an un-reformed trolley enthusiast.

Charles D. Wrege of Newark, was 14-years old at the time. Today, the Spring Lake resident is a professor of management history at Rutgers University in New Brunswick.

"One day I saw a Mt. Prospect Street trolley outside by grammar school," recalled Wrege. "It had a sign on the front that said, 'Stop Service 17 Sept. 1937.' This was the time when Public Service Coordinated Transport of New Jersey was converting its trolleys to 'all-service vehicles,' forerunners of the motor bus.

"It dawned on me that one day there would be no trolley cars, that they would disappear, like dinosaurs. I took two photos of the car outside by school, using an old camera my father had brought back of Germany after the first World War. It had a bellows lens. The frame was aluminum."

Wrege's young chum, Mankoff, was also fascinated with streetcars. As a tot in Newark, his mother would take him to meet the big red trolley bringing his father home from work. Later in West Orange, he would look down from his apartment window on South Orange Avenue and watch as the streetcars squeaked and clattered by.

"I began to notice that the numbers of some cars on certain lines were changing," recalled Mankoff, on the phone from Sacramento. "Everybody was saying the cars would be leaving the streets. I was dismayed."

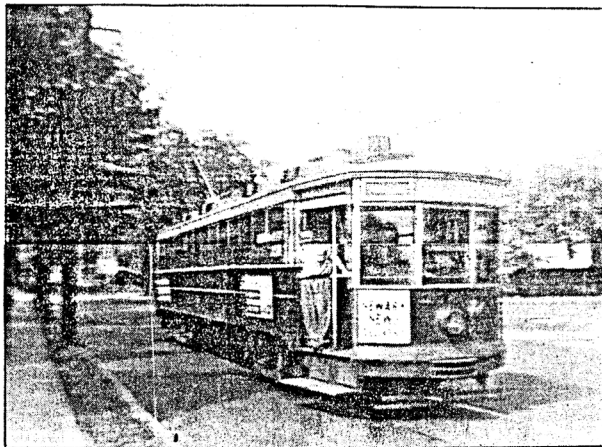
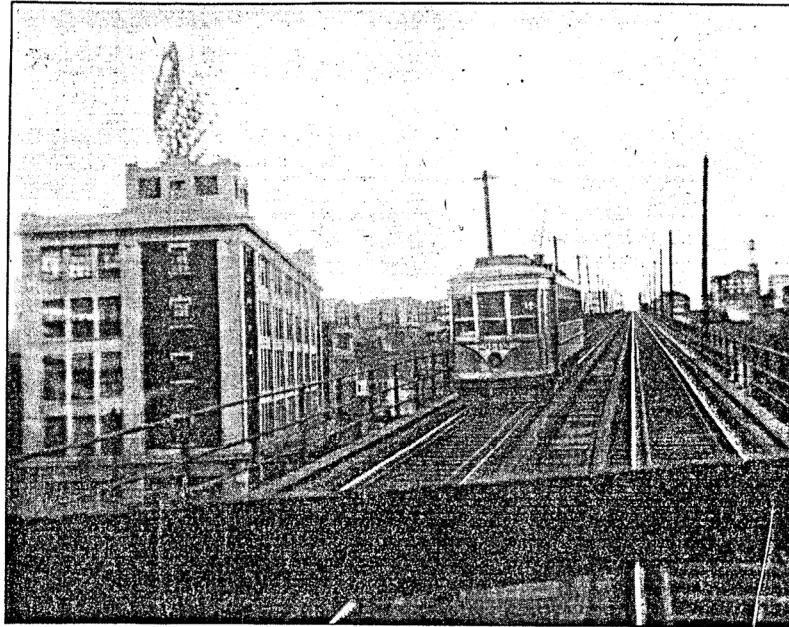
From 1937 to 1943, on weekends and during summer vacations, the two boys—sometimes accompanied by a third friend, Harold England, rode hundreds of miles of trolley lines in New Jersey and New York City.

They listened to the yams of motemen and conductors and absorbed bits of trolley lore. They carefully studied routes of the streetcars, and often made long journeys over inter-connecting lines. They made meticulous notes on the features of each car, finding each to be different in some way, each with its own characteristics.

But they didn't let it go at that. Armed with their old cameras, loaded with 10-cents-a-roll film whose "use by" date had long expired, they photographed more than 2,000 trolleys on Public Service's Essex and Hudson Counties lines, and some 3,000 more in Brooklyn and Manhattan.

The prints that emerged from the developer in Wrege's basement darkroom showed passenger trolleys of every description, as well as the work cars of the great fleet, snow plows, sand cars, salt cars, sweepers, cranes, dump cars, ballast cars and rail grinders.

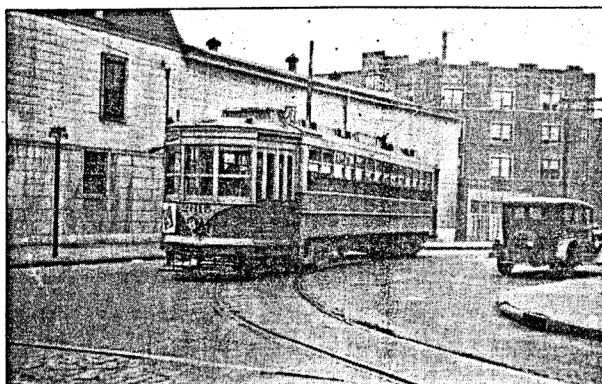
"What with school work and the trolleys, we had no time for



Public Service trolley No. 2642, (top) makes a descent on the Jackson line into Hoboken Terminal. Shortages of gasoline and rubber after Pearl Harbor brought about an experimental newspaper delivery service. Bundles of the now defunct Newark News were picked up at Penn Station.



Pamphlet announced schedules of new Public Service Coordinated Transport bus lines, (inset) replacing trolleys in Hudson County in 1949. (Left) Charles Wrege, with a photo of a trolley car on the Union City line, taken in 1941.



Built in Public Service's Newark shops in 1916, this rare Compromise Roof car is seen near the Hoboken El on the Summit line in the spring of 1940.

anything else—especially girls," said Mankoff. "Our schoolmates thought we were a little wacky. Our parents didn't mind. At least they knew what we were doing, and were keeping out of mischief."

The boys worked methodically, making up lists of serialized trolleys and striking off each one they photographed.

"It was a big job," recalled Wrege. "But the fascinating thing was that while the cars looked superficially the same, they were all different."

"Some had vertical break wheels, and others horizontal ones. Seats were different, some had rattan, others leather. Some were fancy 'Kings' or 'Queens' of their line. Some were clunkers prone to accidents and breakdowns."

"Motormen had front windows installed to suit their height. A lot of the cars didn't have windshield wipers. If it looked like rain, a tobacco-chewing motorman would spit on the outside of his window, giving it a sheen that would just roll the rain right off."

Because of its unusual feature, the boys concentrated their attention on what was known as the "Compromise Roof" street car. Of Public Service's 3,000 trolley cars, 245 were Compromise Roof cars, starting with the prototype No. 2600 which appeared in 1916.

Wrege said these cars were the idea of Richard Danforth, general manager of Public Service Railway. They were designed as a "compromise" between the early "deck" roof and the "arch" roofs that followed.

Danforth's new roof was equipped with ventilators to bring fresh air to passengers in the days before deodorants when riders jammed in steaming car interiors would include manual laborers who had worked under a blazing sun for hours.

"We tried to get them all on film," said Wrege. "There was nothing like it before or after in the world. The only complete car that is left was used for years as a temporary home and later a farm shed. It's being restored in Ringoes, but it has no motors or trucks. A work trolley in Newark's City Subway system has motors and trucks, but only the forward part of the car. It's hoped that the two will be brought together into one trolley. It would be the last of its kind in the world."

In amateur, jittery New Jersey during the war years, the boys would occasionally draw the attention of police. On one occasion, while photographing track installation near the shipyard in South Kearny, Mankoff was taken to a sub-station where he was questioned and his film exposed.

The boys were befriended by motormen, many of whom were characters. There was the Irishman Patrick Riley who spoke of "trolley cars that swam like fishes in the sea"—a reference to the spring floods that often put his Swamp Road line out of business.

Charley Haeder, a well-liked veteran of almost every Essex Division line, was also a "ham." If he sighted a camera, he would put his car on slow speed leave the controls to wave from the open door. Bystanders would gape.

Then there was the fun-loving ladies' man Tommy Phillips who one evening let an astonished Mankoff take command of his city subway car out-bound to its terminus, which was then Heller Parkway, while he stopped along the way to have a beer in a tavern with his girlfriend.

The car was empty, except for me and his girl," recalled Mankoff. "He told me to take the car down to the end of the line—about 300 feet, change ends and bring it back in 20 minutes."

Shaking from nervousness, Mankoff got the car to the terminus, put on the brakes and climbed out to reverse the power poles.

The pole was on a powerful spring, and because of my slight weight I had a devil of a time getting it down and locked," said Mankoff. "I was yanked off my feet by the sudden rise of the front pole. When it struck the overhead wire there was spectacular blue flashes. Phillips and his girl were waiting when I brought the car back."

The Wrege-Mankoff partnership was broken up in 1943 when Wrege became old enough for military service. He joined the Air Force, went to photography school, and was sent to the South Pacific.

Fearing that his father would throw out his collection of prints and negatives while he was away, Wrege left it in Mankoff's custody.

In 1945, Mankoff also joined the Air Force. He left the entire photo collection with his mother. He did not return home after his discharge. Instead he took a degree of Bachelor of Liberal Studies at the University of Oklahoma and embarked on an odyssey of many jobs in many places around the country, forgetting all about the photographs.

Wrege meanwhile earned a doctorate at New York University. After five years teaching there, he joined the faculty of Rutgers as a professor of business history.

The decades rolled by. Mankoff's mother had moved from West Orange to Westbury, Long Island. Five years ago she died there. After the funeral, her son retrieved the collection of trolley photos and returned to California.

Trolley photo collection honors bygone era

now reminded of Wrege, his boyhood associate, and wondering what had happened to him.

Still a trolley buff, Mankoff was one day browsing at an electric railway museum in Rio Vista, Calif., when he came upon a small book entitled, "The Streetcar in Literature." Its author was his other boyhood friend and trolley fancier, Harold Englund, now director of the Arden Trolley Museum in Pittsburgh. Mankoff last saw Englund in 1944.

Mankoff got Englund's phone number from his publisher. After reliving old times with Englund, he asked the whereabouts of Charlie Wrege.

Englund had no idea, but as fate would have it, several months later he received a letter signed by Prof. Charles Wrege of Rutgers. Wrege was searching for the first corporate organizational chart, produced by the Erie Railroad in 1855. Although thousands had been printed, nobody living had seen one, and Wrege was sending queries to rail museums throughout the country.

Reunited at last by phone, the two men decided to renew their collaboration by publishing their pioneering photography. Two volumes of what will become a five volume series have been printed by Railroad Publications of Canton, Ohio, a company specializing in literature for rail and trolley enthusiasts.

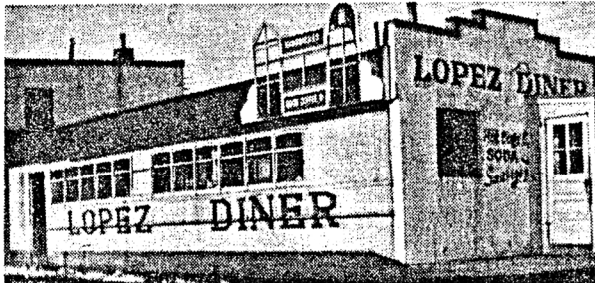
As each volume is published, negatives and prints are being sent to the Newark Public Library for cataloging and preservation.

Volume I of "Trolley Treasures" is devoted to the wartime years in New Jersey. Volume II is shows cars built to carry riders to amusement parks in Wildwood, Irvington and Palisades Park, and the elevated cable cars of late 19th century Hoboken.

Volume III will display work cars used to keep streets clean and equipment in repair, while Volume IV will be about the fast trolleys that could achieve speeds in excess of 60 miles per hour. A "projected" Volume V will por-



This trolley sweeper removed enormous amounts of snow and ice from the roadway with rotating brushes below the headlight. This photograph was taken at Tory Corners in West Orange on the Inbound Orange Line



One of the trolley car bodies eventually became the Lopez Diner at Avenue L and Doremus Avenue in Newark

tray New Jersey between the World Wars, and may include photographs from the collections of other trolley lovers.

Wrege recalled that with conversion to all-service vehicles, Public Service began to take the trolleys to be dismantled and burned at what was known as the Passaic Wharf storage yards on north side of the river just south of the Lincoln Highway bridge (Route 1).

"In the 1930s and 1940s they were burning everything in Newark, 10 cars a week," he said. "cars with leather seats and mahogany interiors, cranes lifting them and dumping them in a heap. It was a crime to see what was happening. If the war hadn't come along, they would have burned everything."

A total of 65 World War I vintage streetcars, stored at the old car barns for many years in deteriorating condition and awaiting destruction, were saved and refurbished for the wartime need for expanded transit service to New Jersey's shipyards.

Mankoff remembers his childhood visits to the Passaic Wharf car barns where, he said, retired streetcars "were entered like prisoners, their numbers taken and noted, and placed in long-lines..."

"They move through my mind like ghosts from the past, as I drift into sleep at the end of the day," he wrote in Trolley Treasures, Volume I. "Gray ghosts, angular planes, grimed windows, curved metal, crouching like great cats in the murky sheds of the Wharf. There they wait out time, like pyramids in the desert. Like the pyramids, they are symbols of a past age, when people were different and the world was different."

PREFACE

It was an exciting time to be alive--and to be fifteen years old. The world was changing in ways that we could not begin to guess. It was happening all around us. We were caught in a vortex of monstrous events--Pearl Harbor, Hitler's sweep through Europe and his early success in Russia, Britain's defeat and isolation as the Nazi banners flew over Paris and the channel coast. The war impacted on all of us. Not a one of us was not caught up in it, not a one of us escaped the magnetic allure of patriotic ardor, the need to go off and prove ourselves as men. Heady stuff for fifteen year-olds!

There were lengthy discussions, frequent arguments, about quitting school at sixteen, to join the Merchant Marine, to see some action, before it was over--at a time when tankers were exploding only a few miles east of Sandy Hook. A fifteen year-old, when his country is at war, sees only his cousins and his older classmates going off to do what he so desperately wants to do. His pain, his impatience, then, lies with his youth. The gold stars in his neighbors' windows are impersonal. Death has not yet taught its lessons. Never mind that Henry Luft, the banker's son across the street, is now a gold star. Never mind that Doug Rand or Jimmy Musano or Johnny Casler are gone and will never come back.

So, you are fifteen years old. Your parents insist that you finish high school. Seventeen--and June of 1944--graduation day--seem a million years away. What do you do, then, to ease the agony of waiting? You do the scrap drives. You attend Civil Air Patrol classes on navigation. And you have your birthday Kodak, and a friend, Charley, who has a Kodak but also has a cellar darkroom where he can develop negatives and print photographs. You both share an interest in trolley cars. Everyone knows that, after the war, they'll be no more.

Though historical urgency was of little concern in our conscious minds, the pull from the future nonetheless took firm hold. The results are documented in these volumes. In them, we share with you a world no longer with us, a tender and naive age that grew up overnight, born in the years following the "War to end all wars", weaned on the Great Depression, and then plunged into a global struggle beyond the wildest imagination.

With all of this, who noticed the precipitous decline of light rail transit? Who cared, when the world itself was threatened? As the months passed, we were drawn into active service, with no grasp of what we had done, of the historical treasures we were accumulating. Forty years passed; the collection languished in one storage box after another, in New York, in Buffalo, in Chicago, in Northern Massachusetts, in Raleigh, in Tulsa, in Hollywood, in Monterey, and, finally, in Sacramento. The miracle is that it survived at all. Finally, with the renaissance of light rail, the rediscovery of our friendship, and the commitment of Railhead Publications, these volumes came into being. This is our legacy to those who shared those years with us, and to those who came long after and never knew the cars, the people, the events documented in these pages.

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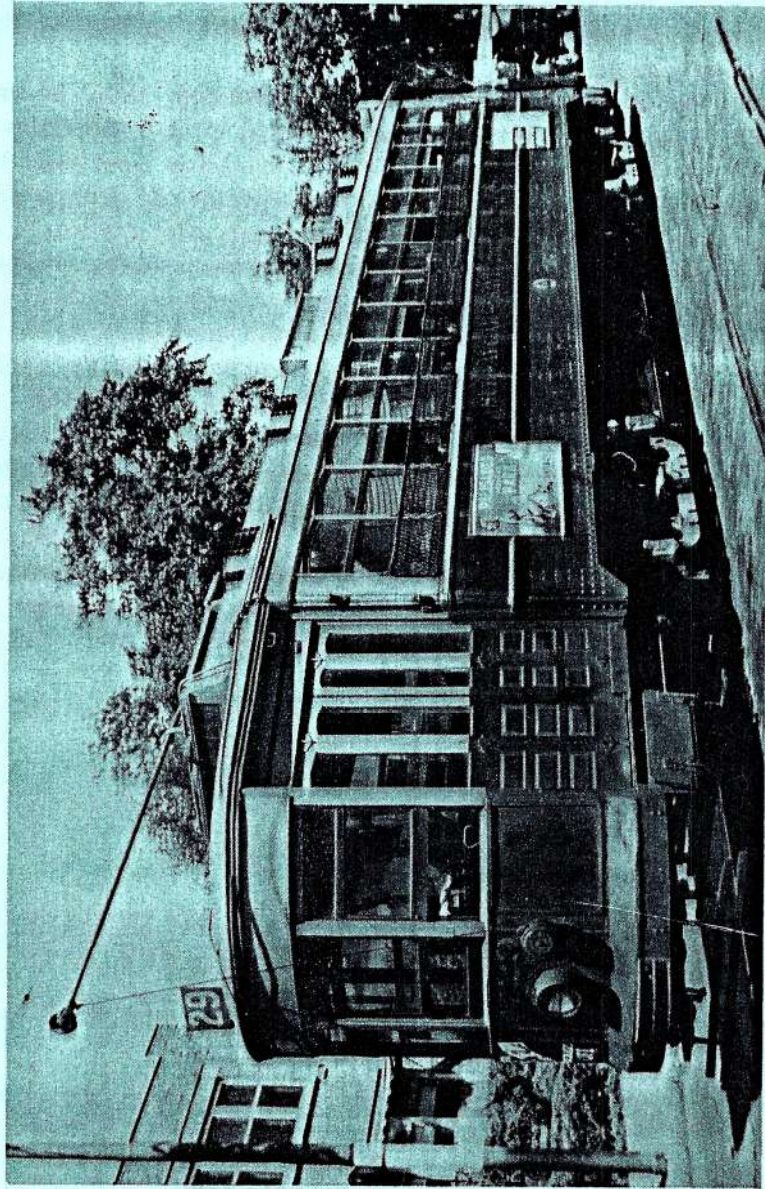
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What's unusual about this picture?

From John F. O'Connor, of Willingboro, NJ, comes the answer to the "mystery" photo, above. Taken during the war years at the Pavonia Avenue Yard, the picture shows car 2755, formerly 3229, nestled close to an unidentified "high-3200" series (3250-3282) compromise roof car. The picture was taken from the elevated structure, from the ramp leading to the Hoboken El. It is the only known photograph of a 3200 series car with a horizontal, railroad-type hand brake wheel. This may have been the only remaining car on the Public Service system so equipped. So far as is known, all of the cars operating on the system at that time--with this exception--were equipped with vertical handbrake wheels. What's the story behind it? Was the car pictured one of the ex-Weehawken/Palisade cars that spent several years coated in red paint, out of service at the Greenville Yard?

John F. O'Connor gives us an answer clarifying the horizontal brake wheel: "Before 1933, any cars that operated on lines that required a change of ends on a grade were required to have the horizontal railroad-type brake. The entire 2000 series was equipped with the horizontal wheels, which activated brake shoes which pressed against the wheels as the wheel was turned and held with a ratchet. The pressure was maintained by a chain that ended on one of the two sets of trucks on which the car rode.

"Turning the wheel activated the brake shoes, pressing them against the wheels and preventing rolling and/or runaways on grades. A number of the high-3200's assigned to the Weehawken and Palisade lines were also equipped with the horizontal wheels, and, of course, all operators, regardless of whether their cars carried the horizontal or the vertical brake wheels, were required to test the brake before descending the grades at Edgewater, Weehawken, and on the Hoboken El."

Anyone who recalls those grades will remember the shocking sound of the chain when the brake was freed and the wheel spun against the ratchet and the chain was loosed. The horrendous racket scared the daylighters out of passengers who hadn't experienced it before. According to John, the effect was even more spectacular when a horizontal wheel was freed--not only the sound effects were there, but the wicked steel roulette wheel spun like mad and could cause physical damage to the unfortunate operator who happened to come too close to it.

One favorable feature of the horizontal wheel aside from its functional purpose was that it offered a convenient resting place for equipment, paperwork, and jackets. Any readers who have photos of other cars so equipped, please send them along so that we can share this little-known anomaly. All photos will be returned!

Proud as NJT may rightfully be about its PCC operation in the Newark City Subway, the 4.1 mile route is only the last vestige of what was once one of the world's greatest electric street car systems, the Public Service Railway, later the Public Service Coordinated Transport Company.

Forged by the visionary Thomas N. McCarter from a conglomeration of smaller companies, the system became what it was through an extraordinary combination of dedicated people and some of the finest urban traction equipment seen anywhere.

The FAST LINE NETWORK will appear as a part of each issue of DESTINATIONS. It is designed to network those who actually recall the cars, the men and the women, and the routes of Public Service trolleys and those who never knew the joy of experiencing the Fast Line itself, or the 43 Jersey City line linking Essex and Hudson Counties, or the incredible 49 Union, the "Main Line", the 13 Broad or the 29 Bloomfield route, the magnificent Hudson River line, the Camden lines--or any of the others.

As a network, we will seek to link up rail enthusiasts, historians, writers, collectors, nostalgia buffs--anyone who's interested in the old Jersey lines, thru the vehicle of the New Jersey Electric Railway Historical Society membership.

Written contributions are welcome. Your memories, recollections, anecdotes, car specs, photos--and of course, any questions you may have. Send them to Al Mankoff, at the above address, and settle back for a real treat in the months and years ahead!

MYSTERY OF THE MONTH

"The 3280 Dilemma"

Take a look at the two photos on the reverse side of this page!

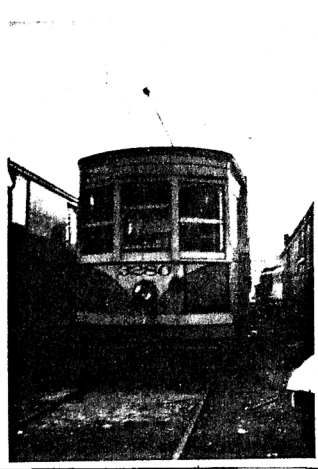
On the left, car 3280 is shown at Union City Car House in 1941. It has been removed from passenger service and has been rebuilt as a sand car, similar to 3278, which serviced routes out of Greenville. The car has been painted barn red. Body windows have been boarded over and a sand chute installed at the center of the body.

The photo at the right was taken by George Knopf at the Roseville west yard in 1945. Here, the car is wearing the yellow V-stripe paint adopted in 1936 and standard on all Public Service trolleys after 1940. George tells us that after he took the picture, he checked the interior of the car and saw--to his amazement, shock and surprise--the rapid transit interior similar to the interiors of the 8000 series cars, the 3250-3256 series, and the 3201, 3208, 3211, and 3219! There they were--longitudinal sectioned leather seats, complete with the white enamel hand holds! We don't have the answer to this. Public Service car assignment sheets we have for 1943-1944 show the car as unassigned and in the Hudson Division, with no seat configuration shown. Our sheets for 1946-1947 do not show the car, assigned or unassigned. Something happened between 1944 and 1945, with this car. What was it?

Did Public Service rehabilitate a working sand car and completely rebuild the interior? This, at a time when many cars were surplus? Or, was the original 3280, the sand car, scrapped, and one of the 3250-3256 cars renumbered and trucked to the Essex Division?

It is known that 3250-3256 were operating in the Essex Division on the 21 Orange line until 1943. They were trucked to Greenville and entered service in the Hudson Division, sup-
(over)

13



Below: A 16 year old railfan kept a careful record of every transit ride between January 1, 1942 and December 31, 1944. Here, among local entries, is the memory of a jaunt over Connecticut Co. lines, beginning and ending on Public Service. (From Al Mankoff)

FEBRUARY 1941			
February	2	3253	- Orange line North Bay Street to Joy Corner Motorman - Sheridan .05
February	6	8009	- Orange line Joy Corner to Court Street Motorman - Starn .05
February	6	2628	- Orange line White Street to Joy Corner Motorman - J. Smith .05
February	7	8010	- Orange line Joy Corner to Lackawanna Plaza Motorman - W. Elwood .05
February	7	2568	- D. & W. Orange Station to Hoboken .40
February	7	ELMIRA	- D. & W. Barclay Street Ferry, Hoboken to Barclay St.
February	7	4956	- Lexington Avenue subway Express, Brooklyn Bridge to Grandham Road .05
February	7	16	- Bailey Avenue line, East Grandham Rd to 230th St.
February	7	1243	- University Avenue line, Review Place to Kingsbridge Road .05
February	7	220	- Bronx - Van Cortlandt Rd line, Kingsbridge Road to West Farms square - transfer
February	7	528	- Lexington Avenue Subway Express, 177 Street (West Farms Square) to Grand Central Station .05
February	7	1344	- North Avenue Express, D. Train 4th Street to Chambers Street .05
February	7	17743A	- D. & W. Barclay St. Ferry, Hoboken to Hoboken
February	7	2545	- D. & W. Hoboken to Orange Station
February	7	8044	- Orange line, Lackawanna Plaza to Joy Corner Motorman - L. Boyle .05
February	11	3255	- Orange line, Harrison Avenue to Rosville Park Motorman - J. Senniger .05
February	11	2674	- Orange line, South 14th Street to Joy Corner Motorman - Huthman .05
February	15	1005	- Orange line, West 14th St to Lackawanna Plaza Motorman - P. McNeill .05
February	15	2597	- D. & W. 6:47 train, Orange Station to Hoboken .28
February	15	17743A	- D. & W. Ferry - Barclay Street line, Hoboken to Barclay Street
February	15	3828	- Broadway - Seventh Avenue subway Express, Chambers Street to Times Square .05
February	15	3652	- Grand Central Shuttle, Times Square to Grand Central Station
February	15	7810	- Passenger coach, New York, New Haven & Hartford RR, Grand Central Station to New Haven, Connecticut 1.65
February	15	1178	- Connecticut Company, Dixwell Avenue line, Railroad Station to Elphinstone Street - fare - 1 token
February	15	1174	- Dixwell Avenue line, Bank Street to No. 550 Dixwell Avenue, New Haven, fare - 1 token
February	15	1171	- Shelter line, Munson Avenue to end of line - fare - transfer
February	15	1171	- Shelter line, End of line to carhouse (2nd St) No. fare due to company bulletin

porting the wartime South Kearny and Federal lines. When the war ended, the Federal line was abandoned very quickly, but the South Kearny line rolled on until May, 1946. Surplus cars were either scrapped, sold (as 2651, 3271) or returned to the Essex Division for service there. A few cars that had been in the Hudson Division since 1938 and earlier also received reprieves and were shipped west along with the returning former Essex Division cars. 2630 and 2632 were trucked to Roseville, then stored at Bell Street (Montclair Car House) and cannibalized for parts. These two cars were scrapped along with the 26 and 2700 series Bloomfield line cars, when that line was bussed in 1952. 3257, 3258, 3259 and 3281, all with reversible leather cross seats, saw active service in the Newark City Subway, remaining right up to the beginning of PCC operation--except for 3281.

3281 was out of service and is the car directly behind 3280 in the photo taken by George Knopf. At that time, George reports, 3281 was crammed with junk, and it looked as though its service days were over. Not much is known, however, about the 3280. The circumstances of its appearance in the Essex Division are unknown. There is, however, some circumstantial evidence to support the number change theory. As a starter, two of the seven 3250-3256 cars never made it back to the Essex Division after the war. Only 3251, 3252, 3253, 3254 and 3255 were trucked back. 3251, with the others, was taken to the Roseville west yard, but for some reason was scrapped on December 31, 1946, en situ. Photos of the scrapping operation clearly show the car number on the side of the body and in the platform interior. 3250 and 3256, however, never returned--at least with the original number. Photos of 3256 standing on the scrap line at Greenville exist, as do photos of 3250 scrapped at Greenville, the interior enamel piping twisted from the heat of the destructive fire. The possibility exists that 3256 was not scrapped, but was renumbered as 3280 and sent to Roseville, with the earlier scrapping of 3280 an error of some kind.

It was not generally the policy of Public Service to return work cars to active service, though this was apparently done with some, if not all, of the several ex-Weehawken and Palisade cars painted barn-red and in storage at Greenville until 1942. And precedent did exist for number changes on surviving cars to account for cars that were scrapped in error. A few of these changes took place in the Southern Division; a more recent example developed with the premature scrapping of 3584 at the Passaic Wharf in 1940. Another car, off the books and apparently due for scrapping, assumed the 3584 number for only a few months. These situations were apparently related to insurance requirements, but detailed information is sadly lacking. Readers who can clarify this are asked to get in touch with us and, as further information develops, we'll update it in future issues of the Fastline network.

Car 2423: HL to K35 controller, October, 1924; on Sept. 4, 1929, received C55P trucks and 4-307 motors from car 3605. In same month car was converted to semi-deluxe configuration at Newark Shops, assigned to Perth Amboy line. Scrapped, 5/1940. (From Ed Francis)

February	15	1574	- Orange - Ferry Rd line, Old House to Chapel Street - fare - 1 token
February	15	1903	- East Haven - Bedford line, Church Street to Double Beach Station - fare - 1 token
February	15	1905	- East Haven - Bedford, Double Beach Station to Norton Street - fare - 1 token
February	15	1905	- East Haven - Bedford, Norton Street to Court Street - fare - none due to company policy (End of line) - fare - 1 token
February	15	3200	- Light House line, Court Street to Light House (End of line) - fare - 1 token
February	15	3200	- Light House line, Light House to Court Street - fare - 1 token
February	15	1704	- line - Court Street to Railroad Station - fare - transfer
February	15	4307	- Passenger coach - New York, New Haven & Hartford RR, New Haven, Connecticut to New York City (Grand Central)
February	15	4020	- Grand Central Shuttle, Grand Central to Times Square - fare
February	15	3922	- Broadway - Seventh Avenue subway Express, Times Square to Chambers Street - fare - transfer
February	15	1957	- Hudson & Manhattan Railroad Company, Hudson Terminal to Spring Street, Newark, fare - 22
February	15	8015	- Orange line, Pennsylvania Station to Joy Corner, Motorman - J. Gray - fare .10