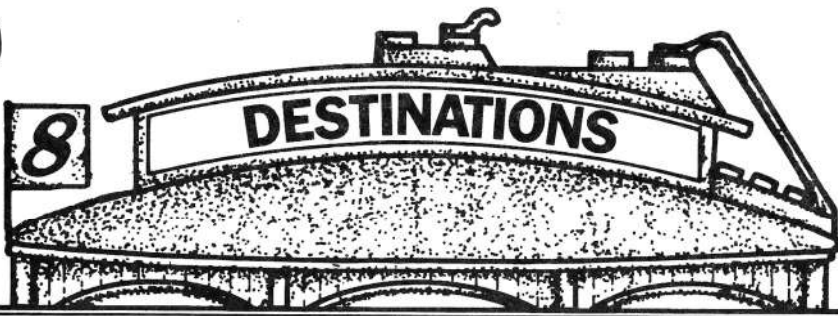


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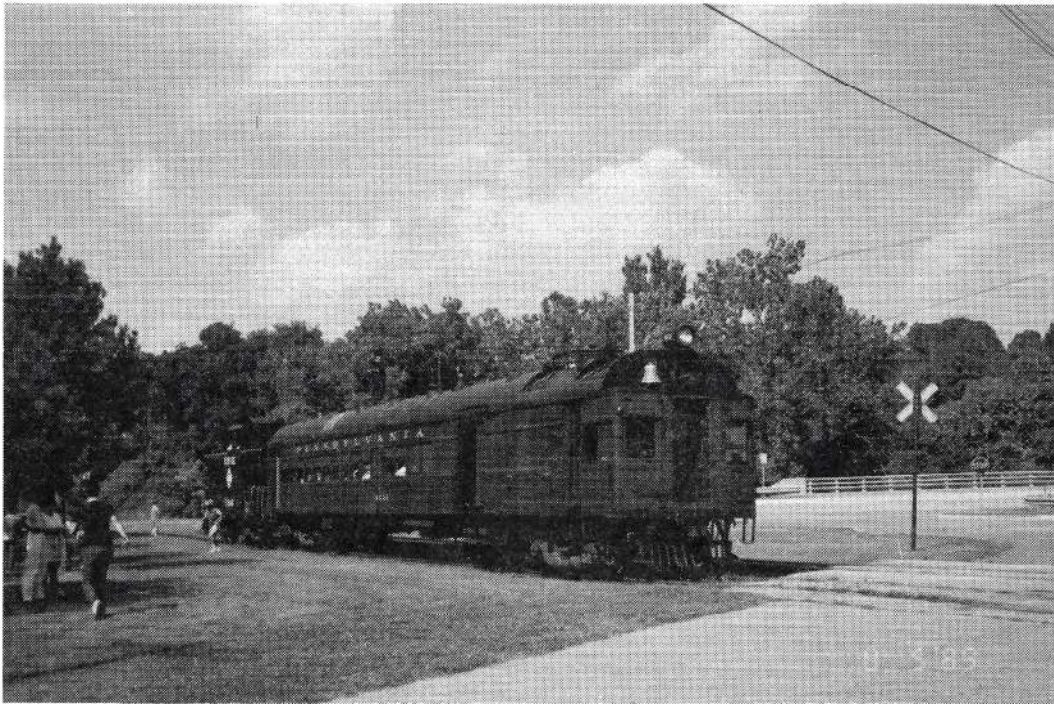


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

Vol. 4, No. 2

December, 1989



Our summer picnic excursion took place on August 5. After enjoying good food and refreshments, our group toured the entire Black River and Western using their Doodlebug and the caboose owned by member Frank Capalbo. Our excursion train pauses for a photo stop just west of the Route 29 grade crossing above Lambertville.

photo by Rossalie Deutschman

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

Robert A. Sherwood, Vice President

William J. Keeler, Secretary

Frank S. Miklos, Treasurer, Editor

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. All members and guests are invited to attend.

Membership Notes

Frank Miklos

As of September 1, our active paid-up membership stands at 125 persons. Once again we would like to thank everyone who showed their support by renewing their dues. We would also like to thank the following members who provided us with contributions in addition to their dues: Ralph C. Anderson, Herman Bachman, John M. Burke, Frank Capalbo, W. Edward Catterall, Jr., Charles Chaloux, C. W. Donnarumma, Ted Eichmann, Gene D. Gordon, John Gutberlet, Joseph A. Haas, Paul J. Heiser, Norman W. Hosler, Jr., William D. Joyce, Jr., George A. Knopf, Ed Lonyai, Joseph G. Madden, Richard L. Mahn, A. W. Mankoff, Thomas G. McBride, Thomas F. Moran, Evelyn Preyer, Rev. Charles Reinbold, William R. Rorer, Beverly & Peter Rodel, Henry W. Ruschmeyer, Bruce Russell, E. Wayne Scott, Frank P. Taylor, Harold M. Tepper, Ben H. Tongue, G. Lester Whitfield, and John A. Yohannan. Our thanks go to these and to all our members who collectively make our organization something we can all be proud of.

We are pleased to report that the North Jersey Electric Railway Historical Society has officially been recognized by the Internal Revenue Service as a non-profit organization. All contributions we receive are therefore tax deductible. Particular thanks must go to our legal counselor Jonathan Goodman who did the necessary work to process our application through the I.R.S. This was a very complex procedure, requiring considerable paperwork, phone calls and in-person visits to the I.R.S. office in Maryland.

Finally, we would like to pass along some comments we received in a letter from the North Jersey E.R.H.S. member who lives the furthest distance away. Mr. Louis Camporini resides in Port Angeles, Washington, but prior to his retirement he lived in the east, where he was employed as a fireman on the Pennsylvania Railroad. He recalled that the GG-1's could go 120 miles an hour with twelve passenger cars. On the Washington run, the engineer would sometimes let him run the locomotive. He remembered leaving Trenton 15-minutes late at 2:00 A.M. and being told by the engineer, "Louie make up some time." The engineer did not want to miss the last train to Point Pleasant where he lived. Mr. Camporini achieved the speed of 105 miles an hour at places between Trenton and Newark with a consist of 15 cars. The days of the GG-1 may be gone, but they are certainly not forgotten. Thanks for sharing those memories with us.

Review and Preview

Frank Miklos

The arrival of warm weather brought with it a resumption of work on our rail equipment. The last issue of DESTINATIONS described the hasty clean up and painting that was undertaken less than a week before the 1988 Hoboken Festival. The result of that effort was a car that was barely presentable for public display. Completely overlooked in even this modest spruce up effort was any work on the roof.

An inspection of the roof revealed a considerable amount of loose paint and areas of rust with a few holes that were sources of water leakage. Beginning in late April, our crew attacked the roof with scrapers and wire brushes. Holes were patched and sealed, and a coat of primer paint was applied. This was followed by a coat of high-gloss of black enamel. The clerestory and lower roof areas were completed first. By the beginning of August work was nearing completion on the flat surface of the roof above the clerestory. Once this was scraped clean, it was ready for primer and enamel. A second coat of enamel over the entire roof surface should keep the car weather tight for several years.

The 1988 Hoboken Festival paint job was limited to the car's exterior. The vestibules retained their SEPTA white color because there was not enough time or paint to finish the job. With the vestibule doors closed, it didn't matter, but once they were opened, the white vestibule interiors clashed with the red exterior. After the work on the roof had progressed, the priority shifted to the vestibules which were then hand sanded and given a coat of red enamel. This definitely improved the overall appearance of the car especially with the doors opened.

During the month of September we applied a second coat of paint to the car's exterior. We also installed a pair of outside end doors and interior light fixtures which were missing from the car. We were fortunate to be able to obtain these items from some scrap dealers outside of Wilmington. Two trips to Wilmington rewarded us with these items. The installation of the end doors was complicated by the fact that none of the door hinges lined up with their mates which were attached to the car bodies.

Following the application of a second coat of paint to the exterior of the car, the Pennsylvania Railroad lettering was applied, to give the job a finishing touch.

In the Fall, we will have to turn our attention to sealing roof leaks in some of our other cars. We also hope to apply a coat of primer to parts of the GG-1 before the arrival of cold weather.

Meanwhile, thanks must be given to those who assisted in our Summer work projects. Those who took the time to lend us a hand were Tony Hall, Beverly and Pete Rodel, Frank Miklos, Bob Sherwood, Bob Landwehrle and Phil Crapanzano. As always, we appreciate all the help we receive. If anyone is interested in joining our work parties, give Tony Hall a call at 201-388-0369. We will be happy to hear from you.



Atlantic City's political leadership, headed by Mayor Usery in cap, is ornamented by a bevy of well chosen beauties as the ribbon is cut in the new Atlantic City terminal symbolizing the arrival of the first Amtrak Atlantic City express. Amtrak Chief Graham Claytor beams over the shoulder of the equally exultant Senator Frank Lautenberg.
photo by Tony Hall

Amtrak Takes a Gamble

by Tony Hall

Thanks to the thoughtfulness of my good friend John Wilkins of New Jersey Transit Bus Operations, I was a fortunate recipient of the generous hospitality aboard Amtrak's first Atlantic City Express on Monday, May 22, 1989. Departure from Newark was on time and a smooth, rapid ride was enjoyed by the capacity crowd to Trenton and beyond. There was a festive atmosphere aboard, and faces familiar in the rail world abounded, usually smiling

chatting and enjoying one of the few happy occasions we have been accorded in recent years. Alas, so many LAST trips, but, this was a FIRST trip, at least the first trip of a renewed service. And service there was, in spades. In addition to the free tickets, food and beverage service was offered to all, without charge. There were beauty queens on board, and models displaying late fashions, all lending an air of glamour so often lacking rail fan events. The festive occasion was suitably--festive. Thanks to Amtrak, their planning was thorough, and the results of much hard work were evident.

Having said all that, we must add that problems remain. WHEN did Amtrak nail down the seats in the Amfleet? Backwards riding is the outrage of second-class rail service here and abroad. This unfortunate economy became painfully evident after waiting over half an hour at Frankford Junction while the engine change was made. During this time, one train was observed passing on the main line. Traffic was hardly the problem. Finally, we began creeping toward Delaire Bridge, speed restricted due to continuing track upgrading which would eventually be completed. Backwards, due to fixed seats, all the way to our destination. Admittedly, little can be done about the claustrophobic Amfleet interiors nor the squinty-eyed Amfleet port holes that pass for windows--But, to further cripple this unfortunate equipment is adding insult to injury.

Over the bridge, past Garden State Park, an obvious site for a station, then Haddonfield. Slowly, through the narrow trench, all that is left of the Atlantic City Railroad after the right-of-way was given over to the PATCO line, including an island platform, forever condemning the Atlantic City mainline to a speed restricted single-track bottleneck at this point.

A brief stop at Lindenwold where many boarded from the Philadelphia area, and off again, through the endless pines. Here and there we rocketed through villages at grade, past the headlights of Hondas and the front bumpers of Buicks, waiting at level crossings. We could only hope they would always be so patient. There were several pleasant reminders of the upcoming N.J. Transit service, slated to begin in the Fall. New station construction, with high-level platforms and large parking areas was observed.

As the pines gave way to plains we knew we were approaching our destination. The antiquated Atlantic City aqueducts spread along the track like some giant segmented veins, sporting fading advertisements and spitting high-pressure water at frequent leaky joints.

We slow down for a time consuming crossing of the new Thorofare Bridge, still under construction and swarming with hard hats. The high-level platforms each have generous canopies. Provisions for five tracks were evident. About an hour late, our arrival was none-the-less well ahead of the Washington - Philadelphia section.

Walking east toward the large and well-built head house, one could see that we were still a long way from the Boardwalk attractions. A Five dollar bus ride was available, but we remembered the Shore Fast Line's Boardwalk terminal of the past.

Currently, I must remember that my auto, or most buses: (1) Gets there faster, (2) arrives at the Boardwalk, (3) costs less, (4) has large windows, (5) has all forward-facing seats. Considering these many drawbacks which have been built into the new Amtrak Atlantic City express, its future might seem unpromising, if not grim. We hope not, and wish it the very best.



Sunday morning, June 11th finds Ben Friedland's spotless twin Alcos #16 and 17 in Flemington heading up the "Private Varnish" consist which will provide a V.I.P. tour of the Black River & Western in an effort to drum up interest in the New Jersey Railroad and Transportation Museum at Flemington.

New Jersey Transit's special from Newark arrives in Flemington on time, welcomed by a brass band and many special events.
photos by Tony Hall

Museum Campaign's Spectacular Kirkoff

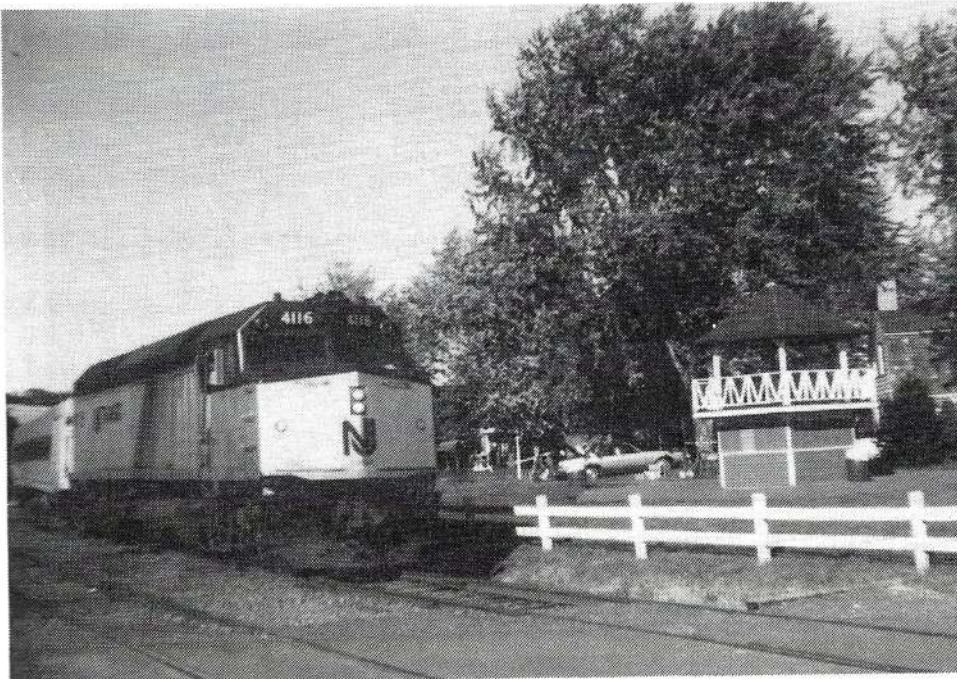
by Tony Hall

On Sunday, June 11th, the campaign to develop the New Jersey Railroad and Transportation Museum got off to a spectacular start. A day of festivities was planned at Flemington for the railfan on a budget and a Banquet at the Lambertville Inn hosted for the more affluent. Connecting the events were two special trains: A special N J Transit train from Newark and Roselle Park to Flemington via ex-Lehigh Valley Railroad, thanks to Conrail, attracted fans from far and wide. The private varnish special carried invited V.I.P.s from Flemington to the Banquet in Lambertville. With Morristown & Erie Nos. 16 and 17 providing the power. The consist included the Otto Kuehler, the Blue Ridge, two N. Y. S. & W. diners and their dome-lounge. In addition, threaded between these comings and goings, the

Black River & Western operated its regular two-train Sunday schedule. The private varnish special waited on the "run around" track at Flemington. Transit's special backed in from the junction with the former CNJ branch, and left the same way to await the return trip out of the way on the ex-CNJ track. B R & W's regular train arrived, but with the run around occupied, was pulled south by a second locomotive. Tickets for this run were included in the fare on the Newark train so fans could arrive in Ringoes in time to photograph the private varnish special running south. After a brief ceremony, including a few words by Mr. Gagliano, the special departed for Lambertville. A festive atmosphere prevailed. We slowed at Ringoes to provide a photo opportunity for the legions of fans who waited there--past the B R & W trains waiting patiently for us to clear, and southward, onto B R & W's "Southern Division". From here to Lambertville the roadbed was somewhat less well maintained than its northern counterpart, a fact emphasized by the brisk speed we were maintaining. Above all in the dome, the swaying was magnified and unpruned tree limbs swatted the dome in a violent swish and sway which seemed to threaten disaster. Finally, Lambertville; civilization of a sort, and we slow down, pass level crossings and arrive at the Lambertville Inn.

After disembarking our passengers and seeing them into the banquet hall on the banks of the Delaware, we set about changing ends. Surprise, the train is too long for the run around! It took some intricate and prolonged shifting to finally change ends under these conditions. When the consist was finally ready for the run to Flemington, the Alcos were also reversed, now with cabs adjacent, with No. 17 at the point and 16 following. How was all of this achieved? Don't ask.

The mood on the trip back was particularly jovial and everyone seemed to enjoy the ride. Arrival in Flemington was at sundown. Quiet descended on the scene after the passengers disembarked and faded into the gathering gloom. We can only conclude that, especially for a first effort, the day was a great success and the campaign to establish the New Jersey Railroad and Transportation Museum has gotten off to a great start--this, thanks to the United Railroad Historical Society, New Jersey Transit, Conrail, Black River & Western Railroad, Morristown & Erie Railroad, New York Susquehanna & Western Railroad and the many other groups and individuals whose cooperation contributed to this festive event.



← N J Transit's excursion train passes through Turntable Junction prior to departing for Newark.

Frank S. Miklos photo

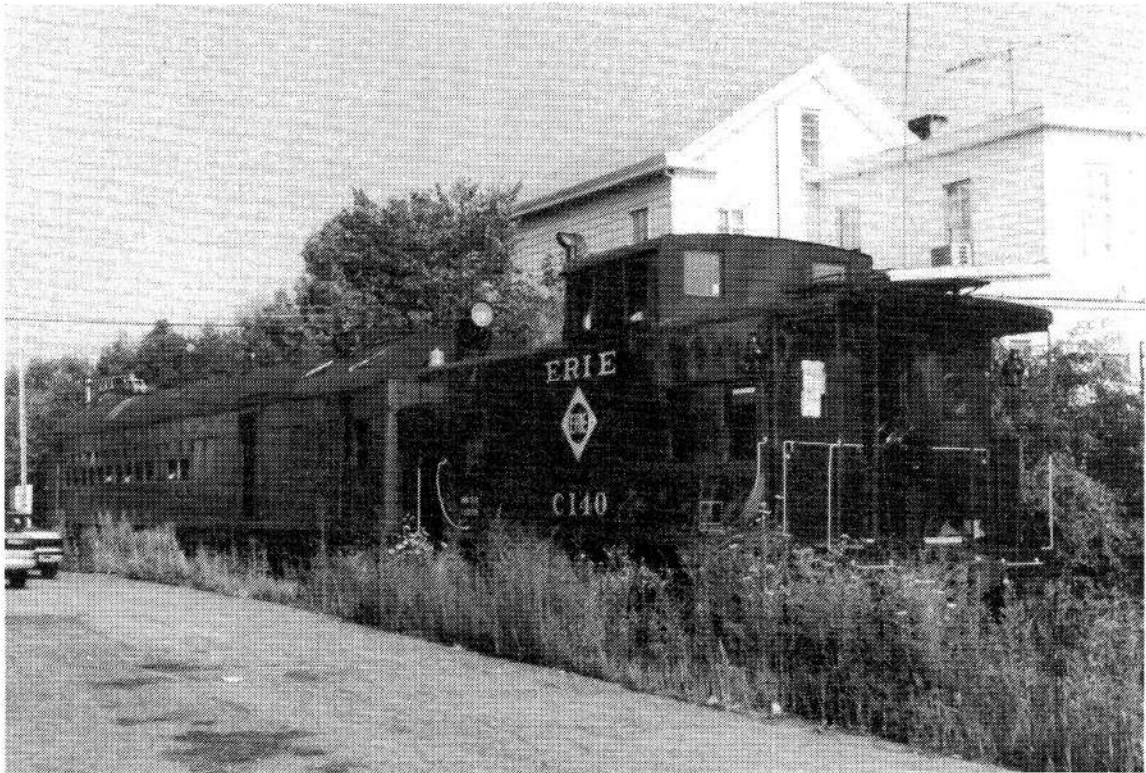
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Ringoes was the setting for our annual picnic. Members and guests are shown enjoying the soda and food before departing on the Doodlebug fantrip over the B.R. & W.

photo by Joseph A. Haas

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Member Frank Capalbo's caboose and Doodlebug No. 4666 pause for a brief photo stop at Flemington. photo by Phil Crapanzano



At the state capital in Trenton, Former Senator S. Thomas Gagliano is welcomed aboard as N J Transit Executive Director by Governor Thomas Kean. Hazel Gluck and an unidentified gentleman applaud the event. Tony Hall photo.

N J Transit News

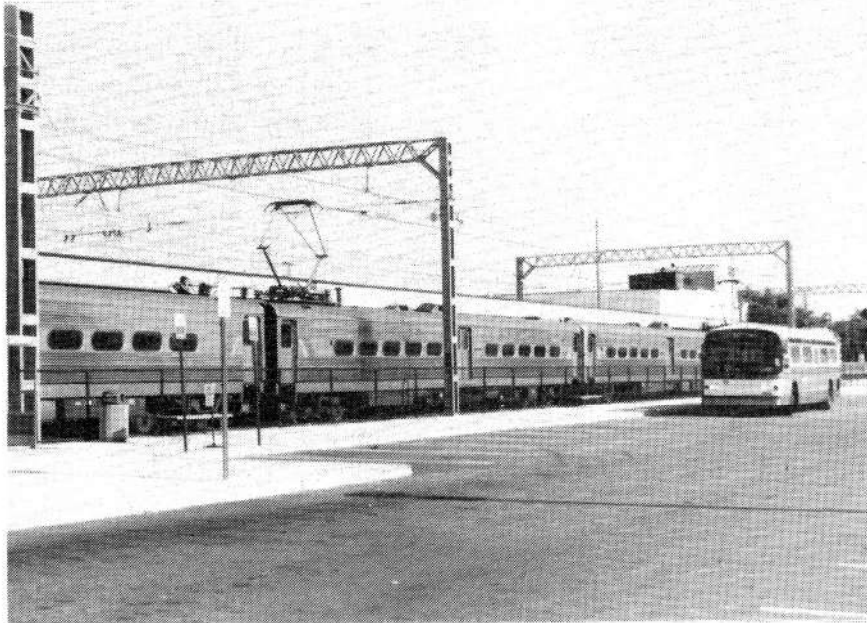
Frank Miklos

The transit scene in New Jersey was very active during 1989. State Senator Thomas Gagliano was appointed Executive Director of N J Transit to replace Jerome C. Premo who guided the transit agency through its formative years. As a legislator, Senator Gagliano was an advocate of mass transit and supported funding for transit programs throughout the state. At the time of his appointment, he was serving as Chairman of the New Jersey Railroad and Transportation Museum Commission and was instrumental in setting aside the vast collection rail and bus rolling stock which is earmarked for preservation.

Further changes in the N J Transit management took place later in the year with the resignation of Hazel Gluck as Transportation Commissioner. During her tenure with N J Transit, Commissioner Gluck fought for a guaranteed source of revenue to stabilize transit fares and to provide money for capital projects. She urged the legislature to adopt a 5-cent per gallon gasoline tax to be dedicated to transportation funding. Her proposal failed to achieve approval and N J Transit was left with no choice but to increase bus and train fares on May 1st to cover their operating costs. The legislature did appropriate additional funding to stave off drastic service cuts that were slated to take effect on July 1st.

N J Transit like all other public transit agencies is faced with the dilemma of coping with declining federal transit subsidies.

While the federal government says that public transit is a matter that should be paid for at the local level, they also place restrictions on transit agencies that make it difficult for them to do so. When N J Transit acquired Transport of New Jersey, the bus system had an extensive charter business in addition to its regular network of bus routes. Vehicles that would otherwise be sitting idle on weekends and off-hours were utilized for charters and excursions that generated revenue to offset the costs of providing scheduled bus service. Then the federal government ruled that public transit agencies could no longer engage in charter service unless private operators were not available to do so. This would have been acceptable, if the federal government increased its subsidies to public transit systems to compensate for the loss of revenue from charter service. However, the opposite was true and transit subsidies were actually reduced. Deregulation of the bus industry has also enabled private companies to operate in direct competition with public transit agencies on lucrative routes. Meanwhile, public transit agencies are required by legislation to continue providing transit service over routes that have no chance of ever meeting their operating expenses. Revenues that used to come out of the profits from lucrative routes have been eroded by the private carriers competing for that business. Mr. Gagliano and the incoming transportation commissioner will have to cope with solutions to these transit problems. We wish them well in successfully meeting these challenges.



Among the projects for which Senator Gagliano helped to secure funding, was the extension of electrification to Long Branch. This view shows the first electric train to arrive from New York on opening day, July 9, 1988. A connecting bus waits to transport rail passengers to the beach. photo by Frank S. Miklos

In other N J Transit news, as of the end of October, all but one of the PCCs in the Newark subway were rehabilitated and repainted into the N J Transit paint scheme. Only car No. 1 remains to be completed. Three cars (Nos. 2, 11 and 16) have received seat cushions that are reupholstered in a velure-type of fabric with an attractive tan and blue pattern. This had been adopted for the most recent orders of buses purchased by N J Transit and was favorably received by the public. Fluorescent lighting has been installed on the outbound side of the subway for most of the length between Pennsylvania Station and Warren Street. However, most of the inbound side remains equipped with incandescent bulbs.

On the commuter rail system, N J Transit has increased the number of electric locomotives that it purchased to fifteen. These units are being built by ASEA--Siemens. They will be used to replace the E-60 locomotives and to supplement the MU fleet on the electric lines. Additional Bombardier push-pull coaches have also been ordered. Meanwhile, work is getting underway on the rehabilitation of the Arrow III MU cars. Plans call for them to receive new A C propulsion equipment to replace the D C equipment now in use. Experiments with new types of A C propulsion in other countries has resulted in lower maintenance costs and fewer equipment failures. N J Transit is hoping that the same benefits will be realized on its fleet of MUs.

Parting Comments

Our production of DESTINATIONS fell behind schedule this year due to the workload of our staff. Another issue is in preparation and should follow shortly. It will feature a report on the beginning of N J Transit's Atlantic City rail service as well as the Hoboken and Whippany Rail Festivals. We hope to include another chapter in the series on the return of the trolley in North America. As always, we welcome articles from our members.

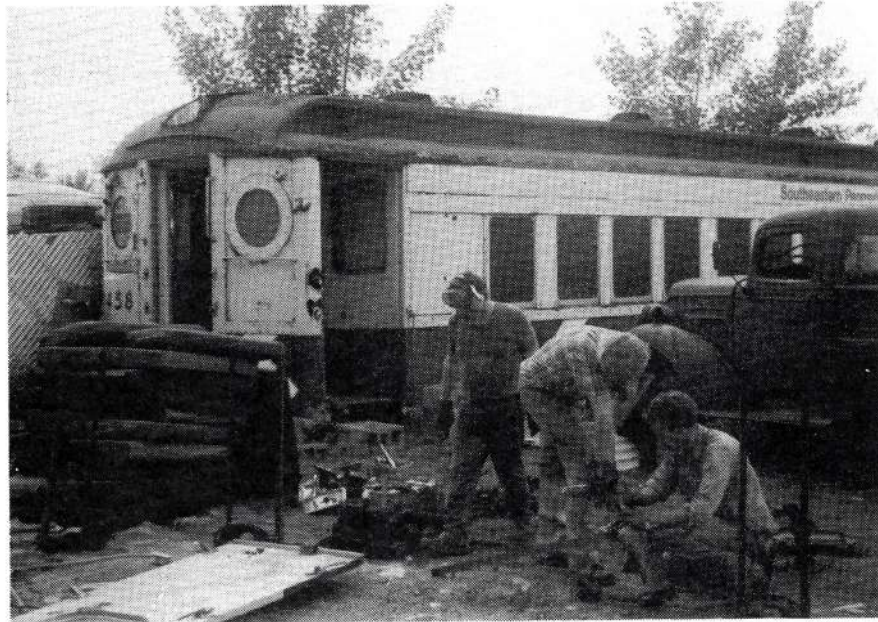
We wish to thank member John Brinckman for the generous contribution which he recently made to our organization. We received this after we had compiled the listing of contributors which is on Page 2 of this issue of DESTINATIONS, so we are mentioning it now rather than wait for the next issue. Once again thanks to all of our members for their support.

Despite our successes, the car preservation program suffered one setback this year. We had been attempting to rescue the former "Blue Comet" car EMKE. PATH did set the car aside at Harrison after we expressed an interest in it. While it was there, it underwent a program of asbestos removal. This involved tearing up the floors and walls, thereby making preservation and restoration of this car almost impossible. The entire car was cut up for scrap shortly thereafter. We can only take comfort from the fact that so many other examples of New Jersey's rail equipment are being preserved, and we are pleased that our organization is playing a major role in these preservation efforts.

Frank Miklos

Car 413 Restoration Project

Peeling paint and patches of rust were much in evidence on car 413's roof. Frank Miklos has the tools to tackle the problem of cleaning the surface in preparation for painting. Tony Hall photo



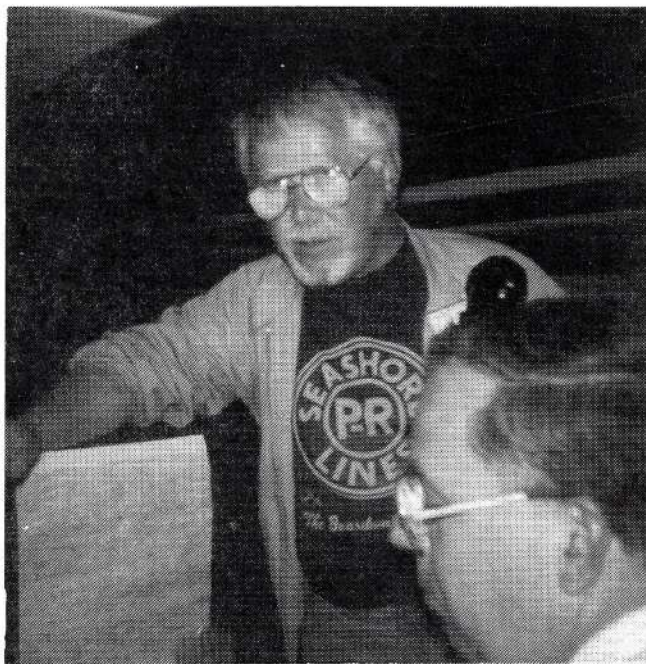
MP-54 parts are in short supply, so the discovery of several cars in junkyards south of Wilmington was like finding buried treasure. Tony Hall, Frank Miklos, and Bob Sherwood are shown in Delaware with a stockpile of seats, doors and other hardware that salvaged from the car in the background. They were ably assisted by Phil Crapanzano, who took time out to snap this photograph.

Parting Shots

Aboard the inaugural run of Amtrak's Atlantic City service were several familiar faces, some of whom are shown in the photos below.



Dave Phraner, N.J.E.R.H.S. member; John Wilkins of N J Transit Bus Operations and Black River & Western's Les Rockafellow sampled the joys of railing to the shore.



Pausing for a chat with one of the seated passengers is N.J.E. R.H.S. member Tom Moran. His appropriately-lettered T-shirt is partially obscured by the profile of RAILPACE's Tom Nemeth.



← Frank Reilly, Co-Chairman of the Museum Commission and Homer Hill lend major smiles to the festivities. All photos by Tony Hall.



On the morning of the "Museum Limited" excursion, Pete Hasler and Ken Miller wrestled with jumbo ice cubes to activate the ancient air conditioning aboard the "Otto Kuehler". Their efforts succeeded in making the "Kuehler" cooler.

On May 11, 1989 Stephen Drew, Curator of the California Railroad Museum was feted at the "Rusty Scupper" in Princeton by the N. J. Railroad and Transportation Museum Study Commission. The event capped a week-long visit by Mr. Drew as consultant to the Commission

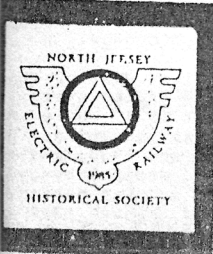


Mr. Drew is seen here seated at the right hand of Commission Chairman Gagliano. Ben Ferrara is seen to Mr. Drew's right and Paul Taylor occupies the foreground.



N.J.E.R.H.S. member Nick Gentile, Will Morrissey, Bill Herkner, Fred Malchow and Steve Gazillo share a table at Mr. Drew's dinner.

All photos on this page by Tony Hall.

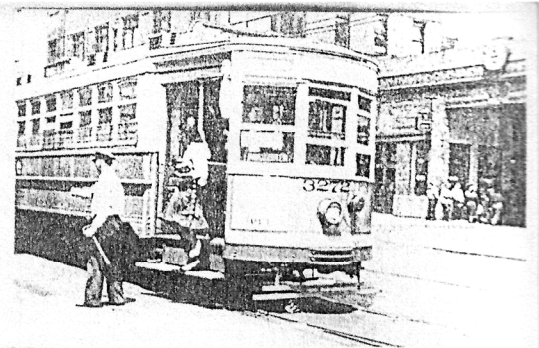


North Jersey Electric Railway Historical Society

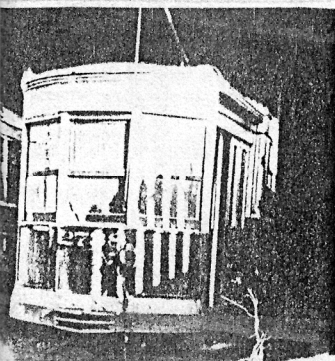
THE FAST LINE NETWORK

Memories. History, Information
Public Service Railway
Public Service Coordinated Transport

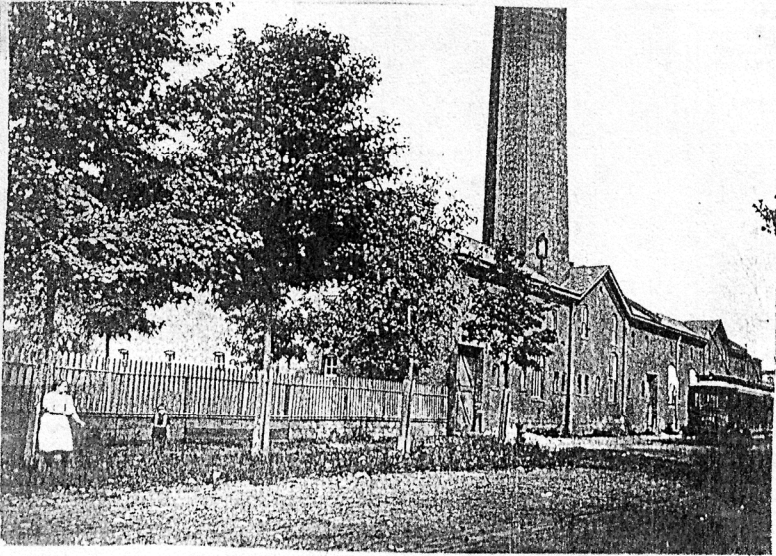
#4



Above, 3272 is shown in operation on the South Kearny line, in 1942. Note the temporary paint scheme. 3272 was one of 33 cars purchased by the Emergency Fleet Corporation in 1918 and sold to Public Service when WWI ended.



Below, the last of the old "de-luxe" maroon cars of Public Service were 2738 and 2745, shown above and on the reverse, at Passaic Pier and Roseville. The cars were scrapped at Roseville in 1944--a year or so after the last operating deluxe car was repainted.



Left: A rare view of the old South Orange line Car House at 19th Street, taken around the turn of the century, an appropriate photo for the chronological history of the predecessor companies that were eventually consolidated to make up the world's second largest trolley system, Public Service Railway and Railroad.

CHRONOLOGICAL HISTORY: PUBLIC SERVICE COORDINATED TRANSPORT

W R E G E - M A N K O F F

ARCHIVES - - Nov. 1986

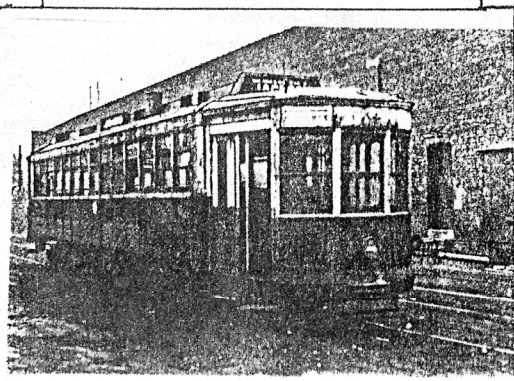
- 1802 Bergen Turnpike organized, November 30.
- 1849 Newark Plank Road & Ferry Company organized, February 24.
- 1857 Bergen Point & Staten Island Ferry Company incorporated, March 20. Stock Ownership.
- 1859 Newark Plank Road Company organized, March 1. Stock Ownership.
Newark Plank Road and Ferry Company (1849) name changed to Newark Plank Road Company, March 1.
Orange & Newark Horse Car Railroad incorporated, March 15.
Jersey City & Bergen Railroad Company incorporated, March 15.
Hoboken & Hudson City Horse Car Railroad Company incorporated, March 18.
Jersey City & Hoboken Horse Railroad Company incorporated, March 23.
West Hoboken & Hoboken Passengers Railway Company incorporated, March 23.
- 1860 Hoboken & Weehawken Horse Railroad Company incorporated, February 14.
Belleville & Newark Horse Car Railroad organized, March 15.
Broad Street Railroad Company organized, March 21.
Newark & Clinton Horse Car Railroad organized, March 22.
- 1861 Newark & Irvington Horse Car Railroad organized, March 7.
- 1863 Broad Street Railroad Company leased by the Orange & Newark Horse Car Railroad Company, January 1. (1860)
Paterson Horse Railroad Company incorporated, March 6.
Belleville & Newark Horse Car Railroad (1860) leased by the Orange & Newark Horse Car Railroad Company.
Broad Street Railroad Company (1860) merged with Orange & Newark Horse Car Railroad Company, December 2.
- 1864 Elizabeth & Newark Horse Car Railroad organized, March 25.
Essex & Hudson Street Railway Company organized, October 27.
- 1865 North Hudson County Railway Company organized, March 29.
Hoboken & Hudson County Horse Car Railroad Company (1859) purchased by Hoboken & Weehawken Horse Railroad Co., March 29.
West Hoboken & Hoboken Passengers Railway (1859) purchased by Hoboken & Weehawken Horse Railroad Company, March 29.
Hoboken & Weehawken Horse Railroad Company name changed to North Hudson County Railway Company, March 29.
Newark & South Orange Horse Car Railroad Company incorporated, April 6.
- 1866 Camden Horse Railroad Company incorporated, March 23.
Englewood Horse Railway Company incorporated, April 6.
Paterson & Little Falls Horse & Steam Railroad Company chartered, April 9.

- 1867 Newark, Bloomfield & Montclair Horse Car Railroad Company organized, February 12.
New Brunswick City Railroad Company chartered, February 13.
- 1868 Paterson & Passaic Horse Car Railroad Company chartered, February 28.
Paterson & Haledon Horse Railroad Company chartered, April 3.
- 1869 Elizabeth City Horse Railroad Company incorporated, April 2.
- 1870 Authorization to sell Jersey City & Hoboken Horse Railroad Company (1859) to North Hudson County Railway Company, March 17.
- 1871 Newark, Harrison & Kearny Horse Railroad Company organized, April 4.
- 1872 Newark & Clinton Horse Car Railroad (1860) name changed to Newark & Clinton Railway Company, February 28.
Newark & Clinton Railway Company organized, February 28.
Englewood Horse Railway Company (1866) named changed to Palisades Railroad Company, February 29.
Palisades Railroad Company organized, February 29.
- 1873 Port Richmond & Bergen Point Ferry Company incorporated, April 25.
- 1874 Essex Passenger Railway Company organized, March 24.
- 1875 Paterson & Passaic Horse Railroad Company (1868) foreclosure.
- 1876 Newark, Bloomfield & Montclair Horse Car Railroad Company (1867) foreclosure, February 3.
Newark & Bloomfield Street Railway Company organized, February 24.
Paterson & Passaic Railroad Company incorporated, March 2.
- 1877 Paterson & Little Falls Horse & Steam Railroad Company (1866) foreclosure, September 19.
Paterson City Railway incorporated, September 20.
- 1879 Paterson & Haledon Horse Railroad Company (1868), foreclosure, October 20.
- 1880 Newark & Irvington Horse Car Railroad (1861) foreclosure, April 16.
Ferry Street & Hamburg Place Railway Company incorporated, April 26.
Newark & Irvington Street Railway Company incorporated, April 28.
Haledon Horse Railroad Company incorporated, September 8.
- 1881 Belleville & Newark Horse Car Railroad Company (1860) merged with Orange & Newark Horse Car Railroad Company, December 17.
- 1884 Essex & Hudson Street Railway Company (1864), foreclosure, October 10.
Newark, Harrison & Kearny Horse Railroad Company (1871), foreclosure, October 10.
Essex & Hudson Street Railway (1864) purchased by Essex Passenger Railway Company, October 21.
- 1885 Orange & Newark Horse Car Railroad Company (1859) purchased by Essex Passenger Railway Company, August 6.
Newark & Bloomfield Street Railway Company (1876) purchased by Essex Passenger Railway Company, August 6.
- 1886 Orange Croustown & Orange Valley Street Railway Company organized, May 11.

STREET RAILWAYS

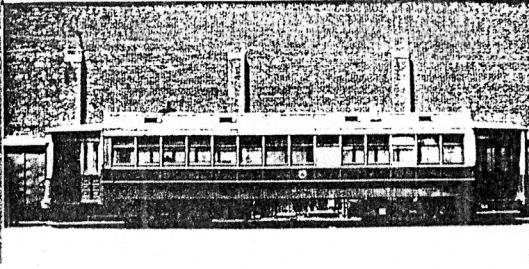
- 1 **NEWARK LINE** (Jersey City & New York). Lv Public Term., via Mulberry, Market, Ferry, E. Ferry sts, Fleming st, Lincoln Highway, Communipaw av, Grand st, Jersey av, York st to Exchange st, Jersey City. Ret. same. All night. Car sign reads "Newark" - Jersey City. Fare 15c. 52 min.
- 3 **BERGEN LINE**. Lv Orange st every 10 min via Bergen st, Clinton av, Thomas st, South st, Pacific st, Chestnut st, Cedarhurst st, Ave L; Car sign "Bergen." Return same
- 5 **KINNEY LINE**. Leave Roseville (Car House) via 14th st, Central av, 12th st, 10th av, S. 10th st, Springfield, 15th & Belmont avcs, Kinney, Washington, Market to Penna. R.R. station. Return same.
- 9 **CLIFTON LINE** (Crosstown). Lv Bloomfield av every 10 min. via Clifton av, Norfolk st, Jones st, Belmont av, Avon av, Bergen st & Lyons av to Elizabeth av. Last car 2:00 a.m. Return same.
- 11 **ELIZABETH LINE**. Lv Lack sta via Plane Orange, Broad & Miller sts, Frohlinghusen av, Newark; Newark av, N. Broad, E. Grand, Livingston, Smith & E. Jersey sts to Staten Isl. Ferry Loop, Eliz. Return same. Last car 12:30
- 13 **BROAD ST LINE**. Lv Glendale Loop via Glendale av, Franklin av, Center st, Washington av (Nutley); Broadway, Broad st & Clinton av to Elmwood Loop (Irvington). Return same.
- 17 **PATERSON LINE**. Lv Public Service Term., every 15 min. fr 5:05 am to 11:43 pm, then 12:03, 12:23, 1:03, 1:40 am via Belleville, Nutley & Delaware. (Connects at Passaic for Garfield, Lodi & Hackensack bus). Paterson, Connects for Little Falls, Singac, Haledon, Hawthorne, Hackensack. New York & points on the Ridgewood & Suffren line. Car signs read "Paterson."
- 21 **ORANGE LINE**. Lv Newark City Hall via Broad & Orange sts, Newark, Main st, E. Orange & Orange; Main st (W. O.) to Harrison av. Return same.
- 21 **ORANGE LINE**. Lv Penna RR sta via Market st, W. Market st (Newark); Main st E. O. & W. O. to Harrison av. Return same. Every other car via Broad & Orange sts. Return same. Fare 10c. Car signs read "Orange". (Note: W. Orange car connect with bus for Eagle Rock (Summer months). From Eagle Rock can be seen the homes of more people than from any other spot in the country.)
- 23 **CENTRAL AVE LINE**. Lv Public Service Term. (upper level) via Mulberry, Center sts, Park pl & Central av, Newark & E. Orange; Central av to Jefferson st, Orange. Rush hours via subway & Washington st. Return same. Car signs read "Central", "E. Orange."
- 25 **SPRINGFIELD LINE** (So. st Div.). Lv South & Pacific sts via Pacific, Elm, Union, Ferry & Market sts, Springfield av to 43rd st, Irvington. Return same.
- 25 **SPRINGFIELD LINE**. Lv Public Service Term. via subway, Washington & Market sts, Springfield av, Milburn av to Maplewood Loop. Return same.
- 27 **MT. PROSPECT LINE**. Lv Wolcott ter & Hawthorne av, via Hawthorne, Elizabeth & Clinton av, Broad st, Broadway, Bloomfield, Mt. Prospect, Verona & Highland avcs to Lake st, Eric RR sta. Return same.
- 29 **BLOOMFIELD-MONTCLAIR LINE**. Lv Public Service Term., via Mulberry & Centre sts, Park pl, Broad st, Broadway & Bloomfield av (Newark). Blmfield, Glen Ridge, Montclair, Verona & Caldwell. Car signs read "Bloomfield," "Montclair," "Verona," "Caldwell." Last car to Caldwell, 2:55 a.m. Time to Caldwell 54 min; fare 15c; 9 miles.
- 29 **CITY HALL SERVICE**. Lv City Hall via Broad st, then same route as regular Bloomfield.
- 31 **SOUTH ORANGE LINE**. Lv Ave I & Wilson av via Ave L, Wilson av, Ferry & Market sts, Springfield & South Orange avcs to City line. Return same.
- 31 **SOUTH ORANGE LINE**. Lv Public Service Terminal via subway, Washington, Warren & High sts, Springfield & S. Orange avcs, Newark; S. Orange av, Valley st (S. Orange) Valley st & Milburn av to Maplewood Loop, Maplewood. Return same.
- 33 **MARKET LINE**. Lv 16th av & 20th st via 16th av, Bergen st, 15th & Springfield avcs, Market st, Fleming av, Ferry st & Lincoln Highway to Passaic Wharf. Ret. same.
- 39 **HARRISON LINE**. (North). Lv Newark City Hall via Broad & Bridge sta, Newark; Harrison av, 4th st, Harrison; Kearny av to Belleville Pike, Kearny; Ridge rd N. Arlington to Valley Brook av, Lynhurst. Return same.
- 43 **JERSEY CITY LINE**. Lv Pub Ser Term., via subway to Washington st, Bridge st, Harrison av (Harrison); Lake to Jersey City Term., Exchange pl. Return same.
- 45 **PERTH AMBOY LINE** (Fast line). Lv Public Service Term., via Mulberry, Lafayette, Broad & Miller sts, Frohlinghusen av, Newark; N. Broad & S. Broad sts, Bayway av. (Elizabeth), Linden, Carteret, Woodbridge; to Smith st, Perth Amboy.
- 49 **UNION LINE**. Lv Public Service Term. every 15 min. 5:31 a.m. to 11:31 p.m. Last car to Dumellen 11:48 a.m. Bound Brook 9:33 p.m.; Elizabeth 11:48 p.m. Return same.

1932 Redbook Guide to Newark



- 1887 **Elizabeth Street Railway Company** incorporated, August 1.
- 1888 **Orange Crosstown & Orange Valley Street Railway Company** (1886) name changed to Orange Crosstown & Bloomfield Railway Company, February 79.
- Orange Crosstown & Bloomfield Railway Company** organized, February 24.
- Paterson Railway Company** organized, May 2.
- Haledon Horse Railroad Company** (1880) merged with Paterson Railway Company, May 2.
- Paterson City Railway** (1877) merged with Paterson Railway Company, May 2.
- Paterson & Passengers Railroad Company** (1876) merged with Paterson Railway Company, May 2.
- Riverside & Fort Lee Ferry Company** incorporated, June 20.
- 1889 **Rapid Transit Street Railway Company** of the City of Newark organized, March 28.
- 1890 **Elizabeth & Raritan River Street Railway Company** organized, April 30.
- Elizabeth Passenger Railway Company** incorporated, June 20.
- Elizabeth & Newark Horse Railroad Company** (1864) merged with Elizabeth Passenger Railway Company, June 20.
- Union County Street Railway Company** organized, April 29. Merged with Elizabeth Passenger Railway Company, June 20.
- Newark Passenger Railway Company** organized, June 23.
- Essex Passenger Railway Company** (1874) merged with Newark Passenger Railway Company, June 23.
- Hudson & Bergen Street Railway Company** incorporated May 14, merged with Newark Passenger Railway Company, June 23.
- Newark & Clinton Railway Company** (1872) purchased by Newark Passenger Railway Company, June 23/
- Newark & Irvington Street Railway Company** (1880) purchased by Newark Passenger Railway Company, June 23.
- Elizabeth Passenger Railway Company** (1890) purchased by Newark Passenger Railway Company, June 26.
- New Brunswick City Railroad Company** (1867) foreclosure, October 20.
- Mount Holly Street Railway Company** incorporated, November 5.
- 1891 **Plainfield Street Railway Company** incorporated, March 29
- Passaic, Garfield & Clifton Railway Company** incorporated, May 19.
- 1892 **New Jersey Traction Company** organized, March 1.
- Newark Passenger Railway Company** (1890) leased by New Jersey Traction Company, March 7.
- Newark & South Orange Railway Company** organized, April 12.
- Newark & South Orange Horse Car Railroad Company** (1866) merged with Newark & South Orange Railway Company, April 12.
- Ferry Street & Hamburg Place Railway Company** (1880) merged with Newark & South Orange Railway Company, April 12.
- Paterson & Little Falls Electric Railway Company** incorporated, April 15.
- Peoples Park Railway Company** incorporated, May 27.
- Passaic & Newark Electric Railway Company** incorporated, June 14.
- Paterson & Passaic Electric Railway Company** incorporated, September 29.
- Passaic, Rutherford & Carlstadt Electric Railway Company** incorporated, September 29.
- Jersey City, Hoboken & Rutherford Electric Railway Company** incorporated, December 5.
- 1893 **Grand Street Electric Railway Company** incorporated, January 14.
- Rahway Electric Street Railway Company** incorporated, February 21
- Jersey City, Harrison & Kearny Railroad Company** incorporated, February 27.
- Newark Passenger Railway Company** (1890) lease renewed by New Jersey Traction Company, March 7.
- Consolidated Traction Company** organized, March 15.
- Suburban Traction Company** organized, April 13.
- Orange Valley Street Railway Company** organized, January 13, merged with Suburban Traction Company, April 13.
- Orange Crosstown & Bloomfield Railway Company** (1888) merged with Suburban Traction Company, April 13.
- Woodbridge & Sewaren Street Railway Company** incorporated, April 24.
- Camden, Gloucester & Woodbury Railroad Company** incorporated, May 10.

Continued in Issue #5



Public Service: The Twilight Years

By John F. O'Connor

1934 was the last year of full operation of trolleys as the system had existed since about 1931. While there had been substantial reductions in the lines between 1925 and 1930, and traffic on the cars had dropped by over 200,000,000 a year in that period, the lines that remained through 1934 were the heavy trunk operations that until this time had not been considered suitable for bus operation.

Strange as it may seem, there were a few lines where the problem was all that the bus of 1935 could not make schedules that the cars had done quite easily for years. This was mostly in the Hudson River territory where PRR for long stretches permitted 45-50 MPH running. Public Service gas-electric of the AL-265 or even later Z-AAP357 types could not make the speeds and were not especially good at 40 MPH at any distance.

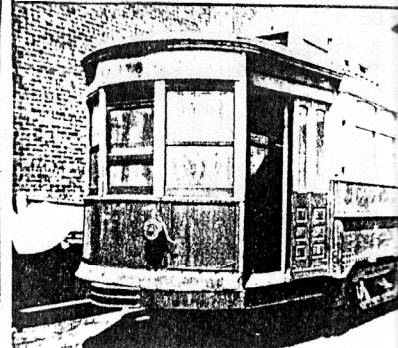
Car traffic in 1933 and 1934 had levelled out to about 131 million a year on the remaining 33 lines. This averaged out to about 4 million passengers per line. Buses in the same year carried about 261 million passengers on 164 lines, an average of 1.6 million passengers per line. So each car line on average, carried 2 1/2 times the traffic of the bus lines. In some cases the difference was as much as 5 times in favor of the cars. This difference also existed and in the last years of operation was substantially increased. Since the traffic handlings and proportionate distribution was certainly known to the company, the decision to eliminate the cars is not easily understandable.

It appears that the success of the bus in generating traffic in territory where no cars ever ran, plus the fact that on a unit basis the bus was cheaper to operate, had a great deal to do with the decision in favor of the bus. The cost of rail expansion was unquestionably too great to justify, and bus manufacturers made much of this fact.

However, rail that is already in place is another matter. New rail has been installed on a regular basis as late as 1934. These installations had at least 30 years of life expectancy and as the money had already been spent abandoning the rail operation wasted investment. Scrap would recapture a portion, but nowhere near the full amount. And much of the rail was subsequently paved over and remains in place, too.

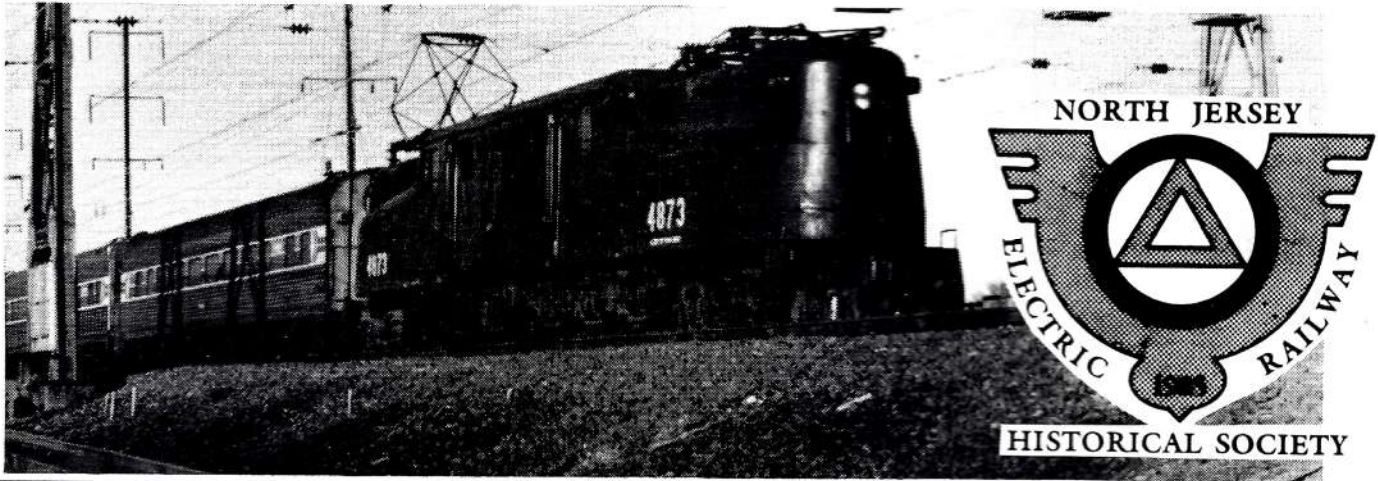
Except for the rail work on the City Subway, no major work was performed after 1934. City Subway rail was replaced in 1986--more than 50 years of heavy use! Rail installed in city streets could certainly have provided service into the 1960's and beyond--and with PCC purchase would have produced a significant ROI which neither the ASVs or the buses which replaced them ever managed to accomplish.

Sent to the Passaic Wharf from Mill Street in the spring of 1937, 2738 languished for 8 years in the gloom of exile. Reprieved in 1944 and returned to Roseville, the car never made back into service and was scrapped in the west yard as the tide of war turned.



An Invitation To Join North Jersey Electric Railway Historical Society

Dedicated to Preserving Our Transportation Heritage



Membership Participation

We invite you to join the North Jersey Electric Railway Historical Society and support our preservation efforts.

Membership costs just \$12 a calendar year and entitles you to our newsletter DESTINATIONS published several times a year, as well as any other feature bulletins devoted to a specific transportation theme.

Regular meetings with entertainment related to the field of electric traction are held at the Reed Center, 1670 Irving Street, Rahway, New Jersey, on the third Tuesday of each month (except July and August) at 7:30 p.m.

Excursions and other activities are also held during each year.

Fill out the attached membership application to become a part of our organization.

Background

The North Jersey Electric Railway Historical Society was incorporated in 1985 for the purpose of restoring and preserving electric railway rolling stock and other historic vehicles. We are an independent group, not affiliated with any other organization.

Our collection presently consists of the following:

- Erie Railroad—Stillwell Coach No. 2620
- Erie Lackawanna—MU Motor Car No. 3541
- Erie Lackawanna—MU Trailer Combine No. 3406
- Pennsylvania Railroad—GG-1 No. 4873
- Pennsylvania Railroad—MU Motor Cars No. 413, 427, 437, and 453
- Public Service Railway—Trolleys No. 2651 and 5223

I wish to join the North Jersey E.R.H.S.

Name _____

Address _____

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Age _____ Occupation _____ Phone _____

Enclosed is my check/money order for \$12 payable to: