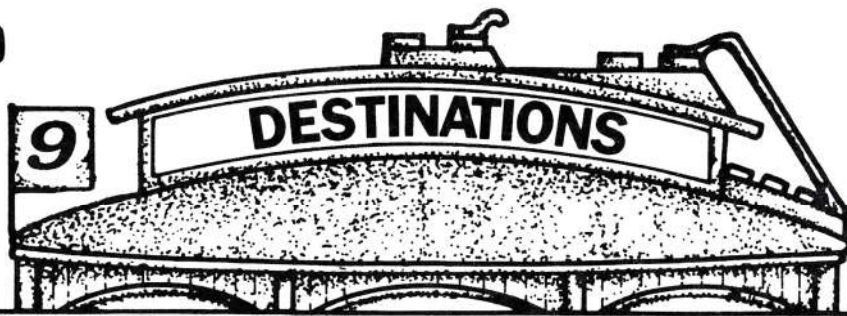


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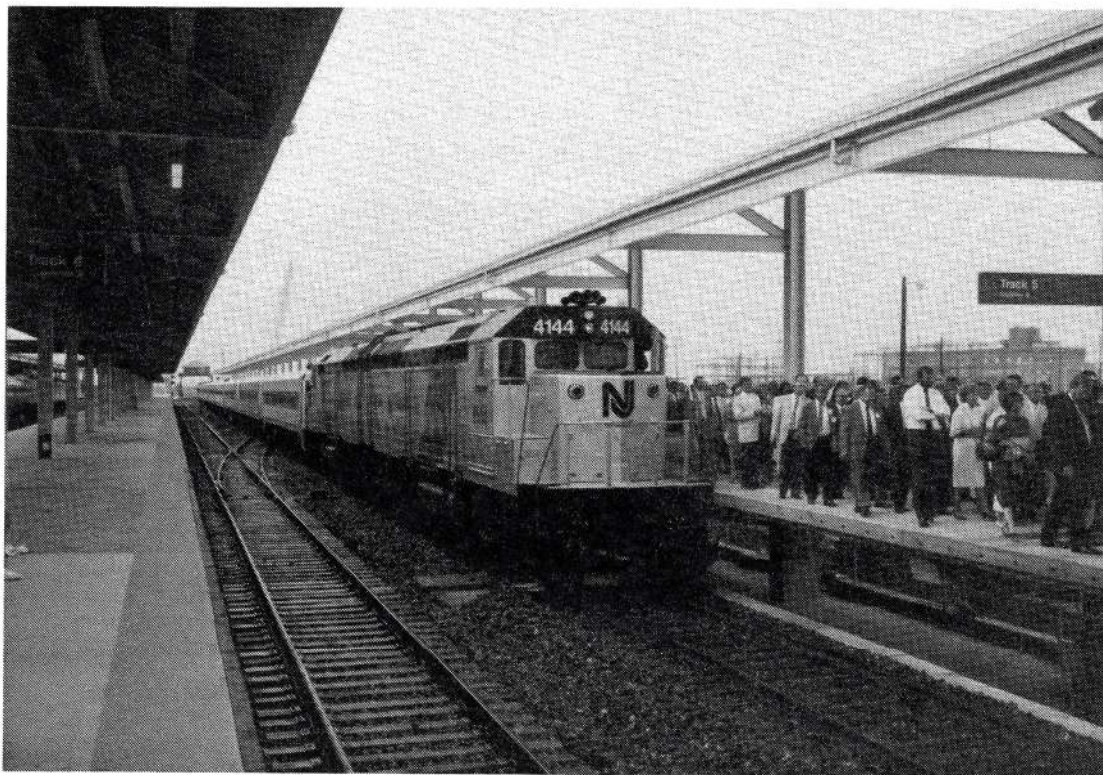


The Newsletter of the North Jersey Electric Railway Historical Society

Box 1770, Rahway, New Jersey 07065

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April, 1990



N J Transit kicked off its Atlantic City rail service with a special inaugural train on September 14. This view taken by members of the N J Transit staff at the Atlantic City terminal shows the crowds of public officials and other well-wishers making their way from the train to the ceremonies in the terminal's large waiting room.

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. Frank S. Miklos, Editor; Anthony J. Hall, Assistant Editor; Beverly and Peter Rodell, Production Assistants.

NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY

Anthony J. Hall, President Robert A. Sherwood, Vice President
William J. Keeler, Secretary 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.

Membership Notes

We wish to remind everyone that 1990 dues should have been paid by now. Those of you who have not paid, will find a dues renewal form enclosed with this issue of DESTINATIONS. We urge you to send in your payment if you wish to continue to receive DESTINATIONS, as this will be the last issue to be mailed to members whose dues have expired.

We are grateful to the following members who enclosed a contribution with their 1990 dues payment: Richard D. Adam, Herman Bachmann, Francis J. Capalbo, John B. Gutberlet, Joseph A. Haas, Peter Hasler, Paul Heiser, Norman W. Hosler, Jr., Neil Huff, Gregory Ill, William D. Joyce, Jr., Robert E. Landwehrle, Richard L. Mahn, Thomas G. McBride, Thomas F. Moran, S. David Phraner, Michael E. Popp, Rev. Charles Reinbold, William R. Rorer, Henry Ruschmeyer, Bruce Russell, John M. Schluter, G. Lester Whitfield, and John A. Yohannan.

Thanks not only to those contributors but to everyone whose dues we have received. We appreciate your support and look forward to hearing from those members who still have not renewed for 1990.

1989- The Year in Review

by Frank S. Miklos

In recent years the Hoboken Festival has provided the North Jersey E.R.H.S. an opportunity to display some of its equipment. This was done with the cooperation of the Morristown & Erie Railway who towed our equipment to Hoboken along with its own rolling stock. In 1986, car 3541 returned to Hoboken for the first time since it was removed from revenue service two years earlier. The same car was joined by combine 3406 for the 1987 Hoboken Festival. In 1988, car 413 served as the companion to car 3541 for the event.

Each year saw car 3541 displayed essentially as it was when we purchased it. However, the roof and interior of car 3406 were repainted prior to the 1987 Festival, and a hasty application of red



The culmination of a summer's worth of scraping and priming the roof of car 413, saw a coat of high-gloss black enamel applied to the surface. Tony Hall and Bob Landwherle put the finishing touches on some of the last unfinished sections.
photo by Frank S. Miklos

paint applied to the exterior of car 413 within hours of the 1988 festival.

For 1989, our goal was to finally display a car with a physical appearance that was worthy of the festival. Car 413 was chosen for this role, and work began in earnest upon the arrival of warm weather. Over the course of the summer, the entire roof was stripped of old paint, sanded, patched where necessary, and given a coat of primer. This was followed by a coat of glossy black enamel. Meanwhile, both vestibules were repainted along with the car's exterior. Mike Burshtin supplied a set of stencils and drawings of the proper lettering and numerals for the car. By September, the car looked like it had just emerged from the Wilmington Shops of the Pennsylvania Railroad. Contributing their efforts to the work were Tony Hall, Bob Sherwood, Beverly and Peter Rodel, Bob Landwherle, Phil Crapanzano, Jack Keeler and myself.

The interior of the car was improved with the installation of ceiling light fixtures which were salvaged from a car in a junkyard south of Wilmington. Bob Sherwood traced the wiring and succeeded in getting the lights to work at one end of the car. Bob also installed an outside end door on the car. This was also obtained from the Wilmington scrap dealer. As luck would have it, the hinges on the door did not line up with their mates which were attached to the carbody, so they had to be relocated before the door could be set into place. It's things like this that slow down the pace of car restoration projects! Of course the mostly-steel door seemed

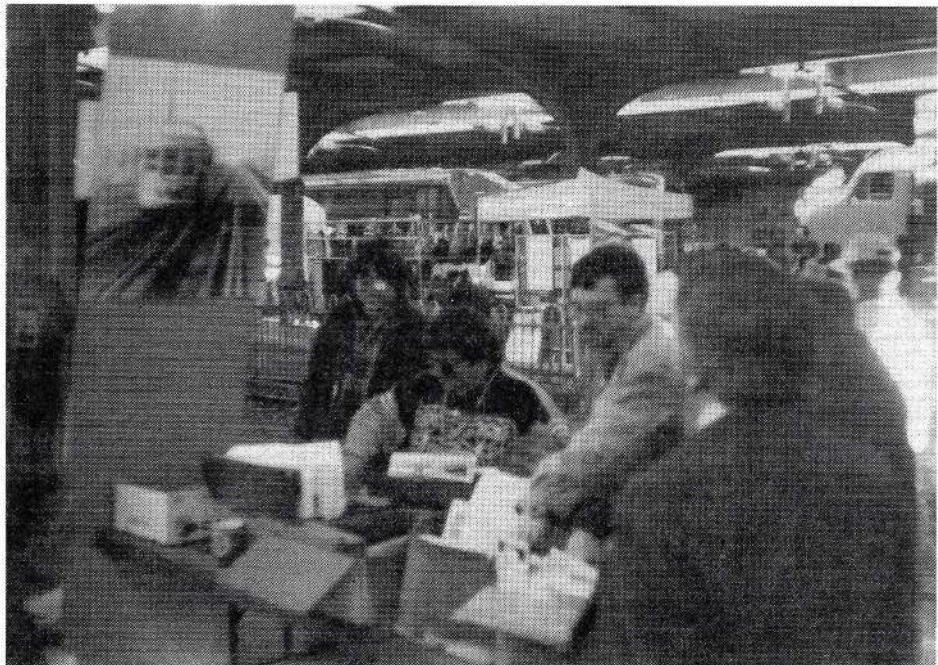
to get heavier and heavier as Bob Sherwood, assisted by Tony Hall and myself struggled to attach the door to the hinges.

In mid-September we received word that Ben Friedland of the Morristown & Erie had been hospitalized and would not be able to resume his duties with the railroad for several months. The other officials of the railroad were reluctant to assume the responsibility for moving equipment that was not owned by the Morristown & Erie. A few days before the festival we were officially told that our cars would not be going.

The first reaction was one of bitter disappointment. All the months of work, including many days in sweltering hot sun were geared to completing everything in time for the big day at Hoboken. Now this was not to be! For a while we had thoughts of avoiding the festival entirely, but then we reluctantly decided to participate by manning a table in among the vendors, since we already paid the required fee to N J Transit.

In the past, most of the items for sale at the festival were delivered to Hoboken in our rail equipment, but this time we had to depend upon Pete and Beverly Rodel's van for that purpose. We loaded everything into the vehicle the night before and unpacked the next morning in Hoboken. Our table was well located and we did a brisk business throughout most of the day, selling pictures, timetables, magazines and other railroadiana that was contributed from within our membership. At the end of the day we had taken in over \$600 which compared favorably with the revenues we received from previous Hoboken Festivals.

Then it was time to pack up, reload the van and head home, secure in the knowledge that all of our efforts were not in vain. And as a bonus we had an MP-54 that looked great and was protected from further deterioration even if the crowds at Hoboken could not view it.



The North Jersey E.R.H.S. table at Hoboken attracted a lot of attention on the day of the festival. This view shows some of the people busily checking our merchandise. photo by Frank S. Miklos



Under ceiling lights that glowed for the first time in years, visitors to the Whippany Rail Festival were treated to a presentation of railway videos inside car 413. Norm Hosler did his usual superb job of setting up the video equipment and providing an interesting program for those in attendance.

photo by Frank S. Miklos

Whippany Railroad Museum - Festival '89

by Frank S. Miklos

There is an old saying to the effect that if "the mountain cannot go to Mohammed, then Mohammed will have to go to the mountain." This might well apply to car 413.

While we were unable to bring that car to the Hoboken Festival, we had no trouble displaying it at the Whippany Rail Festival which was held on October 19. This event was sponsored by our friends at the Whippany Railway Museum. Several pieces of N J Transit rail equipment were moved to Whippany for the day including their ex-Susquehanna RDC car which was restored to its original appearance by volunteers from the N.Y. Susquehanna and Western Technical and Historical Society. All of these were displayed in the vicinity of the Whippany station.

Our group of members consisting of Tony Hall, Pete and Beverly Rodel, Bob Sherwood and myself arrived early to set up items for display and sale. Norm Hosler brought along his video equipment which was set up inside car 413. The crowds arrived early and

began filing through the cars before we could complete arranging our display, so we were forced to wait for an occasional gap in the flow of visitors for the display work to proceed. The gaps were so infrequent that we never did complete the displays.

The only negative aspect of the day was the generally cloudy weather, although it was far better than the monsoon-style rains that occurred the previous year. A bright sunny day would have enhanced the appearance of the repainted car, but it drew a favorable response from the visitors none-the-less.

At the end of the day we took comfort from the fact that the season's restoration work was not entirely in vain.

Transit Serves the South

by Tony Hall

On September 17th, New Jersey Transit added its nine round trips to Amtrak's new Atlantic City service, begun last spring. This initial schedule covered Saturday as well as weekdays, losing only three one-way runs on the Sunday card. Unlike Amtrak, Transit's run originates at Lindenwold, necessitating for most riders, a connecting trip via PATCO, bus auto, or...Amtrak. Extension of this service to Garden State Park and other points north was already in the talk stage when the special inaugural train covered the line on September 14th, three days before the line was opened to the public.

Our train of standard Bombardier push-pull cars left from Track 5 in Newark's Penn Station without incident. It was immediately obvious that most, if not all, the familiar faces were present. As one might imagine, this was a more intimate, informal occasion than the Amtrak inaugural a few months earlier, its significance being largely limited to our own state. Good conversation with good friends on this happy occasion of rail renewal made the familiar main line miles pass rapidly, in contrast to all those gloomy last-run trips which had become so familiar in the years since the fifties...and before. Conversation was further encouraged by the tiny tinted windows which this equipment inflicts on its customers, making visibility difficult from the third seat. Frontwards becomes backwards at Frankford Junction and it is now clear why the early arrivals wisely took the rear facing seats at Newark for the run down the main line. Our nausea was now to be rewarded with a forward run to the casino city, over trackage unfamiliar to many on board.

That progress had been made since the Amtrak inaugural became evident as we glided across the Delair Bridge, speed restrictions there having been considerably relaxed. The line to Haddonfield was built for two tracks and largely grade separated. Above the Camden and Amboy at Delaire, where, it was observed, a connection north to Trenton could be installed; over the Pemberton line to Toms River and Bay Head Junction, and finally, the junction with the original main line from Camden, reached at Haddonfield. Paralleling PATCO electric trains paced us into Haddonfield station where the right-of-way has been largely taken over the high speed line, leaving space only for one main line track which is at low grade at this point, buried between concrete retaining walls with



The passageway to the platform at Lindenwold is the setting for this ribbon-cutting ceremony. N J Transit Executive Director Tom Gagliano does the honors, accompanied by State Senator Walter Rand in the center of the picture and a bevy of other officials.



Mr. Gagliano delivers a dedication speech under the cover of a tent at Lindenwold.

photos by Tony Hall

speed restrictions. At Lindenwold we disembarked for festivities highlighted by some appropriate remarks by Executive Director S. Thomas Gagliano, delivered under a colorful tent fly which provided protection from a misty rain. TV cameras hummed and a brass band blared. The crowd, swelled by a contingent having arrived from Philadelphia, sauntered back to the train for the final sprint across the Pine Barrens to our destination.

There were brief stops enroute where local political figures and invited guests boarded. Everywhere there was evidence of the local nature of Transit's upcoming service: new stations with high-level platforms, modern shelters, automated ticketing facilities and ample parking were everywhere evident, and ready for action.

At the new station in "west" Atlantic City, Transit had gone one better than Amtrak. There was a tasty buffet luncheon set out and tables and chairs provided. A band played, more appropriate remarks were made, and a tote bag with souvenirs was handed out. But the best was yet to come.

As the festivities at the station waiting room wound down, we began to make our way to the platforms to board the returning train and discovered the New Jersey Transit No. 1, former CNJ "Blue Comet" observation No. 1178 coupled at the head end, and unoccupied! But not for long. It seemed almost too good to be true. Atlantic City to Newark



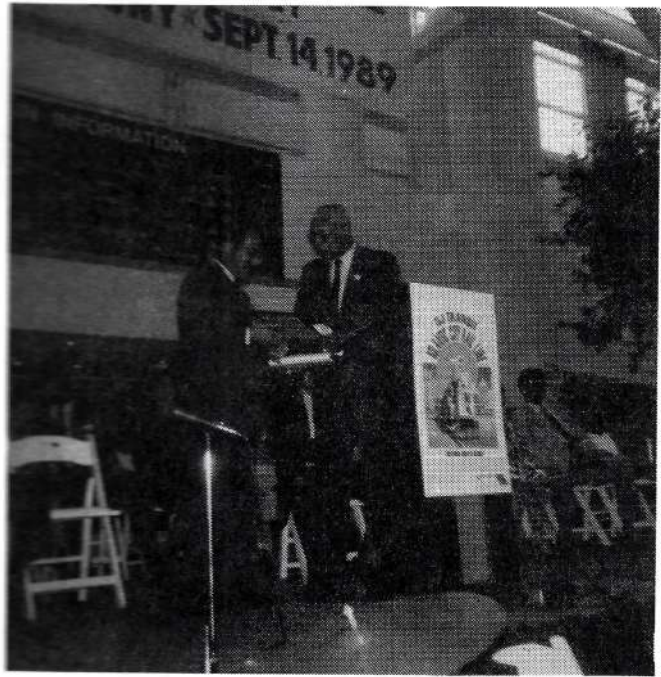
Through this composite splicing of three photographs, Tony Hall was able to capture the atmosphere of a ride aboard NJ-1, the former "Blue Comet" car No. 1178. N.J.E.R.H.S. Secretary Jack Keeler is in the foreground on the left side of the photo. Member John Brinckman occupies the fourth seat on the right, with wife Claudia seated in front of him. N J Transit's Rich Kerr is seated in front of her. Also from N J Transit is Rick Mariani who is seated across the aisle from John Brinckman.

on the "Blue Comet" in 1989? Nervously, like misbehaving children, we looked over our shoulders as the train edged out of the station, anticipating eviction from our privileged perches on the tiered swivel chairs of the 1178, but it was not to be. No gruff security men to dislodge us, no brass hats to bump us, it was democracy's finest hour. After Frankford Junction we found ourselves properly at the rear, with a sweeping unobstructed view of North America's greatest mainline. Rahway Junction, the most impressive point on that line, looked even more so as we swept through the interlocking at high speed, observing, if ever so briefly from our train-swept vantage point on the 1178's open platform, six tracks spreading accommodatingly to welcome yet three more from the Amboy Branch, all grade separated, naturally, all thoroughly electrified, of course, then consolidating at busy Union Tower back into six tracks just in time to squeeze through what remains of Rahway station. All this world-class action just a block and a half from home! And in a few moments it's over. We say our good-byes and one of the most memorable rides I have had the privilege to enjoy is, as they say, history. It's Newark, and time for the all-to-familiar change to the west-bound local.

In the time which has elapsed since the inauguration of New Jersey Transit's Atlantic City service all has not gone as well as it might have. Transit and Amtrak deserve a lot of credit for taking

this gamble. It's a one-destination ride, with little on-line business. It's largely seasonal. The terminal is remote from the primary destination in Atlantic City--the famous boardwalk and its casinos. The Transit service begins at Lindenwold, necessitating a change from PATCO or other mode. Initial ridership has been disappointing, a problem shared with the Amtrak service out of 30th Street Station and New York. And if that isn't enough, the trains have been plagued by vandalism and the vituperative rantings of a small, highly vocal anti-transit minority of local residents, whose thinking, if it can be called that, defies logic. Unnecessary speed restrictions have been initiated by Transit and by Amtrak as a result of these attacks. While the nation cries out for improved rail service, we in New Jersey are forced to endure a hate campaign directed against the rebirth of rail service which we all have hoped for and worked to bring about.

Whatever solutions are ultimately brought to bear on these difficulties, we congratulate Transit on this undertaking and wish them every possible success.



The impressive waiting room of the Atlantic City Terminal was the setting for speeches and dedication ceremonies.

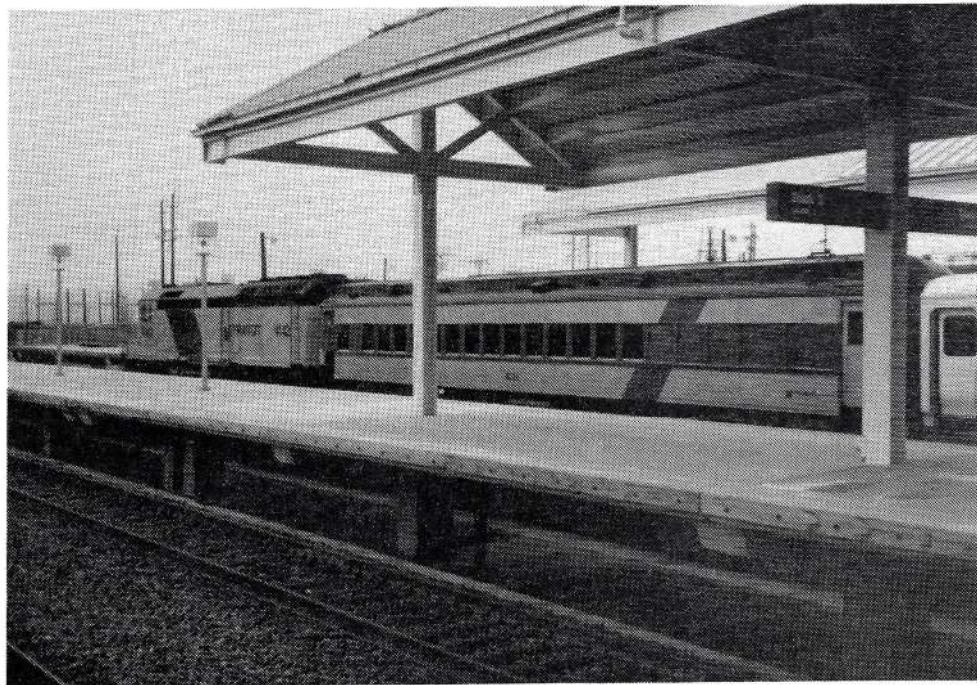
Tom Gagliano and Atlantic City Mayor Usery share the stage at the inauguration ceremony.
Tony Hall photo.

A general view of the festivities is shown in the photo below. N J Transit staff photo.

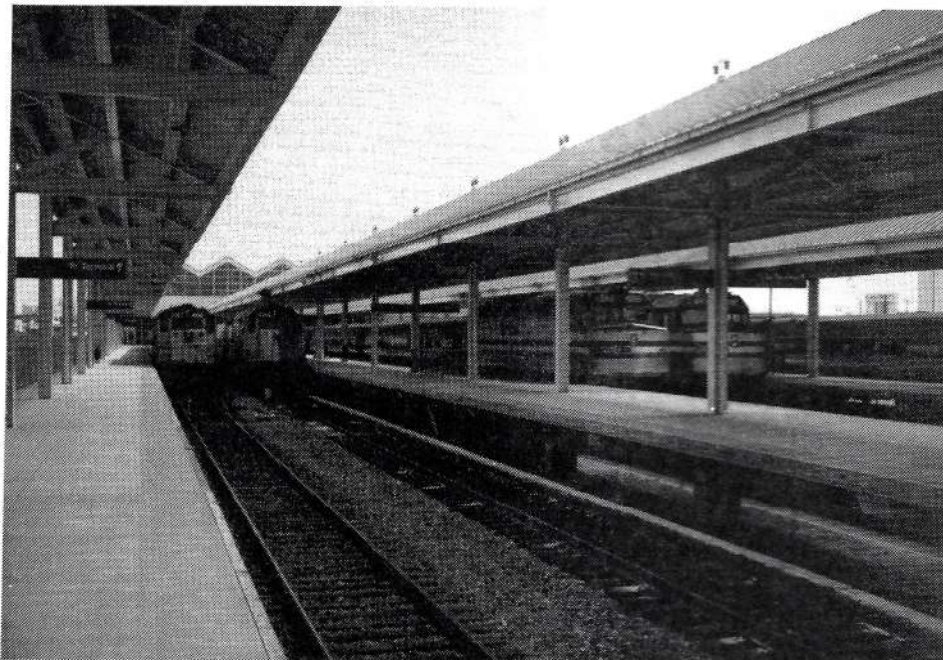




Tom Gagliano and other civic officials greet reporters upon the arrival of the inaugural train at Atlantic City. A couple of beauty queens share the locomotive platform with them.
 N J Transit staff photo

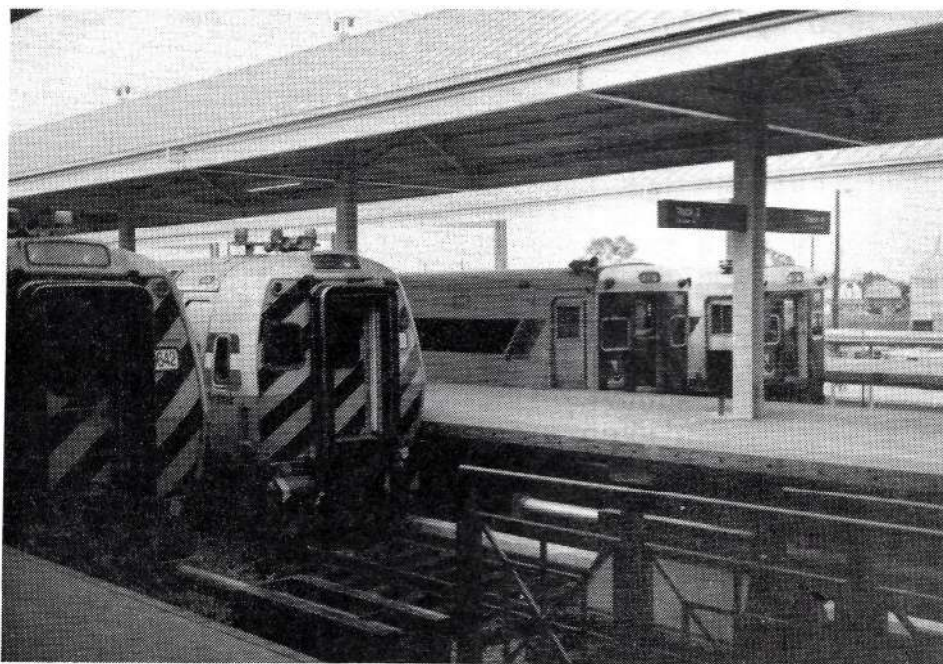


Former "Blue Comet" observation car N J-1 awaits the return run of the inaugural train back to Newark.
 N J Transit staff photo



Like horses poised at the starting gate, a quartet of locomotives prepare to make the run from the modern Atlantic City terminal.

N J Transit staff photo



It's cab cars galore at the New Jersey shore.

N J Transit staff photo

Special thanks to two members of the N J Transit staff at the Atlantic City Terminal for providing us with several photos used in this issue of DESTINATIONS. Jim Gerrity and Bill Westervelt did a great job of capturing the festivities surrounding the start of N J Transit train service.

Trolleys - The Long Road Back

Part 3-Fort Worth's Subway

by Frank S. Miklos

Although the 1950's closed with the successful debut of Boston's Riverside trolley line, it had virtually no impact on the general trend of replacing trolleys with buses in American cities. The decade of the 1960's opened with the abandonment of the nation's smallest trolley system in Johnstown, Pennsylvania and ended with the drastic reduction of rail service on the nation's largest trolley system in Pittsburgh. In between, America saw the elimination of trolleys in the District of Columbia, Baltimore, Los Angeles and St. Louis. Two of the country's remaining electric interurban railways were also abandoned in the 1960's namely, Pacific Electric and the Chicago, North Shore and Milwaukee.

Even the second-hand market for PCC's was drying up. Some St. Louis PCC's were sold to San Francisco, Shaker Heights and Philadelphia in the 1950's as the system shrank in size, but except for a few additional units sold to San Francisco and Tampico in the 1960's, the remainder of the fleet was scrapped. Johnstown's PCC's were stripped of their electrical gear and trucks which were sold to Brussels, Belgium to be used in new PCC's for that system. Brussels did the same thing with trucks and electrical gear from Kansas City PCC's a few years earlier. Baltimore's PCC's were scrapped, but the Los Angeles fleet was sold to Cairo, Egypt except for a few cars sold earlier to Chile. Washington's well maintained PCC's were held for possible resale and some found their way to Yugoslavia and Barcelona, Spain. A small number of Washington PCC's were sold for domestic use on a unique trolley service that was the only bright spot in an otherwise dismal decade.

In the postwar years the City of Fort Worth, Texas experienced the same kind of suburban sprawl that occurred throughout the country. The downtown shopping district was threatened with competition from regional shopping malls which catered to the motoring public with acres of free parking. Downtown Fort Worth had many parking lots where motorists could pay by the hour of the day, but these charges tended to discourage motorists from shopping in the center of the city. The owners of Leonard's Department Store in downtown Fort Worth recognized the problem. They believed that a major downtown department store could survive if it provided free parking for motorists like the suburban malls. There was no open land in the vicinity of the store, so the owners of Leonard's decided instead to purchase several hundred acres along the banks of the Trinity River, less than a mile from the store. The area was paved and striped for parking to accommodate nearly a thousand cars.

The inducement of free parking would not generate customers if there was no way for them to go between the parking lot and the store. To solve this problem a fleet of buses was purchased to provide free shuttle service between the two facilities. The buses did

the job, but the trip was slow because they were frequently delayed by traffic on city streets. The owners of Leonard's searched for a faster more dependable means of linking their store with the parking lot, and this led to a proposal for a subway tunnel that would terminate at the basement of the store. To them the subway was a concept, but not having a transportation background, they were uncertain about the mode of transit to be used. They sought the advice of people in the transit industry and thereby learned about the availability of Washington's PCC's.

The decision was made to purchase seven standee-window PCC's from D C Transit. Five cars would be rebuilt for service in the subway and two would be kept for possible future service. The five cars were rebuilt as double-enders using controls salvaged from scrapped Washington PCC's. Air-conditioning was installed along with an extra set of doors at what was the rear end of the car in its original single-ended configuration. The stairwells were covered over to allow for high-platform loading. Since all platforms would be on the right side of the car, no left-side doors were installed even though the cars were double-ended. This strange door arrangement is also found on double-ended cars used in Trieste, Italy.

The new facility would consist of a subway under Taylor street with a portal at the northeast end of the parking lot. Tracks would be built along the western end of the parking lot and would curve into a single-track terminal at the south end of the lot. Two intermediate stations were planned in addition to the two terminal platforms. A small shop for maintaining the cars would be built beyond the outer terminal.

Once the project was approved, construction got underway and the new rail service was started on February 15, 1963. The subway was nicknamed the "M & O" subway after Marvin and Obediah Leonard, the proprietors of the retail establishment. The first cars were scheduled to depart at 7:30 A.M. which was several hours before the department store opened for business. This was done with the idea of luring office workers who would use the parking lot and the subway to get to their places of employment. Leonard's did this because they knew that many of these workers would purchase items from the store in the afternoon before returning to their cars. They also had a small snackbar which served breakfast next to the subway terminal.

The new subway was well received by the public and it soon became obvious that the five cars would not be enough to handle the 1963 Christmas shopping crowds. A sixth PCC was rebuilt without air conditioning to serve as a backup to the fleet during the Christmas rush. Additional cars of non-standee window design were acquired from Washington for possible future use.

Meanwhile the subway performed well carrying thousands of daily riders at no charge to and from the downtown shopping complex. Operation was left-handed with cars running local on the outbound trip, stopping at the intermediate stations to pick up and discharge passengers. They then used the right-hand track to run non-stop back to the department store. In some instances parents would leave their children aboard the PCC cars while they would go about their shopping. They would then return to the trolley after they had completed their purchases to retrieve their offspring, so the trolleys in effect, performed an unofficial babysitting service.

In the early 1970's the Leonard brothers decided to retire from the retail business. They sold their store operation to the Dillard Department Store chain, but retained title to the real estate in-



This postcard was published shortly after the Fort Worth subway was opened. It shows two PCC cars in their original standee-window configuration passing at the subway portal.

cluding the subway and parking lot. The property was later sold to the Tandy Corporation, parent company of the Radio Shack stores, who wanted the site for their new world headquarters. A new building was constructed for Dillard's to the east of the old location, and the old department store buildings were demolished.

The new complex was to be known as the Tandy Center and would consist of twin office towers, an enclosed shopping mall with an ice skating rink and other office and hotel structures. It was obvious from the outset that the subway would play an important role in the success of the Tandy Center. The small single-track terminal adjacent to the new complex would not be adequate for the anticipated volume of passengers. Accordingly, the subway was shut down for more than a year to permit the construction of a three-track terminal with wider platforms to be located next to the main concourse of the Tandy Center. While the subway was closed, the PCC cars were stripped down to their frames and rebuilt with large windshields and picture windows. Several of the older PCC's which were acquired in the 1960's were included in the rebuilding program to increase the size of the fleet to ten vehicles. One of these cars was built in 1938 and holds the distinction of being the nation's oldest operating PCC.

When the subway reopened the pattern of service was changed to a right-handed operation. The refurbished cars were painted white with exterior trim of different pastel colors keyed to the color of the cars' interiors. The cars with the green exterior trim had green interior carpeting, upholstery, and walls. Other cars used trim and interiors of blue, brown, and yellow. While much of the Tandy Center was still under construction, the ridership on the subway was exceed-



Two rebuilt PCC cars load simultaneously at the modern subway terminal adjacent to the Tandy Center in downtown Fort Worth.

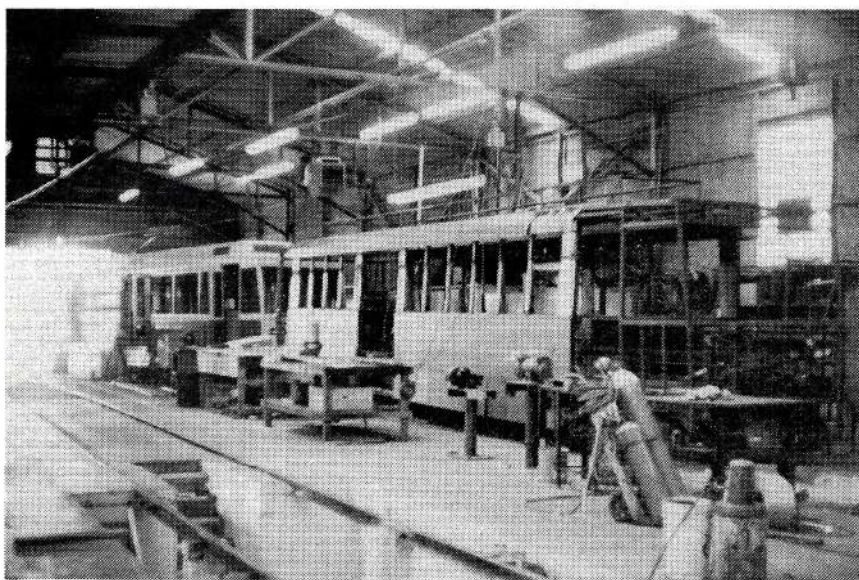
photo by Frank S. Miklos

ing projections. Tandy's executives put out a hasty search for more PCC's and acquired ten cars from Boston which were made surplus by the delivery of new trolleys from Boeing.

A small yard for the storage of the Boston cars branched off the subway line next to the outer parking lot terminal. This trackage was rumored to be the first leg of an extension to additional satellite parking areas. The outer parking lot terminal was relocated to this new trackage in anticipation of such an extension, but nothing further ever took place. The Texas oil economy went flat as a result of declining petroleum prices and this led to layoffs throughout the southwest. Fort Worth experienced its share of economic recession and the plans for the expansion of the subway were put on hold. Only one of the Boston PCC's was rebuilt for service in the subway, raising the size of the fleet to eleven cars. The fleet reverted to ten cars when one of the other units was damaged by fire and subsequently scrapped. With the Boston car in the fleet, Fort Worth joined the ranks of cities with PCC cars built by both Pullman and the St. Louis Car Company. The remainder of the Boston PCC's were cannibalized for spare parts and scrapped. Meanwhile, the unique Fort Worth subway continues to perform an important public service carrying thousands of daily riders free of charge. If the Texas economy revives, the subway expansion plans may revive with it.



The original outer station is seen in this view. A rebuilt D C Transit PCC pauses for passengers. Some of the cars obtained from Boston can be seen in the background.



This view of the Tandy Center's subway maintenance facility shows a Boston PCC being rebuilt for service in Fort Worth.

photos by

Frank S. Miklos

PARTING COMMENTS

We are grateful to Fred Schieferstein for his recent contribution. We received it after work had begun on this issue of DESTINATIONS, and we did not want to wait until the next issue to acknowledge it.

Speaking of DESTINATIONS, we are preparing material the next issue. Included in this will be an article by El Simon on the history of the MP-54 cars which were built for service on the Pennsylvania Railroad. Many of these cars were sold to other railroads. The North Jersey Electric Railway Historical Society is pleased to have rescued four of these cars for preservation.

As always, we are looking for articles such as this for inclusion in DESTINATIONS. If you would like to provide some material for the publication be sure to drop us a line. We will be happy to hear from you.