

## ALLENDALE HISTORY AND HERITAGE

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SEPTEMBER 1985

No. 1

NEXT MEETING: Monday, October 7, 1985 at 8:00 p.m. at the Allendale Municipal Building, West Crescent Avenue, Allendale (Second Floor).

PROGRAM: Our guest speaker will be Charles Anderson of Mahwah, and his subject will be the story of the trolley car line that ran through Allendale (from Paterson to Suffern) from 1908 until 1929. Mr. Anderson is the author of "The Ways of Nature" column for The Home and Store News and is active in preserving wildflower gardens at Skylands Manor in Ringwood. Join us and bring a friend for this interesting and informative meeting.

SOCIETY NEWS: We are most grateful to Bonnie McKenzie for taking on the presidency of the Society. She responded to our pleas and volunteered her time and energy and she was elected at the May meeting along with the additional following officers and chairmen for 1985-1986:

President: Bonnie McKenzie  
 Vice President: Eva Schmitt  
 Treasurer: Marge Mowerson  
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### SOME NOTES ON THE TROLLEY LINE

Compiled by Pat Wardell

From Interurban Interlude: A History of the North Jersey Rapid Transit Company, by E. J. Quinby (published 1968 by Model Craftsman Publishing Corp., Ramsey, N.J.) comes some general information about the trolley line that ran through Allendale:

In September 1908 a certificate of incorporation was filed for the North Jersey Rapid Transit Company. A real estate promotional brochure published in May 1909 by the New Jersey-New York Real Estate Exchange contained an article on the Hudson Tube project (later to connect with the North Jersey Rapid Transit Line) and the benefits it would undoubtedly bring to various suburban communities, and contained an advertisement about the "Forest Place development at Allendale, 26 miles from New York City...a suburban residential area for commuters to New York...Trolley road now



being built to Allendale and close to our property." ---Erie Real Estate Co., Hudson Terminal Bldg., Cortlandt and Church Streets, New York City. When the line was finished from Paterson to Ridgewood, small wooden passenger stations were built at Ridgewood and East Paterson, and in the summer of 1910, that part of the line was opened for service.

The switch for the interchange with the Erie Railroad was built at Allendale.

The establishment of bus routes through the area served by the Rapid Transit trolleys spelled doom for the North Jersey Rapid Transit Line. The Public Service Company took over the line in 1926 and on January 1, 1929, the line ceased to run.

Public Service Co. retained the property of the right-of-way for their high tension transmission line to feed power to that part of North Jersey, and the track was taken up and shipped to the U.S.S.R. for use on the Trans-Siberian Railway.

The station (a flag stop) at Allendale was listed as being located at Allendale Avenue and Maple Street and was a three-sided wooden structure with a bench.

At East Paterson there was an exchange switch with the Hudson River Line Trolleys, but the link between Paterson and Hoboken never was built, so the trolley line had to struggle along as merely an interurban line.

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"The Trolley Company is running cars from the Waldwick station to Paterson on a thirty minute headway, the running time to Broadway being about twenty minutes and the fare fifteen cents. Cars will be running to Mahwah before the holidays, so it is reported." ---Ramsey Journal, Oct. 14, 1910.

"TROLLEY SCHEDULE. Going north (to Ramsey, Mahwah and Suffern) every hour on the hour, 6 a.m. to 11 p.m. Going south (to Waldwick, Hohokus, Ridgewood, Paterson and New York) every hour eight minutes before the hour, 6:52 a.m. to 11:52 p.m.\* \*Last car to Hohokus only." ---Allendale Board of Trade Bulletin, Vol. 1, No. 2, for August 1918.

"Jan. 31, 1929--Public Service take up old trolley tracks." ---excerpt from Herbert Winter's Diary.

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 "WICKED WEATHER" OF 90 SUMMERS PAST

For years after it caused great damage, especially in the Cherry Hill section of Bergen County (Hackensack vicinity) people remembered the tornado of July 13, 1895 that they called the "Cherry Hill Twister." The Ramsey Journal (July 19, 1895) reported:

"The rolling black clouds on Saturday last were watched with much alarm by our people and it was evident that a storm of unusual fury was coming, yet they little thought of the great devastation which was about to be wrought. The clouds seemed coming at a very moderate gait, when they suddenly increased in momentum and the wind gained in velocity, when with a roar the storm broke in all its fury. The

rain fell in torrents, accompanied by hail stones of great size, which soon leveled all before it. Crops and fruit were beaten to the ground and in some sections entirely destroyed. Unprotected windows were broken in fragments and people who were unfortunate enough to be out in the storm with horses had great trouble in controlling them, and it is surprising there were not more runaways.

Towards Ridgewood and Hackensack the storm then passed, levelling all before it. In Ridgewood immense trees were uprooted and twisted off and much other damage done. But the storm seemed to be at its height when it reached Cherry Hill. Three persons were killed outright, many injured seriously and twenty houses were demolished, including the hotel and depot. No end of damage was done to window glass in Ramsey. Several large lights were broken in the school house, but the greatest losers were the greenhouse proprietors. Mr. Geo. Welch lost over \$150 in broken glass and injury to his plants. Men have been at work several days taking out the broken glass and plants. Mr. J. V. Peterson's houses were badly damaged, also the plants. Hail stones weighing 3/4 of a pound and measuring over 9 inches in circumference were picked up. And yet after all we were much more fortunate than some of our surrounding towns."

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NOTES ON ROADS AND STREETS IN ALLENDALE BOROUGH

Compiled by Pat Wardell

Lenox Avenue (also found as "Lennox Avenue")

Today's East Allendale Avenue, and also that part of West Allendale Avenue that ran east of the railroad station to Franklin Turnpike, was for a brief time about 1885-1890, known as "Lenox Avenue." The Hackensack Republican of July 5, 1888 reported, "All the houses on Lenox Avenue are now occupied," and on January 16, 1890, the same newspaper noted that "Mr. Cooke and family have returned to their cottage on Lennox Avenue."

Mallinson Street

Named for the Mallinson family, "Mallison St." (spelled in error, omitting the "n") is found on the map of "90 Valuable Building Lots and Sites at Allendale, Bergen Co., N.J., Filed August 17, 1869."

Maple Street

The street is designated "Maple Street" on the "Map of the property of John L. Yeomans...Surveyed March 1886 (Filed May 5, 1886)." The same thoroughfare was evidently also called "Freetrade avenue" prior to February 1892 at which time the Allendale Improvement Association officially named it "Maple Street."

Myrtle Avenue

Named for Myrtle Quackenbush Dator. In February 1892 the Allendale Village Improvement Association named the street "Summer Street," but by 1913 it was known as "Myrtle Avenue."

Old Paterson Road

In a description of Allendale published in a newspaper in 1870, the road we know today as West Crescent Avenue was then called the "Old Paterson Road."

Park Avenue

The road is called "Allendale Avenue" in descriptions and on maps from 1869 until at least into the twentieth century. In May 1914, the ball field on the corner of today's Park Avenue and Brookside Avenue was made into a park (today's Memorial Park) and in June 1914 Park Avenue was officially dedicated and named.

Walton Avenue

Today's East Orchard Street was shown as "Walton Avenue" on a "Map of Walton Heights formerly Shady Side Park in the Village of Allendale, Bergen Co., N.J.,

Aug. 30, 1907. The street may have been named for or by Arthur H. Walton, a local real estate broker.

### West Crescent Avenue

West Crescent Avenue has been known by at least three other names: it was called "the Old Paterson Road" in a newspaper description of Allendale in 1870; by 1889 it was known as "Madison Avenue" (The Bergen County Democrat, on March 22, 1889, reported that R. V. Ackerman had "rented his father's house, on Madison Avenue, next to the O'Neill mansion, to Mr. Pickens"); and in February 1892 the Village Improvement Association named the street "Lake Avenue."

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### LOWLY BUNGALOW NO LONGER LOWLY

by Patricia Poore

(This article and the accompanying pictures were provided by The Old House Journal.)

To most people today, the term "Bungalow" means a small, cheaply built house. But it was not always so. According to Old-House Journal editor Patricia Poore, at one time the Bungalow was the most fashionable and popular house style in America.

There are signs that this charming house style, so long out of favor, has begun to attract attention from architecture buffs, historians, and even home buyers. The Old-House Journal, the national restoration newsletter, has recently devoted an entire issue to the history and restoration of Bungalows.

Because millions of them were built between 1900 and 1930, says Ms. Poore, the Bungalow is the most common old-house style in America. The word "bungalow" comes from India, where it described a low building with wide verandahs and deeply overhanging eaves. But it was in California--and eventually across the U.S.--that the Bungalow flowered and became a showcase for radical new ideas of what American homes should look like.

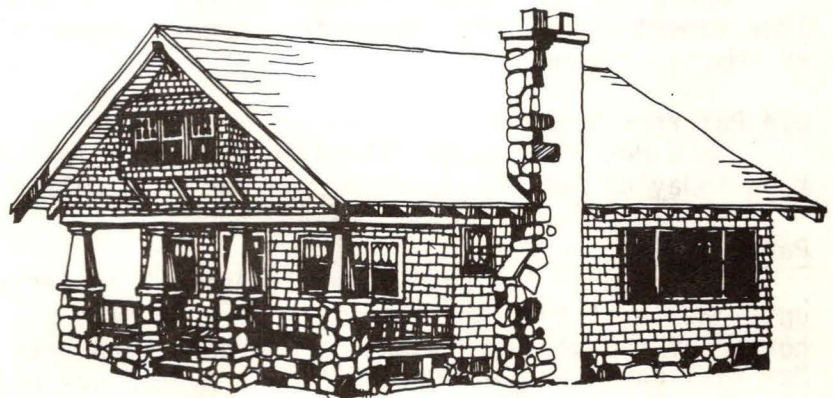
The ideal Bungalow was an example of simplicity, functionalism, and harmony with nature. Harmony with nature was symbolized on the outside by natural materials: unpainted stucco, stained wood shingles, and uncut field stone. A pergola porch with twining vines often completed the rustic picture.

On the inside, the typical Bungalow had the latest modern conveniences, such as built-in furniture and white-tiled bathrooms. Oak was the favorite wood, both for woodwork and furniture. Walls were sometimes covered with burlap, or a stencilled area was painted at the top.

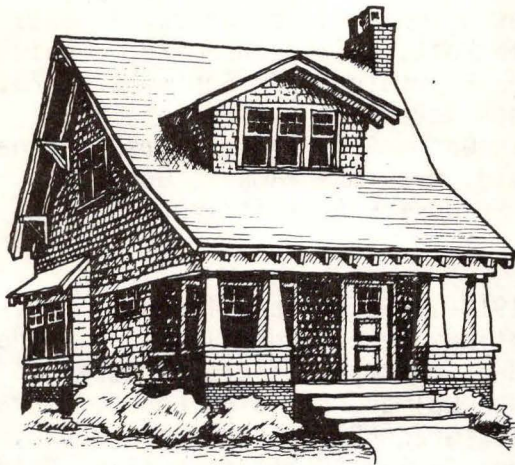
Some of the most beautiful houses in America were built in the bungalow style in the early 20th century. The style became such a rage that there were even poems and songs written about Bungalows. "The true Bungalow style is almost universally appealing," remarks Ms. Poore.

Like the Nehru jacket, however, the Bungalow fashion eventually faded. Its demise was hastened by copycat builders who created cheap imitations, eventually giving the whole style a bad name. But many thousands of cozy and well-built Bungalows have survived intact, waiting for a new generation to appreciate their romantic charm.

If you have a Bungalow house and would like to learn more about its history and how to restore it, you can get a



This Bungalow was constructed from natural materials.



This house has bedrooms on the second floor, making it a Semi-Bungalow.

free copy of The Old-House Journal's special issue on Bungalows. Send \$1 to cover postage and handling to: Bungalows, c/o The Old-House Journal, 69A Seventh Avenue, Brooklyn, N.Y. 11217.

Editor's Note: Allendale has its share of bungalows, perhaps reflecting a "hold-over" of its reputation as a summer resort in the last half of the 19th century, when wealthy New Yorkers built or bought what they called "summer cottages" so that their families could enjoy the country air, lakes, and atmosphere of our town. During that period, many of the larger homes took in summer boarders as well.

Although by the early 20th century Allendale was fast becoming a commuter town and already beginning to lose its "country" flavor, "summer cottages," many of them bungalows, were built here in the first two or three decades of the new century. A drive around town will show that many of them still exist today, although now all are year-round, permanent residences. --P.W.

ALLENDALE NOTES. . .  
BITS AND PIECES OF ALLENDALE HISTORY  
COMPILED BY PAT WARDELL

(Continued from the February 1983 issue.)

#### Garden Club

The Allendale Garden Club was organized in May 1921. The Ramsey Journal reported on its organizational meeting: "At a public meeting of flower lovers and friends of the beautiful out-of-doors held at Borough Hall, May 26, the Allendale Garden Club was organized. Because of the absence of Mr. Potter, who was elected temporary chairman at a previous meeting, Mr. Kennedy presided. The minutes of the previous meeting were read by the temporary secretary, Mrs. E. H. Mainey. The principal feature of the evening was an address by Mrs. Percy Kennedy, a landscape artist of Ridgewood...Immediately following was the election of officers, which resulted as follows: President, W. E. Carver; vice-president, Frank Berdan; secretary, Mrs. E. H. Mainey; treasurer, Louis Jones..."

#### Girl Scouts

A Girl Scout troop committee consisting of Mrs. H. Webster, Mrs. Frank Berdan, Mrs. Ernest Craze, Mrs. George T. Winne, and Mrs. William Lightbody met in the summer of 1932 and appointed Mrs. Edward Megnin as the first leader of Allendale Girl Scout Troop 50. The troop was made up of girls between the ages of 10 and 14.

An early item in The Ramsey Journal describes their activities in November of 1934: "Mrs. Louise Megnin, captain, and about 34 girl scouts were present at the municipal building Friday night mending and painting up discarded toys for distribution to needy children at Christmas time."

#### Girls Friendly Society

This organization for girls was known to be active at least between the years 1927 and 1930, and probably was in existence longer than that. In 1927, the group donated \$30 towards the purchase of lanterns for the entrance to the Allendale Library. In April 1928, the group was planning a dance, as reported in the newspaper: "A meeting of the Girl's Friendly Society was held Thursday evening at the

home of the Misses Ruth and Hazel Post. Future plans for the entertainment and dance to be given on May 4 were made...Those present were Marion Brock, Augusta Strangfeld, Mildred Kraemer, Mrs. Whittaker, Ruth Post, Elizabeth Smith, Jennie Gasparini, Hazel Post, Alice Ebersole and Mildred Ebersole." In September 1929, those present at the opening meeting of the season were: Ethel Rudolph, Hazel Lightbody, Mildred Ebersole, Ruth Laverty, Jennie Gasparini, Alice Ebersole (chairman), Ruth Post, Mary Robinson, Augusta Strangfeld, Mrs. May Ramsey, Gertrude Robinson, Hazel Post, Mildred Kraemer, and Mrs. Frederick A. Whittaker.

#### Girls' Patriotic League

This girl's organization was active about 1918-1919, perhaps longer. Mrs. George M. Potter was the group's leader, and meetings were evidently held in the Potter home. Members of the group included: Edna Grossman, Mildred Ackerson, Nancy Barnes, Gertrude Robinson, Mable Knack, Rose Holman, Adelaide Couch, Clara Nealis, Betty Anthony, Mary Robinson, May Hutches, Grace Slingland, Jean Rouse, Virginia Pownell, Ruth Johnson, Ethel Braun, Peggy Taylor, Caroline Nealis, Mildred Boungard, Margaret McNelly, Germain Quinten, and Lenore Robertson.

#### Grade Crossings

In 1938 and 1939 the roadbeds at the Erie Railroad crossings at West Crescent Avenue, West Orchard Street, and at West Allendale Avenue (at the station) were closed and altered. Until that time, the railroad tracks had crossed the roadbeds at street level, and over the years many accidents had occurred at crossing points. At West Allendale Avenue and Park Avenue (at the Railroad Station), the crossings were closed permanently to automobile traffic, and a pedestrian underpass was built. The Ramsey Journal of November 24, 1938 reported, "Although a gang of men have been at work on the Allendale grade crossing elimination project for a couple of weeks, the results of their labors does not yet show up very big. A great deal of preliminary work has now been done. First of all it was necessary that several electric light and telephone poles be moved back to a new location. This week a gang of men transferred wires to a new pole at the corner of Park Avenue, near the station. By moving the pole the way is now open to prepare for the rounded curb to the new street which will lead across West Allendale Avenue in front of the fire-house. It is now evident to all that the work is well under way and real visual progress to the layman's eye will shortly be in evidence. Workmen have almost completed the curb forms on the west side of the new street and it is predicted that the new street will be completed in about ten days. Along about the first of the month actual digging will start, and once the dirt begins to fly, it will really look as if work is going on." The closing of this crossing to automotive traffic was a controversial issue in Allendale at the time: although necessary for safety reasons, it effectively "cut the town in two," for access to the east side of the business section was no longer as direct from locations to the west of the railroad tracks.

The grade crossings at West Crescent Avenue and West Orchard Street were achieved by regrading the roadbeds and building overpasses for the railroad tracks. Except for temporary detours, automotive traffic patterns were not changed. The Ramsey Journal described progress on this project in its issue of January 5, 1939: "Work on the construction of the two temporary Erie Railroad by-passes around the grade crossing elimination work at West Orchard Street and West Crescent Avenue in Allendale was started yesterday, C. M. Burgess, resident for the Erie, reported. A crew of 15 to 20 railroad workmen unloaded ties and rails for the tracks Tuesday and tore up a short length of track on the public freight siding that would have extended into the path of the temporary right-of-way of the south by-pass. Bids were opened Tuesday afternoon at Erie's Church street office in New York for the 1,700 tons of crushed stone to be used by the Erie on the project. Most of this will be used in relocating main line tracks after construction of the underpasses is completed. Some will be used, however, at the ends of the by-passes.

Proposals of three bidders were taken under consideration Tuesday by the Erie, P.W.A. and Public Utility Commissioners, co-operating agencies on the project, and award will not be made until they are fully classified. Bidders are Pompton Crushed Stone Company, Suffern Stone Company and the Great Notch Corporation. The temporary tracks will be laid on newly-filled land on the east side of the right-of-way. This fill was taken from the west excavation of the Orchard Street underpass. The contractor, George M. Brewster and Son, is now prepared to start west side excavation at Crescent Avenue. The east side cuts in each case cannot be made until the underpass superstructures are completed and the temporary tracks removed."

### Horses

Before automobiles, Allendale folk took great pride in their horses, which provided both transportation, and in some cases, sport and entertainment at nearby racing tracks, especially the one at HoHoKus ("Racetrack Road" in Ho-Ho-Kus is today a reminder of the driving park in that area more than 100 years ago).

The Heritage News, published by the Paramus Historical and Preservation Society, contained this item about the Hohokus track in its April 1975 issue: On Independence Day "hundreds came to the Hohokus Driving Park which had been popular since the 1870s. Some families from Paterson and more distant points pitched their tents and stayed overnight in the village. The track was under the management of the Bergen County Agricultural Association which also held the annual fall fairs. In addition to the races, other contests and sports events were featured for the fourth (of July)."

The Ridgewood Herald-News, July 28, 1949, contained this article: "BILLY THE SILVER-TUBED WONDER. One of the innumerable recollections of Allendale at the turn of the century by a grand-daughter of Peter Powell is the remarkable story of her Uncle Everett Powell's famed trotter, Billy, "the horse with the silver tube in his chest."

"Billy was a spirited three year old," Mrs. Jackson said the other night as she pored over the album of Powell family photographs in her spacious home. "He had a hard mouth and wanted to go all the time. When he managed to get the bit in his teeth there was no slowing him." Billy got the bit in his teeth one Saturday night when Uncle Everett was driving to see his best girl in Ramsey. That's how Billy would up with the silver tube in his chest. He refused to swerve from an approaching rig in Ramsey, almost in front of the Ferncroft. Billy took several inches of buggy shaft in his chest. Neighbors rushed out with blankets to cover the stricken horse. A well-intended marshall said, "better put him out of his misery," but a young doctor protested strenuously. "Give me a chance. I think I can save him." The volunteer was Dr. Charles DeYoe, M.D., an uncle of Edgar DeYoe, well known Ramsey attorney, Mrs. Jackson said.

Men hauled the horse with clumsy gentleness into the Ferncroft barn. Dr. DeYoe applied medications and inserted the silver tube. Daily for weeks he dressed Billy's wound. The restive trotter recovered. His homecoming to Allendale was a parade of triumph, but a slow march, for the horse was still wobbly. He had to be helped into the Powell stable. Billy lived to a ripe old age, an unrepentant speedster. The scar on his chest never stopped him from taking the bit in his teeth. To the end, however, he was the town hero, "Billy of the Silver Tube," and the pet of every youngster in Allendale. A fast horse, but loving and gentle."

Other Allendale horses of note: "E. Powell has a standing offer of \$500 for his trotter Albemarle. Mart Demarest won a race at Hohokus track on Saturday last with Albemarle. The colt trotted in three minutes, without a skip or a break." --Hackensack Republican, August 20, 1885. "Everett Powell's gelding Albemarle trotted a mile last Saturday without a skip or break in 2.54-3/4."--Hackensack Republican, August 27, 1885.

"The handsome carriage and horses of W. P. Sherman can be seen every evening on Broadway. Mr. Sherman's horses, Allan and Dale, cannot be matched for beauty in the county."--Bergen County Democrat, August 3, 1888. ("Broadway" referred to

in this item was Franklin Turnpike in Allendale.)

"ALLENDALE--O.H.P. Archer has just purchased a new light road team which are said to be very fast goers. He has also bought a large black carriage horse, to take the place of the one that died here in the fall. The road team cost a small fortune."--Bergen County Democrat, January 24, 1890. (Dennis O'Brien, Archer's coachman, brought the horses by train from Jersey City.)

"Ex-Mayor O'Neill when in his T cart behind his new team, Grover and Adlai, has one of the finest turnouts in the county."--Bergen County Democrat, July 15, 1892. (O'Neill was the former Mayor of Jersey City, and lived in the home on West Crescent Avenue that is today the restaurant, LC's Woodhouse.)

Horse Thieves

"HOHOKUS--The quiet of Hohokus was disturbed on Tuesday evening of last week by another raid of horse thieves. Mr. John Woodruff, of Hohokus, found on Wednesday morning, on repairing to his stables, that his horse and wagon were missing; so he alarmed the neighbors, and owing to the rain which fell that night, they were able to track the thieves and their booty, and before noon (found) the horse and wagon but the thieves escaped. They found the stolen property on an unfrequented back road leading to what is commonly called the Negro Pond. As no person could be seen, the supposition is that being too closely pressed, the thieves took to the woods. Mr. Woodruff returned home pleased with having regained his property so soon. On Wednesday evening the thieves were again at work, but in stronger force. Mr. Archer, of Allendale, had a splendid horse stolen, and Mr. Louis Hopper a close top carriage and two sets of harness. Some provisions were stolen from the cellar of Mr. Wiggen, of Ramsey's on Tuesday night. Some gentleman from Ramsey's saw the wagon pass his house about 4 o'clock on Wednesday, containing two men and driving at a rapid rate."--Bergen County Democrat, May 7, 1869.

House Numbering

"All houses in Allendale must be numbered, according to an ordinance passed on first reading at the meeting of the Allendale Council at Borough Hall last Thursday night. The digits must be at least five inches in height, and even numerals will be placed on houses on the right hand side of the roads, and the uneven numerals on the left side of the roads."--Ramsey Journal, December 27, 1917.

Ice

"The gathering of ice from Christopher's pond was suddenly interrupted yesterday by an accident. While six men and a horse were working the ice suddenly broke and down went men and horse in the water..."--Ramsey Journal, Jan. 23, 1903.

(to be continued)

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