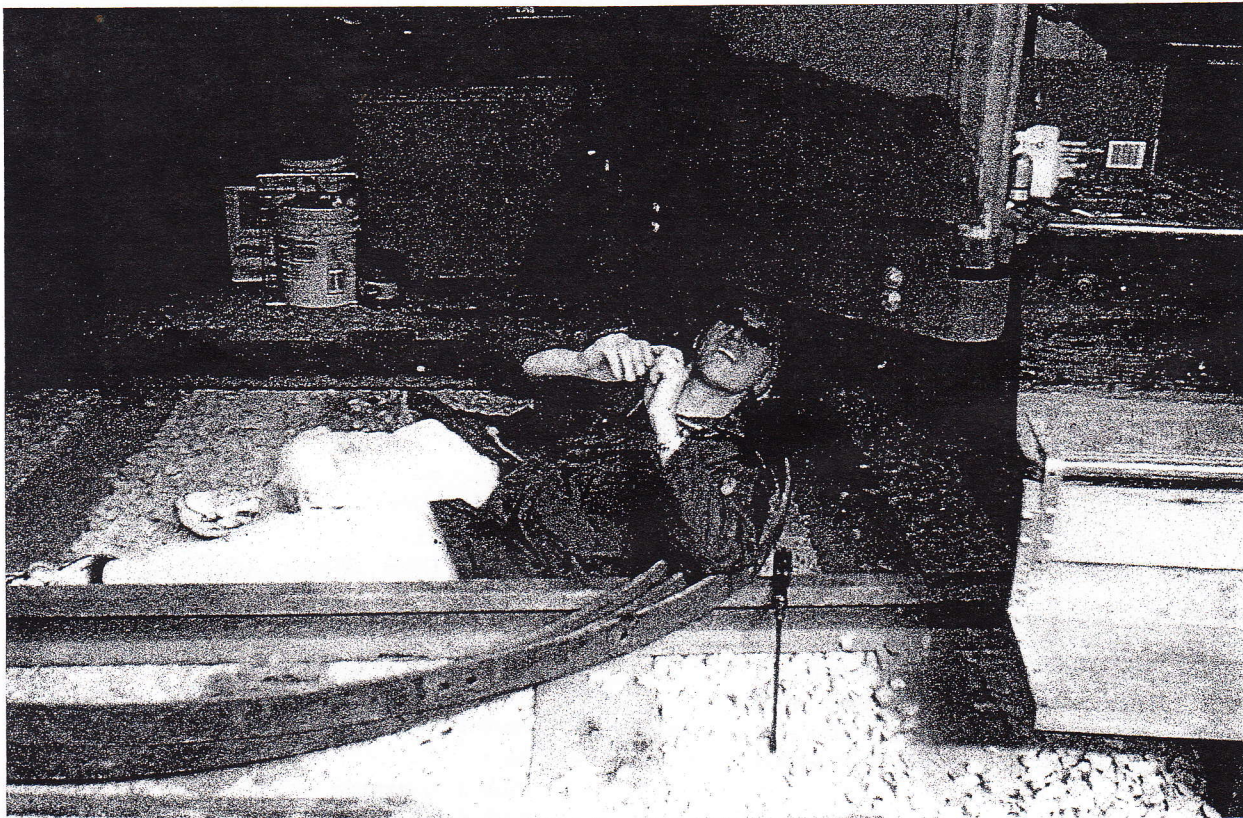


Trolley Lines

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Jim Tomeczyk is not lying down on the job, but is installing the bumper on the west end of the car. It was manufactured new for 2651 by Paul Vassallo of Eagle, Pennsylvania back in the 1970's to replace the original bumper which had rusted out. Photo by Tony Hall

Car 2651 Restoration

The past year was one of great progress in our restoration efforts. However, there are always unanticipated problems which present themselves. We had hoped to remove the shop trucks from under the car body and replace them with the trucks that we acquired from the Shore Line Trolley Museum. Before we did this we made some measurements

and discovered that the bearing plates attached to the car body did not match up with their mates on the trucks. Therefore we will have to acquire a compatible pair of bearing plates or have a casting made for new plates for the car body that will be compatible with the trucks. Our goal is to resolve this problem so that the trucks can be placed under the car during 2007.

(See 2651 on Page 2)

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Monthly meetings of the North Jersey ERHS are held at the First Presbyterian Church, 1731 Church Street in Rahway on the Third Tuesday of each month at 7:30 PM. During periods of bad weather consult the website to see if the meeting is still scheduled.

2651 (Continued)

On the positive side, we managed to install the necessary hinges to assemble the doors. They were set into position at the appropriate locations, but are still lacking the door tracks and some other hardware. An unusual aspect of the doors on Public Service trolleys is the fact that every panel was a different size, so assembling them correctly was very important.

Publications News

We are still working to get up to date with TROLLEY LINES but as you can see by the cover date for this issue, we are still behind schedule. Our goal is to get caught up by the end of 2007.

Sales of TROLLEY TREASURES - TRACKS OF TRIUMPH have slackened off in recent months. To date most of the loans for the printing of the book have been repaid. The money for this has been generated from the sales of the book, but with the drop in sales, the rate of repayments has slowed down. Those which are still outstanding will be repaid by January 2008 regardless of the amount of sales revenue realized. Remember that the price of the book for members has been reduced to \$25.

Membership Notes

Dues for 2006 have been received from most of our members. However, there are still a handful who have not paid. If you are unsure of the status of your membership please check your mailing label. If the numbers in the upper right hand corner read 06 or higher, you are up to date. Numbers that are 05 or below indicate that you are behind in your dues. If you wish to continue your membership please submit your dues which continue a \$15 per year. This is among the lowest dues for any organization and is kept low thanks to the number of voluntary contributions that we receive.

Dues renewal notices for 2007 will be sent with the Spring 2007 issue of TROLLEY LINES.

Contributions

The following members have included a contribution along with the payment of their 2006 dues:

William J. Armstrong
 Andrew J. Burger
 Michael & Linda Burshtin
 Tom Casey
 William E. Christian
 Richard Colavechio
 Victor Collins
 Philip G. Craig
 Ira Deutsch
 Stephen Drost
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 Kevin Macken
 Gary Madriss.
 Daniel V. Marchese
 Thomas McBride
 Bill McKelvey

See Contributions on Page 3

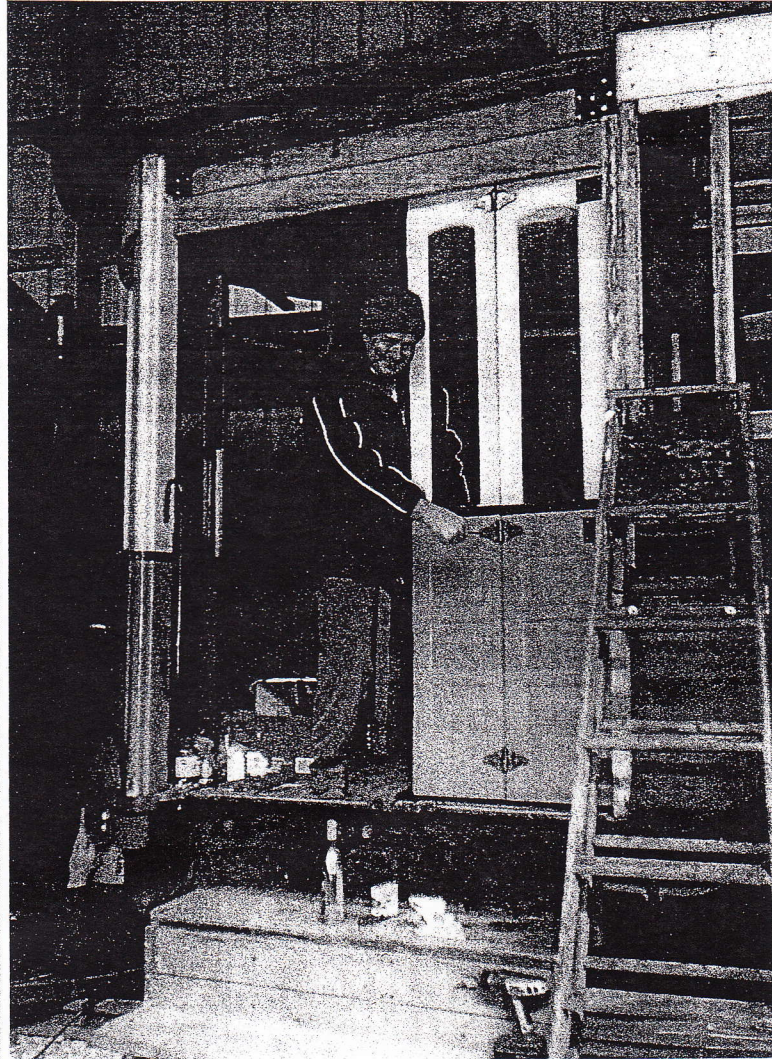
Contributions (Continued)

Daniel V. Marchese
Thomas McBride
Bill McKelvey
Thomas F. Moran
Bruce Payeur
S. David Phraner
Rev. Charles Reinbold
Leonard Resto
Bruce Russell
Tom Scheffer
Herman Silbiger
Richard M. Smith
Joel Spivak
Phil Stevenson
Edson L. Tennyson
William Toikka
George Tomczyk
Ben H. Tongue
Peter Van Riper
Chuck Wrege
John A. Yohannan
Walter Zahn

Heritage Center Update

After it appeared that a suitable location had finally been found for the New Jersey Transportation Heritage Center, new problems have arisen. The site was chosen because it was adjacent to the location of a Morris Canal lock and the former Lackawanna Railroad Line between Hackettstown and Phillipsburg. It had the support of Warren County officials who wanted a buffer zone against suburban sprawl and the acreage for the Heritage Center could accomplish this objective. While it was understood that the land was publically owned, there was some question about whether it was the property of Warren County or the State of New Jersey.

While attempting to resolve the ownership question, several facts were revealed which restricted the potential use of the property. Chief among them was a building construction ban. The primary reason for a permanent museum site is to provide indoor storage for the collection of historic transportation vehicles. If buildings cannot be built to house this equipment, the proposed Heritage Center site would be of little value. Members of the Friends of the Transportation Heritage Center are investigating the possible lifting of the restrictions on the use of the land. They are



Bob Hooper proudly displays our newly installed door set on the southwest corner of 2651. He just "Adoors" 2651, as do we all.
photo by Tony Hall

also looking at other possible sites.

Meanwhile the large collection of bus and rail equipment remains scattered at various locations throughout the state. Most of the buses are under cover, either at the pump house north of Phillipsburg or at the former NJ Transit bus garage in Lakewood., but the bulk of the rail equipment is stored outdoors exposed to the elements. Some equipment has been leased to other properties such as the Cape May Seashore Lines for use in their excursion service.

We are fortunate in having a building to house Car 2651. We invite members to check our website for our work session schedule and stop by for a visit.

Letters

We received the following letter from Rod Lawell of Boulder, Colorado:

To N.J.E.R.H.S.:

I am delighted to note on the internet that PS Railway # 2651 is being thoroughly restored at Phillipsburg, NJ. I am assuming that 2651 will ultimately be operating somewhere in New Jersey, possibly as an historic car in the Newark Subway?

I would appreciate receiving any information regarding possible membership consideration.

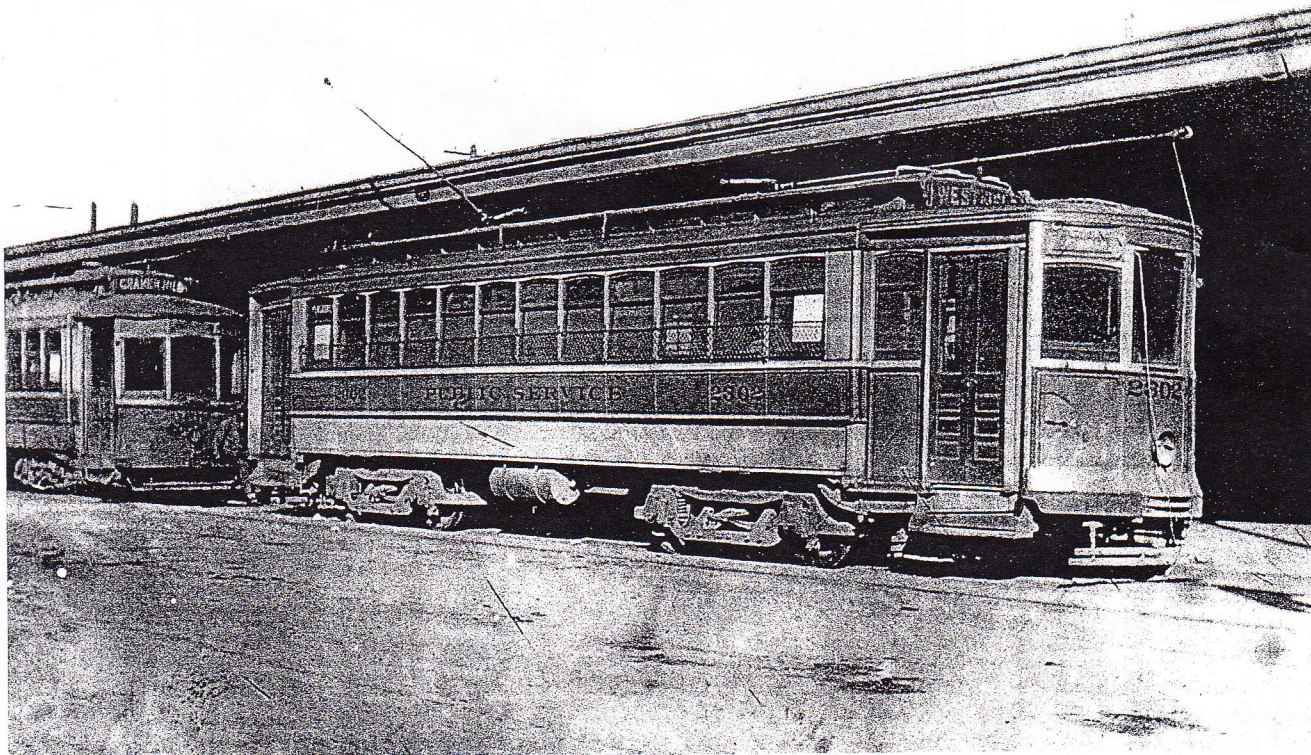
My uncle (deceased) worked for the Southern (5 foot gauge) Camden Division back in the teens (1914-1917). Then he transferred to the P & WCT, of course now SEPTA. Although I am doubtful that any 2600's were ferried to Camden for emergencies, however, most, if not nearly all

3200-3221 and up to 3281 went north between 1928 and 1934 when they began axing the Southern Division. Some 2300-2423 (with gaps) series were loaned to Camden after the Newton Avenue carbarn fires in 1918-1919.

Rod Lawell

P.S. Of course, Branford has Public Service #2431. There is a chance 2431 may have served Camden for a few years in the late teens and early 20's.

Note: We appreciate receiving information about trolley operations in New Jersey and are grateful to Mr. Lawell for the information that he provided about the Southern Division. The photo shown below is directly related to the items discussed in his letter. We are pleased to announce that Mr. Lawell recently joined the North Jersey Electric Railway Historical Society and we welcome him to the organization.



Car 2302 is one of the cars that was loaned to the Southern Division to replace cars that were damaged by fire at the Newton Avenue carbarn. In this view it shares the track with a 3100-series car in Camden. Note the door arrangement on the front platform indicating that it was still configured for two-man operation, with passengers boarding at the rear door where a conductor collected fares. *Collection of Frank S. Miklos*