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Year 2010

2010 PROGRESS ON 2651

The year 2010 could well be described as one where top to bottom work was done on car 2651. The bottom work began in January when our crew cleaned up the brake cylinder inside the shop area and got it working.

At that time it was discovered that the brake piston bushing needed to be replaced. Union Mold and Tool of Maplewood, NJ donated fabrication of a replacement bushing. In February the piston bushing was welded into place. At that time the cylinder mounting holes were drilled. In March, compressor bracket holes were drilled and in June the brake hanger on the southwest truck axle was worked free. The effort was rewarded in July when all the brake hangers were finally free to rotate. At that time new shafts for the hand brake chain winders were fabricated and the brake return springs were pulled free and painted.

In August, another brake hanger was removed because the bolt and bushing had rusted together. One truck brake beam was drilled out to accommodate proper sized pins. The brake cylinder was reassembled with new piston seal/packing and brake cylinder grease.

Carl Hosler donated a Westinghouse compressor governor for the brake system. The only needed was the purchase of a gasket from Pittsburgh Air Brake Company.



One of our angels with dirty jeans, Jim Tomczyk, takes a well-earned break while basking in the glow of his equally well-deserved halo, this formed by the newly polished interior of our recently installed brake cylinder. Piston to follow. Photo – Tony Hall

The final brake work was done in October with attention given to the southwest truck brake hanger and one length of brake rod. Another important item for installation under the car was the air gong, which was repaired during the month of September.

Topping off the restoration work was progress on the roof of the car which began with the application of a coat of epoxy in February followed by the laying out of parts for the roof walkway in March.

**North Jersey ERHS
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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.

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In June the interior roof battens and ventilator grills were painted white and a second coat of finish paint was applied to the center of the roof. Paint was also stripped from the last two trolley walk boards and the roof cleats were cleaned. Longer screws were also installed on the roof sign box cleats. The center section of the exterior roof was also painted. Finally in November the cleats for the roof walkway were installed and the walk pieces themselves were laid out in preparation for holding them in place permanently.

One last item inside the car was the installation of the Masonite advertising boards for car cards on the northeast corner of the car.

DUES AND NEWS

In the interest of fairness to our members we have had a policy of including a financial statement at the time we send out our dues renewal notices. The best way to do this is to publish a statement of income and expenses in TROLLEY LINES.

Unfortunately, despite our best intentions, the publication of our newsletter frequently runs late and the annual dues renewal notice is late as well. This is mostly due to formatting problems with the layout of TROLLEY LINES. Our production staff is made up of volunteers, not all of whom are familiar with the intricacies of laying out a publication. It's things like this which cause the publication to run late while we struggle to overcome them. By the time we get it resolved, we have missed our publication deadline. We would welcome any assistance from more computer savvy members. If you are interested, please let us know.

Our biggest expense again was funding for the restoration work on Car 2651, but as you can see we are making significant progress. During the year we purchased a large collection of negatives containing views of Public Service trolleys taken by the late Dick Young. We felt that it is important for such historical views to be preserved so we have added them to our existing photo archives. We also purchased a former Public Service fare register of the type that was standard on its trolleys including Car 2651. The acquisition of this item is of significant historical value. The remaining expenses were items related to any organization of our type including such things as postage, publication printing, meeting room rental, etc. This year our largest source of income came from dues, reflecting the increase that went into effect for the year 2010. Since we ended the year with a surplus, the dues will remain the same for 2011, although so far this year, our expenses are running ahead of our income. This may be due to the fact that we have not received the revenue from this year's dues for which renewals are enclosed with this issue of TROLLEY LINES.

We realize that these are difficult times economically and we pledge to do everything possible to hold the line on dues. The increase that took place in 2010 was the first since 1997 and we would like to maintain the existing dues structure for 2012. If you can afford to do so, please consider a contribution with your dues. All contributions are tax deductible. We wanted to show 2010 contributors in this issue, but space limitations have forced us to postpone this. We will publish listings of contributors for 2010 and 2011 in the next issue of TROLLEY LINES. Thanks to all our members for their financial support.

Finally our website is undergoing some changes. Our webmaster Rob Hooper has had to relinquish this responsibility due to a heavy workload where he is employed and a lack of free time to devote to the website. Long time member Phil Stevenson has agreed to become our webmaster. Thanks to the wonders of technology Phil is able to do this even though he now resides in California. He is doing a great job on handling the postings and revising the information on the website. Our thanks go to Rob Hooper who set up the website and devoted many years of effort to it. And to Phil Stevenson who has already made some changes to the Website format.



Truncated trolley car # 5223 (formerly PSR 2683) scrambles aboard lowboy flatbed trailer at NJ Transit's Bloomfield light rail facility for its historic trip into temporary storage at the National Capitol Trolley Museum in Wheaton, MD.

*Photo - Tony Hall
18 November 2009*



A strong family resemblance of 5223 to 2651 is revealed in this recent shot. The former having become a flat car and the latter having become a yard shed, each had lost different but equally vital parts of its being. When 5223 is restored, it will once again radiate its original splendor similar to 2651.

*Photo - Tony Hall
Undated*



A frozen flurry of activity surrounds the loading of line car 5221 to accompany 5223 in their frostbitten flight to Maryland. This archaic vehicle dates to service on the Fast Line, interchanging freight cars with the PRR near Jamesburg. It went on to serve the City Subway as a line car until 2001.

*Photo - Tony Hall
18 November 2009*



Carl Hosler's truck is relieved of its burden in the form of a powerful generator generously donated to our project by Kraft Power of Pompton Lakes. Thank you, Kraft Power!

*Photo – Ann Miller
May 2010*



Ken Miller inspects our new prize, pronouncing it “sound of wind and limb.” Looking a gift horsepower in the mouth?

*Photo – Ann Miller
May 2010*



Under the watchful eyes of Ken Miller and Carl Hosler, the newly acquired machine is loaded onto Ken's trailer, in preparation for its move to the Miller estate for temporary storage.

*Photo – Ann Miller
May 2010*



The center roof section gleams with its new coat of epoxy primer. Permanent installation of glass panes and ventilators must await similar preparation of the lower roof surfaces. Walk boards and trolley bases are next in line.

*Photo – Tony Hall
20 March 2010*



How does one measure the “pain” of trolley restoration? Master carpenter Hank Kaminski makes one of his many meticulous measurements in preparation for fitting the first glass “pane” to the clerestory.

*Photo – Tony Hall
Undated*



A grin of triumph breaks out over Bob Hooper’s face as he fits the first pane temporarily into its proper place. Hank Kaminski looks on approvingly.

*Photo – Tony Hall
20 March 2010*



“Alas, poor Yorick! I knew him, Horatio”. Not quite Hamlet contemplating the skull of the late court jester, but Jim Tomczyk inspecting the polished interior of our recently fitted brake cylinder. Piston will be installed later.

*Photo – Bob Hooper
20 February 2010*



Seemingly holding the car on his head, Jim Tomczyk gains access to a problem with the brake rigging of one of the trucks.

*Photo – Bob Hooper
9 October 2010*



Having located the problem in the Stygian caves below the car, an apparently satanic Jim Tomczyk takes fiery action to remedy it. The clothesline was used to locate the position of the chain and link hand brake mechanism.

*Photo – Bob Hooper
9 October 2010*



Sparks are flying once again, as they seem to be whenever Jim Tomczyk is working. In this scene, he is grinding smooth a rough surface on the business end of the brake cylinder where the piston shaft will emerge.

*Photo – Tony Hall
13 March 2010*



Smiles aplenty are in good supply as the brake cylinder with its piston installed is successfully tested by Bob and Jim under a head of compressed air.

*Photo – Tony Hall
23 January 2010*



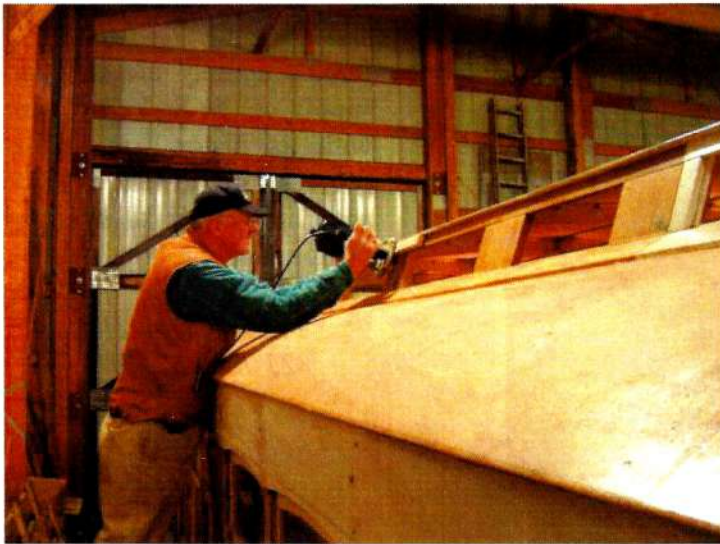
Suspended in its cradle beneath the car, the compressor awaits its first jolt of electric current sufficient to create enough braking power to stop the car. To the right and beyond is the brake cylinder.

*Photo – Tony Hall
11 May 2011*



Final epoxy undercoat glistens on the upper roof section. Assembly of roof walk, trolley pole bases, route sign boxes and other rooftop furniture must await completion of this vital coating.

*Photo – Bob Hooper
Undated*



Hank Kaminski continues his painstaking adjustments to the clerestory window and ventilator ports, thus assuring a precise fit for these appurtenances.

*Photo – Bob Hooper
Undated*



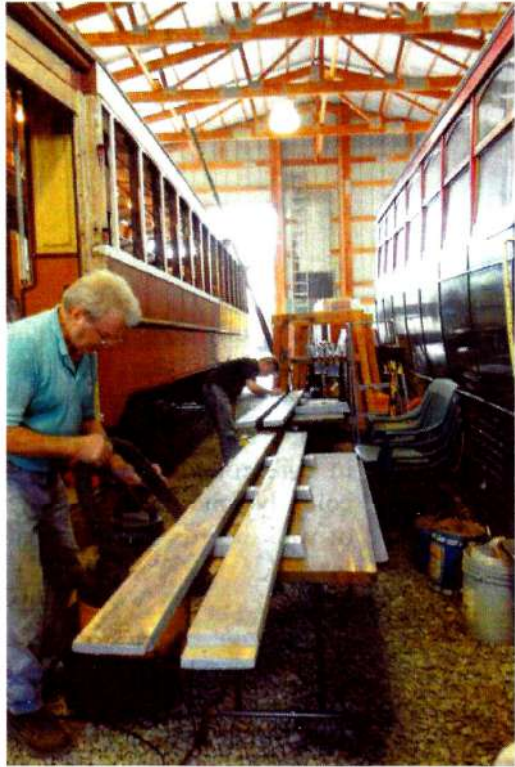
The epoxy undercoating is being applied by Tony Hall, under the watchful eye of Jim Tomczyk. Care in the form of wooden blocks had to be taken to guard against damage to the lightweight roof sheathing in the absence of the roof walks.

*Photo – Bob Hooper
Undated*



Under the watchful supervision of Bill Toikka, Tony Hall applies one of several coats of space-age epoxy to the roof walk boards that they might be protected against the effects of the elements over many future decades of museum operation.

*Photo – Bob Hooper
5 June 2011*



Transit preservation makes strange bedfellows as 2651 shares its quarters with NRHS Lehigh Valley Chapter's 1925 Mack rail bus. Here Bob Hooper is removing a defective epoxy coat that had failed to cure properly. A new coat was subsequently applied with success.

*Photo – Tony Hall
18 June 2011*



Preparation of the roof walk boards continues as Bob and Tony roll on a final coat of gray paint that will be the final color of the entire roof.

*Photo – Bill Toikka
5 June 2011*



Rob and Jim fit the last ventilator temporarily so that surrounding surfaces can later receive their final coatings of epoxy and paint.

*Photo – Tony Hall
9 July 2011*



Successfully fitted, all eight ventilators glisten in the sunlight. The center roof section shows epoxy primer in foreground and finished color beyond. Reassembly of walk boards has begun at far end.

*Photo – Tony Hall
9 July 2011*



Satisfaction of a job well done and completed ahead of schedule is reflected in the smiles of Bob, Rob and Jim.

*Photo – Tony Hall
9 July 2011*

**NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY
FINANCIAL STATEMENT-2010**

BALANCE ON HAND AT THE CLOSE OF 2009	\$5,217.13
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INCOME

Dues	\$3,475.00
Contributions	2,946.69
Sales Tables-Train Shows	660.00
Streetcars of NJ book	860.00
Trolley Treasures Sales	238.55
Phillipsburg Donations	192.00
Streetcars book	45.00
Book Sales	45.00
Photo Sales	41.00
Scrap Metal sale	34.00
Publications Sales	16.00

Total Income	\$7,693.74
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EXPENSES

Car Restoration Materials	\$1,570.68
Trolley Lines Printing	901.31
Photo Processing	784.00
Insurance	739.00
Photo Collection Purchase	700.00
Meeting Room Rental	300.00
Fare Register Purchase	25.00
Internet Service Fee	215.40
Book Loan Repayments	200.00
Post Office Box	176.00
Electricity	150.00
Generator Moving Expenses	100.00
URHS Dues	100.00
Bank Service Fee	94.00
Bulk Mailing	75.00
Annual Report Filing Fee	25.00
Postage	6.39

Total Expenses	\$6,546.78
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Excess of Income Over Expenses	\$1,146.96
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Balance on Hand - December 2010	\$6,364.09
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Outstanding Funds (Cash Within Balance Designated for Projects)

Equipment Acquisition Fund	\$800.00
Public Service Sweeper Restoration Fund	\$954.59
Total Cash Reserved	\$1,754.59

UNRESTRICTED FUNDS AT THE CLOSE OF 2010	\$4,609.50
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Car 2651 Reflections

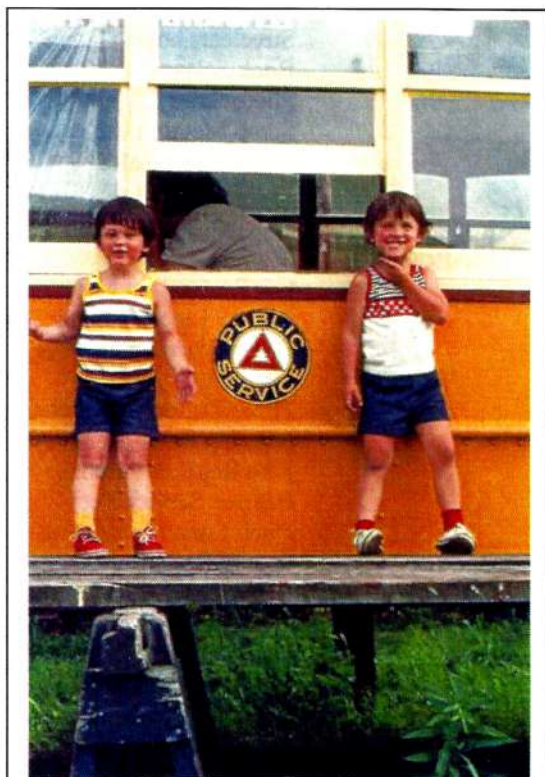
After Car 2651 was moved to Ringoes (circa 1974), our work sessions attracted many interested visitors.

On one occasion a gentleman, accompanied by two of his children showed up with an expression of utter disbelief on his face.

His first question was, "Is this really a Public Service trolley car?" We assured him that it was and showed him the inside of the bulkhead where the number 2651 was stenciled.

He introduced himself as Tom Moran and stated that he grew up in Jersey City where his father was a trolley motorman. We showed him a photo of Car 2651 signed up for the South Kearny line and Tom noted that his father was regularly assigned to that line and that he would often take a ride on his father's car in the afternoon after school. He immediately realized that his father had to have operated Car 2651 and that he must have ridden on it with him.

Turning to his children he explained that this was an actual car that their grandfather had operated and that he rode on as a kid.



Jeff and Kevin Moran
August 1975 on PSNJ 2651
Ringoes, NJ

Tom Moran

*Here is a cherished photo
of apprentice railfan.
My sons, Jeff and Kevin,
with PSNJ 2651 in Ringoes
on an August day in 1975.
To them, 2651 was Grandpa's
trolley. He told them and they
believed. So be it.*

*Tom
10/19/2010*

Proud to Support our Troops

He asked how this car managed to escape the scrapper and we told him how the car made its way to Long Valley where it was first used as a residence and later as a storage shed.

After that Tom was a frequent visitor to Ringoes to check on the progress of our restoration effort.

When the North Jersey Electric Railway Historical Society was formed, he became one of the first people to join and holds membership number 25. When he sent in his dues renewal last Fall, he enclosed the photo and a note explaining the photo.



Rich Taylor stands beside the roll sign curtain held by Tony and Bob that he had generously donated. Rich was one of our earliest benefactors, having given us a pair of headlights.

*Photo – Tony Hall
1 May 2011*



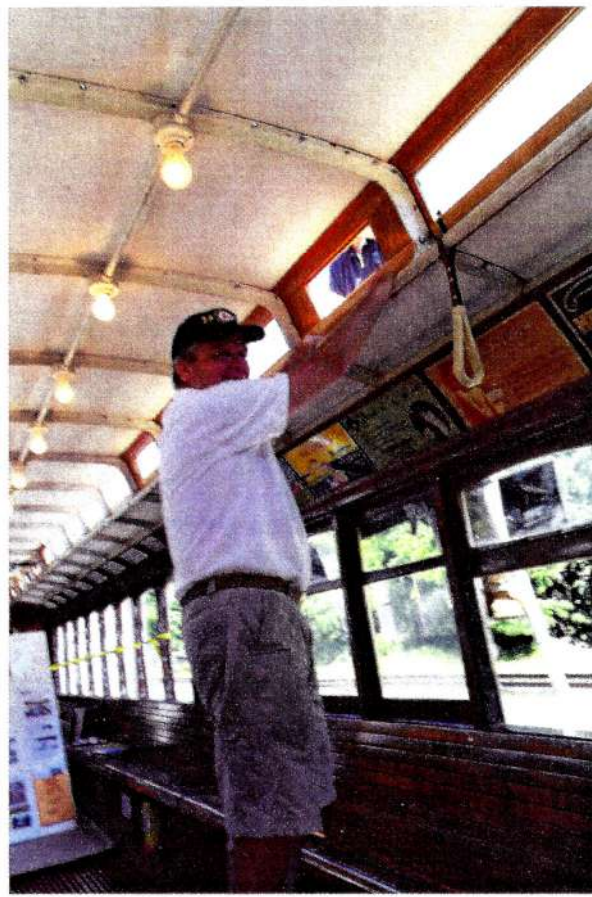
Displaying its double glazed northwest side doors, we appear ready to make the run down the Newark City Subway to Penn Station. Bloomfield Avenue, make way!!!

*Photo – Tony Hall
9 July 2011*



Just as the Toonerville Trolley “met all the trains,” so here does 2651 meet the Centerville & Southwestern which supplies a steady stream of visitors. We in turn provide an attraction for the C & S passengers.

*Photo – Tony Hall
1 May 2011*



(Upper left) Hank climbs to even greater heights as he tweaks the first ventilator portal to achieve a perfect fit. (Upper right) Bob backs him up from the inside so that the first ventilator is properly fitted.

Photos – Tony Hall – 9 July 2011



Following Hank Kaminski's expert example, Bob and Jim continue to prepare roof ports for south side ventilators. Double-ended C&S # 1502 basks in the summer sun, enjoying its unaccustomed outdoor exposure. Needed mechanical work will see it back in service next season.

*Photo – Tony Hall
9 July 2011*