



Trolley Lines

Published by the North Jersey Electric Railway Historical Society

Volume 10 Numbers 1 & 2

Winter/Spring 2013

2651 Report July through December 2012

By Bob Hooper

ROOF WORK

Progress on completing the roof requires a watertight design and coatings. We are using a four coat epoxy system: one coat of penetrating treatment; two coats of flexible primer and a final finish color coat.

As we are keeping the car presentable to the public as a work in progress, the work is slow as it involves fitting old components into the new structure. This makes for a lot of "one step forward, two steps back" to get the attachment points laid out, hardware and attachment points painted and then reinstalled and finished.

BRAKE HARDWARE

The bar and rod linkage connecting the hand brake chain winder assembly to the trucks has been fabricated. The brake cylinder and compressor have already been installed.

We are progressing with the hand brake chain winder mechanisms and adapting the vertical wheel hand brake shaft to the mechanisms. This requires machining the shaft to the square gear drive receptacle and the lower bearing support escutcheon.

WORK SCHEDULE / SALES TABLES

Our work sessions in the fall are always a bit slowed by the numerous shows, meetings and events that require our attention to generate funds for continued work.

This year, we participated in the Phillipsburg Railroad Historians (PRRH) Open House in August at their Phillipsburg, NJ location, the URHS 1st Transportation Heritage Festival at Boonton, NJ in September, the Lehigh Valley Chapter NRHS Show at Dieruff High School in Allentown, PA in September and the Mass Transit and Trolley Meet at Rutgers New Brunswick Campus in October. And then came SANDY! Hitting in late October, the superstorm postponed all plans for late October and November until power could be restored to the PRRH site. Work sessions will continue to be held through the winter months, weather permitting. Check our web site www.njerhs.org for dates and times.



On September 16, 2012, the URHS held its first annual Transportation Heritage Festival at the Boonton Yard of NJ Transit. Despite the role railfans played in hosting the day, the weather nevertheless was perfect! Numerous pieces of historic equipment, many of them immaculately restored by URHS, were on display, glistening in the bright summer sun. In the photo above, we see that the future of rail history can be assured by merely showing young people a magnificently restored GG-1. This proud couple has hoisted their enthralled young son onto the footplate of that very same type of locomotive, # 4877. For additional photos and coverage of the event, see pages 8 & 9.

Photo by Tony Hall

North Jersey E.R.H.S.
Box 1770
Rahway, NJ 07065

Board and Staff

President	Robert E. Hooper
Vice President	William F. Keigher
Secretary	Bruce J. Russell
Treasurer	Frank S. Miklos
Trustees	Joseph Beim Thomas Gormanly Anthony J. Hall William McKelvey Herman Silbiger
Trip Committee	William F. Keigher Gary Madriss
Publications Committee	
DESTINATIONS Editor	Robert E. Hooper
TROLLEY LINES	
Text Editor	Frank S. Miklos
Photo & Captions Editor	Tony Hall
Compositor	William F. Keigher
Archivist	Ira L. Deutsch
Webmaster	Philip E. Stevenson
Website	njerhs.org

Monthly meetings of the North Jersey ERHS are held at the First Presbyterian Church, corner of W. Grand Avenue and 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.

**DUES RENEWAL
NOTICE**

2012 Membership dues of \$20 per year are still being accepted.

Please do not let this be your last issue of Trolley Lines.

RENEW TODAY

To those who have already renewed,

Thank You!

Letters to the Editors

In order to better serve our membership, we are initiating a solicitation for comments from our readers. We have had only a very few comments in the past, and most of those have been from non-members. Let us know what you would like to see or not see in future issues.

Here's a sample of what we've been hearing:

Dear Tony,

Thanks so much for the recent issue of Trolley Lines! We enjoyed reading it and looking at your terrific photos. I shared it with my guests at a recent dinner party.

Anne Fragasso, Esq.
Leucadia, CA

+++++

Dear Frank,

I'm very impressed with the work being done on 2651!

Matt Nawn, NJERHS
Vice President, Rockhill Trolley Museum
Hanover, PA



Two NJERHS trolley cars depart Nat Cap TM en route to Lyons Industries in mid November 2012.

Under the sponsorship of the NJERHS, Ex-PSNJ 5221 and 5223 were loaded onto Silk Road lowboy trailers at National Capitol Trolley Museum, Colesville, MD, on Tuesday and Wednesday, 13 & 14 November 2012.

The flat car 5223 was pulled from the barn by Toronto PCC 4602, and then pushed to the loading point, where the Silk Road crew had placed the rail-ramp leading up to the platform of the kneeling variable-tilt bridge trailer. Here a cable winched the car aboard the trailer deck, which then regained a horizontal attitude. (see Fig 4 – 8)

The bridge trailer with 5223 aboard was then pulled away by a tractor and aligned with a variable length tilting over-the-road lowboy trailer. (see Fig. 9, 10) The car was then transferred from the bridge trailer to the lowboy. A tractor then returned to the lowboy and coupled up. The bridge trailer is not usually used for long over-the-road hauls. (see Fig. 1)

Later in the day, Philadelphia Red Arrow 85 was delivered to the museum. After this car rolled down from the unloading trailer, the museum crew wanted to pull it away with the PCC, but couldn't, because the PCC's anticlimber towbar receptacle was much lower than that of the 85. So it was NJERHS line car 5221 to the rescue! (see Fig. 11, 13)

The heights matched, a towbar was inserted, and the 5221 gave the 85 her first ride on museum trackage. The 5221 then pushed the 85 into the barn. After uncoupling, she ran back to the loading point, and was herself hauled aboard the bridge trailer. (See Fig. 14 – 19)

By the time the 5221 was secured to the bridge trailer, it was getting dark. (see Fig. 18 & 19) The Silk Road crew decided to wait until Wednesday morning to transfer the line car to the over-the-road lowboy. They were then going to check with Maryland DOT to confirm that they could depart on the route that they had selected. They subsequently confirmed that Maryland's precise regulations covering such moves were being observed. (see Fig. 1)

Delivery was made to Lyons Industries, Ebensburg, PA, late 14 November 2012. Unloading took place there on the following day.

Text and photos by Andy Burger.

Fig. 1



Flat car 5223 is shown loaded aboard the over-the-road lowboy trailer that would shortly convey it to Ebensburg. Line car 5221 would follow aboard an identical over-the-road unit, making a memorable and most photogenic convoy indeed. Additional coverage continues on pages 4 – 7.

Fig.2



Fig.3

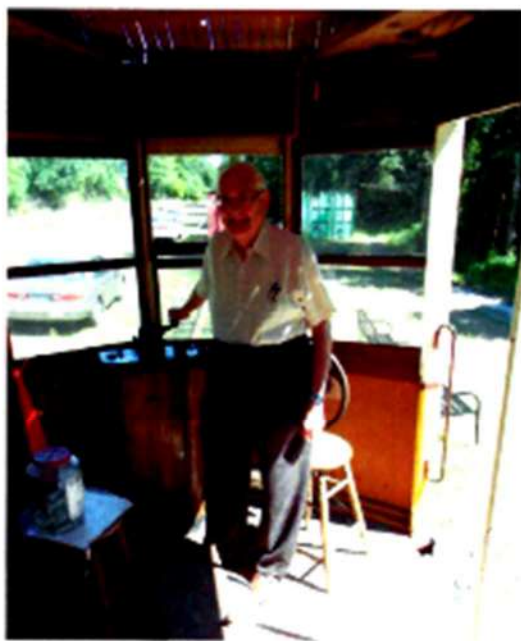


Under the supervision of Nat Cap staff, including David Feigenson, Rodger Logsdon, Jim Hogan and President Ken Rucker, 5223 is made ready to be coupled to Toronto PCC 4602 for towing to the loading point.

Fig. 4



Having been positioned at the loading point by # 4602, Silk Road crew prepares to winch the flat car aboard the bridge trailer.



UL: Hatless, Ira Deutsch is sheltered from the sun beneath the car's bonnet. 25 August 2013. UR: Hatted, Joel Salomon is bathed in the autumn sun in the absence of the car's bonnet. 6 October 2013. ML: Hank Kaminski applies his meticulously crafted curved wood blocks which will compress the overhang of the fabric roof seam seals. 2 November 2013. MR: Hank has reinstalled interior ceiling battens. 27 July 2013. Photo by Bob Hooper. LL: Jim "Sparkle Plenty" Tomczyk prepares one of many brake links for welding. 2 November 2013. LR: Gandy dancer Bob Hooper is joined by Ron Titus in bolting the last rail joint on our eastern extension in preparation for ballasting to come. 7 December 2013. All photos by Tony Hall unless otherwise attributed.

URHS Transport Festival 2013 at Boonton, NJ

22 September



UL: Bob Hooper busily sells tickets to the incoming throng at the entrance on the morning of the event. UR: At the NJERHS table, Ira Deutsch and Bob await the visitors who are only now entering the property. ML: A future railfan is enthralled by the operation of our O gauge trolley loop. MR: The youngster is joined by two friends who are equally captivated by the passing of the trolley. This scene would be reenacted frequently throughout the day. LL: **QUEEN FOR A DAY** was NS's EMD SD70ACe locomotive # 1074, temporarily painted in DL&W livery as part of their heritage fleet commemoration. Dwarfed next to the massive unit is Phil Craig's meticulously restored classic 1931 Auburn Model 8-98 A. *Photo by George La Pierre.* LR: **KING FOR EVERY DAY** is URHS's magnificent GG-1 # 4877, beautifully restored in Brunswick green by Star Trak under the perfectionist leadership of Ray Clauss. *All photos by Tony Hall unless otherwise attributed.*

Mass Transit Model Convention at Rutgers New Brunswick, 5 October 2013



TL: Russ Jackson, Andy Burger, Bill Keigher, and Ira Deutsch conduct a brisk business in transit memorabilia for the benefit of 2651. TR: Baltimore Transit semi-convertible # 5707 is beautifully represented in O gauge. UL: Captain Bill McKelvey holds forth at the Liberty Historic Railway table. UR: Bill Toikka and Heather Keith join our delegation helping to promote NJERHS. LL: Scale GG-1 hauls a train of mixed vintage equipment, appropriate to the display. LR: HO scale MP-54s whiz past under scale Pennsy catenary, meticulously created by Drew McCain. BL: Our group continues the sales of our photo assets. *Photo by George La Pierre.* BR: O scale model of IRT Woodlawn-Jerome # 4 train rests at Bronx terminal. *Photos by Tony Hall unless otherwise attributed.*

Elevation Day at Shore Line Trolley Museum East Haven, CT, 16 November 2013



UL: A nostalgic view of Branford's "old museum." UR: Connecticut Company car # 1602, purportedly the very last big city streetcar to be constructed entirely of wood, rests in radiant splendor outside of the F.S. Bennett car barn, awaiting its loading of happy trolley enthusiasts. ML: The scissors snip, the ribbon falls, and the shutter clicks right on cue. A delegation of local mayors, state assemblymen and senators eagerly awaited their opportunity to address the gathering and proudly proclaim that their efforts at obtaining funds for this great project had made it all possible. MR: Seen from within car # 1602, the "new museum" can be seen taking shape at the top of the hill in the background, hopefully safe from future flooding or other hazards. LL: Frame of shop building is completed and awaits sheathing and finishing. LR: Mammoth new car barn, at whose far end the ribbon cutting ceremony took place, is largely completed, ready for track and wire to come. *All photos by Tony Hall.*

Seldom in the annals of electric traction preservation has so ambitious and far-sighted a project been attempted and brought to fruition. The Branford Electric Railway Association is to be highly commended for their vision, courage and resourcefulness. We can only hope that we can import some of those qualities to our own struggle for our first such museum here in New Jersey.

Boonton event, continued ...



Early NJDOT paint scheme sets off # 4253 brilliantly. This ex-PRR/PC E-8 logged heavy mileage in New Jersey passenger service out beyond the wire.



Ex-Public Service 40-tonner # 100 was used at the North Bergen Generating Station, shunting cuts of coal cars when that fuel was in use there for the production of electricity.



This Style 125 mighty Wurlitzer electro-pneumatic band organ played its 101 pipes tirelessly throughout the day to the extreme delight of most and to the distress of a few non-music lovers. It provided a festive soundtrack to a flawless event.



Once again, Tony Hall invitingly operates his portable Atlas Jersey Trolley, detailed by Ira Deutsch. It had a surprisingly mesmeric effect on a great number of visitors. Many new memberships were solicited.

**Views of Jim Tomczyk installing hand brake mechanism,
11 August 2012. Photos by Bob Hooper.**



Hand brake chain winder is held in place temporarily with a jack and ropes.



Oak chips fly as holes are drilled to accommodate the winder.



Winder is now held by permanent bolts through platform deck.



Wooden pattern is made so that a permanent steel torque shaft can be machined to connect the brake wheel gear box with the winder. In the background, NS hustles 100 or more trailers to market.

The four views above display the placement of the hand brake winder. The installation of the vertical hand brake wheel is shown, and Jim is fitting a wooden pattern for the vertical hand brake torque shaft. Machining will be required to produce a permanent shaft of steel to interface with the lower support bearing and the brake wheel gear box module.

Thomas the Tank Engine and 2651 share the spotlight at historic Phillipsburg railroad venues.



Tony Hall surveys the lower roof deck in preparation for sealing panel joints. *11 August 2012, photo by Bob Hooper*



Working without a net, but with an improvised apron, Tony applies roof sealant. *11 Aug 2012, photo by Bob Hooper*



South side lower deck panel joints, having been sealed, await sanding and final coating. *Photo by Tony Hall.*



At the limit of its electric "leash," 2651 emerges for the first time from the west end of the PRRH engine house. *26 Aug 2012, photo by Tony Hall.*



Resplendent in this bucolic setting, Thomas prepares to board yet another throng of enthusiastic railfans of all ages. *14 Jul 2012, photo by Tony Hall.*



The excitement was as palpable as the coal smoke as Thomas arrived at his Phillipsburg stop. In close up, Thomas displays the undeniable beauty of a locomotive under steam. His British inspiration is evident as well. *14 Jul 2012, photo by Tony Hall.*

Collection of NJERHS rail cars stands exposed in a field in Holland Township, NJ, along the Delaware River, their future clouded in uncertainty. Photos by Tony Hall, 17 Nov 2012.



Ex-PRR E-6 MP-54 # 437 once served the vast electrified regions of the mighty Pennsylvania Railroad. It closed out its service life on the Paoli local in SEPTA livery.



In the mid-1980s, Tony and Frank Miklos ventured to Wilmington, DE, on advice from Bob Sherwood, to investigate the availability of the last four E-6 MP-54s about to be sold for scrap. Here we see # 427 thirty years later, its keystone logo defiantly blazing forth.



We gained the assistance of Bob Sherwood in the almost unbelievable move by Amtrak of all four cars up the Northeast Corridor from Wilmington to Mahwah. Here # 413 basks in the late autumn sun.



Two units, # 113 and # 437, received cosmetic attention: # 437 subsequently appeared in the Hoboken Festival in the late 1980s. Seen above, # 453 retains traces of its former SEPTA livery.



Ex-PRR P-70, modified for service on the New York and Long Branch for the Jersey Shore Commuters' Club, ran coupled behind the last GG-1 to operate on the line, or anywhere, for that matter.



Our Erie Stillwell was the mate to another Stillwell training car which subsequently was displayed at the Whippany Railway Museum. Both Stillwells suffered extensive interior modification for training use by the Erie.

Two gems came to NJERHS out of the agglomeration of retired cars awaiting disposal at the ex-Erie Mahwah Yard in the 1980s. Photos by Tony Hall, 17 November 2012.



Ex-DL&W # 3406 came to us as the last combine in the vast Lackawanna MU fleet. Having been used as a lunch car, it was loaded with fast food wrappers up to the luggage racks. Several missing parts were subsequently collected when the MU shed in Hoboken was closed down. While at Mahwah, we changed the trucks and wheel sets in the open air. See *Trolley Lines* Volume 8 Number 1-4 (2011) for coverage of this prodigious project.



Motor car # 3541, the last example of this type still intact in NJ, would have provided the motive power along with two or three of her sisters in almost any of the Lackawanna MU trains serving Hoboken Terminal from the early 1930s through the early 1970s.



The scene is Rocco's Restaurant in Phillipsburg on 17 November 2012. Here the URHS and the NJERHS faced off over the issue of what the future would be for the MUs stored at Milford. A frank and lively discussion ensued. Subsequently URHS relented their plan to scrap the entire set.

Out-of-state visitors are guided through Rahway's redevelopment district by former mayor Jim Kennedy, under whose progressive administration great improvements were realized.

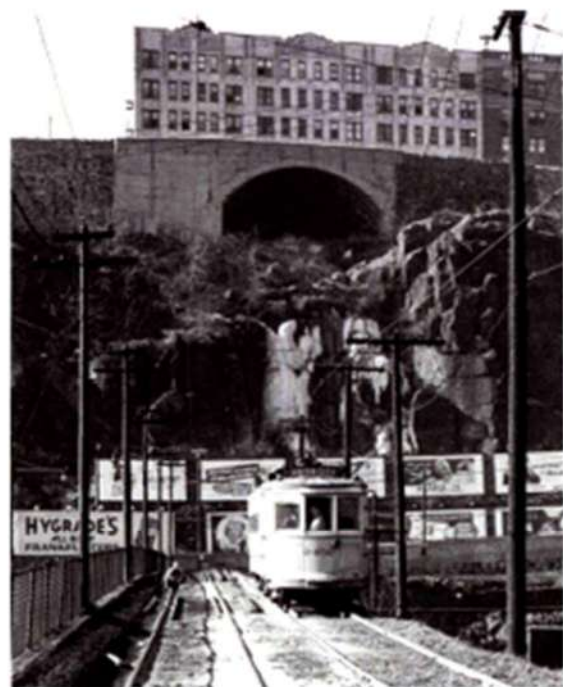
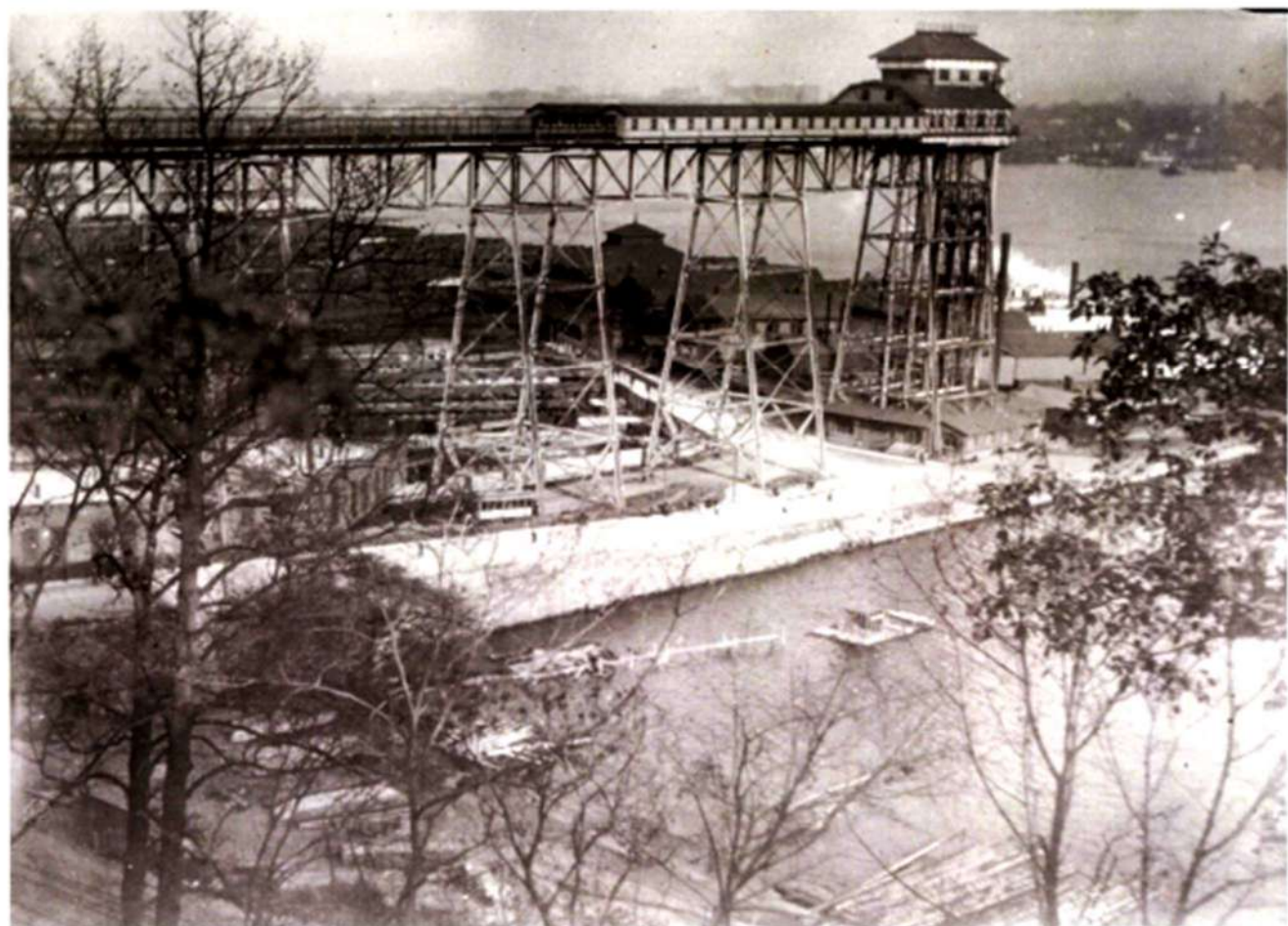


Former mayor Jim Kennedy conducts a tour of Rahway's transit oriented development (TOD) area for a group of invited transit advocates from Connecticut.



The advocates convened for refreshments at the Indigo Hotel at the end of their tour. Their chartered motorcoach waited across the street for their imminent return to the nutmeg state. *Both photos by Tony Hall, 1 Dec 2012.*

Two Views of the Weehawken Waterfront, Above Circa 1890 and Below Circa 1940.



The Hudson County waterfront has for centuries been the interface for commerce between New York and New Jersey. The views above and left display the contrast that the developments of half a century brought forth. Known for obvious reasons as the "Colossus of Weehawken," the elevated terminal, 185 feet above the ferry sheds, served the North Hudson RR. Multiple elevators, each the size of a railroad car, whisked standing loads of eager racing fans to the terminal above. There they transferred to narrow gauge steam trains, which ran directly through the portal at the top of the cliff to the Guttenberg Racetrack, a short distance beyond. The ferry terminal was served also by trolleys of Public Service and its predecessors, carrying passengers throughout the immediate urban area. The ferry service outlasted both the elevated steam and surface electric cars.

Trolley Trailers

With this issue, you'll note that we have included two inserts of special interest. One is a call for additional volunteers to help us with the many activities that promote our mission. The other is our first appeal for additional contributions from our members to assist in the 2651 project. We hope you will give both of these your kind attention and respond according to your predilection.

One other project we would like to call to your attention is the NJERHS Oral History Project. This endeavor was initiated in 2007 for the purpose of recording the cumulative experience of some of our venerable participants in the history of electric rail transportation in New Jersey. We have attempted to save the recollections of several senior friends and members who witnessed the era of the streetcars and electric railways. To date we have done interviews with Frank Miklos, Dave Phraner, Chuck Wrege, the late Joe Eid and the late Harold Geissenheimer. We hope to reinvigorate this project by recruiting additional volunteer interviewers and discovering more elder statesmen of the electric railway field as interviewees.

Ira Deutsch has completed making prints from his collection of glass plate negatives from the Engineering Department of Public Service Railways. Copies of these are available for purchase by members at a reduced rate.

Frank Miklos is continuing the tradition by printing copies of numerous slides and negatives obtained from various sources. These photos contain period images of streetcars from Public Service and other properties. These too can be purchased at a special rate for members.

May will be a busy month for NJERHS. Events in which we will be participating are:

- 4 May – East Penn Traction Meet in Phoenixville, PA.
- 4 May – Second Annual Rahway Day at the Public Library in Rahway, NJ.
- 19 May – Phillipsburg RR Historians first Open House of the season, featuring rides on the Centerville & Southwestern and inspection tours of 2651.
- Later in May, a trip is planned to Ebensburg, PA, to inspect the 5221 flat car and the 5223 line car under repair there by Lyons Industries.

