



# Trolley Lines

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## OPERATION BIG MOVE GETS UNDER WAY



*Figure 1: A rosy fingered aurora had only just begun to bathe our windows in her palette of pinks when our Silk Road driver hurriedly and without assistance removed the trolley poles and bases to alleviate concerns regarding overhead clearances. January 25, 2018. Photo: Bob Hooper DSC04431*

North Jersey Electric Railway Historical Society, Inc.

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Meeting location and time:

- Monthly membership meetings of the North Jersey ERHS are held at the First Presbyterian Church Library, 1731 Church Street (corner of W. Grand Avenue) in Rahway on the third Tuesday of each month.
- Informal meeting with food (Dutch) starts at 6:30 PM.
- Formal business starts at 7:00.
- Program starts at 7:30 PM. Typically runs an hour and one half.
- During periods of bad weather, consult the website to ascertain the meeting status.

2019 Dues notification enclosed with this mailing. Dues are \$25 per year. Payment is due before January 31<sup>st</sup>.

**Operation BIG MOVE gets under way. – January 24, 2018** All photos this page by Tony Hall



Figure 2: Silk Road reverses their mammoth telescoping highway trailer toward the Phillipsburg Historians' unloading site, as Bob Hooper (right) directs traffic. Photo: DSCN3166



Figure 3: Silky slinks slowly along the car shed driveway. Photo: DSCN3166



Figure 4: Cleaner and neater than she's been in a long time, 2651 waits in anticipation for the big move to commence, with Hank and Bob hanging out on the east platform, giving the appearance of pin boys of old preparing for the next bowler to take his shot. Photo: DSCN3165



Figure 5: Inch by inch the leviathan is backed past the car shed, along the former CNJ Main, now the "NS LEHIGH Line." Descending atop the retaining wall to the right and hidden in the trees is the ex-DL&W, now "NS Washington Secondary." Photo: DSCN3177



Figure 6: Patiently Hank and Bob hold their collective breaths as the roar of the great truck draws near. Photo: DSCN3164



Figure 7: "All hands on deck!" The big rig has arrived and is seen here being positioned on the loading track. Photo: DSCN31179

**BIG MOVE PREPARATIONS CONTINUE – January 24, 2018** Photo attributions as noted.



Figure 8: Final tweaking complete, we are ready once again to uncouple the mighty tractor cab and proceed with the loading, with apologies to the Historians' ground crew for gouging up their turf. Photo: Bob Hooper DSC0448



Figure 9: Like a precision drill team, the loading ramp gang goes into action. Photo: Bob Hooper DSC04414



Figure 10: Don Egresi's experience pays off and we are ready for loading in record time. Photo: Tony Hall DSCN3196



Figure 11: To paraphrase an old aviation cliché, this 100 yards of track will take us 40 miles. Photo: Tony Hall DSCN3195



Figure 12: 2651 has just emerged from the car shed under her own power, as Lori Egresi observes. Silk Road driver Don Egresi secures the cable from the flat bed winch which will draw 2651 up the loading ramp onto the trailer. Photo: Tony Hall DSCN3197



Figure 13: Slowly, carefully, but wait! what's this? Not a race, but merely our noisy neighbors, NS passing by in a final salute to our 17 years of progress observed trackside. See you in Piscataway! Photo: Bob Hooper DSC04419

**BIG MOVE PREPARATIONS CONTINUE – January 24, 2018** Photo attributions as noted.



Figure 14: Hank stands watch as the rear truck successfully mounts the ramp and we are finally free of Phillipsburg rails. Photo: Tony Hall DSCN3205



Figure 15: Not the starship Enterprise about to "boldly go where no one has gone before", just 2651 being launched into a future that remains as yet unknown.. Photo Tony Hall DSCN3212



Compare these two views of 2651 truck-borne. Figure 16 At LEFT arriving from Ringoes in March 2001, after 27 years there of preservation and restoration. Photo: Tony Hall. Figure 17 At RIGHT after 17 more years of amazing progress at P'burg. We completed a new car roof, new custom safety glazing, authentic World War II seats, a rebuilt air compressor and brake cylinder and perhaps most importantly, a pair of C60 trucks with four working motors! Photo: Tony Hall DSCN3224



Figure 18: Chains chained and clamps clamped, the load is pronounced road worthy. Photo: Bob Hooper DSC03320



Figure 19: Slowly, stealthfully, the load is moved toward the parking lot where it will layover for the night, ready for a sunrise departure. Photo: Bob Hooper DSC04429

For the next photo in this series see Fig 1 Page 1

# BIG MOVE GETS UNDERWAY: Moving to Piscataway - January 25, 2018

All photos this page Bob Hooper



Figure 20: After a bittersweet farewell to Joe's Steak Shop in the early morning, we're off! Photo: DSC04441



Figure 21: Being escorted out of town by police could be attributed to safety concerns or maybe they just want to be sure that we are FINALLY and PERMANENTLY GONE! Photo: DSC04447



Figure 22: The defunct Lehigh Valley RR overpass joins a phalanx of utility poles standing at attention and rendering a farewell salute to a home front hero of two world wars. Photo: DSC04450



Figure 23: An unfamiliar traffic jam on South Main Street has early morning commuters wondering "What is that thing up ahead" and "Why would anyone want to move it?" They know not what we do. Photo: DSC04449



Figure 24: At Route 22 East we lose our fighter escort and must complete the mission alone. As the police return to base, they seem to be saying "Good Luck" with that. Photo:



Figure 25: Making a VERY wide right turn onto Rt 22 East, we'll be facing the morning sun from here on. Photo: DSC04455

# BIG MOVE CONTINUES: En-Route to Piscataway - January 25, 2018

All photos this page: Bob Hooper



Figure 26: Rolling east on I-78, we prepare to ascend Jugtown Mountain. Photo: DSC04457



Figure 27: Traversing the ramp connecting I-78 East to I-287 South presented this silhouetted image to surprised commuters. Photo: DSC04463



Figure 28: Into the rising sun I-287 South (Compass EAST) Photo: DSC04466



Figure 29: After a smooth passage over the Interstates, 2651 arrives at Exit 9 and turns left onto River Road in Piscataway. Photo: DSC04471



Figure 30: You could almost hear Michelle Baker, the Security Guard at KS, saying "You're bringing us a WHAT?!" But no, in fact we were welcomed by a large and enthusiastic group of KS staffers, who pitched in and assisted with the unloading to come. This scene has recently changed with the addition of a new guard house, gates and a new more convenient unloading track. Photo: DSC0472

**BIG MOVE ARRIVES AT KS PISCATAWAY & PROCEEDS WITH UNLOADING - JANUARY 25, 2018**

Photo attributions as noted.



Figure 31: Having entered the property on an easterly heading, our rig has made a right turn passing before the ill-fated Quonsets. Now we are reversing onto an easterly heading preparing to cross the eight lead tracks to the main building. Note the steerable rear bogey, making the required moves possible. Photo: Bob Hooper DSC0449



Figure 32: Further demonstrating the need for a "new more convenient unloading track", 2651 worries its way around the hazardous north east corner Photo: Bob Hooper DSC0482



Figure 33: The Tractor Cab has been uncoupled, the unloading ramp will be deployed. And, 2651 will once again take to permanent rails. Photo: Bob Hooper DSC0485



Figure 34: Standing proudly on permanent rails, 2651 takes the morning sun. Photo: Tony Hall DSCN3226



Figure 35: In a short time 2651 was once again enjoying a solid roof overhead. Trolley poles and steps were transported on board, life guards separately in the case at left. Photo: Tony Hall DSCN3228



# Shore Line Trolley Museum Members Day - Branford CT - April 28, 2018

All photos this page: Tony Hall



Fig 36 & 37 Snow sweeper S-36 will find no snow to sweep on this fine spring day, but it will surely put on a fine show next winter when she is called upon to keep the line open. Photos: Fig 36: DSCN3335; Fig 37: DSCN3337



Figure 38: One needn't be a trolley bird to enjoy a ride on a Shore Line car. In fact, bird watchers flock to Branford to gaze in wonder at the numerous Ospreys' nests trackside. Photo: DSCN3450



Figure 39: Ex NJ Transit PCC #25's shabby outward appearance belies it's fully operational condition. Cosmetic work is surely planned. Photo: DSCN3375



Figure 40: The only remaining relic of the Hudson & Manhattan RR, Number 503 represents several sub types of "Black Cars", which provided service for over half a century. These were in addition to the much lamented PRR McAdoo Red cars which ran on the Newark – Hudson Terminal mainline, of which none were saved. Photo: DSCN3355



Figure 41: "Quickest Safest Thriftiest ride to and from the Jersey side," said the radio commercial of the 1950's. And the service lived up to the hype. It still does. Photo: DSCN3356

Shore Line Trolley Museum Members Day –April 28, 2018 (Continued)

All photos this page: Tony Hall



Figure 42: For a few years in the late 1960s, these fine old cars served the World Trade Center, until being displaced by the “K” cars. Note the “compromise roof” which had a limited but significant presence in New Jersey. Photo: DSCN3357



Figure 43: Many DL&W commuters of a certain age will recall being reassured they were on the right train by seeing these roll signs proudly displayed on board. Photo: DSCN3359



Figure 44: Ex PSNJ 2431, surely Shore Line's greatest New Jersey relic, shows renewed progress as restoration work has resumed. Photo: DCSN3347



Figure 45: The Ex PSNJ trailer 4584 is seen enjoying an extravagant restoration. How and if it will be operated remains to be seen. Photo: DSCN3371



Figure 46: August Belmont's Desk on the Mineola. Photo: DSCN3378

“Minnie was a lady” so the book tells us.

The Mineola was the private business car of August Belmont, the leading proponent of the first New York City subway, the Interborough Rapid Transit (IRT). On board the car is this magnificent old roll top desk. One can imagine the great man himself seated here planning extensions and improvements to his vast IRT and LIRR systems.

BERA is to be commended for rescuing and preserving this talisman of transit. Surely it’s restoration is a priority.

## NJERHS Miscellaneous Meetings and Functions

Dates as noted — All Photos this page by Tony Hall



Figure 47 Holding the fort at our sales table, Hank Kaminski and Ira Deusch display our wares while Bob Hooper, in rear center, conducts yet another sale. Sales were brisk and we made many new friends. March 4, 2018 Photo: DSCN3266



Figure 49: The latest in our long series of meeting sites is the Library of the First Presbyterian Church of Rahway...clockwise from the left: Bill McKelvey, Bill Keigher, Jim Houston, Jim Tomczyk, Bob Hooper, George Tomczyk, Bruce Russell & Ira Deusch. April 17, 2018 Photo: DSCN3255



Figure 48: Dinner in the (Galaxy) Diner. Our May Trustees meeting was attended from left: Bill Wall, Jim Houston, Jim Tomczyk, Ira Deusch, Hank Kaminski, Bill McKelvey, Bruce Russell & Bob Hooper, Tony Hall (behind camera) May 8<sup>th</sup>, 2018. Photo: DSCN3459



Figure 50: Bill McKelvey's Yellow Coach PS 5498 was being transported to South Amboy for body work and painting. Jim Tomczyk and Capt. Bill discuss the move. The Warren County Pump House is in the background. November 11, 2017 Photo: DSCN3015

### A VISIT TO OUR STORAGE TRAILER YIELDS PARTS FOR PSR 2683 — January 30, 2018



Figure 51: Our Treasure Trove of Parts and Supplies. It may look messy, but each little piece, like a Hula dance, has a value all its own. Photo: DSCN3231



Figure 52: Bob Hooper has already retrieved the first of four steel knee beams from our warehouse for PSR 2683 Photo: DSCN3230



Figure 53: From out of nowhere, a tall stranger appeared and helped us with the difficult task of loading the knee beams and just as suddenly, disappeared. Who was that masked man anyway? Photo: DSCN3234

**PCC #1 DELIVERED TO KS FROM SILK ROAD STORAGE ARKPORT, NY. - December 27, 2017**

*All photos this page by Tony Hall*



*Figure 64: By the dawn's early light, Bob Hooper and our Silk Road Driver review the moves required to get to the unloading track. Photo: DSCN3086*



*Figure 65: Having reversed the trailer first, the long Silk Road rig struggles to clear the troublesome northeast corner. Photo: DSCN3095*



*Figure 66: With some clever curb-side engineering, a level passage was assured. Photo: DSCN3093*



*Figure 67: PCC #1 glides down the ramp to solid ground. Photo: DSC03117*



*Figure 68: Using a unique drawbar of their own design, KS crew couples #1 to ERDX 4139 (ex-NJ Transit) Photo: DSCN3124*



*Figure 69: With power to spare, #1 is towed into the yard, where it will be shunted into the shop. Photo: DSCN3138*



*Figure 70: Bob pitches in to help roll up Silk Road's outer tarp for the trip back to Arkport, NY. Photo: DSCN 3100*



*Figure 71: Bob Hooper refreshes the desiccant in PCC # 1 to help reduce moisture inside the shrink-wrapped car. Photo: DSCN3258*

# LOADING THE SPARE COMPRESSOR AND RESISTORS July 14, 2018

All photos this page by Tony Hall



Figure 72: Bob, Hank and Jim secure the chains of Jim's portable lifting hoist to the compressor. Photo: DSCN3426



Figure 73: With considerable pushing and pulling, the spare compressor is raised and placed on Bob Hooper's trailer. Photo: DSCN3433



Figure 74: The spare compressor and resistor grids are loaded for transfer to Piscataway. Photo: DSCN3438



Figure 75: An advance crew moves several sections of resistor grids and other parts moved on June 16, 2018. Photo: DSCN3411



Figure 76: Parts for the folding steps are included in the continuing transfer of materiel. June 16, 2018 Photo: DSCN3412

# STORING THE LIFTING BEAM ASSEMBLIES June 16, 2018



Figure 77: The lifting beam assemblies are winched onto Bob's trailer for moving to the Storage Trailer. Photo: DSCN3405

The Lifting Beams were originally part of our Boston snow plow trucks, and were assembled at P'burg for use in lifting the 2651 car body to facilitate the change of trucks.



Figure 78: Manhandling the heavy beams, Bob and Jim transfer the steel objects to the storage trailer. Photo: DSCN3407



Figure 79: With a final shove the beams are placed into storage. A fork lift would have been helpful. Photo: DSCN3410

# REINSTALLING 2651's TROLLEY BASES – March 14, 2018

All photos this page by Tony Hall



Figure 80: The trolley pole bases are prepared for lifting to the roof. One is in the foreground and one palletized beyond. Photo: DSCN 3272



Figure 81: KS staffer Esteban is already on the roof, waiting for the palletized pole base to be raised. Photo: DSCN3277

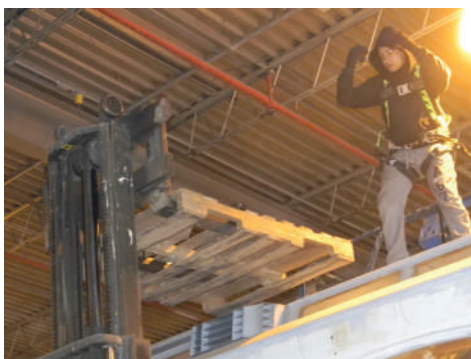


Figure 82: Gingerly, Esteban directs the fork lift operator to get the base reachable from his position. Photo: DSCN3280

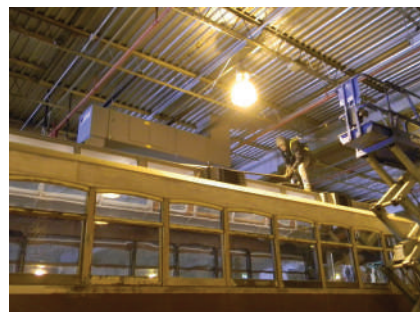


Figure 83: On the other end of the car, a scissors lift is used to get that pole base safely to the car roof. Photo: DSCN3295



Figure 84: Esteban intently places the bolts to secure the first pole base. Photo: DSCN3300



Figure 85: He is joined by Bob Hooper to complete the bolting down of the bases. Photo: DSCN3319

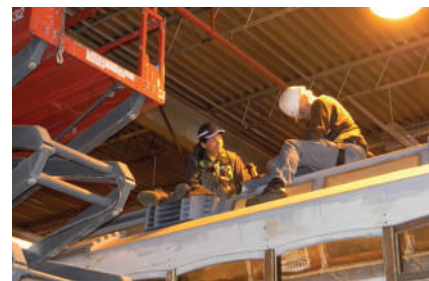


Figure 86: With the bases in place, an attempt is made to insert the trolley poles into the pole base receptacles. Photo: DSCN3221



Figure 87: A problem arises, as yet unresolved; the pole receptacles, under heavy spring load, will not permit the poles to be inserted without interfering with the building ceiling. Photo: DSCN3324

# H-B LIFE GUARD FENDER INSTALLATION - Fall 2018

All photos this page by Tony Hall



Figure 88: The Life Guard Fender Kit is set out to determine that all the parts are present and fit properly together. Photo: DSCN3326



Figure 89: Hank Kaminski and Bob Hooper have wrestled the basket assembly into its approximate position. Photo: DSCN3384



Figure 90: The forward trip gate is hung beneath the extreme front of the platform. Any inward motion of the gate will cause the basket (Fig 92) to drop to the rails Photo: DSCN3392



Figure 91: Not John Henry driving steel into a rock tunnel face, just Bob Hooper struggling to get the basket clamped into position under the platform. Photo: DCSN3398



Figure 92: The Basket is successfully clamped into position ready for permanent assembly. Photo: DSCN3400



Figure 93: While seeming simple, the front trip gate hides a life saving device beneath the platform. Photo: DSCN3394

# BOONTON'S GRACE LORD PARK – July 11, 2018

## Potential site for the NJ Transportation Heritage Center

All photos this page by Tony Hall



Figure 96: An outstanding feature of this site is the steel bridge spanning the Rockaway River Gorge. Photo: DSCN3422



Figure 97: Not unlike those at Paterson, these falls provided power for an early head start for Boonton in the Industrial Revolution. Nearby sources of iron ore didn't hurt. Photo: DSCN3418



Figure 98: These remains of the Boonton Iron Works provide some mystery as to their specific function. Photo: DSCN3414



Figure 99: The foot bridge over the river was constructed of hand cut stone quarried on site. Photo: DSCN3415



Figure 100: The Turntable Pit is rapidly becoming a forest. Photo: DSCN3421



Figure 101: One of "Capt. Bill" McKelvey's expeditions into the Park takes a break. From the left: Bob Hooper, Capt. Bill, John Madden & Ken Brown. Photo: DSCN3419



Figure 102: This right of way is almost entirely intact, from the River bridge up the gorge to the quarry and the Falls, including much of the abandoned track. Photo: DSCN3420