



# Trolley Lines

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## **NJERHS GARNERS GRANT FOR THE PAINTING OF 2651. LIBERTY HISTORIC RAILWAY TO FUND THE PROJECT. KINKISHARYO TO PERFORM THE WORK.**

Agreement Comes in the form of a Memorandum of Understanding and is predicated upon our finishing a punch list of tasks deemed essential before painting can begin.



Seen here in his last appearance before being sidetracked by illness, Bob Hooper (center), joins Marc Lipkin (left) and Jim Houston who are beginning the required preparatory tasks.

# North Jersey Electric Railway Historical Society, Inc.

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\*Elections are coming up. Potential Candidates please declare!

Currently, meetings are being held remotely.

All photos this edition by Tony Hall unless otherwise attributed.

**2023 Dues notification is extended with this edition. Dues are still only \$25 per year. Payment is due upon receipt. Thanks to all paid-up members!**

Carl N. Hosler



On 31 August last we lost member, volunteer and FRIEND Carl N. Hosler. Carl was 62 and succumbed to kidney disease at his home in Topton, PA.

Born and raised in Garden City, Long Island, his railfandom was inspired by his dad, Norm, also an avid fan and friend of NJERHS.

Carl's outwardly laconic personality belied a vast knowledge of motive power and a passion for restoration and operation. He went on to rescue and own the ex-P.R.R "Doodlebug" #4666 (above) and former Ivy City (DC) Rs-1 #57.

Carl was particularly helpful to NJERHS in assisting with the temporary wiring of 2651 at Phillipsburg so that demonstration runs could be offered.

Carl leaves brother David, sister Betsy and an extended family to mourn his passing. We of NJERHS join them and the railfan community at large in mourning his loss and in celebrating his life.

Godspeed, Carl, and THANK YOU!

– Tony Hall with Dave Hosler

# Tickertape Parade in Honor of Heroic Transit Workers



In July 2021 Greg Mocher covered the tickertape parade up lower Broadway in honor of the heroic transit workers and other first responders who kept the city humming, if at a lower pitch, during the peak of the pandemic. Former “El” car #1173 was exhumed from the Transit Museum for the occasion, partly through the good offices of NJERHS member and friend Bill Wall.

OUR THANKS to WPIX-TV NEWS.



“Comin’ round the mountain” (of concrete and steel, that is).



Passing Battery Place.



## Prepping Begins



Archival view of 2651 as she appeared at the time of the agreement to paint.



One of the first tasks at hand was to enamel the sheathing of the bonnet roofs in order to protect the ancient planks from any errant moisture that might infiltrate the canvas cover to come.

“The bells, Master, the bells...” No, NOT Quasimodo arriving to ring the bells at Notre Dame, just Tony arriving at one of many Friday work details necessary to prepare the car for painting. (Photo: Jim Houston).

Bob,

Keep up the good work  
&  
get well soon!!!



Meanwhile, the Mother Seton Swap Meet intervened. Here we see George Tomczyk with Bob Hooper selling off part of our vast stock of trolley books. Not shown: Jim Tomczyk, George LaPierre and Bruce Russell. It was at this event that Tony spied and acquired, a much needed and hard-to-find UNBROKEN P. S. R. headlight lens!



"Alas, poor Yorick! I knew him, Horatio." No, NOT the Danish Prince contemplating the skull of the late court jester, just Doctor Jim Tomczyk performing another successful lens transplant.



Sweet Success!



Jim Houston had restored the two roof side route sign box covers and he is seen here installing one of them. This task had to await the remounting of the sign box hoods, to which the covers are attached.



Hurried temporary mounting of all eight ventilators back in 2017 now required a more permanent solution.



Re-installing both trolley pole hooks presented somewhat less of a problem.



Also less difficult were the roof grab irons.



The original underbonnet grab handles proved to be too small even for Tony's diminutive grip ...



,... so modern, larger ones were substituted.



The lightning arrester, cosmetically restored by Tony, awaits installation.



Bulkhead panels, removed in the P-Burg years by Hank Kaminski to facilitate structural repairs beneath, had to be refitted along with appertinent mitered quarter-round moldings.



Tony is joined by Jim Houston in replacing half-round moldings to side panels. (Photo by Marc Lipkin)



Teamwork gets 'er done! NOTE: The only place on the car where sheet metal sheathing rust out was repaired with a fiberglass / epoxy patch. (Circa 1976 at Ringoes).



No, NOT the battleship NEW JERSEY, just one of four corner plates re-manufactured by our friends at Kinkisharyo LLC from a rusted out original and installed by Tony.



The destination sign box from the "B" end had suffered what many diagnosed as terminal rust-away. But, Doctor Bob Hooper to the rescue! Bob removed the dead "tissue" and skillfully regenerated new "flesh" using fiberglass and epoxy resin. Where do we find such people? We could use a few more, if you're out there!



A new sign box cover was made up by Jim Houston, replicating the one at the "A" end, built by Tony at P-Burg years ago.



Here Marc is busy replacing missing screws at a corner joint plate.



Jim Houston joins what could pass for a deodorant commercial, but NO, just another example of close coupled NJERHS teamwork in action! p-10



Thanks to RM Auto Restorations of Windsor, Ontario and the good offices of friend and Charter Member Dave Phraner, three pairs of complex window channels were custom manufactured for us at an affordable price. Fortunately for us, RM had just completed a "Williamsburg" level restoration on former RL&RR #351, a car identical to 2651 (See *Trolley Lines* #31). They had wisely, and for us fortunately, retained the dies they had created for their project!



New contributing member and avid volunteer Jeff Wewers is seen here disassembling the temporary steps fitted at P-Burg to facilitate easier access while the car is blocked high on its trucks for easier access to underfloor equipment.



Jeff's help is crucial when it comes to tasks requiring more muscle than the current Corps of Restoration can summon. But he displays skills and dedication as well!





Hurried preparation for the move to Piscataway required that the bonnet roofs be attached to the car using only temporary clamps and ratchet straps. Now we needed yet another more permanent solution. Here Marc has pre-drilled the bonnet plates and is inserting lag screws to finally secure the end roofs to the car.



Skillfully using his trusty power socket wrench, Marc drives home one of more than two dozen lag screws.



One down, twenty-three to go.



Jim keeps him honest



Another lag screw is driven home



Jumping ahead to the "A" end, Quasimodo, temporarily neglecting his bell-ringing duties, and having applied a strip of contact cement to the bonnet deck, here deploys the burlap underlayment. (Photo by Jim Houston)



Underlayment is in place.



Similarly, back at the "B" end, Jim lays down a strip of cement to secure the burlap in place during the overlaying of the canvas to come. Thus, will a wrinkle-free outcome be assured.



Jim uses staples to temporarily hold the canvas in place during the working.



Tony temporarily staples the canvas, now overlaid on the "B" end.



Canvas is laid on the "B" end, and neatly done! Except for Quasimodo's dirty footprints



Jim Houston proudly displays his own designed and built "Canvas Grippers," patent pending.



"Houston's Grippers" are attached to the canvas.



Jim attaches ratchet strap connector eyes to the grippers.



Marc joins in.



Marc tests one of the ratchet straps, drawing tension on the canvas to remove wrinkles from the roof covering.)



Teamwork rules the day as the connector eyes are attached and ever greater tension is applied to the canvas. Note: the bracket strap connector eyes, already in place (upper left).



Having strung 2651's "B" end like a giant harp, Marc appears ready to play for us. But no, he must wait, in vain, for Tony to focus his lens. Note: There IS a true "Trolley Harp," but it is not seen here.



After the canvas had had a week to stretch and settle, the Corps of Restoration begins measuring and predrilling for the many short roofing nails which will permanently hold the canvas in place.



Measure twice ...



... drill once



Nailing begins.



Marc proves to be a "driving force" on the Corps of Restoration.  
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**NAILED IT!**



The inboard transverse edge of the canvas is fitted and secured.



Time to trim the excess.



"Not too much off the sides, please, Mr. Jeff."



Snip, Snip! Cut, Cut!



Power play. The gang's all here.



Nailed AND trimmed! Now that's what I'm talkin' about!  
"That's not going anywhere." (The engineers' hopeful blessing).



Plastic molding goes neatly into place with thanks to Hank Kaminski who recommended OutWater Plastics of Bogota, NJ as our source.



Jim places the plastic molding in preparation for pre-drilling and nailing.



Stretched, trimmed, nailed AND molded, with a nary a wrinkle in sight!



Now that canvas is in place, the assembly of the roof end route sign box can be addressed. Here, Jim demonstrates his chops as "car knocker par excellence."



With the turning of the last screw, can it finally be "MILLER TIME"?





NOT SO FAST! On this job, there are ALWAYS one or two more tasks that need to be done. Here, Jim pre-drills for the necessary canvas strips which will cover the gaps between the bonnet roof and the main car body.



Nailing follows drilling.



Starboard...



... and portside.



The "B" end is ready for the paint shop. . . ALMOST! )



The compromise roof is returned to glory. Dirty glory. But still glory.



Naively thinking their shift is done, Jim and Jeff take a break, not seeing that there is ONE LAST TASK to be completed in this session, Can YOU spot it?



YES, the DESTINATION SIGN BOX must be installed! How many of you caught it?



And so, we are finally paint-shop ready! We can only hope those MILLERS are still cold!



We hope this day-for-night shot will allay the concerns of those who complain that there are no photos of a 2600 with glass in the clerestories.



Returning to the "A" end to do the same all over again! But relax, patient reader, we will spare you an account of the "A" end work since it is but a replication of what we have only just finished showing you. That's a wrap! Let me close by observing that, when finished, 2651 will be carrying almost as much canvas as the "Great Republic."

