

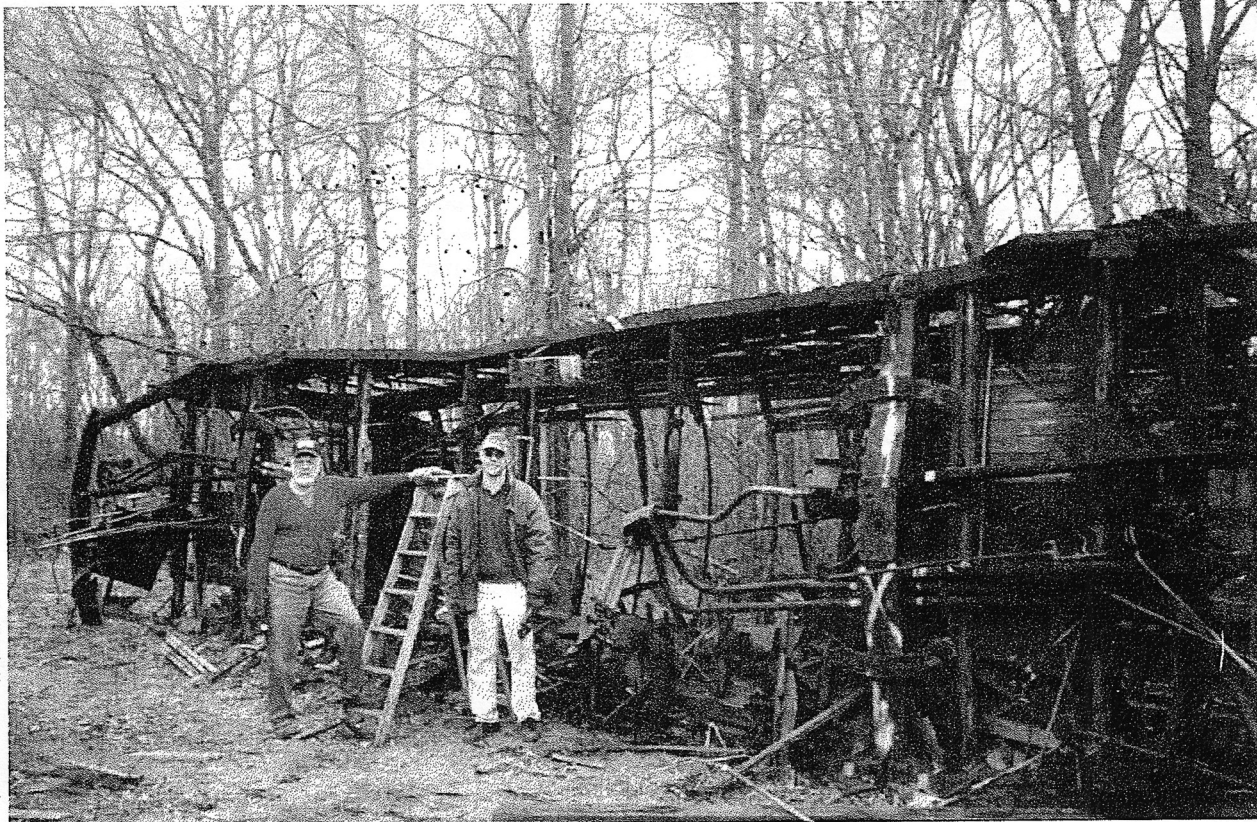
# Trolley Lines

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Bill McKelvey and Jim Tomczyk pause next to the frame of a Philadelphia trolley at Jobstown, New Jersey after removing the last bit of useful hardware from the poor Brill. It will live on in part as an organ donor to 2651. The carcass, finally picked clean, has been left to return to nature, or to the enterprising scrapper who has been visiting the site. *Photo by Tony Hall*

## Car 2651 Restoration

A necessary aspect of car restoration is the quest for parts. This was reported in previous issues of TROLLEY LINES. We have been fortunate in receiving donations of signs and other artifacts from our members and friends. We have also acquired parts from cars that have been scrapped. Recently another car located in New Jersey was able to provide

some essential parts for Car 2651.

The car in question was abandoned in Jobstown, New Jersey . It had been owned by predecessor organizations of the Electric City Trolley Museum. The group had hoped to operate their vintage Philadelphia area trolleys on an abandoned branch of the Pennsylvania Railroad adjacent to the property which they acquired in Jobstown, but the local residents objected to these plans and got

**(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)

The group subsequently set up their trolley operation on the a court order blocking the operation of the trolleys. New Hope and Ivyland Railroad in Buckingham Valley, Pennsylvania. Only a couple of cars were operated at that location.

The rest of the cars remained at Jobstown. At the conclusion of that operating agreement they moved their operations to Penn's Landing in Philadelphia. Again a lack of storage space at the new location left them with no choice but to keep part of the collection at Jobstown where the cars deteriorated from exposure to the elements.

After several years at Penn's Landing, the City of Philadelphia decided that the piers which housed the fleet should be used for other purposes. Another storage facility was provided under an interstate highway, but vandals broke into that yard and inflicted heavy damage to the cars.

Around that time, officials from Lackawanna County were seeking to establish a trolley museum adjacent to the Steamtown facility in Scranton. They offered the Buckingham Valley Trolley Association a place to house and operate its cars. They joined forces with the East Penn group from Topton, Pennsylvania which was also looking for a new location and the combined group became known as the Electric City Trolley Museum Association.

Space limitations in Scranton forced the new group to

reduce the size of its fleet. Some cars were sold to other museums for preservation. By this time most of the cars at Jobstown had deteriorated to the point where they were little more than rusting hulks. Rather than try to restore what essentially "basket cases" the cars were stripped of parts that are now being used to restore cars at Scranton. After the cars at Jobstown had been picked clean the remaining pieces were abandoned on site.

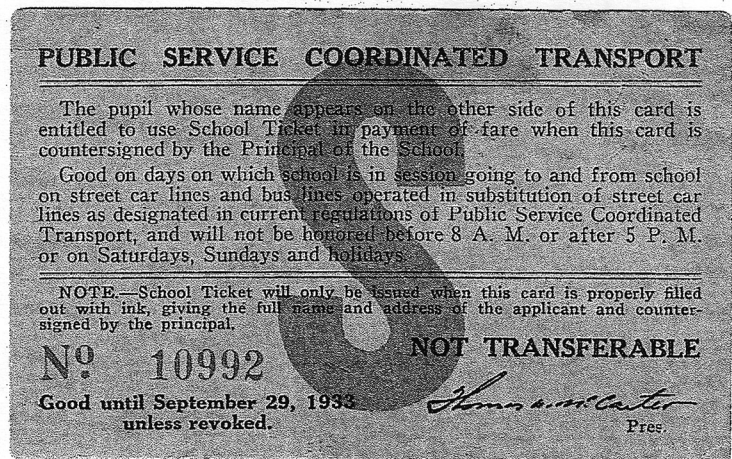
Although most of the cars at Jobstown had been stripped down to their frames, there were reports that some still had hardware that could be used for the restoration of car 2651. A work party consisting of Tony Hall, Bill McKelvey and Jim Tomczyk was dispatched to Jobstown, but first they needed to find where the trolleys were located. The local police directed them to the site, but stated that they thought that a scrapper had removed all of the trolleys from that location. When the work party got there they were pleased to see the frame of one car. It was conveniently laying on its side so that any parts could easily be removed.

Still attached to the frame were resister grids, brake linkages, cylinders, piping and tanks. Also attached were components for the folding steps at the end platforms. Three trips to Jobstown were required to complete the salvage operation.

### Letters From Our Readers

Hi:

I came across this card in my picture album, don't know if there are any of these still around. I used it back in 1933 when I was a student at Essex County Vocational school located at First Street and Sussex Avenue in Newark.



These cards were issued every month of the school year that the high schools were in session. Each month they were printed on a different color index card with the "S" in red.

(See Letters on Page 3)

### (Letters Continued)

They were distributed to the schools and placed on the office desks for the students use when they needed to purchase a new book of "car" tickets which could be used only on the trolley lines that were in close range of the schools or on a bus line that replaced the cars or were isolated from a trolley line.

The student would fill out the card and in Newark, would take it down to the Public Service terminal and present the card and 90 cents and that would get them a book of 30 tickets.

I used these and the tickets from 1931 until graduating from the Printing Department in 1933, where we learned the trade by setting up and printing jobs for the vocational schools and their activities.

My first year, 1931, we had classes until the fourth Friday of July and so the car tickets were unusable for the month and we had to pay full fare (5 cents) a ride to school.

One of my biggest thrills was walking one block north on First Street to the end of the Bergen Line at Orange Street and waiting for the next car where I got an opportunity to either put up or pull the pole on a double-ender Bergen trolley. As I recall, the first two years, the Bergen still had a roster of 1500s and low 1700s of various sorts. On an early ride in 1931, I rode to school on 1110, the oldest and lowest numbered car on the line. Those first two years attending school (1931-1932) saw a variety of Bergen and Clifton cars stored at the old Bergen Street car house waiting for rush hour use later in the day.

I hope this little card is of some historic value and you would like it as a piece of PS history.

I am happy to see the great progress being made on 2651 and wish I were younger and closer to join in the fun of restoration .

Take care all of you and keep up the good work.

George Knopf

### Publications News

Once again TROLLEY LINES is running behind schedule, but our goal is to get caught up during the next year.

Sales of "TROLLEY TREASURES -TRACKS OF TRIUMPH" have leveled off in recent months. As a service to those who wish to purchase additional copies, we have lowered the selling price for North Jersey ERHS members from \$30 to \$25 plus \$5 for postage and handling. As of the end of Summer just over half of the loans for the printing of the book have been repaid. Revenue from the sales of the book are being used to repay the loans and they are being repaid in the order in which they were received

### Membership Notes

Dues for 2006 have been received from most of our members. The renewal forms were mailed with the Spring 2006 issue of TROLLEY LINES, but some of our members have informed us that they did not receive it. If this is the case with anyone reading this please let us know and we will send the missing issue to you. To determine the status of your membership please check the upper right hand corner of your mailing label. If there is an 06 or 07 your dues are up to date. If there is an 05 or lower, you are not paid up for 2006. Please send your payment or you will be considered inactive and dropped from our mailing list. Our dues remain at \$15 a year which is among the lowest of any organization. Contributions are tax deductible. Renewal notices for 2007 will be sent with the Spring 2007 issue .

### Membership Anniversaries

We would like to recognize the following people for their years of continuous years of membership:

#### 20 Years

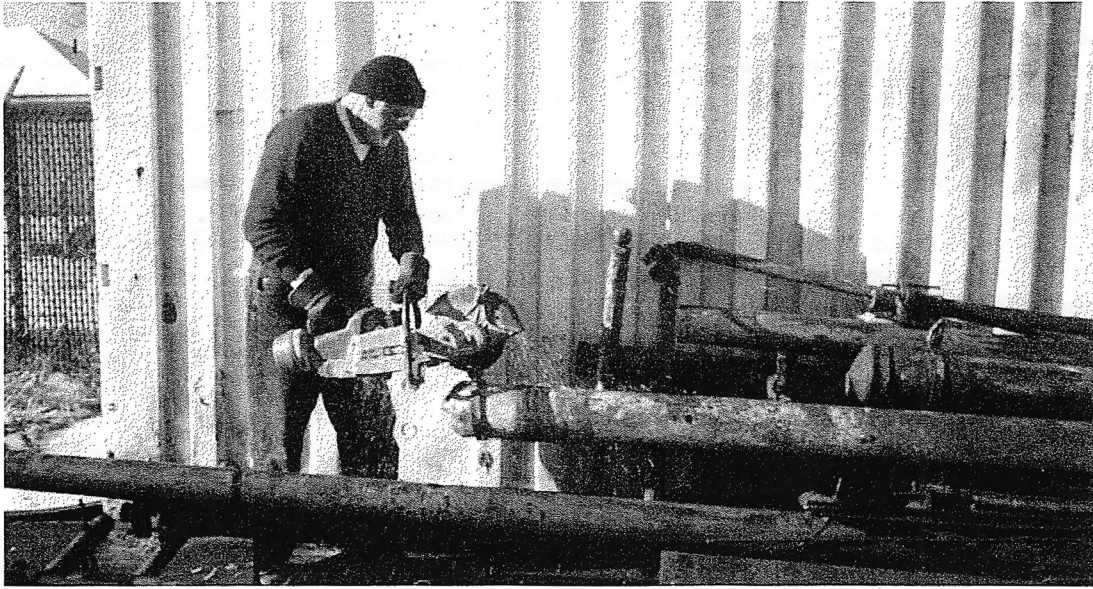
Michael and Linda Burshtin  
Joseph F. Eid  
Michael Glikin  
Daniel V. Marchese  
Thomas G. McBride  
James T. McNamara  
Thomas F. Moran  
David Phraner  
Rev. Charles Reinbold  
Bruce Russell  
Ben H. Tongue

#### 15 Years

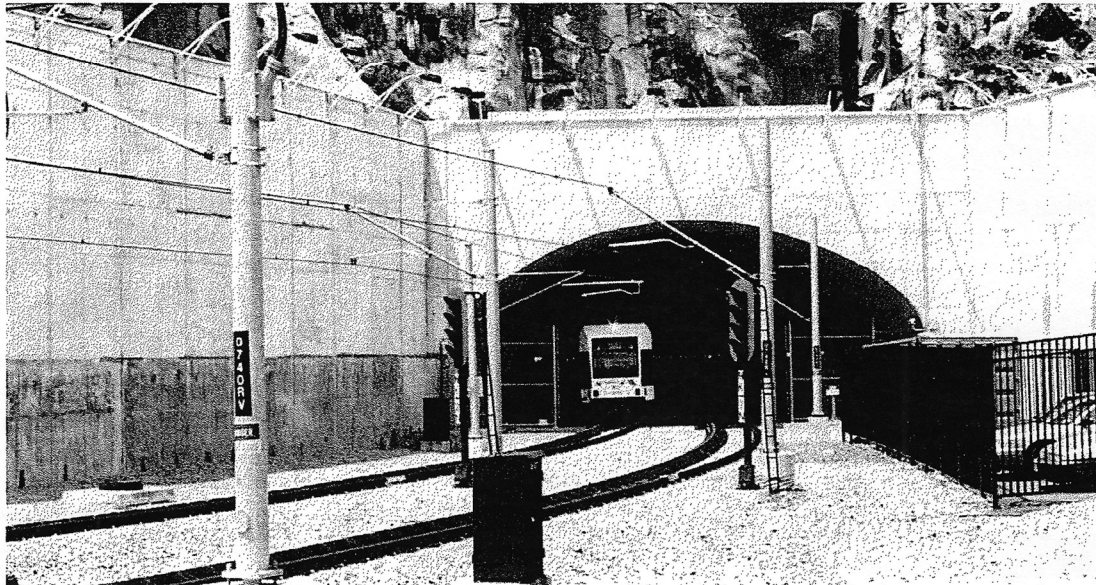
William E. Christian, Jr.  
Daniel Dicso  
Ira Deutsch  
Dennis Hage

### Gathering Poles

Last year the City of Rahway began a program of rebuilding most of the major street intersections. The work included widening the radius of curves at each corner and the installation of new traffic lights. In examining the old traffic lights it was obvious that they were attached to poles that were similar to those that once held trolley wires. Since genuine vintage trolley poles are not that easy to come by, we decided to try to obtain these. Tony Hall phoned some city officials that he knew and they arranged to set the old poles aside for us after they were removed. Some of the poles are still in place, but will be removed before the end of Summer. At that time all of the poles will be taken to Phillipsburg where they will be stored with other artifacts intended for the Heritage Center



**Bill McKelvey cuts some of the brackets that were attached to the traffic light poles which were obtained from the City of Rahway. Photo by Tony Hall**



**A train emerges from the former West Shore Railroad Tunnel in Weehawken. Ridership on the Hudson Bergen Light Rail Line has soared since the extension to Tonelle Avenue opened. Photo by Frank S. Miklos**