

Trolley Lines

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Hank Kaminski and Jim Tomczyk are hard at work removing the plow blade from one of our trucks while, Bob Hooper and Allan Nelson are in the background working on other things. *Photo by Tony Hall*

Car 2651 Restoration

The major effort this year was concentrated on rebuilding our newly acquired trucks. Since they were last used in snow fighting service, they still had plow blades attached. The plows were removed and replaced with new steel channels that matched the ones on the opposite ends of each truck. After work was completed on the rebuilt frames, the trucks were stripped of their paint. They were then sanded, given

a coat of primer and a coat of black glossy enamel.

Although the physical appearance of the trucks was important, the most important question was whether the motors were in operational condition. Several attempts to test the motors ended in failure due to problems with the outside power supply. However a reliable power source was eventually obtained and the traction motors performed flawlessly.

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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)

Other work on the car included putting back the letterboard on one side after the deteriorated wood was repaired. Hank Kaminski spent many hours in his shop fabricating replacement pieces for the sloping section of the roof. Several areas of the metal surfaces on the side of the car were stripped of their paint, sanded and primed. Work also continued on the platform at the west end of the car. Most of this involved trying to install the new curved bumper to which the anticlimber is attached.

Membership Notes

Most of our members have paid their 2006 dues. Please check the upper right hand corner of your mailing label to determine the status of your membership. If the last two digits are 06 or later, your dues are up to date. If they are 05 or below, you should submit your payment if you wish to remain an active member of our organization. We have tried to hold the line on dues and have been able to keep them at \$15 despite rising costs. This is mostly due to the generosity of our members, many of whom have included a

contribution with their dues. We try to keep our records up to date so the information on your mailing label should be accurate. Please let us know if you spot an error and we will try to resolve it.

Publications News

We are trying to get up to date with TROLLEY LINES and hope to do so during 2007. As of December 2006, we have repaid all but 36 of the loans for the printing of TROLLEY TREASURES - TRACKS OF TRIUMPH. Sales of that book have slackened off in recent months, but we expect to see this change with upcoming railroaders shows after the first of the year. As a service to our members we have reduced the membership price of the book to \$25 plus \$5 for postage and handling. This is an excellent opportunity for members to purchase extra copies for themselves or for friends.

Heritage Center Update

After officials from Phillipsburg withdrew its support of the New Jersey Transportation Heritage Center, a new potential site was identified. The location is on Route 57 east of Phillipsburg on the border straddling Franklin and Greenwich Townships. Approximately 70 acres in size, the property is larger than the proposed site in Phillipsburg. It is adjacent to the location of a lock on the abandoned Morris Canal and is bordered on one side by the former Lackawanna Railroad line between Hackettstown and Phillipsburg facility.

Warren County officials are concerned about suburban sprawl eating up every inch of land in the area and the acreage proposed for the Heritage Center would be spared from the construction of condominiums and townhouses. Supporters of the Heritage Center attended a meeting of the Warren County Board of Freeholders to press for its endorsement of the use of the site for the Heritage Center. The freeholders seemed interested the proposal but did not make a firm commitment to support it. They asked the Friends of the Heritage Center to develop a proposal for the site for consideration at a future freeholders' meeting.

NJ Transit News

Trolleys returned to the streets of downtown Newark for the first time since 1938 on July 17, when the line to the Broad Street Station of the former Lackawanna Railroad was opened. The new line branches off from the Newark City Subway via the former connection to the lower level of the Public Service Terminal. In reality, only a few feet of this connecting trackage was utilized. The original spurs, (See NJ Transit on Page 3)

The 2007 Mass Transit Modelers Convention & Trolley Meet

Presented by -

The New York City Model Transit Association &
The Shore Line Trolley Museum

Saturday, October 20, 2007

10 am to 5 pm

Setup day - Friday, Oct 19 (Evening)

The Rutgers Gymnasium

130 College Avenue

New Brunswick, NJ 08901

Admission: \$20

Spouse & Children - Free

Dealers Tables (8') - \$40 each

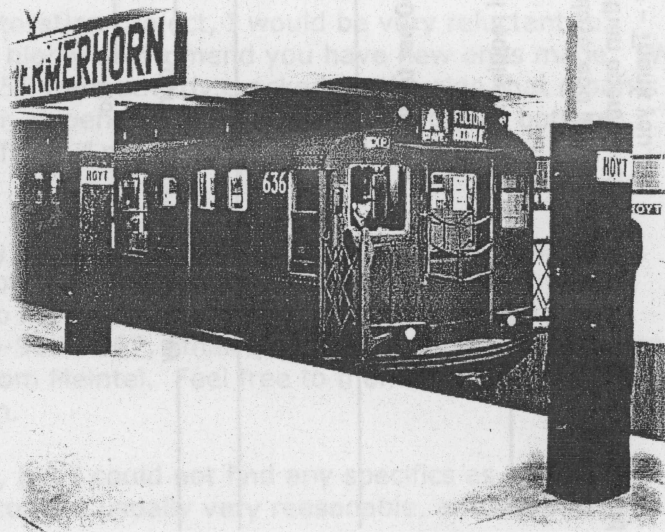
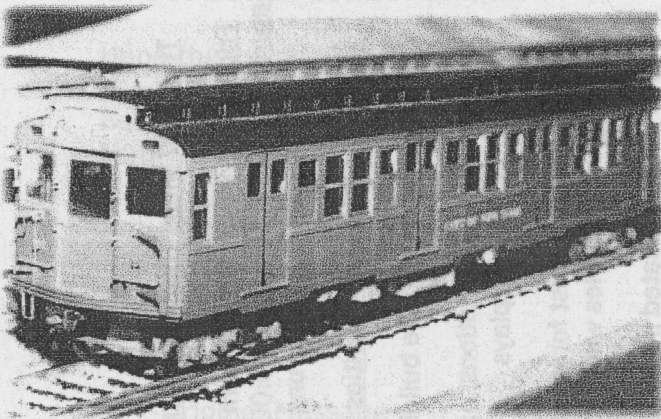
All Proceeds, after expenses, benefit The Shore Line
Museum.

Join us as we celebrate -

The 75th Anniversary of

The Opening of the

IND Subway Lines



- **Operating layouts** - Featuring Model Trolley, Rapid Transit, and Bus Equipment.
- **Dealers** - Models, Equipment, Books, Videos, Photos, Memorabilia and More!
- **Model Clinics** - "How to" sessions on building cars, structures, and more!
- **Model Contest**
- **Lectures** - From Transit Historians, Modelers & Collectors.

The Rutgers Gymnasium is near the New Brunswick Train Station - Served by - NJ Transit, Amtrak, & Buses from NYC. Free Parking is available, around the block, behind the Gym.

Visit the NYC Model Transit Assoc. Website:
<http://mysite.verizon.net/sctransit/nycmta.htm>

Or call (860) 620-9118

For updated info and directions.

The 2007 Mass Transit Convention & Trolley Meet
Registration Form

Please print clearly, fill out form and return by mail or
present at the door with admission on day of meet.
Make checks payable to - Shore Line Trolley Museum.
Mail to - NYC Model Transit Association
P.O. Box 162
Raritan, NJ 08869

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP CODE _____

EMAIL _____

Number of people to register _____ at \$20 each - Total \$ _____

*****Dealers need not pay the registration fee, just the fee per table.**

Any assistant to the dealer must pay the registration fee.

(Spouse and Children under 18 - free)

Will you be displaying anything? Yes _____ No _____

If yes, do you need power? Yes _____ No _____ Approximate size of display _____

This section for DEALERS ONLY -

Name of Business _____

Number of tables required _____ at \$40 per table - \$ _____
(Tables are 8' by 2.5')

Do you need power? _____ Any special requirements? _____

Important - We request that dealers, displays, and layouts arrive at designated setup times and be ready for operation no later than opening time (10:00am) on Saturday and leave no earlier than 5:00pm on Saturday - Thank you.

The 2007 Mass Transit Convention & Trolley Meet

Friday Oct 19 - Setup day from 6:00pm to 10:00pm
Saturday Oct 20 - Setup time 8:00am - Convention opens
at 10:00am and runs to 5:00pm

The following activities are planned:

Clinics : Various car and structure building "how to" clinics .

Features : Various video presentations, operating layouts, dealer Tables, and static displays

Contest : Judged model contest for best scratchbuilt or kit built Models. Contest rules will be provided at the show.

Food : A food court is located in the Rutgers Student Center (next to the gym) and features many different types of dining choices.

DIRECTIONS:

Driving from the North or South:

Use NJ Turnpike to Exit 9 - East Brunswick, Route 18. Take Route 18 North to Albany St - route 27 South. Take Albany Street to Easton Ave, make a right. Make the next right onto Somerset St and take to College Ave, make a left. Take College Ave about 3/4 of a mile - the Rutgers Student Center and Gymnasium will be on the left. Parking is available in the rear.

Mass Transit:

Use NJ Transit trains from Penn Station, NYC or Trenton, NJ to New Brunswick Station. Buses (Coach USA/Suburban) are available from the Port Authority Bus Terminal, NYC to New Brunswick Train Station. The Rutgers Campus Buses stop downstairs in front of the station. Tell the driver you want to go to the Rutgers Student Center/Gymnasium.

More Directions & Hotel info will be available at the NYCMTA website.

Anyone wishing to receive info on Hotels and additional directions, please include a SASE with your remittance.

(NJ Transit - Continued)

inbound and outbound angled off diagonally from the subway, while the new branch makes a sharp right turn to a new double track subway under Mulberry Street. This section was built by cut and cover construction which kept that thoroughfare closed to traffic for two years. The underground section continues along the original alignment of Mulberry Street to a ramp which comes to the surface at Center Street. On the far side of that intersection is the station for the New Jersey Performing Arts Center.

The line then operates on a double track right-of-way on the west side of McCarter Highway. It turns left at Lombardy Street where the line splits with the outbound track in paving along the curb on Atlantic Street and the inbound track in paving along the curb on Broad Street. An outbound station is located at Atlantic and Bridge Streets, followed by another on a single track right-of-way adjacent to the Newark Bears minor league baseball stadium. This station is unique in not having ticket vending machines and validators because of its close proximity to the light rail terminal at the Broad Street Railroad station. Passengers going to Pennsylvania Station from the stadium must ride to the Broad Street Station to purchase and validate their tickets. This strange arrangement is because there is no inbound Stadium light rail station. Such a facility would have to be built on the west side of Broad. The running time from the stadium to the light rail terminal is about one minute which is less than it would take to walk across Broad Street to reach an inbound platform.

Inbound trains operate in the curb lane of Broad Street as far as Washington Park where the track shifts to an alignment inside the curb adjacent to the sidewalk. The arrangement is similar to the one on the light rail system in downtown San Jose. A station is located at Washington Park opposite the Newark Public Library. The light rail line turns left into Lombardy Street where it meets the outbound track one block to the east.



The clock tower at the former Lackawanna Railroad Station in Newark makes an imposing background for a light rail car on the opening day of service. All loading and unloading is done at the island platform rather than on the side adjacent to the station entrance. Tony Hall photo

After entering the Mulberry Street subway portal inbound trains pass below the inbound City Subway track via the long abandoned ramp connection from the Cedar Street Subway. After joining the regular City Subway cars from the Broad Street line continue to the terminal under Pennsylvania Station. Broad Street cars use the inside loop, while cars from Grove Street and Branch Brook Park use the outer loop. NJ Transit realized that some passengers might want to transfer between the two lines, so for the first time since the City Subway opened passengers are permitted to ride around the loop. An across the platform transfer is provided on the outbound side between the

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(NJ Transit - Continued)

Broad Street line and the regular City Subway line.

Opening day ceremonies were originally announced for 1:00 PM but NJ Transit made a last minute decision to move it up to 11:00 AM, thereby denying many people the opportunity to ride the first train. However, many public officials were on hand including the governor and the Mayor of Newark. Most of the speeches were deliberately kept short due to the day's brutally hot and humid weather.

In conjunction with the opening of the new branch NJ Transit began repainting the fleet of cars with a logo that

reads "NEWARK LIGHT RAIL." New timetables were issued in the same format as those used on the Hudson Bergen light rail line. The old timetables were in the format used by NJ Transit's buses and were identified as being for the 7-CITY SUBWAY line. That route number and name is no longer used.

If there was one criticism of the new service, it was the slow running time of the branch. However, this is expected to be improved as the light rail operators and the motorists in downtown Newark get used to the operation of rail cars in mixed traffic for the first time since the 1930's.



A rear view of Car 102 shows it ready to depart from Platform 2 at Pennsylvania Station on the first day of service on the new branch to the Broad Street station of the former Lackawanna Railroad. Cars for Branch Brook Park and Grove Street depart from Platform 1 to the right of the stairway. *Tony Hall photo*