

Trolley Lines

12-B

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Car 2651 is rolled out for public display several times a year in conjunction with open houses conducted by the Phillipsburg Railroad Historians. A group from the North Jersey ERHS poses in front of the car at one of these occasions. From left to right: Jeanne Miklos, Frank Miklos, Bill Toikka, Hank Kaminski, Rob Hooper, Bob Hooper, and Jim Tomczyk. *Photo by Tony Hall*

Car 2651 Restoration

The past year was one of great optimism in our restoration work. We began the year with the delivery of the trucks for the car. Our enthusiasm grew when tests of the motors showed them to be in perfect operating condition. A minor problem was discovered when the bearing plates on the car were slightly different from their matching

pieces on the trucks. Modifications now are being made to correct the problem and we hope to have the car sitting on its trucks by the end of this year.

Work also progressed on the restoration of the car body. Roof pieces are being reinstalled on the west end of the car. The rebuilding of the platform at that end is also moving along. We look forward to this year with equal optimism as progress continues on the restoration of Car 2651.

**NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY
FINANCIAL STATEMENT-2006**

BALANCE ON HAND AT THE CLOSE OF 2005		\$32,190.19
INCOME		
Contributions	\$4,468.21	
Trolley Treasures Sales	2,317.10	
Dues	2,175.00	
Equipment Acquisition Fund	1,500.00	
Sales Tables-Train Shows	1,481.00	
Checks Returned as Contributions	300.00	
Book Sales	279.00	
Photo Sales	55.00	
Phillipsburg Donations	50.00	
Publications	18.00	
Magazines	5.00	
Total Income		\$12,648.29
EXPENSES		
Purchase of Trucks for 2651	\$25,000.00	
Car Restoration Materials	4,188.91	
Book Loan Repayments	2,200.00	
Shipping Charges for trucks	1,200.00	
Trolley Lines Printing	464.00	
Insurance	445.00	
Photo Processing	420.00	
Meeting Room	300.00	
Internet Service Fee	215.40	
Book Royalty	200.00	
Acetylene	172.47	
Postage	170.99	
Postal Permit Fee	160.00	
U.R.H.S. Dues	150.00	
HP Scanner	149.99	
Post Office Box	144.00	
Sales Tax	85.15	
Envelopes	80.37	
Bulk Mailing	50.00	
Bank Service Fee	48.00	
Room Rental	25.00	
Annual Report Filing Fee	25.00	
Total Expenses		\$35,594.28
Excess of Income Over Expenses		(-\$22,945.97)
Balance on Hand - December 2006		\$9,244.20
Outstanding Funds (Cash Within Balance Designated for Projects)		
Equipment Acquisition Fund	\$2,800.00	
Public Service Sweeper Restoration Fund	\$954.59	
Window Replacement Fund	170.00	
Total Cash Reserved		\$3,924.59
Un-designated Cash Balance		\$5,319.61

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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.

Financial Review

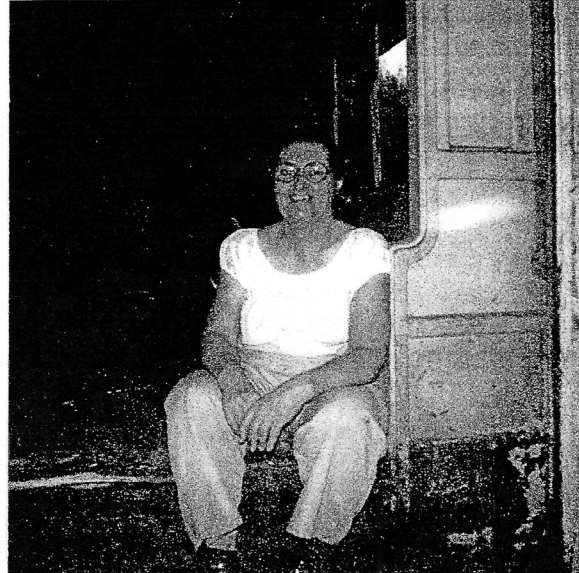
In 2006 our expenses exceeded our income by \$22,945.97. This is not as bad as it looks because the bulk of this was used to pay for the purchase of a pair of trucks for Car 2651. At the start of the year we had a balance on hand of \$32,190.19 most of which reflected the generous contribution of \$25,000 from Father Patrick Wilhelm which was designated for the truck purchase.

Our closing balance was in keeping with that of prior years, so we are holding the line on dues for 2007. Renewal notices are being mailed with this issue of TROLLEY LINES. At \$15 a year, our dues are among the lowest of any similar organization. However, our expenses are increasing and we may be forced to consider raising the dues in the future.

One of the reasons for our low dues is the generosity of our members. Our largest source of income came in the form of contributions which were more than double the income from dues. We also did well financially at the train shows where we had tables.

Aside from the truck purchase, our next largest expense was for materials required for the restoration of Car 2651. This is expected to increase as the pace of our restoration efforts accelerates. Also this phase of the project will involve the purchase of more expensive components such as copper wiring which does not come cheaply.

In Memoriam



Beverly Rodel posed for this photo inside Car 2745 which was stripped for parts to be used in the restoration of Car 2651. She was an enthusiastic member of our organization and a tireless worker who contributed much of her time and efforts in our behalf. Photo by Tony Hall

We were very sorry to learn of the death of one of our most dedicated members. Beverly Rodel was an active participant in the restoration of Car 2651. She was on board with this project from the time the car was rescued from its long-time home in Long Valley. In those days she was accompanied by her husband Harry Didriksen who was an enthusiastic supporter of the restoration effort. After Harry's untimely death Beverly remained an active member of the team of volunteers working on Car 2651 which by that time had been moved to the property of the Black River and River Railroad in Ringoes. Her participation involved hands-on work including such tasks as sanding and scraping paint. She spoke about her enthusiasm for the

See In Memoriam on Page 4

In Memoriam (Continued)

project to friends and neighbors who would often accompany her to Ringoes where they would sample first hand what was involved in restoring a trolley car.

Several years after Harry's death Beverly married Peter Rodel and the two of them regularly showed up at Ringoes to work on the car. They also worked on other projects such as the four MP-54 cars which were rescued by the North Jersey ERHS.

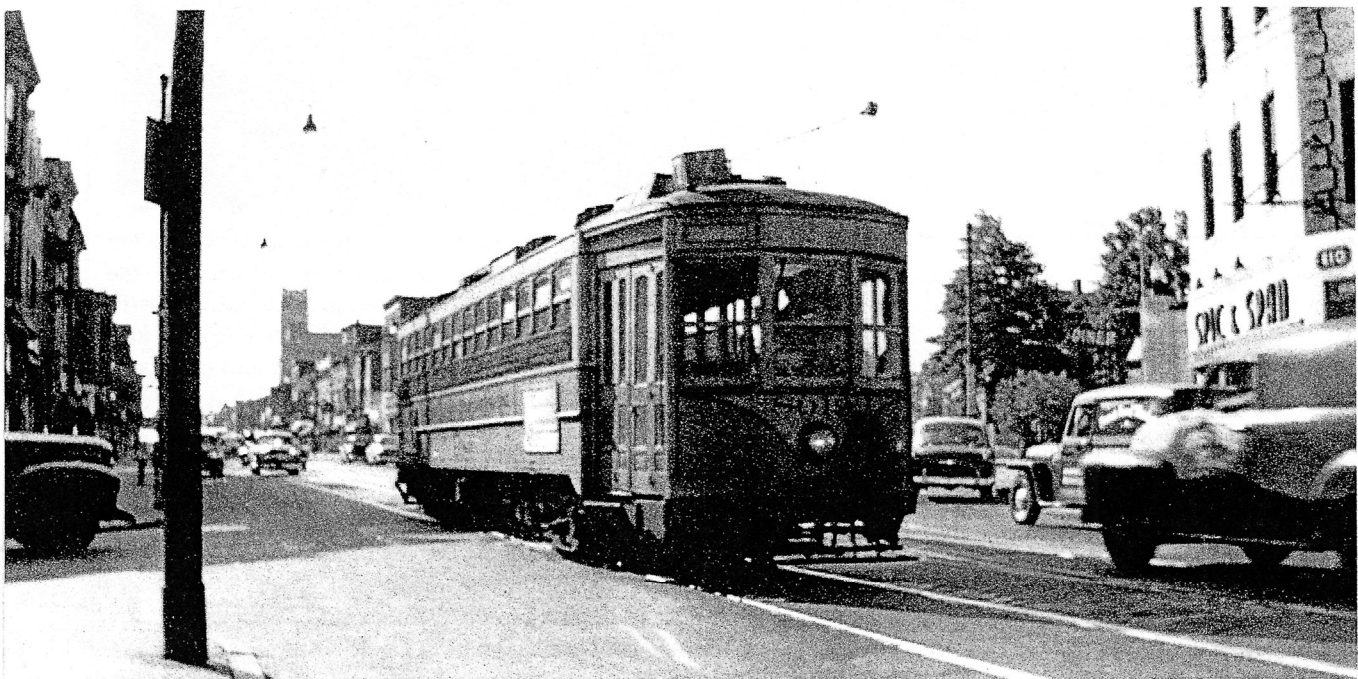
When the North Jersey ERHS began holding regular monthly meetings, Beverly and Pete took charge of the refreshments and continued to do so for several years. They also took the lead in setting up a series of summer picnics that were held in the early years of our organization. They were regularly on hand to staff our sales table at the

Hoboken Festival and other train shows.

Beverly curtailed her participation in our organization a when Pete began having health problems, but she never lost interest in our activities. After Pete's death her health began to deteriorate, but she still managed to attend an occasional meeting and also joined us for our chartered bus excursion to the Branford Trolley Museum.

About two years ago she moved to Missouri to be closer to her daughter. Her health took a turn for the worst a few months later forcing her to move to a nursing home where she remained cheerful until the end.

Beverly's sunny disposition and her genuine enthusiasm for the North Jersey ERHS will be missed. We extend our sincerest sympathies to her daughter Virginia, her grandson Jason and her son Perry who remains a member of the North Jersey ERHS.



2007 marks the 55th anniversary of the abandonment of the last surface trolley lines operating into the Newark City Subway. On March 30, 1952 the 29-BLOOMFIELD and the Orange Street portion of the 21-ORANGE Line made their final runs. However this view of car 8019 on Orange Street was taken by Al Creamer in early April 1952. When questioned about this, Mr. Creamer explained that for about a week after the surface lines were abandoned, cars on the 7-CITY SUBWAY route continued to operate into the Roseville carhouse. This lasted until a shop facility for the cars was constructed under Newark's Pennsylvania Station. *North Jersey Chapter NRHS photo, collection of Frank S. Miklos*