

Trolley Lines

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Carl Hosler oversees the testing of one of the trucks for car 2651. The electric motors performed flawlessly and the truck moved slowly along the section of track in front of the building where our car is stored. Plans for this fall call for removing the caboose trucks now under the car and replacing them with the motor trucks. Photo by Tony Hall

Car 2651 Restoration

During the Summer the bulk of our efforts was concentrated on getting the trucks prepared for installation under 2651. A test of the motors was conducted earlier in the year with the wheels raised clear of the rails. All four motors performed flawlessly. Then later this summer the test was repeated with the trucks sitting on the rails. This was more dramatic because the trucks moved under their own power for the first time since we acquired them.

Before the end of the year, we hope to position the trucks under the car. The car has already been jacked up in

anticipation of this move. The existing caboose trucks will be rolled out from beneath the car and the motor trucks moved under their own power to their proper locations.

Once everything is in place we look forward to the day when the car will be powered by these trucks for movement for the first time since it was retired by Public Service in the late 1940's.

Also during the summer more of the new roof pieces that were fabricated by Hank Kaminski were put into place along with the larger roof panels. Sections of the deteriorated roof at the east end of the car were removed in anticipation of their replacement with new plywood paneling and shaping

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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.

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the intricate wooden pieces for the sloping section of the roof. They are being installed along with the rest of the roof at the west end of the car. By the end of the year we hope to complete the rebuilding of the roof and most of the surfaces on that half of the car.

In Memoriam

Once again we were saddened to learn of the death of one of our members. John Kopf belonged to our organization for over fifteen years. He regularly attended our monthly meetings until we moved to our present location where climbing the stairs to the second floor was a definite hardship for him. About a year before he died we learned that another meeting room downstairs would be available on the night of our meeting. We immediately contacted John and he was delighted to attend. We also learned that the meeting almost coincided with his birthday, so we honored him with a small party.

John was a quiet unassuming man, but his enthusiasm for trolleys was unmatched. He was right up there with the ranks of such noted rail historians as Wilbur Sherwood, Walter Druck and Al Creamer. He was an excellent cinematographer and photographed numerous trolley systems that were no longer operating. When he first joined the North Jersey Electric Historical Society he told us that he had taken lots of movies and offered to show them to us. We scheduled him to put on the program at one of our meetings and were rewarded by an outstanding presentation. The movies showed his travels around the country which included numerous trolley systems that have long been abandoned.

John's presence at our meetings will be missed. We extend our sincerest sympathies to his wife Alice and his son John..

Membership Notes

Dues renewal notices for 2007 were sent out with the spring issue of TROLLEY LINES and we are receiving payment from our members. If you have any question about whether your dues are up to date, please check the mailing label on the envelope. The two digits next to your membership number in the right hand corner indicate the year for which you are paid. You are up to date if the number is 07 or higher. If the number is 06 or lower you are behind in your dues. Please send them in if you wish to remain an active member. Our dues remain at \$15 which is one of the lowest for any organization of this type.

Publications News

As can be seen by the cover date, this issue of TROLLEY LINES is still running behind schedule. We are still hopeful of getting caught up, but this is a volunteer effort which is essentially the work of one person.

Meanwhile the sales of our book TROLLEY TREASURES - TRACKS OF TRIUMPH have slackened off in recent months. In view of this we are now mailing out checks for the balance of the loans that were used for the printing of the book. Money from the sales of the book was originally intended to repay the loans, but under the circumstances we feel it would be unfair to keep people waiting any longer for the money that is due to them.

Déjà vu Dashes



In the summer of 1976, one of the dashes from 2651 was used as a display during a street fair in Metuchen. On a recent visit to New Orleans, Frank Miklos exited a Canal Street trolley to discover a similar display at one of the car stops. It was set up by the New Orleans Regional Transportation Authority in conjunction with a street fair commemorating the completion of a Canal Street refurbishment project. *Photos by Frank Miklos*





With invaluable help from the Phillipsburg RR Historians, crushed stone is spread over the trolley track so that vehicles can pass and work can continue.

Photo – Bob Hooper



Shop truck lingers beneath east end of car body while its replacement power truck waits patiently in doorway for its turn to occupy its new home under 2651.

Photo – Bob Hooper



Work continues on east power truck in preparation for its placement beneath of 2651.

Pictured are (l to r) Hank Kaminski, Jim Tomczyk, Rob Hooper and Bob Hooper.

Photo – Tony Hall