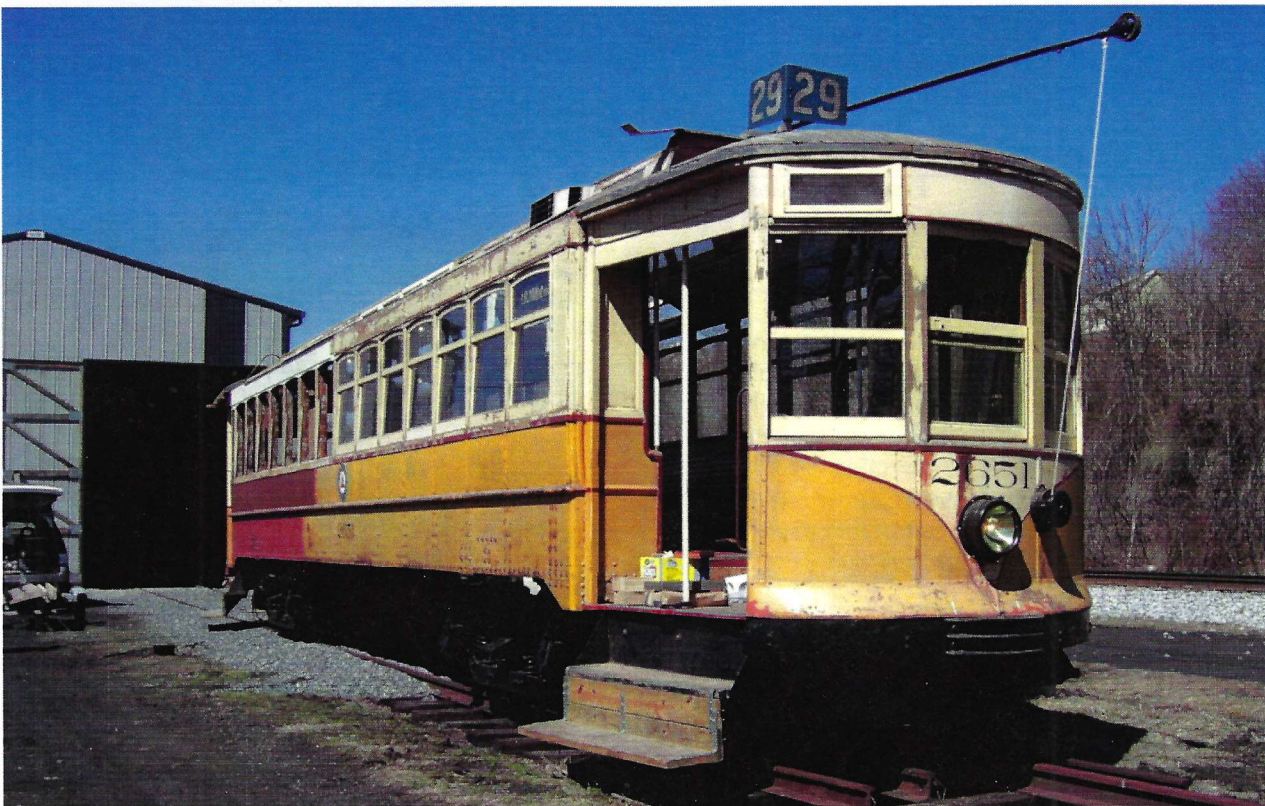


Published by the North Jersey Electric Railway Historical Society

Volume 4, Number 3 & 4

Fall/Winter 2007



Car 2651 proudly displays its new trucks after the temporary caboose trucks were removed. The installation of the trucks was a major milestone in the car's restoration *Photo by Robert E Hooper*

Car 2651 Restoration

After much preparation work, the new trucks for car 2651 were finally positioned under it. The work was accomplished after new center bearing plates were installed. The new ones were especially fabricated to provide compatibility between the trucks and their matching components attached to the underside of the car.

Before the new trucks could be installed, the freight trucks on which the car had been resting had to be removed.

To accomplish this, the car had to be jacked up and set onto cribbing. After this was done, space had to be provided at the west side of the building so the freight trucks could be rolled to an outside piece of track. This meant that the Mack rail bus which shares storage space on the same track inside the building would also have to be moved. The tracks outside had to be prepared to provide a storage space for the freight trucks and a place to temporarily set aside the rail bus. As one can see the logistics of accomplishing this were very involved and took several weeks to complete.

(See 2651 on Page 2)

North Jersey E.R.H.S. Board and Staff

President	Robert E. Hooper
Vice President	William F. Keigher
Secretary	Gary Madriss
Treasurer	Frank S. Miklos
Trustees	Joseph Beim Thomas Gormanly Anthony J. Hall William McKelvey Herman Silbiger
Trip Committee	William F. Keigher Gary Madriss
DESTINATIONS Editor	Robert E. Hooper
TROLLEY LINES Editor	Frank S. Miklos
Webmaster	Robert J. Hooper
Website	NJERHS.ORG

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)

Eventually, everything was shifted around and the new trucks were properly positioned under the car. The cribbing was removed and car 2651 was lowered onto them. With the trucks in place, the car was once again a living piece of traction rolling stock. Soon after, jumper cables were connected to the motors on one of the trucks and car 2651 rolled under its own power for the first time since it was retired by Public Service in the 1940's.

Although the installation the trucks was a highlight of the year's restoration efforts, work was also continuing in other areas as well. Hank Kaminski's woodworking skills were displayed as the intricate pieces that he fabricated for the roof were set into place.

All told, this Summer saw great progress in the restoration of car 2651. This was a team effort involving many members of the North Jersey Electric Railway Historical Society. In addition to Hank Kaminski as noted above, particular recognition must be given to Carl Hosler for his work in bringing the traction motors to life and to Jim Tomczyk whose many skills from welding to electrical work were invaluable. Also participating were Bob and Rob Hooper, Tony Hall, and Bill Toikka.

Publications News

We apologize for continuing to run late with TROLLEY LINES. In an effort to get caught up, this is a combined issue.

Beginning with our last issue we began publishing color photos. To accomplish this we are pleased to add Bill Keigher, Tony Hall and Ira Deutsch to the TROLLEY LINES editorial staff. This is a learning curve for all involved and we are still coping with trying to figure out some of the technical problems that arise when venturing into something new. The completed publication is delivered to the printer in electronic form since we now scan the photos ourselves. The color publication costs a few dollars more to print, but this is offset by eliminating the charges for having the scans done by the printer. We appreciate your patience and hope to get back on schedule soon.

Membership News

Usually our dues renewals are mailed with our Spring issue which also includes our annual financial report. Both have been moved up to this issue due to the lateness of this publication. We are pleased to report that most of our members have paid their 2007 dues, but there are still a few who have not paid. There will be a notation on the dues renewal forms of those who are still behind in their payments.

We wish to welcome the following new members who joined during 2007:

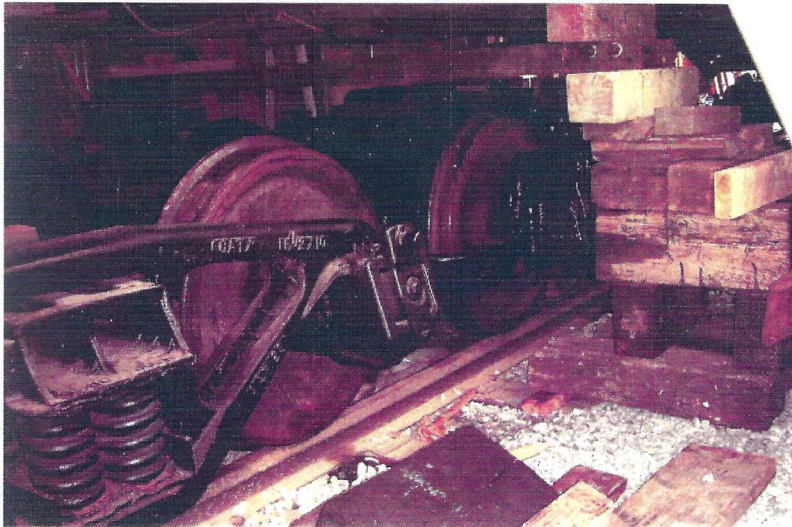
Jack Dixon
Stephen Lanset
Rob Lawall
Jack May
Art Peterson
James H. Roberson
William R. Wright

We also want to thank our long time members for their years of support. Those whose anniversaries took place in 2007 are listed below:

20 YEARS

Harold Geissenheimer
George A. Knopf
Bill McKelvey
Benjamin Muckenhaupt
Richard A. Shiels
Phil Stevenson
John A. Yohannan

(See Membership Notes on Page 8)



Not to be confused with a stack of a child's building blocks, this hardwood cribbing actually supports the southwestern corner of 2651, supporting more than 6,000 pounds. The car is now high enough to allow the old trucks to pass beneath the end platforms. Track jacks and strong backs got it up there.

Photo – Bob Hooper – Fall 2007



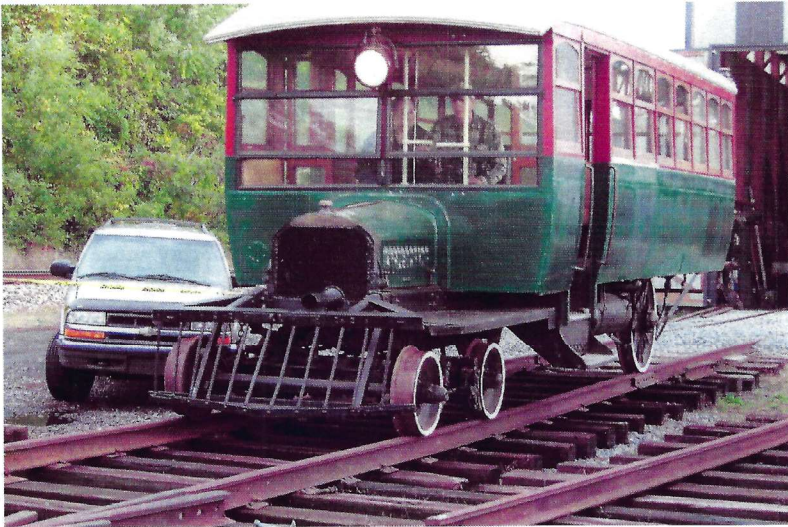
The grime on Jim Tomczyk's coveralls is a tribute to his long hours of hard work under difficult conditions. Jim toils under the watchful gaze of Tony Hall, whose attire shows no such evidence of hard work. The shop trucks are shown here having been moved beneath the west end platform, en route to storage in the PRR Historians yard beyond.

Photo – Bob Hooper – Fall 2007



The move of the shop trucks back to the Historians storage yard required a track connection to be completed, including the installation of a switch. Track work has always been among the most challenging aspects of railroading. Thanks again, Historians.

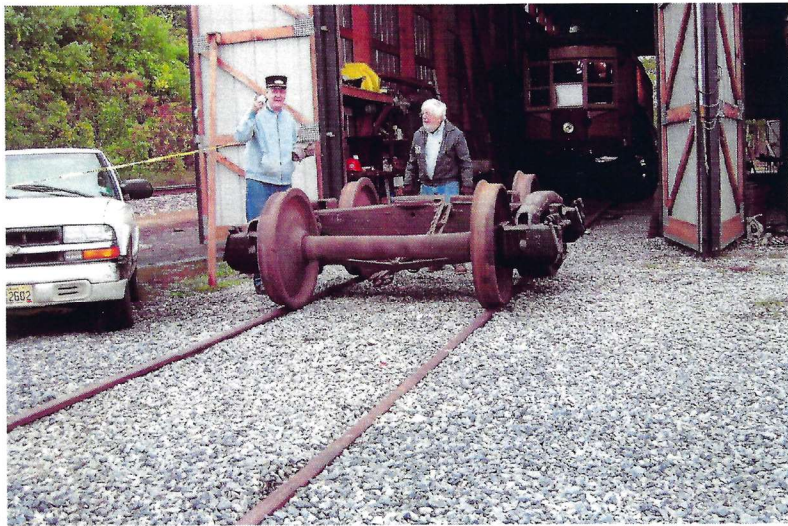
Photo – Bob Hooper – Fall 2007



Rescued and restored by owner Lehigh Valley Chapter NRHS, this 1920s Mack rail bus moved out under its own power, clearing the track for the passage of our former shop trucks, which has been on loan to us from the PRR Historians.

Thanks again, Historians.

Photo – Bob Hooper – December 2007



With a clear track ahead, thanks to recent track work, Bill Toikka and Tony Hall shove former shop trucks westward back to their original home in Historians two track storage yard.

Photo – Bob Hooper – 19 January 2008



No “Fiddler on the Roof,” Hank “The Plank” Kaminski, expert woodworker, assembles water-shedding roof from components he produced in his professionally equipped cabinetry shop.

Photo – Bob Hooper – December 2007



Jim “Sparkle Plenty” Tomczyk grinds new air vent guards he produced in his home shop.

Photo – Bob Hooper – December 2007



Bob Hooper proudly displays the new center bearings produced by Jim Roberson of L&M Fabrication and Machine of Bath, PA to fit existing counterparts on the bolster beams of 2651. The donation of the center bearing fabrication was a significant contribution to the restoration of the car.

Photo – Rob Hooper – December 2007



Jim Tomczyk and Rob Hooper are shown matching up holes in new center bearing with those in power truck beam. Some re-drilling would be required to fit bolts.

Photo – Tony Hall – 12 January 2008



Jim Tomczyk, Rob Hooper and Bob Hooper are shown test-fitting kingpin into new center plate recently attached to power truck. The kingpin will later be installed through the car floor, the bolster beam, and the upper and lower bearing plates.

Photo – Tony Hall – 12 January 2008



The union of the bolster plates is finally consummated. Components fit to perfection. Upper or male segment will be attached to bolster beam of car body, while the lower or female segment will ride atop the power truck.

Photo – Tony Hall – 12 January 2008



Holes drilled, bolts to be fitted, Jim Tomczyk and Bob Hooper take a well-earned break.

Photo – Tony Hall – 12 January 2008

**NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY
FINANCIAL STATEMENT-2007**

BALANCE ON HAND AT THE CLOSE OF 2006 9,244.20

INCOME

Contributions	\$3,260.99
Dues	1,965.00
Sales Tables-Train Shows	1,400.00
Equipment Acquisition Fund	1,000.00
Video Tapes	639.00
Trolley Treasures Sales	267.00
Insurance Refund	210.00
Book Sales	82.00
Photo Sales	53.00
Phillipsburg Donations	15.00
Total Income	\$8,891.99

EXPENSES

Car Restoration Materials	3,987.40
Book Loan Repayments	1,500.00
Trolley negative purchase	1,500.00
Insurance	693.00
Meeting Room	600.00
Trolley Lines Printing	494.00
Welder Rental	405.32
Envelopes	225.74
Internet Service Fee	215.40
Postal Permit Fee	175.00
Post Office Box	168.00
Electricity	150.00
Acetylene	121.29
U.R.H.S. Dues	100.00
Postage	91.99
Utility Truck Repair	79.50
Bank Service Fee	60.00
Check Printing Fee	53.42
Bulk Mailing	50.00
Train Show Table	40.00
Internet Domain Registration	32.00
Annual Report Filing Fee	25.00
Sales Tax	9.45
Total Expenses	\$10,777.01

Excess of Income Over Expenses (-\$1,885.02)

Balance on Hand - December 2007 \$7,359.18

Outstanding Funds (Cash Within Balance Designated for Projects)

Equipment Acquisition Fund	\$3,800.00
Public Service Sweeper Restoration Fund	\$954.59
Window Replacement Fund	170.00
Total Cash Reserved	\$4,924.59
Undesignated Cash Balance	\$2,434.59

Membership Notes (Continued)

15 YEARS

Robert Graul
Barker Gummere
Gary E. Kleinedler
Gary Madriss
Robert Yuell

10 YEARS

Andrew J. Burger, Jr.
Joseph Carlucci
Stephen J. Drost
Leonard Resto, Jr.
John A. Riedell
William Wall
Charles D. Wrege

5 YEARS

Bill Cruser
Charles Hulick
Henry S. Kaminski
Louis M. Matuyza
Dale Rothenburger
Richard M. Smith

Financial Review

As one can see from our financial report on Page 7, our expenses for 2007 exceeded our income by \$1,885.09. Our largest expense was for materials that are necessary for the restoration of car 2651. This is expected to continue until the car is fully restored. Two items were tied for the next largest expense. The first was for repayments of the loans for the printing of TROLLEY TREASURES - Volume 3. We had intended to repay the loans from money generated from the sale of the books, but last year our sales generated less than \$300, so we are repaying the loans from our general income. We still have some outstanding loans to repay and hope to complete the repayments by the end of this year as our finances permit. Our next largest expense was for the acquisition of several hundred Public Service trolley negatives from the collection of the late Richard Young. He was an outstanding photographer and the opportunity to acquire such a prize group of views was too good to pass up.

In view of the financial situation, it seems certain that we will have to increase our dues for 2009. We have not had an increase in over twelve years, during which time the price of nearly everything has gone up. Meanwhile as a show of gratitude to our members we are holding the line on dues for 2008. Dues renewal forms are enclosed with this issue of TROLLEY LINES. There are still a

handful of people who did not pay their 2007 dues. A notation will be included on the dues renewal form reminding those individuals that they are behind on their payments. We would appreciate payments for 2007 along with dues for 2008 for those who are in arrears, so that they can remain as active members of the North Jersey ERHS. One of the reasons that we have been able to hold the line on dues has been the generosity of our members through their annual contributions. For 2007, that was our largest source of income, exceeding our dues revenue by more than \$1,000. We want to thank the following for their contributions during 2007:

Fred Antones	Eliot Lewiskin
William Armstrong	Jerry Lutin
Vincent Benkovitz	Kevin Macken
Douglas Bennington	Frederick J. Maloney
Andrew J. Burger, Jr	Al Mankoff
Michael & Lynn Burshtin	Dan Marchese
Michael Caracappa	Jack May
Richard Carlucci	Thomas McBride
Bill Christian	Bill McKelvey
Richard Colavechio	Allen Nelson
Ira Deutsch	Rey Neveil
John Drennan	Dave Phraner
Ted Eickmann	Rev. Charles Reinbold
Joe Eid	Len Resto
William C. Fahey	James H. Roberson
George Gildersleve	Ken Roods
Gene D. Gordon	Bruce Russell
Tom Gormanly	Anthony J. Sassa
Robert Graul	Tom Scheffer
Barker Gummere	C. R. Scholes
Richard Haberman	Herman Silbiger
Brian Hager	Richard M. Smith
Tony Hall	Phil Stevenson
Robert E. Hooper	Edson L Tennyson
Neal Huff	William Toikka
Michael Hunter	Ben Tongue
Bill Joyce	Peter Van Riper
Bill Keigher	Harold I. Volpe
Gary Kleinedler	William Wall
George Knopf	Rev. Patrick Wilhelm
Robert Korach	Charles Wrege
Stephen Lanset	William R. Wright
Rod Lawall	John Yohannan
Charles Leemans	