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Members of the NJERHS contributed to the purchase of a scale model of a Public Service trolley as a gift to Father Patrick Wilhelm in recognition of his generous contributions to the NJERHS. Tony Hall thanks Father Wilhelm with a handshake over the model (appropriately numbered 2651) as President Bob Hooper looks on.

Car 2651 Restoration

The last issue of TROLLEY LINES described the move of former Red Arrow Hog Island Car 26 to Phillipsburg. After its arrival, work began on removing the parts that would be useful for the restoration of Car 2651. Under the terms of our agreement with the Phillipsburg Railroad Historians we stored the car on the property adjacent to the building housing Car 2651 for a short period of time. In an effort to maintain our good relationship with that organization we wanted to move quickly to remove the final remnants of Car 26 so that the area could be returned to its previous condition.

To accomplish this, our volunteers labored for several weekends to strip all the mechanical components from under the car. This left just the side rails, under floor beams, knee beams, anticlimbers and various pieces of sheet metal from the dashes and considerable sections of wood flooring. All of this was cut into sections small enough to be moved. This left just the trucks and bolsters which were earmarked for the Electric City Trolley Museum in Scranton. The metal pieces were hauled away to a scrap dealer. As luck would have it, the price of metal was depressed at that time and the entire lot yielded less than \$100 for our treasury.

(See 2651 on Page 2)

**North Jersey E.R.H.S.
Box 1770
Rahway, NJ 07065**

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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 wood from Car 26 was set aside to supply some of the "fuel" for the steam locomotive No. 142 that is used on the excursion train operating out of Phillipsburg.

As a result of our work the most significant items that could be salvaged from the car were door motors. Most of the other hardware was not really appropriate for use on Car 2651, but these items will be retained as possible trading material with other trolley museums.

Publications News

In an effort to get back on schedule we are making this another annual issue covering our activities for the year 2009. We have expanded our center section of color photos to eight pages.

If all goes well we hope to actually publish some 2010 issues of TROLLEY LINES during 2010.

Membership Notes

In looking back for the year 2008 we note that the following people celebrated anniversaries of continuous membership in the North Jersey Electric Railway Historical Society:

20 Years

Ted Eickmann
Gene D. Gordon
John Gutberlet
James Homoki
William Joyce
William Keigher
Robert E. Landwherle
Harry J. Volpe

15 Years

C. R. Scholes

10 Years

Rev. John R. Cody
Michael Constantino
Russell Jackson
Raymond G. Neveil
Robert A. McNamara
John C. Strole

5 Years

Vincent Benkovitz
Charles P. Caldes
C. Thomas Caprio
Robert Hutchenson
Herman Silbiger
Kenneth R. Swan

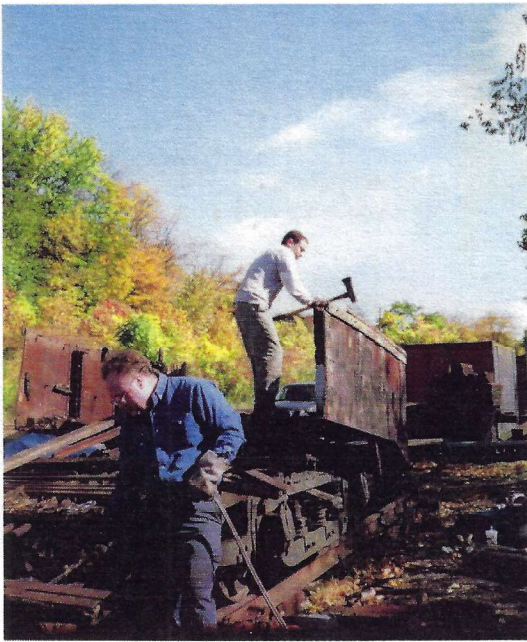
Our thanks go to all of these individuals for their support of our efforts.

In Memorium

In 2008, we were saddened to learn of the deaths of the following long-time members:

Albert Ambrose
Ken Winterling.

We extend our sympathies to their families and friends.



Rob Hooper continues the demolition of the former PRT car 26 with a recently purchased axe, while Carl Hosler looks for a likely point of attack to strike the next blow in this epic battle of car remains vs. determined trolley destroyers.

*Photo – Tony Hall
18 October 2008*



Tony Hall, resembling one of the famous Marines at Iwo Jima raising the US flag, does the heavy lifting needed to separate brake parts on a truck of ex-PRT car 26 in order to position the truck for removal by crane.

*Photo - Bob Hooper
8 November 2008*



Jim “Sparks” Tomczyk is slicing the frame of car 26 like so much bologna, so that it could be sold by the pound for scrap value. (L to R) Bob Hooper, Hank Kaminski, Rob Hooper, and Carl Hosler help out with this task.

*Photo – Tony Hall
8 November 2008*



Finally freed of its Hog Island burden, a truck is in position for removal to the Electric City Trolley Museum in Scranton, PA, under the provisions of the agreement brokered by our good friend, Bill Wall, of Shore Line Trolley Museum in Branford, CT.

Photo – Tony Hall – 26 March 2009



(Above) Bob Hooper fiddles on the roof as Hank “The Plank” Kaminski holds the nuts ensuring progress on installing the new center roof panels on ex-PSR car 2651.

*Photo – Tony Hall
6 September 2009*



(Left) Up, up, and away goes a truck of car 26 onto a flatbed trailer for its trip to Scranton, PA. Next stop – Electric City Trolley Museum!

*Photo – Tony Hall
26 March 2009*



Rob and Bob Hooper view each other through a temporary opening in the side of the car while rebuilding bulkhead with wood pieces meticulously fitted by Hank “The Plank” Kaminski (not pictured).

*Photo – Tony Hall
13 May 2009*



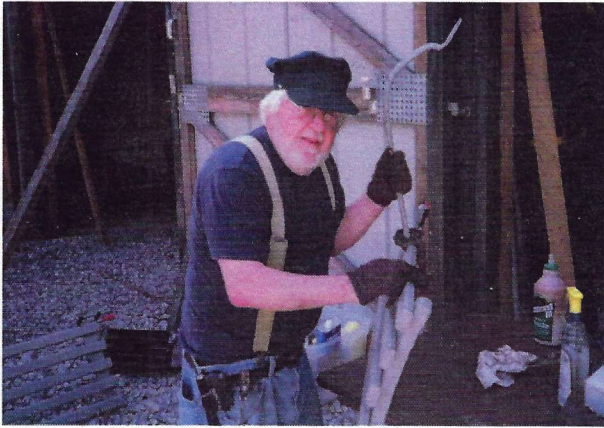
Jim Tomczyk restores to “like new” condition one of eight roof ventilators previously believed to be beyond salvation.

*Photo - Tony Hall
6 September 2009*



Carl Hosler explores the guts of west end K-35 controller while making electrical connections which will enable two of 2651’s four motors to actively move the car.

*Photo - Tony Hall
20 June 2009*



Tony Hall cleans one of two roof ladders restored in the Ringoes days, put away for “safe keeping” and uh subsequently LOST, only to be found recently right where they had been sequestered years ago.

*Photo - Bob Hopper
13 September 2009*



Bob Hooper reassembles the east route sign box in preparation to installing the new roof panels prepared by Hank Kaminski.

*Photo - Tony Hall
20 June 2009*



Bill Toikka displays our new exhibit board during the visit of Thomas The Tank Engine to Phillipsburg. An enthusiastic overflow crowd visited 2651 and the Phillipsburg Railroad Historians' attractions.

*Photo - Tony Hall
11 July 2009*



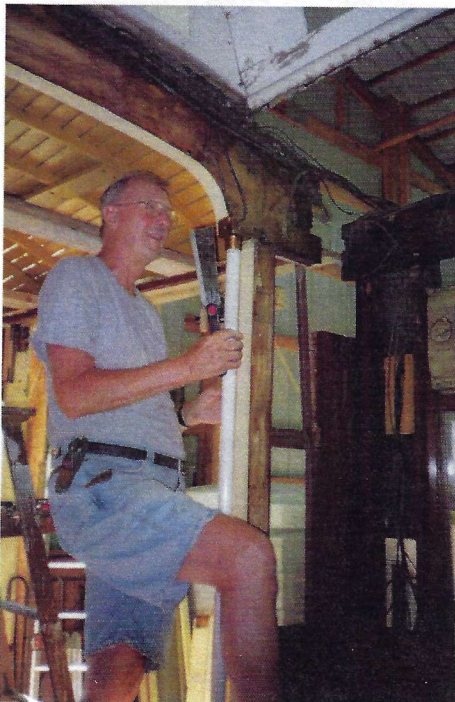
In this undated view, we see the ongoing progress and the apparent clutter that supports it. At lower right, Jim Tomczyk is seen performing one of his innumerable vital tasks.

Photo: Tony Hall



Bob Hooper performs delicate neurosurgery on the electrical system of one of the trucks. This will allow the car to get current from our generator, enabling 2651 to move under its own power on our 100 feet of track.

*Photo: Tony Hall
7 September 2008*



Hank Kaminski, our master woodworker, surveys his next project; new carlines for the roof

*Photo: Tony Hall
Undated*



Dwarfing Frank Miklos, ex-DL&W # 3200 MU-trailer-coach stands in Boonton Yard awaiting restoration and movement to its Heritage Center destiny.

*Photo: Tony Hall
23 May 2009*



Once resplendent in PRR pinstripes, GG-1 # 4879 dignifies the Friends collection at Boonton Yard.

*Photo: Tony Hall
23 May 2009*



Not a trolley, but a genuine piece of Public Service history nevertheless, 44 tonner # 100 shunted coal cars at the North Bergen power plant. Now it shunts relics at Boonton Yard.

*Photo: Tony Hall
23 May 2009*



Hand brake mechanisms get initial restoration attention by Jim Tomczyk as Bob Hooper looks on.

*Photo: Tony Hall
Undated*



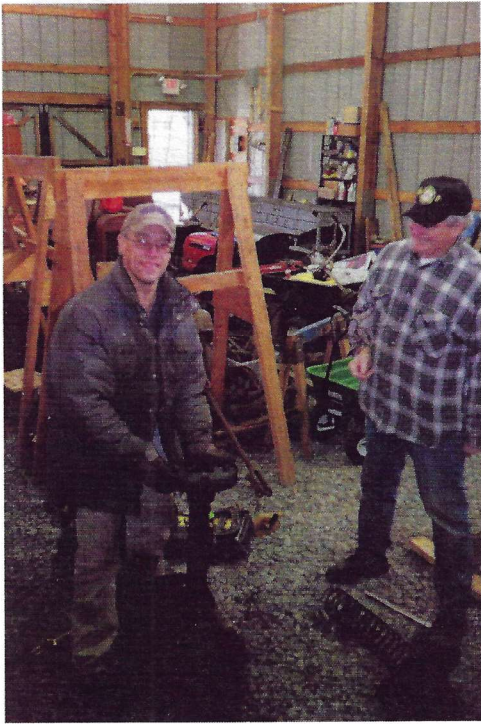
Hank Kaminski radiates a well-earned sense of high accomplishment as he views the last of his ceiling pieces in place.

*Photo: Tony Hall
Undated*



Armed with his trusty shop vac, Bob Hooper prepares the new roof for its initial epoxy coating.

*Photo: Tony Hall
Undated*



Jim Tomczyk and Bob Hooper are seen with our brake piston recently removed from its cylinder. Two such cylinders are in our possession. The better one was selected for installation.

*Photo: Tony Hall
6 December 2009*



Recently revealed after many years of sequestration behind a “modern” overlay is the original façade of the former Public Service depot on Irving Street in Rahway. Plans to redevelop the building into a trolley themed restaurant are on hold.

*Photo: Tony Hall
Undated*



Ho! Ho! Ho! The Jolly Old Elf paid a visit to a decorated 2651 last Christmas, courtesy of the Phillipsburg Railroad Historians. Fortunately we have many of Santa’s helpers among our generous membership, which has enabled us to continue the work.

*Photo: Bob Hooper
6 December 2009*

**NORTH JERSEY ELECTRIC RAILWAY HISTORICAL SOCIETY
FINANCIAL STATEMENT-2008**

BALANCE ON HAND AT THE CLOSE OF 2007		\$7,421.17
INCOME		
Contributions	\$8,545.09	
Dues	2,415.00	
Streetcars of NJ book	860.00	
Trolley Treasures Sales	694.00	
Sales Tables-Train Shows	666.00	
Video Tapes	150.00	
Phillipsburg Donations	130.00	
Book Sales	112.00	
Photo Sales	85.00	
Miscellaneous	37.00	
Postage Contribution	20.00	
Publications Sales	13.00	
Scrap Metal	9.00	
Total Income		\$13,735.09
EXPENSES		
Glass for 2651	3,811.15	
Car Restoration Materials	3,284.13	
Equipment Acquisition Refund	3,000.00	
Car Moving Expenses	1,175.46	
Streetcars of NJ Payment	952.35	
Photo Processing	930.00	
Trolley Lines Printing	812.25	
Insurance	666.00	
Book Loan Repayments	600.00	
Internet Service Fee	215.40	
Wiring for 2651	212.25	
Postal Permit Fee	180.00	
Post Office Box	170.00	
Electricity	150.00	
Envelopes	112.23	
U.R.H.S. Dues	100.00	
Bulk Mailing	75.00	
Bank Service Fee	66.00	
Scanner Carrying Case	48.13	
Towing Chain	44.39	
Miscellaneous	37.00	
Postage	26.85	
Annual Report Filing Fee	25.00	
Sales Tax	7.00	
Train Show Material	5.98	
Total Expenses		\$16,706.59
Excess of Income Over Expenses		(\$2,971.50)
Credit for check not cashed	\$100.00	
Balance on Hand - December 2008		\$4,549.67
Outstanding Funds (Cash Within Balance Designated for Projects)		
Equipment Acquisition Fund	\$800.00	
Public Service Sweeper Restoration Fund	\$954.59	
Total Cash Reserved	\$1,754.59	
Un designated Cash Balance		\$2,795.08

Financial Review

During the year 2008 our expenses exceeded our income by \$2,971.50. Most of this was for materials to restore Car 2651. Once again our major source of income came in the form of contributions from our members. Because of this generosity we have been able to hold the line on dues, but in view of the fact that we are running a deficit we reluctantly are forced to increase the dues to \$20 effective with the 2009 dues payments. This is still lower than the dues for similar organizations to ours and in fact is the first dues increase for the North Jersey ERHS since 1996.

We have agreed to sell copies of the new book STREETCARS OF NEW JERSEY which was published by two of our members, Joseph Eid and Barker Gummere. On the financial statement it appears that we lost money on these sales, but this was not the case because many of these books were sold at the various train shows where we had sales tables. The money for the sale of these books was included in the total revenue from the shows.

Our major expense for the year was for materials required for the restoration of Car 2651. Window glazing alone accounted for just over half of the total amount

When the trucks for Car 2651 were acquired we established an Equipment Acquisition Fund to provide for the purchase of major items that are appropriate to our historical objectives. About three years ago we received a report that another trolley museum was planning to dispose of some equipment that would be of value to us. We decided to pursue this and in conjunction with this, one of our members made a very generous pledge of \$3,000 to help finance the purchase. Unfortunately the museum in question denied that they were planning to sell the item we were interested in, so we broke off negotiations with them. Accordingly we returned the \$3,000 to the person who pledged it. That refund is shown in our expense statement.

The other expenses are mostly self-explanatory, such as insurance, newsletter printing, mailing costs etc. Repayment of the loans for the printing of Trolley Treasures is nearly complete. We hope to reimburse all those who provided the money for the printing in the very near future.

Dues Renewals

To date we received payment of 2009 dues from most of our members. With this issue of TROLLEY LINES we are enclosing a dues renewal form for the years 2009 and 2010. The form will show those who paid for 2009 as well as those who paid for 2010. If neither is shown, payment will be required for both years.

Contributors

We want to thank the following individuals who contributed money to our organization during the year 2008:

Vincent Benkovitz	Dan Marchese
Douglas Bennington	Jack May
Jonathan Boyer	Thomas McBride
Andrew J. Burger, Jr	Robert McNamara
Joseph Carlucci	Bill McKelvey
Thomas Casey	Tom Moran
Rev. John Cody	Louis M. Motuyza
Richard Colavechio	Ray Neveil
Philip G. Craig	Bruce Payeur
Ira Deutsch	Dave Phraner
Dan Dicso	Rev. Charles Reinbold
Ted Eickmann	Len Resto
Joe Eid	Ken Roods
William C. Fahey	Dale Rothenberger
George Gildersleve	Anthony J. Sassa
Gene D. Gordon	C. R. Scholes
Tom Gormanly	David Schwartz
Robert Graul	Herman Silbiger
Raymond C. Griffith	Richard M. Smith
Barker Gummere	Joel Spivak
John Gutberlet	Phil Stevenson
Richard Haberman	Kenneth Swan
Tony Hall	Richard Taylor
Robert E. Hooper	Edson L. Tennyson
Neal Huff	William Toikka
Bill Joyce	Ben Tongue
Hank Kaminski	Peter Van Riper
Bill Keigher	Barbara Westergaard
Gary Kleinedler	Rev. Patrick Wilhelm
George Knopf	Walter Zahn
Eliot Lewiskin	
Jerry Lutin	
Kevin Mackin	
Gary Madriss	