



Trolley Lines

18

Published by the North Jersey Electric Railway Historical Society

Volume 8 Number 1-4

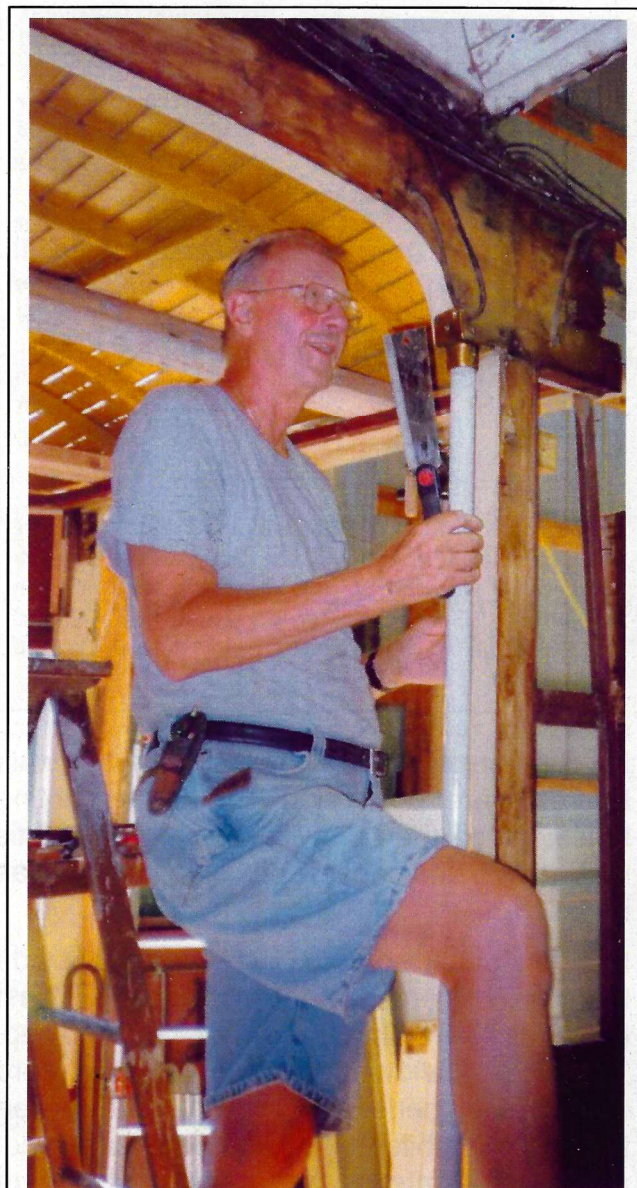
Year 2011

2651 Report

In 2010, progress was made above and below the car. During 2011, work advanced above, below and in between. Major roof work began in April, with the installation of the roof cleats. The walk boards were painted in May, along with the application of epoxy. Unfortunately, the epoxy had not set by July and needed to be redone.

Scheduling conflicts among the volunteers precluded work on the car during June, but July proved to be a productive month, despite the fact that rain literally put the damper on a Thomas the Tank Engine event over the Independence Day weekend. At that time Hank Kaminski prepared the roof for the installation of the ventilators, which were then installed temporarily the following weekend. Some rough areas of the trolley walk boards were repainted and the roof cleat holes were closed with a laminating epoxy. Finally the center of the roof was repainted.

Bob Hooper spoke with the manufacturer of the epoxy in August. They provided a one part epoxy paint to replace the earlier version. During that month the trolley pole mounting holes were drilled and rounded over to a $\frac{3}{4}$ inch radius. By the end of the month the trolley walk boards were installed at the west end of the car. The roof sign box was also installed at that end of the car with rubber grommet washers. The east end trolley walk boards received a coat of the new one part epoxy.



In this archival view, Hank Kaminski, our expert cabinetmaker, surveys the decaying roof structure that he would subsequently rebuild.

Photo by Tony Hall

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

Board and Staff

President	Robert E. Hooper
Vice President	William F. Keigher
Secretary	Bruce J. Russell
Treasurer	Frank S. Miklos
Trustees	Joseph Beim Thomas Gormanly Anthony J. Hall William McKelvey Herman Silbiger
Trip Committee	William F. Keigher Gary Madriss
Publications Committee	
DESTINATIONS Editor	Robert E. Hooper
TROLLEY LINES	
Text Editor	Frank S. Miklos
Photo & Captions Editor	Tony Hall
Compositor	William F. Keigher
Archivist	Ira L. Deutsch
Webmaster	Philip E. Stevenson
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.

In September the east end trolley walk boards were positioned and the mounting holes drilled the following month. After this was done the east end sign hood was installed.

During August some work was done inside the car. The replacement fascias for the east bulkhead were fitted, but not yet installed. The upper bulkhead and window-sills were treated with penetrating epoxy. Three alert button assemblies were installed. Later that month the interior ventilator grills were painted white.

Much progress was made during the year on the electrical and mechanical components of

the car. In April, brake shoes were installed along with the brake rods. At that time the brakes were applied for the first time. The hand brake chain winders were cleaned the following month. The materials for the brake rod extension (1 1/8 inch diameter rod) and the pivot support brackets (2 1/2 inch x 3/8 inch bar) were received in July. In September the conduit for the power wires was installed. In October the power and ground wires were run the full length of the car for the east end controller. The connections to the east end truck were rewired at that time and work was started on wiring the east end controller. During the balance of the month work continued on the east end truck wiring which was completed by mid-November. The "Chocolate" switches were freed and the shackles for the brake return springs were fitted. The year ended with the raising of the trolley pole bases to the roof. Both controllers were operational and the car was moved out for visitors to the Santa train to see.

Thanks must go to the many who volunteered their time to accomplish these tasks. These included, in alphabetical order, Tony Hall, Bob and Rob Hooper, Carl Hosler, Hank Kaminski, Glen Terminelli, Bill Toikka and last but certainly not least, Jim Tomczyk.

DUES RENEWAL NOTICE

2011 Membership dues of \$20 per year are still being accepted.

Please do not let this be your last issue of Trolley Lines. .

RENEW TODAY

Hank Kaminski, unassuming but vital member of the central cadre of restorers and woodworker extraordinaire, is shown in a variety of views displaying his versatility.



With his head in the trees, Too Tall Hank files a rough spot from one of the newly restored ventilators. *Bob Hooper photo, 1 July 2011.*



Hank is shown working on the central walk boards. *Bob Hooper photo, 1 October 2011.*



Here he is seen removing the last of the orange-yellow paint applied at Ringoes in 1974. *Bob Hooper photo, 28 January 2012.*



The upper trim molding required some last-minute routing to accommodate the ventilators. *Bob Hooper photo, 1 July 2011.*



With drill in hand, Hank prepares for the bolting of the west-end walk boards. *Tony Hall photo, 20 August 2011.*



Jim and Hank prepare for the mounting of the west walk boards. *Bob Hooper photo, 20 August 2011.*



The east controller is dissected, revealing its complex electro-mechanical organs. *Tony Hall photo, October 2011.*



Carl Hosler makes final adjustments to the east controller which in a few moments will spring the car to life for the first time. *Tony Hall photo, October 2011.*



Bob Hooper assists Glenn Terminelli of the Phillipsburg Railroad Historians in preparing a vital brake system link for welding to increase its length. *Tony Hall photo, 6 August 2011.*



Jim Tomczyk joins the effort in preparing the brake link for splicing. *Tony Hall photo, 6 August 2011.*



Bob assists Glenn in the welding of the two brake link sections. *Tony Hall photo, 6 August 2011.*



Using the group's newly acquired heat gun, Tony Hall is removing the very paint he helped apply 38 years ago. *Bob Hooper photo, 28 January 2012.*

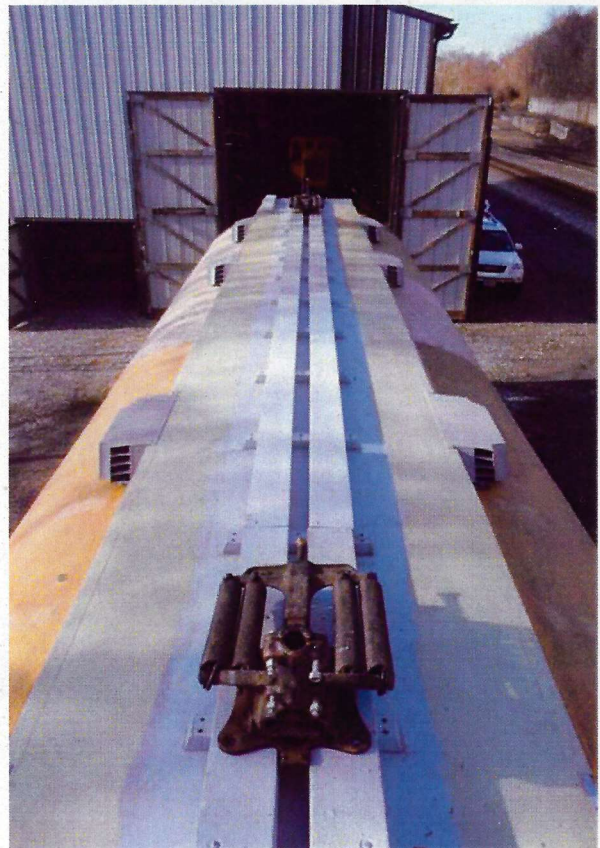
On 4 December 2011, both trolley pole bases, each weighing in excess of 300 pounds, were raised manually on a series of temporary platforms to their proper positions atop 2651 by Bob and Rob Hooper. *Photos by Tony Hall.*



In the adjacent four views, we see the west pole base being lifted by hand in a series of carefully planned elevations, then moved to the west end.



Practice makes perfect as the east pole base found its new home with a minimum of effort. The view at right shows both pole bases in place and ready to accept their trolley poles. Below Bob gives a thumbs-up to another job well done.



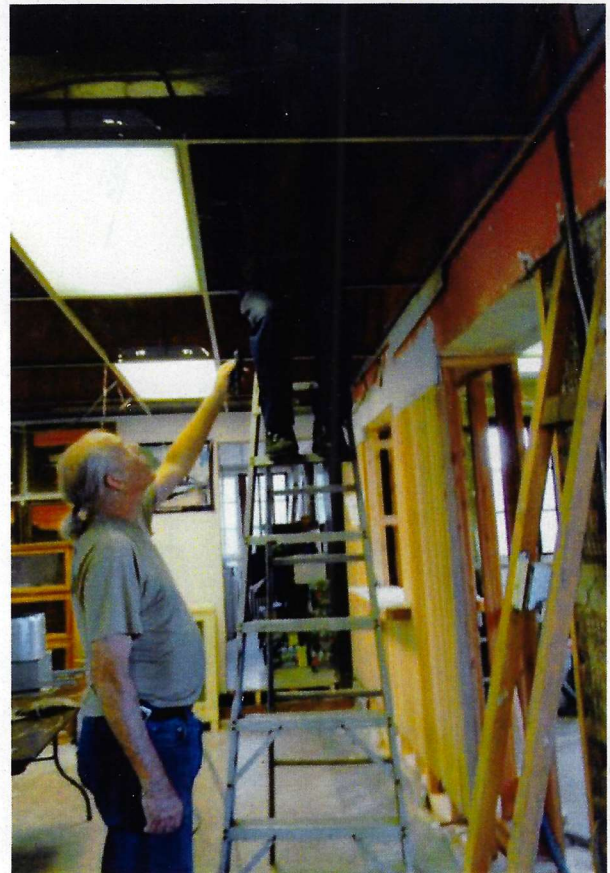
Resplendent in its impeccable craftsman era architecture, Phillipsburg Union Station begins to show the extensive investment in funds and labor lavished upon it so far.



Working in un-air conditioned discomfort, Bob painstakingly removes floor tiles applied in recent years by a prior commercial tenant in the station. *Tony Hall photos, 10 September 2011.*



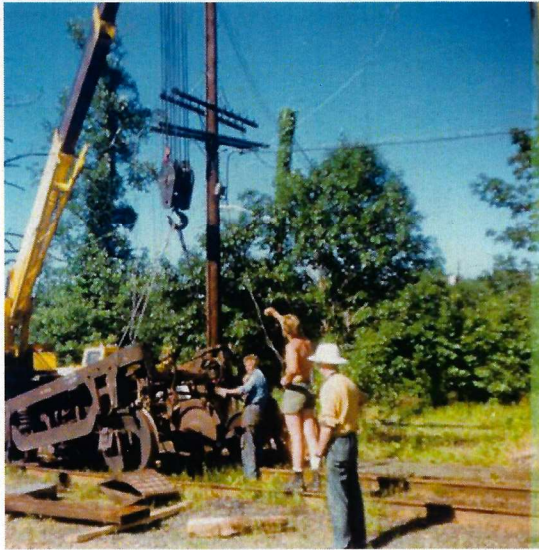
In additional views, Ken Miller is, assisted by a shadowy second-story man, removes the now unneeded ducts and conduits, while Ann Miller and Tony help with removal of floor tiles. *Bob Hooper photo, 10 September 2011.*



In a series of views taken 25 years ago at the former Erie Mahwah yard, our intrepid group changes out the trucks, wheels and springs from under our ex-DL&W combine # 3406. Member Bob Sherwood obtained two cranes and directed the operation. *Photos by Tony Hall, Summer 1987.*



Scenes of continuing work on 3406 and 3541 at Mahwah. *Photos by Tony Hall, 1987.*



Top left: 3406 rests in the recovery room after major truck surgery at Mahwah. Top right: 3406 glides into M&E Morristown interchange en route to the Hoboken Festival of 1987. Photos by Tony Hall, Summer 1987.



The pinnacle of our MU aspirations is represented in the photos below. Upper left: Ex-PRR MP-54 E6 # 453 is found at Wilmington with its three sisters. Lower left: # 413 dwells at Milford in its original Pennsy Tuscan red livery.

Kudos to Amtrak who facilitated the move of all four MP-54's to Newark from Wilmington. How many RR clubs have moved their relics up the Northeast Corridor? Below: Our GG-1 # 4873 basks at the Whippany RR Museum.



Views of the Hoboken Festival, 1987. *Photos by Tony Hall unless otherwise attributed*



Photo above by Frank Miklos.

Adventures in Rescuing MUs

When word reached us that the last of the DC MU cars would be phased out of service on the former DL&W system in 1983, we first entertained the notion that we should save a pair of those units. After their retirement, the fleet lay dormant at the former Erie RR Mahwah yards. Contacts were made through our well-placed member Bob Sherwood, and a deal was struck for two units: motor car # 3541 and trailer combine # 3406.

When at last we ventured into Mahwah in the mid 1980s, we discovered the motor car to be in decent condition, but the trailer had issues. It was loaded with trash up to the window sills, the wheels were worn down and the coil springs were missing entirely. Otherwise the car was complete and overall in fairly good condition. Additionally, the roof paint had almost disappeared and the exposed sheet metal was heavily rusted although not yet holed through. Subsequently many weekends were spent chipping the remaining roof paint and removing the adjacent rust. Once the entire roof was stripped of old paint and rust, priming and painting could begin. The next task to be confronted was removing the years' accumulation of trash which resulted from the car's previous use as an improvised dumpster. The job required the filling of countless trash bags. Now was the time for push to come to shove, literally. We had observed the worn-down wheels and missing springs. "A piece of cake," according to Bob Sherwood. Fortunately we found, just lying there, an extra set of trailer trucks with apparently brand new wheels and a complete array of coil springs. "No problem," said Bob. Suddenly without further word, two large yellow cranes were

seen waddling through the Sharp Electronic Company's adjacent parking lot toward our site. Bob unlimbered a pair of bolt cutters and proceeded to sever Sharp's wire fence which separated us from the approaching cranes. The way thus cleared, the equipment entered upon our worksite. Bob led us in lifting the truck frames off the extra wheel sets, liberating the coil springs and wheels, which we put aside. Then the car was moved to a nearby location which afforded a firm footing for jacks and cribbing. This move was accomplished by a tow truck and crew, which appeared with equal serendipity. Then the larger crane lifted the end of the car, allowing us to roll out the worn and springless truck, and we were then able to raise its frame, freeing the worn-out wheel sets. By hand, we rolled in the new wheel sets with their journal boxes under the suspended truck frame. While in suspension, we installed the coil springs in place of the wooden blocks that had been substituted. With that accomplished, we dropped the suspended truck frame back onto its lower half, this time encapsulating the new springs and wheel sets. We then shoved the newly reassembled truck beneath the suspended car end and dropped the car down upon the truck. We then repeated this operation at the other end of the car. This entire process consumed but one day's time. We had extremely underestimated the resourcefulness and capabilities of our highly esteemed member Bob Sherwood.

After the car had been restored to the point where it could be safely moved, our good friend and benefactor, Ben Friedland, head of the Morristown and Erie RR, allowed us to display the car on his line adjacent to the Whippany Railroad Museum. Subsequently, Ben assisted us in moving the car for display at the Hoboken Festival in the mid 1980s. The MUs were also featured in a movie shoot that had scenes at the Hoboken

Terminal. The annual Hoboken Festival, also held at the famous terminal, was a great opportunity to display our cars and promote our organization and its other activities. We displayed several MU cars at different years over the course of the festivals.

In recent years, the cars have been languishing on a spur of the former Bel-Del in Holland Township at a generating station formerly owned by JCP&L. Their condition continues to decline while a search for a future home continues, with their ultimate fate still in doubt.

Panning for Pennsy Nuggets

Information came to us via Bob Sherwood that four E-6 class MP-54 MU cars were stored useable at the Delaware Car Company in Wilmington. We arranged for a visit on a hot summer day in 1988. We found the four units (# 413, 427, 437 and 453) coupled in a set, displaying SEPTA's paint scheme with generous amounts of rust beginning to show through. We further learned that identical units were to be seen in local scrap yards south of Wilmington. A visit there confirmed this rumor and enabled us to purchase parts needed for the restoration of the four units we intended to acquire. And so we took possession of what we believed to be the last MP-54s still on wheels.

An entire summer of roasting hot weekends was invested in preparing the cars for their move north to Whippany. Bob Sherwood again negotiated with Amtrak to move the cars up the Northeast Corridor in a MoW train to Adams Yard, where we checked the cars and took photos. They had endured the

move without incident. From Adams another Amtrak train took them east for ultimate delivery to the Morristown and Erie's Whippany siding. Once again, thanks go to Ben Friedland for his generous hospitality. Car # 413 became a star attraction at several Hoboken Festivals after the Tuscan Red paint scheme had been restored. Subsequently all four units were relegated to outdoor storage at the generating plant at Holland Township, where in spite of determined efforts at refurbishments of all six cars, they continue to share a cloudy future. Access to the property on weekends was curtailed after 9/11, prohibiting further work. All six cars continue to share an unknown fate.

Perhaps the most ambitious project that we have undertaken was the acquisition of GG-1 # 4873. This was funded by member Jack Keeler with the help of Bob Sherwood, who assisted in arranging the move. The unit was secured at Whippany, thanks again to Ben Friedland and Steven Hepler. Subsequent financial pressures forced us to find a new home for all of our equipment. Talks began with, among others, Bennett Levin, who at the time was interested in having a GG-1 for display at his facility in North Philadelphia adjacent to the Northeast Corridor. This plan never materialized. Ultimately we reached an agreement with URHS to establish joint title to the MU cars and move them to Holland Township. They had other GG-1s and we were sadly compelled to sell ours for scrap.

