



Trolley Lines

#19

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Site inspection committee at Graw Yard in Rahway examines this property as a potential location for a part of the NJ Transportation Heritage Center. From left: Bob Markey, Pete Hasler, Jim Kennedy, Bill McKelvey, Tony Hall, Carol LaPierre, Heather Keith, and Frank Miklos.

Photo by George LaPierre 15 June 2012

Site Planners Meet

The sun shone brightly on our intrepid corps of discovery at Graw Yard at the junction of the Northeast Corridor and the North Jersey Coast Line in Rahway on June 15, 2012. Our group of resolute advocates, including Jim Kennedy, former mayor of Rahway; Bob Markey, president of the Rahway Chamber of Commerce; Bill McKelvey, a director and site committee chairman of the United Railroad Historical Society; Pete Hasler, a director of the Friends of the NJ Transportation Heritage Center; Tony Hall, NJERHS founder and a director of Friends of the NJTHC; Frank Miklos, NJERHS treasurer and delegate to the URHS; and enthusiasts Heather Keith, and

Carol LaPierre and George LaPierre (behind the camera), takes a break from surveying the property as a future site of the NJTHC. The site includes about 6 acres of useable space, including a long siding ready for use, plus a smaller spur used by NJ Transit to rail its TrackMobile and other MOW equipment. An intact turntable pit is also on the location. All of this lies less than a mile from the busy Rahway Station, two blocks from the #48 bus line, a quarter of a mile from the junction of state routes 35 and 27, with 150' frontage on New Brunswick Avenue. Following the inspection tour, our group adjourned to the nearby Galaxy Diner for brunch and a lively discussion of the site's boundless potential.

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Monthly meetings of the North Jersey ERHS are held at the First Presbyterian Church, 1731 Church Street (corner of W. Grand Avenue) 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.

DUES RENEWAL NOTICE

The 2012 Dues Notice is included in this issue. Dues are still \$20/year.

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

Dues for 2011 are still being accepted.

RENEW TODAY!

**Many thanks to those who have
already renewed for 2011!**

In January, the brake return spring with the repaired end eye was fitted to the truck. In repairing the eye, the spring had to be opened to install the new eye. This meant that we lost the temper in that spring. The first attempt at heat treating found that the spring set did not have a matching rate of tension. Shackles and levers were fit to the four springs. Attempts at grit blasting to remove paint turned out to be unsuccessful, because our small compressor could not generate sufficient air volume.

In February, the air-cooler pipe matrix was carefully disassembled to salvage the 180-degree elbow castings. In the furtherance of paint removal, we eventually borrowed Ken Miller's larger compressor. We were still unsuccessful, as it proved too powerful for the task. We returned to "Back to Nature Ultra-Strip", a slow manual process even at warmer temperatures. We made second and third attempts to get a better match of spring tension using different heat-treating methods. We also test fit the side roof ladder rungs.

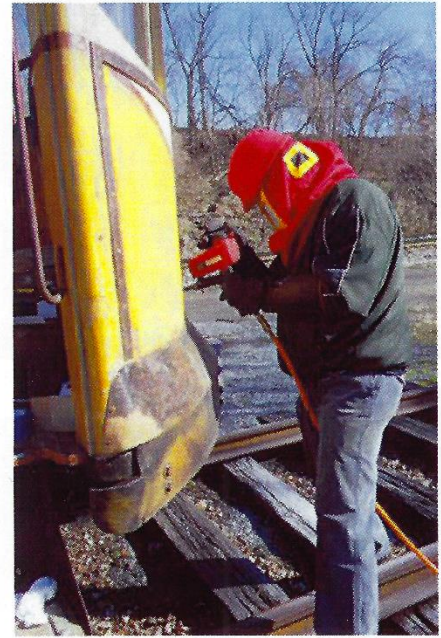
In March, we mounted the trolley poles. The repeating air gong was refurbished by Union Tool so that it would work in any orientation. Our fourth attempt to get balanced spring tension on the brake return spring sets was finally successful. We now had matched pairs of brake springs. We also continued to prime the side roofs.

In April, we installed bulkhead fascia patches, and tightened the east end platform to the bulkhead. We measured for the hand brake pivot bracket. The repeating air gong, powered by compressed air, was installed beneath the west platform.

We participated in the Phillipsburg Railroad Historians parade of equipment for the May Open House. PSNJ 2651 operated beyond the west end doors of the engine house for the first time. We painted the north side upper roof and fiber-glassed the seams. A pattern for the hand brake lever was fabricated. We scraped and primed the south side and east end sheet metal panels, and removed the north side windowsill paint and applied penetrating epoxy.

In June, the extreme heat throughout the month discouraged any work parties.

Paint removal on Public Service # 2651 continues in earnest in February and March 2012. Photos by Tony Hall unless otherwise attributed.



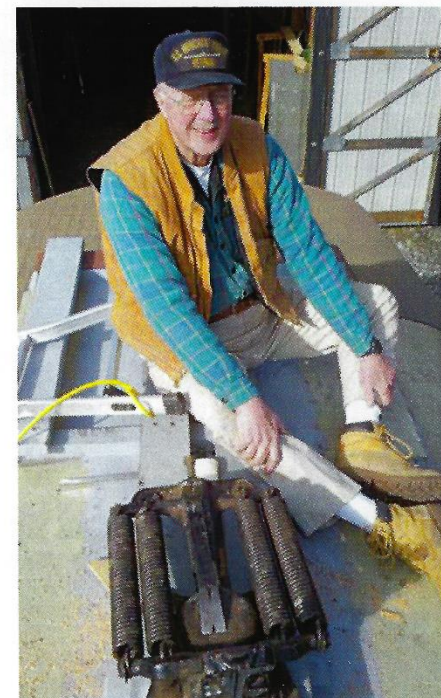
(Above) Bob Hooper, the man from Mars (GRT-MARS, Inc. that is) uses a grit blaster in an attempt to remove paint more effectively. Unfortunately the process proved to be unsatisfactory.



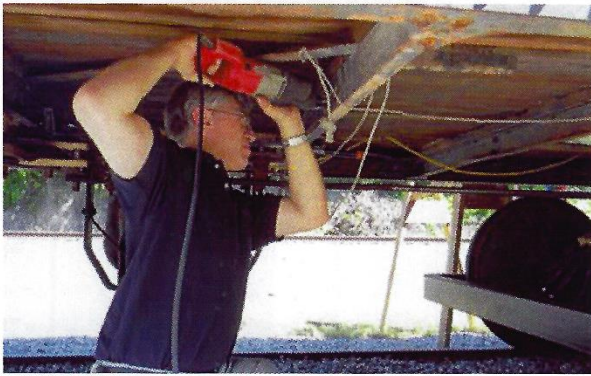
(Above) Photo by Bob Hooper.



(Left) Jim Tomczyk prepares some air pipe salvaged from Hog Island # 26 for reuse in 2651.



(Below) Hank Kaminski basks in the winter sun after having made final adjustments to the newly installed west end trolley pole base.



Give Jim a drill press, a Sawzall and a pile of scrap steel, and he will make you a working replica of a 1917 brake system, a finished piece of which is seen below!



As these photos clearly indicate, your dues are being put to good use by our dedicated and resourceful restoration team. But available funds are running low and the completion of this prodigious project in time for the car's centennial will require additional support from our loyal members.

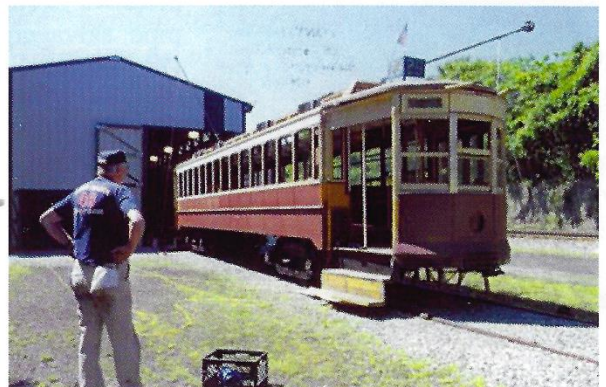


Noisy neighbors? NOT REALLY

Norfolk Southern hustles ever more loads eastbound while Bob masks off the lower dash with a piece of cardboard as Jim shoots more primer and Hank tidies up. Far from being noisy, NS's fine equipment and well-maintained roadbed results in a growl and a whoosh as thousands of tons of freight hurtle to market, without so much as an interruption of our conversation a mere hundred feet away.

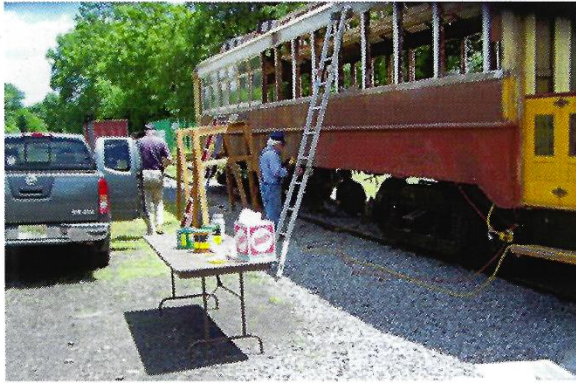


For good measure, Jim doubles on the Wagner paint spitting burp gun, producing a velvet base for final color coats to come.

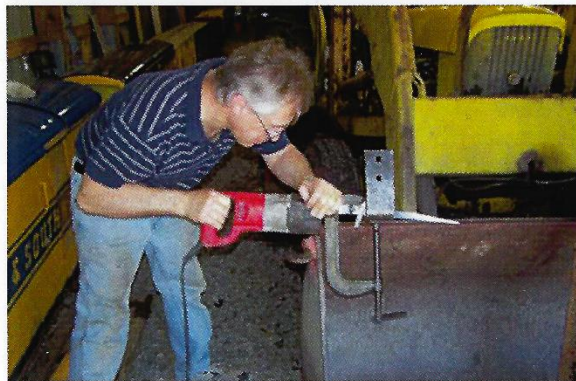


Hank stands back and seems to wonder "What the hell have I gotten myself into?"

More work scenes on 2651, Summer 2012.



Aaaahh! Here's a typical summer trolley work party scene. Whether it's removing paint or sculpting solid steel, be assured that the party-goers are enjoying a beautiful day outdoors in the country. Air conditioning is courtesy of Mother Nature and the munificent trolley gods. Do we know how to live or what? Believe it or not, *we still have a few openings for more volunteers...Photo by Bob Hooper.*

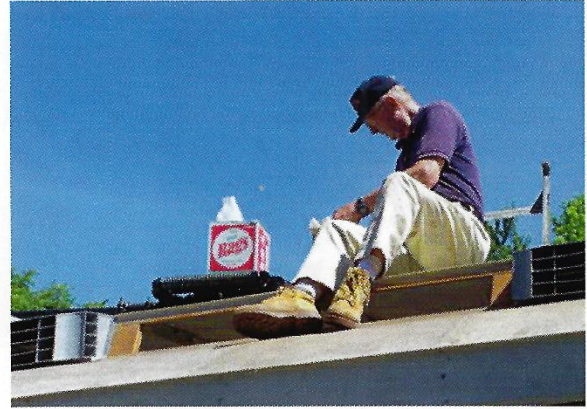


"You might have seen me see it, but you ain't gonna see me saw it." Jim will do those honors as here with yet another brake system element. *Bob Hooper photo.*

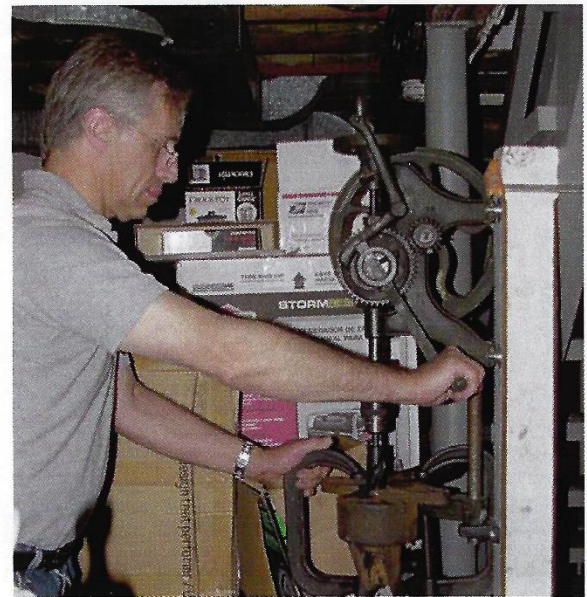


Original Public Service hand brake chain winder has been cleaned and readied for installation beneath the platform floor. Shaft receptacle, at upper left, will protrude through a hole in the deck.

At right, Tony is still scraping paint!
Both photos by Bob Hooper.



From rags to britches, Hank tries to keep his white jeans clean while painting the roof. *Tony Hall photo.*



When you're working on a 1917 streetcar, what could be more appropriate than drilling holes with an authentic 1917 drill press? And who else would actually *have* such a device in his home workshop? None other than our Jim Tomczyk, of course! Where do we get such resourceful people? *Photo by Joyce Tomczyk*



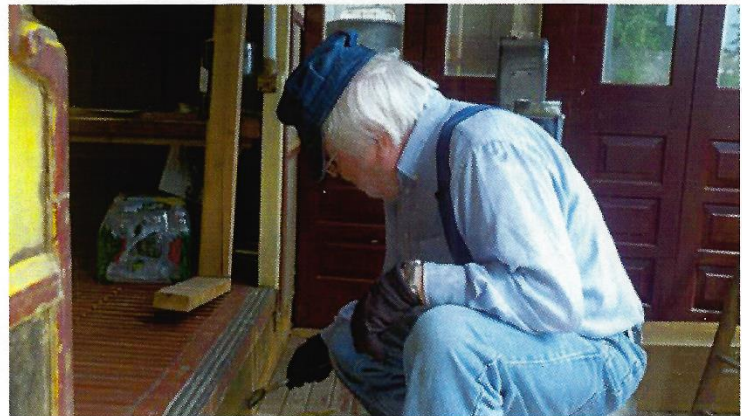
More work scenes on 2651, Summer 2012.



Above: Tony Hall celebrates the installation of both trolley poles into their respective bases.
Photo Bob Hooper, 10 Mar 2012.



Poles crossed in the temporary absence of pole hooks in preparation for safe ingress into carbarn.
Photo Tony Hall, 10 Mar 2012.



Below: Tony and Paul Carpenito admire the day's progress as the sun sinks slowly in the west.
Photo Bob Hooper, 10 Mar 2012.

Tony diligently scrapes paint from the East end bulkhead.
Photo Bob Hooper, 10 Mar 2012.



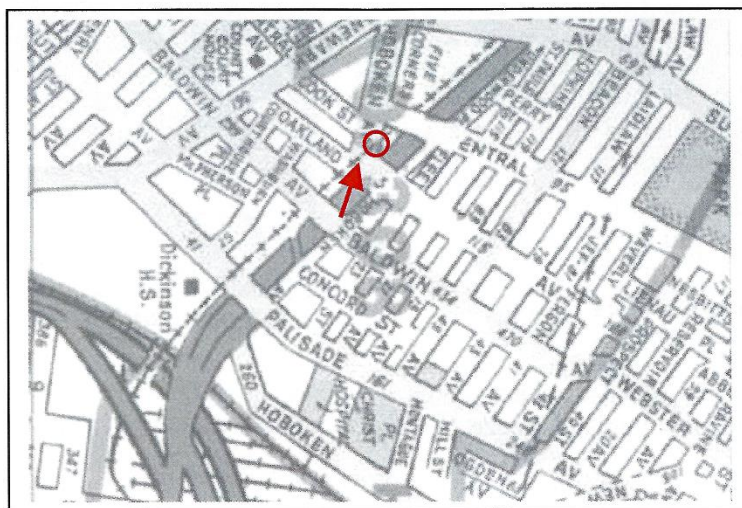
NS weed killer rail truck effectively eradicates unwanted weed growth from its busy ROW. **Where's the Toxic Avenger when you really need him?**
Photo Tony Hall, 18 Jun 2012.

Views from the NJERHS Collection



Public Service car 3257 on Hoboken Ave., Jersey City, 10 Dec 1948. The concrete railing next to the car looks down on the covered roadway leading to the Holland Tunnel.

Photo distributed by Railroad Avenue Enterprises (RRAE).



Cabin Fever Day, 18 Feb '12, at Connecticut Trolley Museum, Warehouse Point



Upper left: Montreal # 2600 leads New Orleans # 836 at ex-Hartford terminal shelter.

Upper right: Montreal # 4, known as the "electric sleigh," was a cool ride.

Center left: Bill Keigher enjoys the view from open # 4 on this cold cloudy damp day.

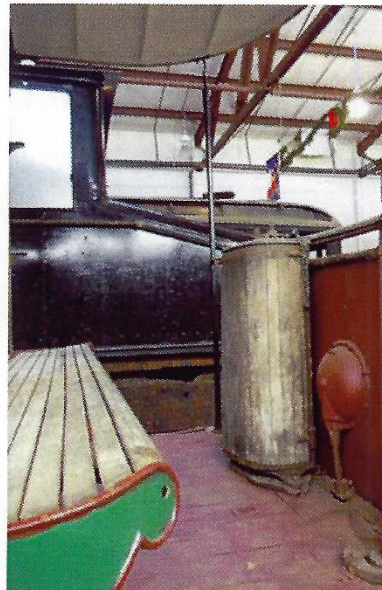
Center right: Bearded operator presents Tony Hall with a golden opportunity: to run Illinois Terminal # 451

Lower left: View of LIRR # 4153 from the pneumonia deck of # 4

Lower right: CA&E # 303 wisely remains indoors out of the cold New England breeze.

All photos, both pages, Tony Hall.

Cabin Fever Day, 18 Feb '12, at Connecticut Trolley Museum, Warehouse Point



UL: Wildwood single truck open bench # 36 now occupies a prominent position in the main display hall. A cosmetic restoration has begun.

CL: #36 "B" end controller displays results of hours in the shop.

LL: Fair Haven & Westville # 355 basks in the pale winter sun, defying passengers to board on so chilly a day as this.

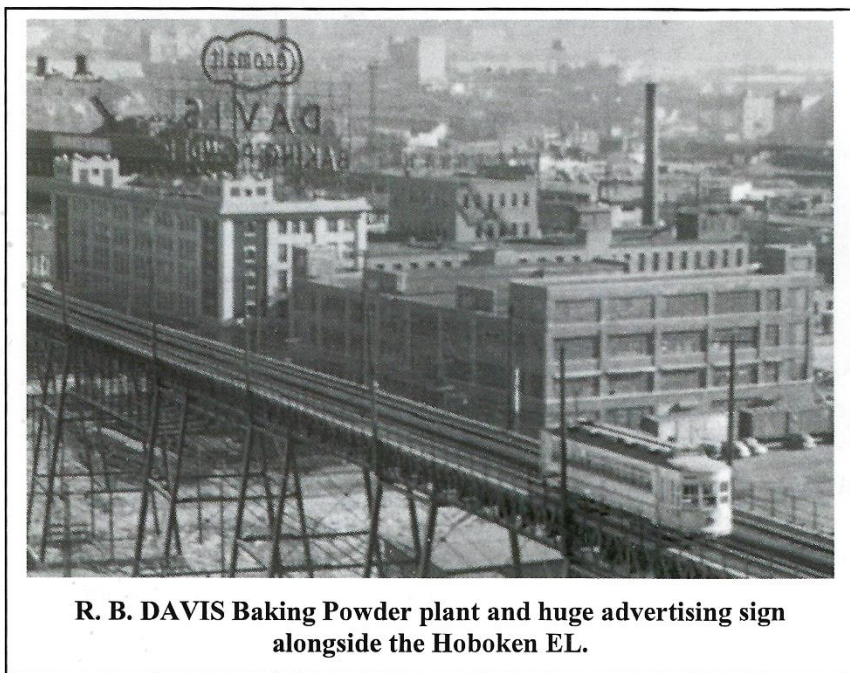
UR: #36 "A" end platform awaits final refinishing.

CR: Rio open car # 1850 glows with an enticingly false impression of warmth in this freezing carbarn.

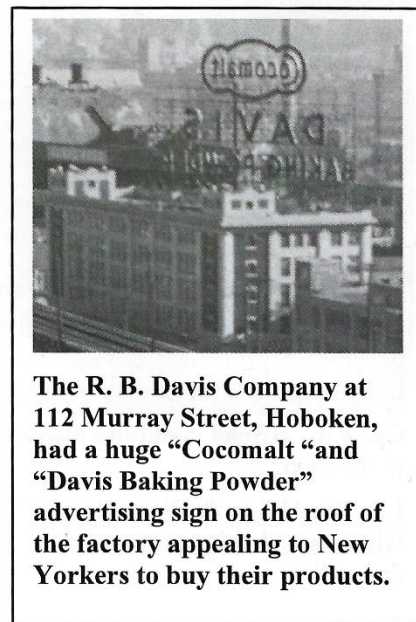
LR: FH&W # 355 still waiting, still no passengers. But come this spring, she will doubtlessly groan under a full load of delighted riders!



PS car climbing Hoboken Elevated seen from the Palisades – undated – Manhattan skyline looming in the background – *photo by John Stern from ERA collection*



R. B. DAVIS Baking Powder plant and huge advertising sign alongside the Hoboken EL.



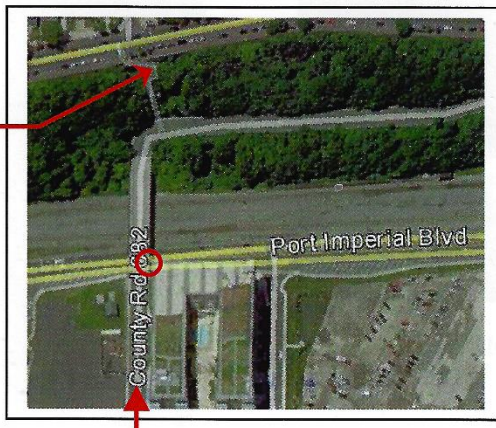
The R. B. Davis Company at 112 Murray Street, Hoboken, had a huge “Cocomalt” and “Davis Baking Powder” advertising sign on the roof of the factory appealing to New Yorkers to buy their products.

Views from the NJERHS Collection



PS car 2452 on ramp to Pershing Road, Weehawken, 15 Feb 1948. Steam trains of the North Hudson County Railroad emerged from the arched portal at the top of the hill onto an iron viaduct terminating at the top of a tower 197 feet above the West Shore Terminal. Huge elevators descended from these platforms to the WS Terminal below. The entire structure was known as the El Dorado Viaduct or the Colossus of Weehawken. *RRAE*

North Hudson
County Railroad
Portal



Visit to Lisbon car # 346, 14 March 2012.
All photos by Tony Hall.



UL: Lisbon 346 basks in winter sun, safe for now, resting in the Supor truck terminal in Harrison.

UR: With a mixture of justifiable pride and understandable anxiety, the car's importer-curator Bill McKelvey contemplates the future of his treasure, currently clouded by demands being made by competitive interests.



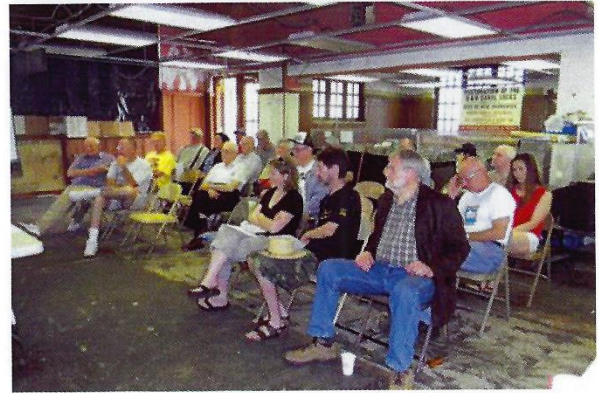
The adjacent views of the end platforms show the car's overall excellent condition. Restoration will require little more than cosmetic work and regauging.



Scenes from the Friends of NJTHC Annual Meeting 09 June 2012. Most photos by Tony Hall



Seen above and to the right, the annual meeting of the Friends was held in the landmark Phillipsburg Union Station. This monument is undergoing a long delayed and much deserved restoration by the Friends under the leadership of Ken and Ann Miller.



Turnout was gratifying; all in attendance observed the splendid progress Friends restoration crew has achieved. The original windows appearing in these views have been cleaned and restored. A promising beginning has been made to a major, significant undertaking.



Dave Phraner (center) was present with the original corps of restoration from Long Valley days and has been a dogged supporter of 2651 ever since. So have Frank and Tony for that matter. Smitty, the Wonder Dog, on the other hand, seen below, is a rookie. *Both photos by Bob Hooper.*



Engineer Glenn Terminelli expertly guides yet another train load of enthusiastic visitors to our site. C&SW now operates on its new by-pass track, circumventing the engine house and extending its run both eastward and westward.



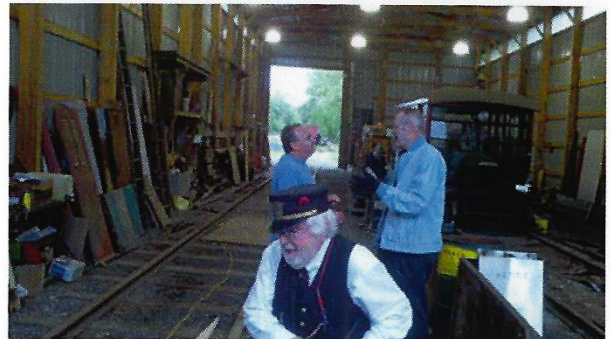
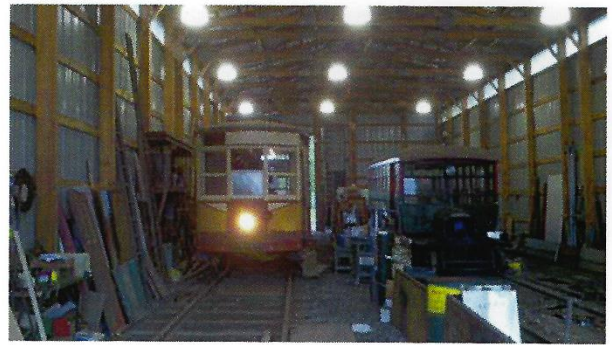
All-aboard! Have your tickets ready, please! Next stop Centerville! Change at Newark for Atlanta, GA! Dave and Smitty begin their return trip to their new home down south in first class fashion aboard the C&SW accommodation.

Miscellaneous Actors



Above, Tony Hall, Ph.D., professor of trolleyology, Piles it higher and Deeper for the benefit of the fascinated visitors to the project. *Bob Hooper photo, 6 May 2012*

To the top right, the gloom of the engine house is broken not only by 2651's Golden Glow headlight but also by the recent addition of state-of-the-art overhead lighting, installed by the Phillipsburg RR Historians. Thank you, Historians! *Bob Hooper photo, 6 May 2012.*



Right center, PRRH President Paul Carpenito (l) "confers" with NJERHS member Bill Toikka, while Tony Hall enjoys a good laugh. *Bob Hooper photo, 6 May 2012.*



View of entering track at Graw Yard; switch in background separates two exiting spurs. The left one is considerable in length and apparently unused. To the right, NJ Transit rails and offloads its TrackMobile MOW equipment. Control box trackside requires road access by driveway along base of embankment connecting to New Brunswick Avenue. *Photo by Tony Hall, 11 June 2012.*

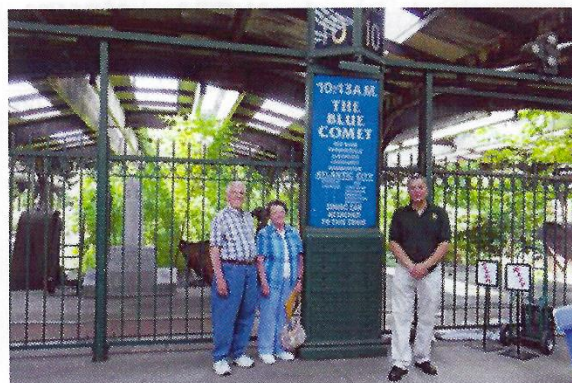


Bill McKelvey surveys MCI's fiber optic easement at Graw Yard. *Photo by Tony Hall, 11 June 2012.*

Views of a variety of activities in which NJERHS took part during the first half of 2012.



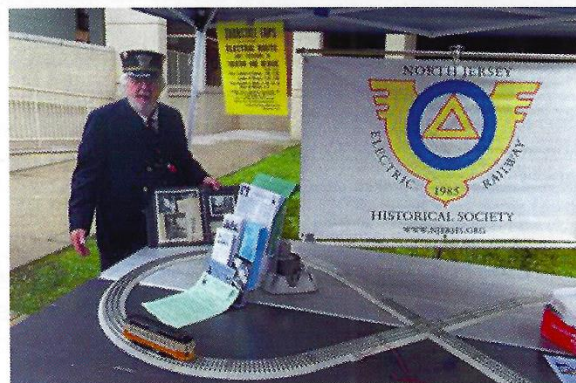
Frank holds forth at our table at this year's Mother Seton event, sponsored by the Jersey Central Chapter, NRHS. Turnout was gratifying, and sales at our table were brisk, as has been our experience over the many years we have participated. Revenue from sales of books and magazines donated by our generous members and photos from our archives help to support our restoration projects. *Tony Hall photo, 4 March 2012.*



Tom Gallo (right), President of CRR of NJ Veteran Employees Association, hosts Mr. and Mrs. Al Welter at the CNJ Terminal train shed. Her father was an engineer on the Blue Comet and she actually rode the train as a young girl. The occasion was the commemoration of the vast contributions of all former CNJ employees. *Tony Hall photo, 10 June 2012.*



The first annual Rahway Day dawned cool and rainy and remained so for the duration. Members Bill McKelvey, Ira Deutsch and Tony Hall set up and operated Tony's Rahway trolley display for the benefit of the surprisingly heavy turnout considering the weather. Flyers were distributed and memberships were promoted. We flew the flag, hung out the banner and rang the bell, attracting a goodly amount of favorable attention. Thank you, Rahway Chamber of Commerce! *Tony Hall photo, 5 May 2012.*



In full motorman's regalia, Tony Hall guides his Atlas NJ trolley, signed for RAHWAY and detailed by Ira Deutsch, around his portable figure eight layout. The event was the first annual Rahway Day, and Bill, Ira and Tony attended in an effort to promote the NJERHS. *Bill McKelvey photo, 5 May 2012.*

**NORTH JERSEY ELECTRIC
RAILWAY HISTORICAL
SOCIETY
FINANCIAL STATEMENT - 2011**

Balance on Hand – December 31, 2010	\$6,364.93
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INCOME

Sales Tables-Train Shows	\$ 871.00
Contributions	585.20
Dues	572.00
Phillipsburg Donations	102.00
Book Sales	65.00
Streetcars of NJ book	50.00
Trolley Treasures Sales	42.00
Photo Sales	20.00
Total Income	\$2,307.20

EXPENSE

Car Restoration Materials	\$1,956.40
Photo Processing	912.00
Trolley Lines Printing	851.67
Insurance	691.00
Book Loan Repayments	600.00
Roll Sign Purchase	350.41
Meeting Room Rental	300.00
Trolley Marker Lamp Purchase	274.94
Internet Service Fee	215.90
Bulk Mailing Permit	190.00
Post Office Box	176.00
Streetcars Book Purchase	156.27
Train Show Tables	90.00
External Hard Drive	69.99
Photo Book Storage File	64.00
Bank Service Fees	60.00
Internet Domain Registry	34.00
Labels	24.99
Envelopes	17.95
Postage	8.10
Total Expense	\$7,043.62

Excess of Income Over Expense	(\$4,748.08)
Balance on Hand - December 2011	\$1,616.01

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

Undesignated Cash Balance	(\$138.58)
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2011 FINANCIAL REVIEW

It is our policy to provide members with a financial statement in the newsletter that accompanies our dues renewal notice so that members can see how we manage our money.

Our expenses for 2011 exceeded our revenue by more than \$4500. This cash flow situation is highly undesirable and in fact we were required to tap into our reserves earmarked for other specific purposes to maintain a positive balance. However, things are not quite as bad as they may appear.

Our largest expense for 2011 was once again purchasing materials for the restoration of 2651. This was followed by photo processing costs, mostly for obtaining prints from our collection of glass plate negatives. Most of our prints are sold at train shows along with books, magazines and other rail related memorabilia that are not itemized, and show up as total revenue from the show. The unsold items remain in inventory until sold. The repayment from the book loans from the publishing of Trolley Treasures III has been completed, and will not appear as an expense on the 2012 statement.

For 2011 the income from train shows generated our largest source of revenue. Our second largest source of revenue came from contributions from our members. Thanks to their generosity we have been able to hold the line on dues. For 2012 our dues will remain at \$20. For 2011 our dues renewal notice was not sent out until early 2012, so the income from dues in 2011 was uncharacteristically low. Increased income from dues will be reflected in the 2012 financial statement.

