

Trolley Lines

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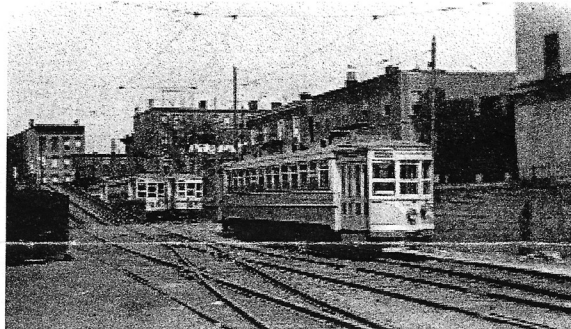
Car 2651 Restoration

Restoring any vintage vehicle is always a challenge, but especially so when one is dealing with a car that was out of service for many years and stripped of most of its parts. What results is something like trying to put together a giant jigsaw puzzle with half the pieces missing.

Such was the case with Car 2651. Unlike many trolleys that were intact when acquired for preservation, all of the electrical and mechanical components on Car 2651 were removed after it was retired from service. Even items such as window hardware and light fixtures were missing from the car. The windows themselves were largely deteriorated. At the very least they would have required much wood replacement and glueing. It appeared that many of the components on Car 2651 would have to be fabricated. Fortunately a work car in the Newark City Subway was available to serve as a possible source of material from which to make patterns for duplicating parts. However, that was not the most desirable option.

There were reports that several Public Service trolleys had been sold and converted into homes. One location where such homes were known to exist was the area around Jackson, New Jersey, so Tony Hall along with several others set out in search of them. This involved a lot of driving down back roads, but the efforts proved successful when they came upon an abandoned building with an interesting arrangement of front windows. A closer inspection revealed that this was indeed a former Public Service trolley. With the aid of some paint remover applied to the appropriate side panel it was determined that the number of the car was 3271, a thirteen window compromise roof trolley similar to 2651. Thanks to tax records and contacts with real estate agents we were able to locate the owner of the property and obtained permission to strip whatever parts we needed.

Car 3271 provided us with ceiling light fixtures, window sashes and numerous other items. An examination of the crawl space under the car by Tony Hall revealed that the gong was still in place, so he squeezed between the bottom of the car and the ground



Car 3271 lays over between trips in the small yard at the bottom of the ramp leading to the Hoboken elevated structure near Summit Avenue in Jersey City. Parts from this car were used for the restoration of Car 2651 which also operated into this yard when it was assigned to the South Kearny Line.

Collection of Frank S. Miklos

to retrieve it, scooping up a considerable amount of the dirt inside his trousers in doing so. It was really worth the effort because this was no ordinary gong, but one that was air-activated. On another visit we were accompanied by Bill Wall and others from the Branford Electric Railway Association. They needed a bearing plate to replace one that was cracked under Public Service Car 2431 at Branford, so the one under Car 3271 was salvaged for that purpose.

Shortly after work was completed on the removal of parts from Car 3271, word was received about the discovery of still another car body in Montville, New Jersey. Like the car in Jackson this car had been converted into a residence and was abandoned. It sat on property which was ripe for development, so in all likelihood it was only a matter of time before the structure would be demolished. Once again we were able to track down the owner and obtain his permission to strip that car for parts.

This car was in remarkably good condition and was a treasure trove of items which we needed. It provided most of our missing window hardware. Of greater importance was the fact that the end platforms were still

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intact. We were able to remove the entire dash assemblies from both ends of the car along with the roof bonnets. These were of immense value to Car 2651 because its platforms were badly deteriorated. Once again an application of paint remover to the appropriate spot on the interior bulkhead revealed the car's identity. It was car 2745 which was last used on the Springfield Avenue line in the 1930's. It was taken out of storage during World War II and moved to the Roseville carhouse for possible wartime use, but was never returned to service.

The parts that were salvaged from Cars 3271 and 2745 were temporarily stored in the loft of the building at Ringoes that was located next to Car 2651. We also obtained compressors, controlers and other electric gear from a Toronto snow sweeper and a Philadelphia snow sweeper. A Chicago rapid transit car supplied trolley pole bases and catchers. All of the parts were later moved to a trailer which we purchased in anticipation of the move to Phillipsburg.

After Car 2651 was relocated to Phillipsburg, the trailer containing the parts was moved there as well. The parts were originally just placed into the trailer in no particular order so it was decided to try to do an inventory of what was on hand. This was quite a challenge since the items were stacked all the way to the ceiling and there was nothing resembling an aisle inside the trailer. An entire day was spent moving most of the items out of the trailer and piling them up on the ground. Joining in this effort were Tony Hall, Bob and Rob Hooper, Bill Keigher, Bill McKelvey, Frank Miklos, Bill Toikka, and Jim Tomczyk. After examining everything a decision was made to discard some items that were declared non-essential. Other items were determined to be of immediate use on 2651 and were moved to the restoration shop. The remaining items were put back into the trailer for future use.

This past summer a determined effort was made to organize the material inside the trailer. Most of this was done by Tony Hall and Derek Long. In many instances

an item would show up with no recognizable function. That would make for an interesting discussion as the various people involved in the car restoration used their detective skills to pinpoint the purpose of the part in question. Frequently someone would suddenly recognize an item as something that was just what was needed for the work that was currently underway. Essentially it was another missing piece of the jigsaw puzzle falling into place. With the parts sorted and neatly stored we have moved closer to the day when all of the pieces have come together and we have a fully restored trolley car.

Dues Renewals

With this issue we have enclosed our dues renewal form for the year 2004. The dues will remain at \$15. Once again we are running late in mailing out the notice but we wanted to send out a second reminder to those who didn't pay their 2003 dues before sending this one. Members who have not paid their 2003 dues, may remit for two years. Those who do not pay dues for 2003 will no longer be considered active members. Those who pre-paid their 2004 dues will find their renewal form marked "paid" and no further payment is required. Your tax-deductible contributions are welcome. Thanks to your generosity in the past we have been able to hold the line on due.

Contributions

Add the name of Richard M. Smith to the list of those who included a contribution with the payment of his dues. We thank him for his generosity.

New Members

Add the name of Sergio Olivera of Hillside, New Jersey to the list of those who recently joined the North Jersey Electric Railway Historical Society. We are pleased to welcome him to our membership.

Publications News

We have received the manuscript and photos for Volume 3 of the Trolley Treasures, The Wartime Years series that was written by Al Mankoff. Like the previous volumes this will feature photos that were taken by Mr. Mankoff and Charles Wrege when they were teenagers during World War II. Mr. Mankoff asked if we would be interested in publishing it and we agreed to do so. Proceeds from the sale of this book will go to the restoration of Car 2651. The first two volumes dealt with the 2600 and 2700 series cars.

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Publications (Continued)

Volume 3 will deal with the various types of cars that were numbered in the 3200 series. It will also include some coverage of cars that were built by Public Service for use on Staten Island.

Over a period of many months the photos were scanned by Bill Keigher with the assistance of Tony Hall and Frank Miklos. After all the work was done we consulted with a publisher of railroad books who informed us that the photos would have to be scanned again at a higher resolution. We are planning to get a second opinion on the quality of our scans. If it appears that our scans are adequate for publication we will proceed with the printing because we are anxious to get this very interesting book released. Otherwise we will have to re-scan all the photos before we can proceed.

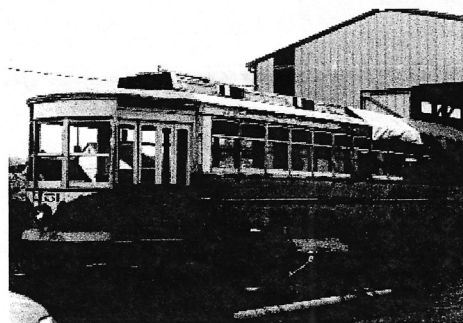
Phillipsburg News

Work on acquiring the property for the New Jersey Transportation Heritage Center is progressing, but not as fast as many would like. Meanwhile the Town of Phillipsburg is already moving to make transportation a major tourist attraction. The vacant union passenger railroad station was leased to the Friends of the New Jersey Transportation Heritage Center. This impressive brick structure once served trains that were operated by the Central Railroad of New Jersey and the Delaware Lackawanna and Western Railroad. The former street level waiting room and ticket office has been made into a visitors center with an N-scale model of the proposed Heritage Center that was assembled by Ken and Ann Miller. There are also photos and artifacts such as signs, fare registers and other memorabilia relating to New Jersey's transportation history. One of the displays inside the Visitors Center in the former Phillipsburg Union Station is a diorama of a scene on the Public Service Fast Line. It was provided by Tony Hall and depicts an inspection train with dignitaries just before the opening of the line between New Brunswick and Trenton. Rooms on the lower levels of the station have been sub-leased to other historical groups including the Canal Society.

This spring saw the return of passenger trains to Phillipsburg. With the cooperation of the Belvidere and Delaware Railroad (a subsidiary of the Black River and Western Railroad) and the New York Susquehanna and Western Volunteers Association, steam-powered excursion trains began service between Phillipsburg and Carpentersville on the east bank of the Delaware River. The power for these trains is provided by the Susquehanna Railroad's locomotive No. — which was built in China and imported to the United States. Also



The opening day of steam excursions drew large crowds to Phillipsburg. The restored Bill Gas Car poses for pictures next to the steam passenger train.
Photo by Frank S. Miklos



Car 2651 is rolled out for visitors during one of the Phillipsburg Railroadians' open houses.
Photo by Frank S. Miklos

on hand is restored Susquehanna RDC car M1 which serves as a control car for the return trip of the steam train since there is no way to turn the locomotive at Carpentersville. Steam excursions are operated on Saturdays and Sundays. Excursions with a restored Brill gas car are operated on Thursdays and Fridays.

There were several open houses conducted by the the Phillipsburg Railroadians, a local railfan organization. On those days rides are provided on equipment from the former Centerville and Southwestern Railway which once operated on the Becker Dairy Farm in Roseland, New Jersey. The small scale cars operate on a stretch of track between the Railroadians' exhibit building and the Centerville and Southwestern engine house which also serves as the storage facility for Car 2651. On open house days we usually pull Car 2651 out of the building and give passengers from the Centerville and Southwestern the opportunity to climb aboard the trolley and see our restoration work up close. Children get the chance to drop coins into our fareboxes and to try their hand at clanging the gong. A canister is also provided for contributions from the visitors along with a

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Phillipsburg (Continued)

table where people can purchase our photos and back issues of DESTINATIONS. Future plans call for the restoration of the abandoned control tower across the street from the railroad station.

So even though the Transportation Heritage Center is still in the planning stage, there are a lot of things to see and do in Phillipsburg. If you are there on the first and third Saturdays of each month when our work sessions are usually scheduled, you are welcome to stop by and check on the restoration of Car 2651. Volunteers are always welcome to assist in this work, but we are always happy to see members and visitors who just happen to drop by. Be sure to check our website for the exact schedule of restoration work.

Warehouse Point Excursion

In June we ran a chartered bus excursion to the Warehouse Point Trolley Museum in Connecticut. This was the third excursion that we ran in just over a year. Previous trips were operated to the Electric City Trolley Museum at Steamtown in Scranton, and to the Shore Line Trolley Museum at Branford, Connecticut. Unlike the two earlier trips which were held on days which saw drenching rains, the weather cooperated fully on the day of the Warehouse Point trip. Despite a light turnout, the trip provided those who went with a pleasant experience. Member Al Arocha did his usual fine job of arranging for the bus charter as well as doing the actual driving.

The Warehouse Point Trolley Museum has an interesting line with a single track through a wooded area. There are grade crossings with gates and passing sidings along the route. For many it was the first opportunity to see the museum's visitors center and exhibit building. Three cars were in service on the day of our visit. They were a New Orleans car, a Rio open bench car and one of the famous Montreal "Golden Chariot" sightseeing cars. There was also time to explore some of the car barns where among other things we found a former Five Mile Beach single truck open car from Wildwood, New Jersey.

All told it was a very enjoyable day, although we would have wanted more people to participate. We want to have more activities of this type for our members, but we can't afford to run trips at a loss. It seems that when we ask who would be interested in a proposed trip there is an enthusiastic show of hands, but on the day of the trip most of those who voted to run the excursion are nowhere to be seen. This is not intended as a criticism of our members, but is instead an effort to obtain some insight from them about the types of activities they would like to see during the upcoming year. Please send us your thoughts on the matter and we

will take them into consideration.

Anniversaries

We have many members who have belonged to the North Jersey E.R.H.S. for several continuous years and would like to recognize the following whose dues were paid through 2003:

15 Year Members

Ted Eickmann
Gene D. Gordon
John B. Gutberlet
James T. Homoki
William D. Joyce, Jr.
William F. Keigher
Robert E. Landwehrle
Alexander J. MacDonald
Harry J. Volpe

10 Year Members

Torin Reid
C. R. Scholes

5 Year Members

Joseph Brennan
Rev. John Cody
Russell E. Jackson
Robert A. McNamara
Raymond G. Neveil
John C. Strole

We appreciate the support of our members over the years and look forward to your continued participation in the future. Don't forget to send in your 2004 des payment. This will be the last issue of TROLLEY LINES or DESTINATIONS for those who still haven't paid your 2003 dues.

New Jersey Transportation News

NJ Transit has sold eleven PCC cars to the San Francisco Municipal Railway. The cars involved are Nos. 2, 9, 11, 12, 14, 17, 19, 20 21, 22 and 23. Like the cars that were purchased from SEPTA, the Newark cars will be painted in the liveries of transit systems that once operated PCC's. One car will be painted in the Public Service gray and white paint scheme while another will receive its original Twin City Rapid Transit Company colors.

Website

Don't forget to consult our website WWW.NJERHS.ORG for news about our activities

1. In 1920 eleven of the 3510 series cars were assigned to the Passaic Division.

2. All lines were taken over by the Public Service in 1911 from the New Jersey and Hudson River Company.

3. Emergency Fleet cars were built for the U. S. Government and later sold to Public Service. They were delivered yellow and cream but were lettered for the agency. The cars were the same as the other Public Service cars in their series.

4. The Plank Road Line became the Newark Line and the Turnpike Line became Jersey City.

5. There were no cars assigned to the Passaic Division in 1935 although Market Street car house did have cars from the Hudson, Bergen and Essex Divisions operating from it. The runs may well have been Passaic Division. Cars assigned to the Lodi Line are included in locals for 1920. There were 11 cars from the Essex Division and 11 cars from the Bergen Division working the Paterson and Hudson River Lines in 1920. All local service was covered by the Birneys in mid 1920 and they ran until these lines phased out by 1928.

6. In the original numbering of the cars, 13 was a vacant number and never assigned.

7. Car 1735 was rebuilt into an ASH car and renumbered 5944. It was assigned to the Southern Division.

8. Cars 3510-3541, 3585-3599 and 3600-3619 were built with multiple unit equipment and Tomlinson couplers. All were high speed geared for 48-50 mph except cars 3600-3609 that were geared for over 60 mph. These 10 cars had C-55P trucks all the others had C-50P trucks. Cars 3522-3541 and 3600-3609 had toilets and water coolers when built.

C & T is Camden and Trenton Railway - Riverside Line.

T & NB is Trenton and New Brunswick Line from 1913 on.