



# Trolley Lines

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## Frank S. Miklos, 1940 – 2013



Frank and his sister Jeanne had traveled to Denver and Salt Lake City for the annual Electric Railroaders' Association convention. In this view, they take a well deserved break at the annual ERA banquet in the Magnolia Hotel at Denver, in what may be the last picture of Frank taken during his lifetime. *Photo by Robert Newhouser, 26 May 2013.*

**The Story of a Friendship (see pg. 2)**

**North Jersey E.R.H.S.  
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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.



## The Story of a Friendship

(from pg. 1)

By Tony Hall

For reasons lost in the fog of time, I was attracted in the late 1960s to the activities of the North Jersey Chapter of the National Railway Historical Society, which in those days was meeting in a hotel across from the Public Service Terminal at Sip Avenue just off Journal Square. I met many interesting people, many of whom subsequently became good friends, Frank Miklos chief among them. Our friendship was solidified when Al Creamer, PS trolley fan emeritus, shared with us a tale of the "lost Long Valley trolley."

To that end, we set forth on one hot spring morning in 1973. As luck would have it, we located our quarry almost immediately. As we trespassed into the field where the car body stood, a matronly lady emerged from the adjacent house, threatening to call the police if we did not leave. We managed to calm her fears and shortly thereafter purchased the car from her. Frank and I were now proud owners of a rusty, moldy, 56 year old carcass of a Public Service trolley car named 2651.

As the 1980s unfolded, it became increasing apparent to Frank and me that completion of the restoration of 2651 would require talents, abilities and resources beyond our own capacities. For this reason, in 1985, we undertook to establish the North Jersey Electric Railway Historical Society for the sole purpose of completing the restoration of the car. Inevitably, as the society grew, it attracted a cross-section of the railfan community, whose more varied interests lead us to a more diversified range of projects. From that cross-section arose the great talent and dedication which sustains the projects today, ranging from pertinent oral histories, book publishing, rescuing six MU cars, and working to establish a site for the NJ Transportation Heritage Center.

While Frank and I would go on to share a variety of trolley and railway adventures together, 2651 would be the leitmotif that would connect our lives from then on. Eventually, Frank's interests would diversify into many areas, as would my own, yet 2651 would remain the link that would reinforce our friendship from then on.

Although we have been very fortunate indeed to have attracted an outstanding corps of restoration who are continuing the work that Frank and I began forty years ago, I will always miss Frank's input, his cheerful good humor, even in times of distress, and his encyclopedic knowledge of trolleys worldwide, past, present and future.

# In the beginning, there was Frank, and he saw that it was good.

Present at the initial discovery of 2651, Frank remained a dedicated champion of the cause for the rest of his life.



Through the dusty veil of time, Frank peers at the camera through eyes still young with boundless optimism and cheerful confidence in the future. On the right, Harry Didricksen gives the thumbs up signal to proceed while Tony Hall in the center wields one of the precision instruments he would use in trolley restoration.



Fans were immediately attracted to the scene soon after its beginning. Here an unnamed contributor had left some City Subway signage for our collection.



As ladder day trolley saint, Frank climbs to heretofore new and unfamiliar heights in pursuit of a new roof for 2651.

Frank continued his dedication to the 2651 project as it entered its second chapter at Ringoes in 1974.



After the move of 2651 to Ringoes in March 1974, on the north scaffold, work resumes with the unending task of paint removal and primer application. L to R: Ginny, Beverly and Harry Didricksen, Tony Hall and Frank.



Frank prepares yet another bucket of primer while in the background Tony's famous "Amvan" door serves as a rack for his used duct tape collection.



Frank, having gained some confidence on the south scaffold, waves to the camera while assisting Tony and Ginny in primer application.

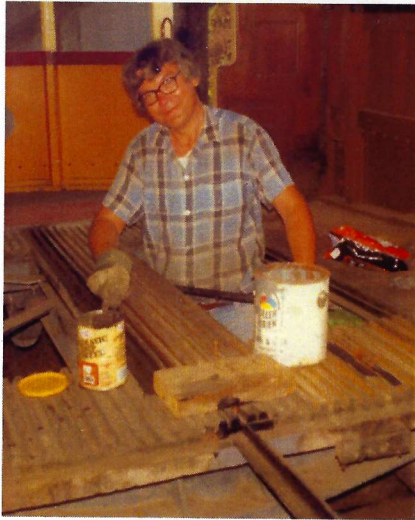
Seen below, Frank revealed a hitherto unknown capacity for dogged persistence when he attacked and defeated the endless wire tangle of a long ago turkey run. All were impressed including Black River staff. *Photo mid 1980s by Tony Hall*



Above left: Frank joins the party aboard the chartered "Bess & Les Express" on the occasion of the 50<sup>th</sup> wedding anniversary of Tony Hall's parents is seen with Gary Madden. The ubiquitous camera followed Frank on all of his countless rail outings. *Photo April 1978 by Tony Hall.* Above right: This occasion was one of the BR&W RR's annual banquets given for their cadre of volunteer train crews and the railroad's freight customers. They were held at the former Black Angus restaurant, Route 202 North, Flemington. Frank is bracketed in this view by Norm Hosler (left) and Greg III.



Upper left: Frank was stripping and sanding one of the two dash fronts retrieved from the Parsippány car in the gloom of our newly renovated indoor shop. Upper right: Frank surveyed the progress we had made on our excellent ex-DL&W 3406 trailer combine during one of our many work sessions at the former Erie RR Mahwah yard. He was joined by Jack Keeler (l) and Bob Sherwood. Lower left: Frank was surrounded by friends including (l to r) Tony Hall, Walter Druck, Ray Foley and others. Lower right: Frank revealed yet another hidden talent; that of gandy dancer, as he rang the iron in vain anticipation of the then hoped for arrival of the City Subway flatcar # 5223. *Photos except lower left by Tony Hall, late 1980s; lower left unknown.*



Upper left: Frank was always up to his navel in trolleys, as symbolized in this shot. Upper right: A winter expedition to Branford in search of seats begins in front of Frank's home in Linden, NJ. Middle left: Frank removes paint from car # 3271 in Jackson Township while Bruce Russell retrieves ventilators from the roof. Above: Frank applies toxic wood preservative to the original doors while wearing his ever present smile. Lower left: Frank removes hundreds of linear feet of accumulated dirt and paint petrified over the decades between the floor runners.. All photos by Tony Hall, 1980s.



Above: Frank and Tony continue the preparation of door leaves for painting. Left: Frank joins a wintry expedition to Farrington Lake which successfully retrieved original Fast Line rail from before a 1928 raising of the water level. Right: "The Man in the White Suit," but not Alec Guinness in one of his most famous roles, rather Frank in a vain attempt to protect his clothing.



Below: Frank and Tony say goodbye to a chapter in the saga of 2651 as the car is moved out of Ringoes en route to its new home in a secure building at Phillipsburg.





**Taken from obituary, Star-Ledger, 6 June 2013.**

Frank S. Miklos

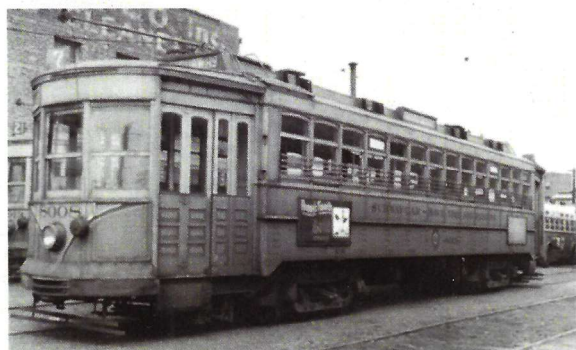
Frank S. Miklos, 73, a life-long Linden resident entered into eternal rest on Saturday, 1 June 2013 at the University of Colorado Hospital, Aurora, CO, while vacationing.

The final visitation was at Leonard-Lee Funeral Home, 301 E. Blancke Street, Linden, on Saturday, 8 June 2013. The Funeral Mass was offered in St. Elizabeth R.C. Church, Linden. Entombment was in St. Gertrude Cemetery, Colonia.

Frank was born in Jersey City to the late Linden Fire Chief Frank Miklos and the late Dorothy Findlay Miklos.

Frank was a 1957 graduate of St. Benedict's Prep, Newark, and a graduate of St. Peters College, Jersey City, with a B.A. in Business. Frank was employed by NJ Transit for 28 years and retired in 2002 as a Senior Service Analyst/Planner.

Frank was a co-founder, treasurer and membership secretary for the North Jersey Electric Railway Historical Society, which is restoring Public Service Trolley Car #2651. He served for 18 years as president of the Electric Railroaders' Association, a national organization devoted to the history and technology of electric railways throughout the world. He was also a member of the Light Rail Panel of the New Jersey Association of Railroad Passengers, an advocacy organization devoted to improving public transit in New Jersey. Frank was an avid international traveler and will be greatly missed by his sister, Jeanne Miklos, many cousins and close friends.

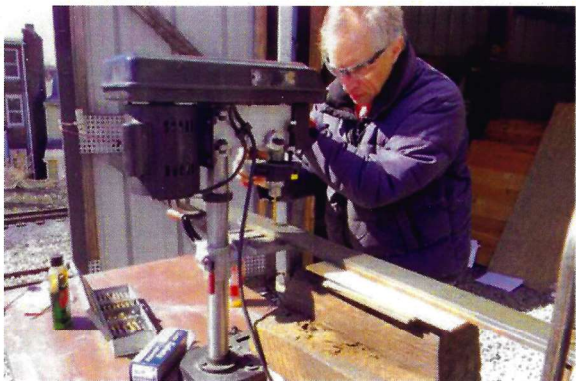


**Frank's favorite car,** possibly because of its palindromic number # 8008, closed yellow car service on the City Subway line in January, 1954, when PCCs arrived on the property.

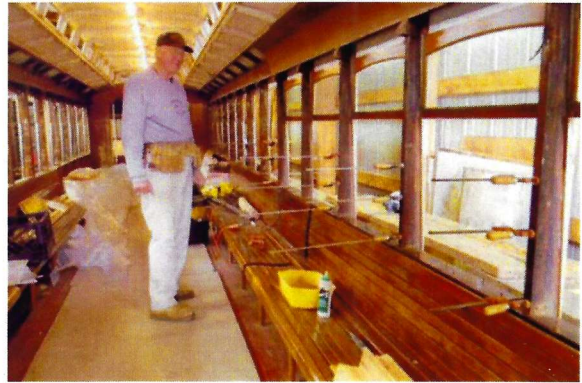
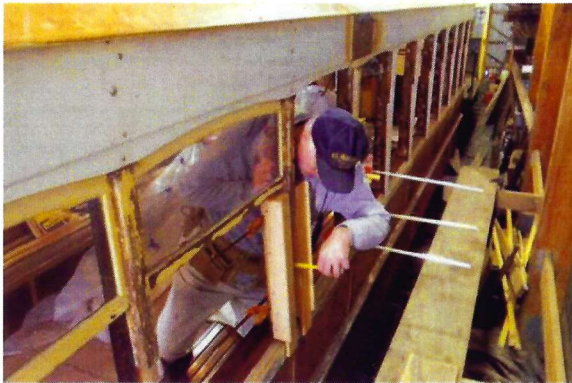
**FINANCIAL STATEMENT - 2012**

BALANCE - CLOSE OF 2011	\$ 1,627.67
<u>Income</u>	
Dues	\$ 2,260.00
Streetcar book sales	\$ 50.00
Contributions	\$13,618.98
Books	\$ 323.00
Train shows	\$ 800.00
Phillipsburg contributions	\$ 169.00
Photos	\$ 35.00
	<hr/>
Total	\$17,255.98
<u>Expenses</u>	
Bank charges	\$ 69.00
Meeting room	\$ 300.00
Car restoration materials	\$ 2,084.86
URHS dues	\$ 200.00
Electricity	\$ 150.00
Bulk mailing	\$ 100.00
Public Service artifacts	\$ 317.90
Domain registration	\$ 35.00
Insurance	\$ 722.00
Trolley Lines printing	\$ 634.50
Bulk mailing	\$ 150.00
Train show table	\$ 60.00
Storage	\$ 541.00
PO Box rental	\$ 218.00
Photo processing	\$ 81.00
State annual report	\$ 25.00
Trolley shipment	\$ 9,005.00
Internet access	\$ 210.91
Charities registration	\$ 30.00
	<hr/>
Total	\$14,934.17
BALANCE - CLOSE of 2012	\$ 3,949.52
<u>Allocated Funds (cash within balance)</u>	
Equipment Acquisition Fund	\$ 800.00
PS Sweeper Restoration Fund	\$ 954.59
Total Cash Reserved	\$ 1,754.59

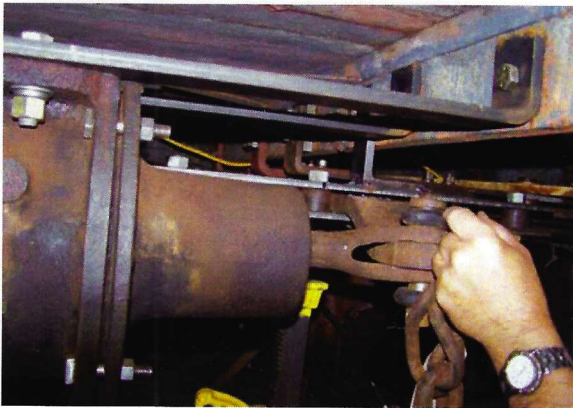
Meanwhile, back at 2651 ...  
**LIFE GOES ON.**



Top: Jim explores National Pneumatic door motors, probably made at their Rahway plant. Mid-left: He goes on to drill a major brake bracket, which he displays, ready to install, at mid-right. Bottom left: After much custom machining, Bob Hooper has assembled the hand brake stands. Bottom right: Work crew pigs out at Joe's Steak House. From left, Bob Hooper, Bill Toikka, Hank Kaminski and Tony Hall. *All photos (except lower right) by Tony Hall, January and April, 2013.*

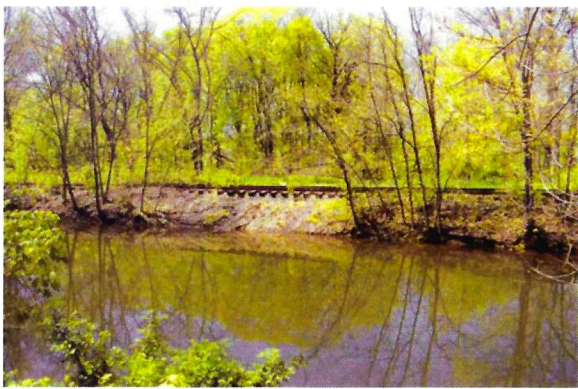
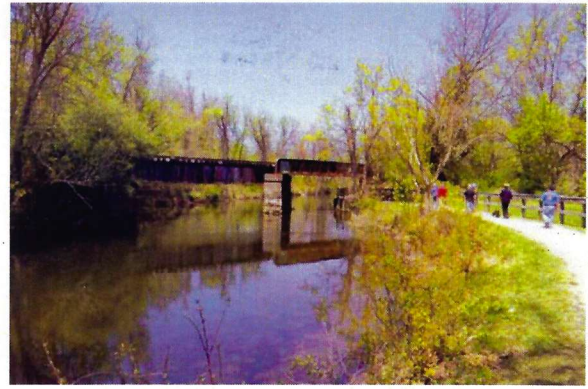


Top left: Tailgate party, 2651 style, Hank trims window post inserts painstakingly produced in his shop. Top right: Bob exposes original 1917 Public Service wiring. Upper right: Bob tweaks K-35 controller at east end of 2651. Above: Using a jig which he cleverly crafted, Hank carefully installs his window post inserts. Mid right: In a scene resembling the effects of having passed through Indian territory with open windows, Hank admires with satisfaction the completion of his window post inserts, temporarily held in place by multiple clamps, not arrows. Bottom right: The automatic repeating bell, salvaged from car # 3271 in Jackson Twp., finally rests beneath the deck of the west platform, ready to sound its ear splitting report. All photos by Tony Hall, 20 April 2013.



Top left: Jim drills an angle iron which will support the brake linkage bracket. Top right: Not Hercules holding up the earth, but Jim preparing existing brake assembly for the installation of the final brake lever bracket, as Bob assists. Mid left: Brake bracket, seen just behind the cylinder, is finally installed. Appurtenant levers will be fitted through the bracket. *Preceding photos by Tony Hall, June 2013.* Mid right: "Next, please!" says Dr. Tony. Presumably having finished drilling his own cavities, he awaits his next patient. Bottom left: Jim "Sparkle Plenty" Tomczyk creates yet another brake link. Bottom right: As with so many of our assemblies, custom machined pieces had to be removed and fine tuned to assure a perfect fit, resulting in frequent disassemblies and reassemblies, as here with the hand brake. *Two bottom photos by Tony Hall, 1 June 2013.*

Our members travel afield, promoting NJERHS, soliciting new memberships and evaluating potential Heritage Center sites.



Top left: On 27 April 2013, Bill McKelvey, in red shirt, led the Lambertville Walk, a party of investigation along the former Bel-Del track in Lambertville with the goal of evaluating the defunct line as a possible site for a NJ Transportation Heritage Center operation. In the party were (from left) Larry Gross (site committee & acting president, URHS); George La Pierre (LHRy director, NJERHS treasurer); Ken Brown, Esq. (URHS council & site committee); Bob Hooper (NJERHS president); K.C. Smith (URHS president); Bill McKelvey (URHS Site Committee & LHRy chair); Tony Hall (NJERHS founder and trustee). Top right: Not the Bridge on the River Kwai, but the one over the Canal D&R, which is the BR&W RR connection, now out of service, to their very active Ringoes – Flemington operations. Mid left: One of the very few problems encountered along the line was roadbed subsidence shown here in one of a number of idyllic locations. *Last two photos by Tony Hall, 27 April 2013.* Mid right: Tony and George hold forth at the second annual Rahway Day festival, promoting NJERHS and soliciting memberships. *Photo by Officer Ewing, R. P.D. 4 May 2013.* Bottom: NJERHS was represented along with LERy by Tony, George, Heather Keith and Bill at the annual Waterloo Village Canal Day on 29 June 2013.

# A Peek into the Lyons Den



Above: In this recent view taken at Lyons Industries, Ebensburg, PA, both car bodies rest on diesel locomotive truck frames while the motors and trucks are removed to the shop for reconditioning. *Photo 19 July 2013.*



Bottom: In these earlier views, (left) PSNJ 5221 Line Car awaits the reconditioning process to begin, (right) PSNJ 5223 (ex-2683) looks the worst for wear in the yard at Lyons Industries. *Both bottom photos by Bob Hooper, 28 June 2013.*



Top left: This view shows the underside of PSNJ Flat Car 5223 with a truck removed, revealing the king pin and bolster plate. Top right: Underside of Line Car 5221, showing part of the work platform lift mechanism. Mid left: C50P truck removed from 5221. Mid right: C50P trucks removed from 5223 remain complete to serve as a guide in reassembling the trucks from 5221. Bottom left: Wheel sets from 5221 have been steam cleaned and are seen in the shop ready for inspection. Bottom right: Journal boxes await cleaning and inspection inside the shop building. *All photos by Lyons Industries.*



Top left: Motor housings were opened for the first time in possibly fifty years. Top right: Motor cases from 5221 have been disassembled in the Electrical Shop for inspection and repair. Mid left: Motor housings have been cleaned and inspected. Mid right: The motor armatures have been uncased. Lower left: Motor coils from 5221 awaiting inspection. Lower right: Same coils look almost brand new after cleaning.