



Trolley Lines

Published by the North Jersey Electric Railway Historical Society

Volume 10 Number 4

Fall 2013



Frank Reilley's effusive smile beams forth from the front platform of 2651 on the occasion of the meeting of the County Transportation Officials Association of NJ, Inc., which, while held at the Phillipsburg Union Station, was treated to an inspection tour of 2651 hosted by Tony Hall. Appearing are, kneeling: Tom Drabic; standing: Tony Gambholinghi, Dave Dech, Bob Koska, Joe Wells, Gerald Rohsler, Ann Miller, Brian Appezato, Bruce McCracken, Joe Russo, Jakub Rowinski, John Hayes, David Anderson; on the car: Scott Parker, Manuela Schuster and Frank himself. More on page 11. *1 October 2013. Photo by Tony Hall.*

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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 ascertain the meeting status.

2651 Autumn update

From Bob Hooper

- The hand brake rods were sized, welded and fitted.
- The hand brake stands have been installed, including the over-running ratchets within the gearboxes.
- The manual brake at the east end has been made completely operational with our one pawl locking assembly having been installed.
- A return spring assembly has been installed to pull the brake rods into the release position. These are in addition to the release spring on each truck.
- Air brake valves have been cleaned and checked for correct operation.
- We have received a \$16,000 grant from the County Transportation Associates of New Jersey, designated for windows and other needs for 2651.
- Interior metal battens that connect the lower roof section with the clerestory rails have been cleaned, painted and installed.

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Another Peek into the Lyons Den

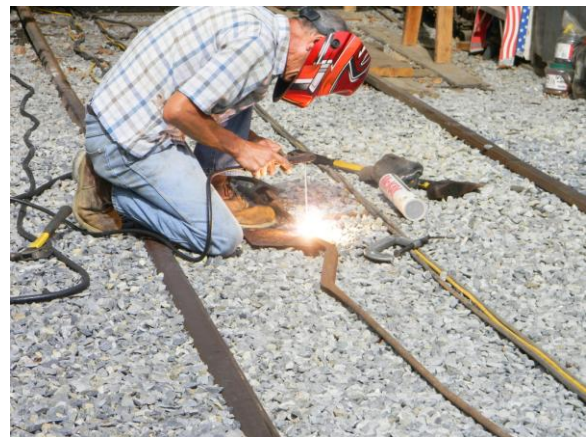


“Iceberg right ahead!” Not the nemesis of the great ship TITANIC, but rather cars # 5223 and 5221 cocooned for their winter hibernation by our friends at Lyons Industries. 23 September 2013.



In the above four views, we see (upper left) a main truck frame stripped and made ready for priming and painting. In the upper right view, the unsprung truck frame is being similarly prepared. In the lower left, we see a pair of brake shoe holders stripped to bare metal. Santa was good to us this year, as in the lower right we see a generous supply of new bolts, nuts and small parts left by Old Saint Nick under our Lyons Christmas tree. 7 November 2013.

Recent advances underway on 2651



UL: 2651 repose in the warm June sunshine, displaying her fresh coat of primer applied in preparation for her final coat of color to come. UR: Bill Toikka describes some of the recent progress on 2651 for yet another group of visitors. ML: Jim Tomczyk reaches through the east trap doors to further the assembly of the hand brake mechanism. *Photos by George La Pierre, 8 June 2013.* MR: East bonnet is removed on a system of trestle work erected by Bob Hooper in preparation for work to be done on the upper dash and transoms. LL: Brake rod sections are prepared and joined by Jim Tomczyk to be welded by Glenn Terminelli. LR: Glenn performs the weld. *Photos by Tony Hall, 10 August 2013.*



UL: Hatless, Ira Deutsch is sheltered from the sun beneath the car's bonnet. 25 August 2013. UR: Hatted, Joel Salomon is bathed in the autumn sun in the absence of the car's bonnet. 6 October 2013. ML: Hank Kaminski applies his meticulously crafted curved wood blocks which will compress the overhang of the fabric roof seam seals. 2 November 2013. MR: Hank has reinstalled interior ceiling battens. 27 July 2013. Photo by Bob Hooper. LL: Jim "Sparkle Plenty" Tomczyk prepares one of many brake links for welding. 2 November 2013. LR: Gandy dancer Bob Hooper is joined by Ron Titus in bolting the last rail joint on our eastern extension in preparation for ballasting to come. 7 December 2013. All photos by Tony Hall unless otherwise attributed.

URHS Transport Festival 2013 at Boonton, NJ

22 September



UL: Bob Hooper busily sells tickets to the incoming throng at the entrance on the morning of the event. UR: At the NJERHS table, Ira Deutsch and Bob await the visitors who are only now entering the property. ML: A future railfan is enthralled by the operation of our O gauge trolley loop. MR: The youngster is joined by two friends who are equally captivated by the passing of the trolley. This scene would be reenacted frequently throughout the day. LL: **QUEEN FOR A DAY** was NS's EMD SD70ACe locomotive # 1074, temporarily painted in DL&W livery as part of their heritage fleet commemoration. Dwarfed next to the massive unit is Phil Craig's meticulously restored classic 1931 Auburn Model 8-98 A. *Photo by George La Pierre.* LR: **KING FOR EVERY DAY** is URHS's magnificent GG-1 # 4877, beautifully restored in Brunswick green by Star Trak under the perfectionist leadership of Ray Clauss. *All photos by Tony Hall unless otherwise attributed.*

Mass Transit Model Convention at Rutgers New Brunswick, 5 October 2013



TL: Russ Jackson, Andy Burger, Bill Keigher, and Ira Deutsch conduct a brisk business in transit memorabilia for the benefit of 2651. TR: Baltimore Transit semi-convertible # 5707 is beautifully represented in O gauge. UL: Captain Bill McKelvey holds forth at the Liberty Historic Railway table. UR: Bill Toikka and Heather Keith join our delegation helping to promote NJERHS. LL: Scale GG-1 hauls a train of mixed vintage equipment, appropriate to the display. LR: HO scale MP-54s whiz past under scale Pennsy catenary, meticulously created by Drew McCain. BL: Our group continues the sales of our photo assets. *Photo by George La Pierre.* BR: O scale model of IRT Woodlawn-Jerome # 4 train rests at Bronx terminal. *Photos by Tony Hall unless otherwise attributed.*

Elevation Day at Shore Line Trolley Museum East Haven, CT, 16 November 2013



UL: A nostalgic view of Branford's "old museum." UR: Connecticut Company car # 1602, purportedly the very last big city streetcar to be constructed entirely of wood, rests in radiant splendor outside of the F.S. Bennett car barn, awaiting its loading of happy trolley enthusiasts. ML: The scissors snip, the ribbon falls, and the shutter clicks right on cue. A delegation of local mayors, state assemblymen and senators eagerly awaited their opportunity to address the gathering and proudly proclaim that their efforts at obtaining funds for this great project had made it all possible. MR: Seen from within car # 1602, the "new museum" can be seen taking shape at the top of the hill in the background, hopefully safe from future flooding or other hazards. LL: Frame of shop building is completed and awaits sheathing and finishing. LR: Mammoth new car barn, at whose far end the ribbon cutting ceremony took place, is largely completed, ready for track and wire to come. *All photos by Tony Hall.*

Seldom in the annals of electric traction preservation has so ambitious and far-sighted a project been attempted and brought to fruition. The Branford Electric Railway Association is to be highly commended for their vision, courage and resourcefulness. We can only hope that we can import some of those qualities to our own struggle for our first such museum here in New Jersey.

Branford's Lost Treasures Remembered ...



Our search for the elusive # 2431 led us into the mine-like gloom of the derelict barn, where our efforts were eventually rewarded with the sad views shown above and to the left. Begun so optimistically many years ago, the project ran aground on a dispute over the usefulness of a single-ended car on the Branford Electric Railway. For decades the moldering corpse has been entombed in quiet repose and doubtlessly suffered flooding damage from last year's Hurricane Sandy. While our friends at Branford deserve high praise for rescuing and preserving this precious artifact, nevertheless it is time for us all to unite in a concerted effort to resurrect the restoration process begun so many years ago under the expert leadership of long time NJERHS member Ted Eickmann.



LL: A memorial service highlighted the day's program. In it, the names of all the late members were commemorated and the high points of the history of the museum revisited. *All photos by Tony Hall, 16 November 2013.*

New interchange station opens on RIVERLINE. Pennsauken, 26 October 2013



UL & UR: The main event of an exciting and informative program was the featured trip to Pennsauken at last year's NJ-ARP annual meeting held in Burlington. Seen here are two views of the new transfer station between NJ Transit's RIVERLINE and their Atlantic City service. ML: "Now arriving on Track 2" from Atlantic City bound for Philadelphia is this consist of center-door Comets headed by ex-Amtrak P40DC # 4800. MR: As the Philadelphia train leaves the station westbound, southbound RIVERLINE DMU # 3510 grows its way beneath the former Pennsy overpass en route to Camden. LL: The upper station is lavishly decorated with backlit etchings displaying the area's PRR heritage. The upper panel shows the iconic John Bull, first steam train in New Jersey, while the lower panel displays a classic K4s with P-70 consist, equipment which served for many decades on both the upper Atlantic City Line and the lower former Camden and Amboy route. LR: Having dwelled at platform while the Delaire Bridge opened to facilitate marine traffic in and out of the Port of Philadelphia, the AC-Phila. train finally vanishes into the Stygian superstructure of the big bridge. *All photos by Tony Hall.*

Hall's Phillipsburg Address

1 October 2013



The following is a condensed version of the presentation given to the CTA by Tony Hall on 1 October 2013. The photo, by Bob Hooper, shows Tony giving his presentation to a typical group of visitors sometime during the summer of that year.

Welcome aboard 2651, Public Service Railway car built in 1917 in Newark's Ferry Street shops. The car was ordered to serve the traffic which was anticipated to increase as the country prepared to enter the Great War. It was financed under a Federal subsidy program entitled the Emergency Fleet Act and cost \$7,955 in 1917 dollars. The design was dictated by guidelines set down by the US government which mandated the cars be built as quickly and as cheaply as possible. The steel frame to which the car is fitted is similar to that of a bridge with a plate girder forming the lower half of each side. Roof design presented a challenge. The standard deck roof of the day included many tiny clerestory windows which opened on a series of levers and cranks, admitting light and fresh air, as required by government regulation. Such roofs were commonly used on streetcars at the time, but were labor intensive to build and troublesome to maintain. Public Service

Railway engineers were challenged to create a roof which would provide the benefits demanded by law, but would be quick and inexpensive to build and require little if any maintenance. The result is above your heads; the unique and famous New Jersey compromise roof. Not a traditional clerestory, nor a plain Philadelphia-style arch roof, but a new compromise between the two, providing light and ventilation without the maintenance headaches of the earlier design. The design was a resounding success as the cars were completed on schedule and on budget and were ready for service upon our entrance into the Great War in 1917.

During World War I, the car shuttled between the various railroad stations in Jersey City and the war production factories in South Kearney, mainly Federal Shipyard and Western Electric. Following the Armistice, under the provisions of the law, the

Hall's Phillipsburg Address 1 October 2013 (Continued)

cars reverted to Public Service for use in their post-war operations. By the late 1930s, many streetcar lines were being replaced with buses and the cars were mostly sold for scrap. But the 2600 and 2700 series cars could not be scrapped at that time because they were still technically the property of the US government. So they were placed in crude storage sheds along Doremus Avenue in Newark, where they languished until 7 December 1941, a "day which will live in infamy." Subsequent to the outbreak of World War II and to the embargos which were shortly thereafter imposed on rubber tires and petroleum products, Public Service was forced to restore streetcar service to the newly reactivated Federal Shipyard and Western Electric factories. And so the cars were given a second life as they were sent to serve in yet another world war. They carried untold hundreds of thousands of dogged war workers for the duration.

The ink was barely dry on the surrender treaties when Public Service implemented their long planned scrapping of all remaining streetcars. Only the technical restraints of the Newark City Subway system dictated the continuance of streetcar service on those lines. A skeletal fleet of the yellow cars was preserved at Roseville car house to cover subway operations. The balance of the once vast fleet was lined up at Greenville depot in Jersey City and put to the torch in the open air adjacent to schools, stores, churches and homes. The following day, the remaining metal was cut up for scrap. The Federal government had given its blessings and the Emergency Fleet had finally been written off.

In every atrocity there are always a few survivors. With the return of the wartime military personnel to the US, a huge housing shortage ensued. As a result, many derelict streetcar and rapid transit car bodies escaped the scrapper's torch by becoming temporary housing for the scores of returning veterans. Our 2651 fell among those survivors. A couple who had purchased land after the war in Long Valley, NJ, purchased the stripped car body, moved it to their lot, built a temporary roof on it, installed a well and an outhouse nearby, and lived in the car body for a few years while they hand-constructed their permanent house on the same property a few feet away. When the permanent house was completed, they moved out of the trolley body and 2651 fell into neglect.

In May of 1973, Frank Miklos and I, acting on a tip from a reputable source, discovered the remains and ventured onto the land for a closer examination,

whereupon a matronly lady emerged from the house and threatened to call the police if we didn't leave immediately. I said, "Madam, we mean no harm, we are simply interested in your old trolley car". "Oh? Well, that's an *antique*, you know". In the end, I wrote her a check for \$100 and she left us to continue our examinations.

During the following summer, numerous railfans were attracted to the work site, as Frank and I prepared the car body to be moved to Ringoes, NJ, where we had been invited to house the car during the restoration to come. On the hottest days of that summer, our hostess emerged from her house bearing trays loaded with sandwiches and iced lemonade. When moving day arrived in March of 1974, there was a pall over the neighborhood as she and her neighbors witnessed the car body being hauled off her land.

Our quarter century at the Ringoes depot of the Black River & Western RR was highlighted by my construction of a protective shelter for 2651 and another car body already there, and the acquisition of numerous body parts from other cars which we had discovered moldering after their second lives as buildings had ended in abandonment.

By 2001, we had determined that further restoration work would require abilities and resources beyond those at that time at hand. Serendipitously, the city of Phillipsburg had begun planning for the Transportation Heritage Center to be built there on land formerly occupied by a PRR yard. As part of this program, a building was constructed for the Phillipsburg Railroad Historians, who in turn leased space in that structure to NJERHS for the furtherance of the 2651 project. And so in December of 2000, 2651 once again took to the road.

Since that time, many giant steps have been taken. Trucks and motors have been fitted, seats obtained and installed, air compressor and brake cylinder refurbished and placed on board, brake linkage system fabricated and installed, and a new roof constructed. This year's challenges will include obtaining and fitting safety glass to all windows, obtaining and installing the air reservoir, as well as all appurtenant piping, in addition to the installation of resistance grid sets and all related wiring.

While we've come a long way in more than 40 years, we still have a way to go. We plan to complete the car in time for its 100th anniversary in 2017.