

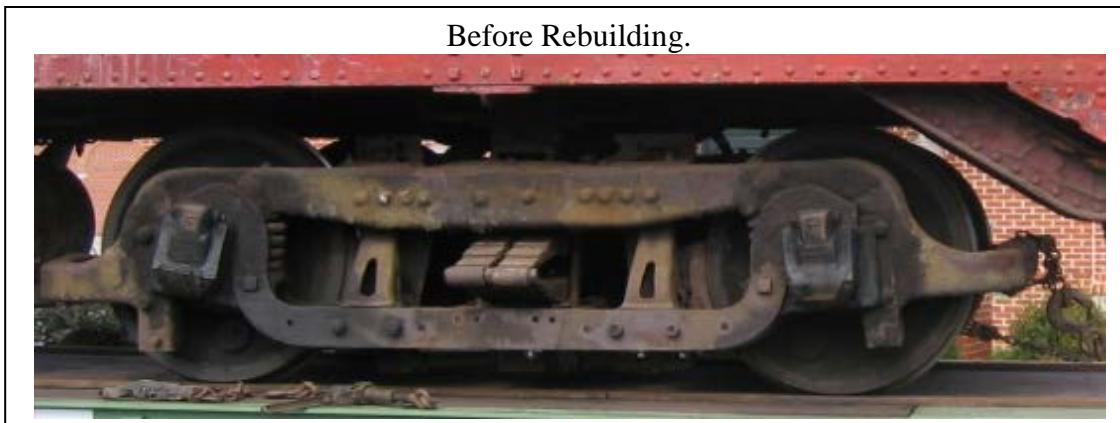
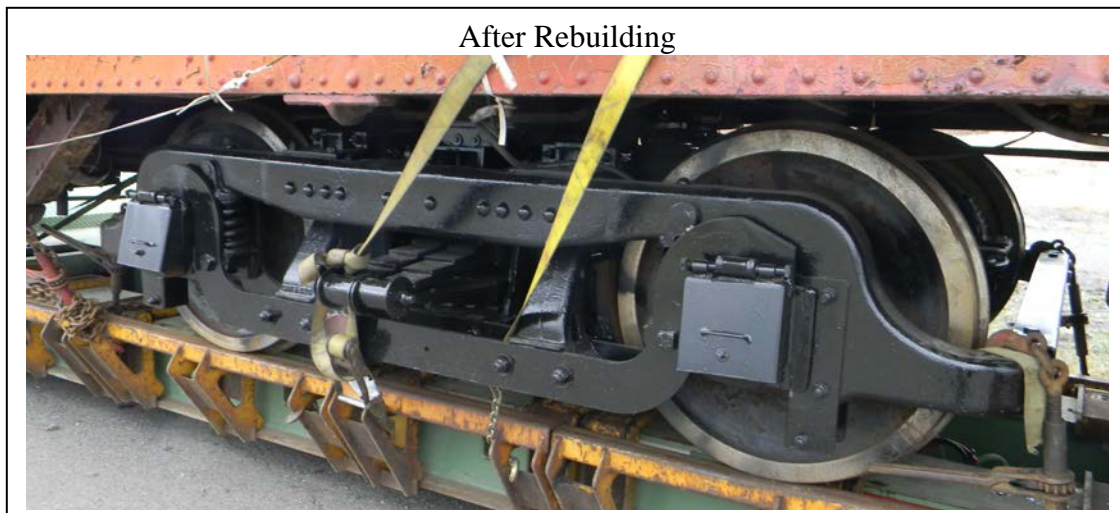
Trolley Lines

Published by the North Jersey Electric Railway Historical Society

Volume 13 (Run #27)

2016

THIS SINGLE EDITION FOR 2016 REVIEWS OUR ACCOMPLISHMENTS FOR THE ENTIRE YEAR.



Santa arrived early for NJERHS at the Kinkisharyo plant in Piscataway in the form of two thoroughly restored C50-P truck sets under Cars 5221& 5223. As the “Before” and “After” rebuilding images of one of the 5223 trucks show: New springs, wheels, journal boxes and frames actually raised the flat car’s overall height by 10 inches, creating clearance issues for Silk Road.

**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	Robert E. Hooper
Trustees	Ira L. Deutsch Anthony J. Hall Henry S. Kaminski William J. McKelvey James E. Tomczyk Father Patrick R. C. Wilhelm

Publications Committee	
DESTINATIONS Editor	Robert E. Hooper
TROLLEY LINES Editor	Anthony J. Hall
Compositor	Robert E. Hooper
Archivist	Ira L. Deutsch
Webmaster	Philip E. Stevenson
Website	www.njerhs.org
Logo & Artwork	Altes Studio, Pittsburgh, PA

NJERHS is a IRS recognized 501(c)3 not- for-profit New Jersey Corporation (Fed ID - 22-2629576) Registered NJ Charity #

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.

Trolley Lines Volume 13 Run #27
2016 will consist of one issue.

All photos by Tony Hall unless otherwise attributed.



Organizational Updates

By Bob Hooper President

We are saddened to note the passing of members: Doug Bennington, Phil Craig, & Tom Gormanly.

2017 DUES

The 2017 Dues Notice is included with this Trolley Lines run. By containing costs, attending numerous shows and member's generous donations, we are able to maintain our annual dues at \$25.

Final cut-off date for 2017 DUES RENEWAL will be March 31st 2017.

Fund Raising for the RAHWAY TROLLEY CAR GALLEY & CAFÉ CONTINUES.



Treasurer needed!

We are in need of a person or persons to serve as the Treasurer. This involves bill paying, dues collection, monthly financial reporting, etc.

Call Bob Hooper 908-337-7118

TWO DAY OUTING TO UNLOAD 5223 AND 5221 – DECEMBER 1, 2016

A new home for NJERHS equipment, with possible display and operations to come, has been established. Located on the Kinkisharyo International LLC property at the Piscataway/Middlesex (Baekeland Ave.) boundary.



Figure 1: The Kinkisharyo International, LLC property is the site where Bakelite was invented. KS has agreed to provide a home for our cars.



Figure 2: Bob Hooper and Hank Kaminski along with Tony behind the camera await their KS escort and the arrival of the flat car 5223.



Figure 3: KS is building additional modules for the NJT Light Rail Lines to increase capacity on the two services.



Figure 4: The newly repurposed plant has been expanded and updated for KS' vast railway manufacturing and modification services.



Figure 5: The drab late autumn backdrop belies the joy we felt as Flat Car 5223 arrives at KS Piscataway on-time (1 PM December 1, 2016).



Figure 6: Silk Road gets 'er done!

TWO DAY OUTING TO UNLOAD 5223 AND 5221 – DECEMBER 1, 2016



Figure 7: Backing the load across 8 new tracks, Silk Road moves 5223 toward the paved-in unloading track.



Figure 8: In reverse, it was possible to negotiate the tight turn at the end of the building where the unloading track was located, seen in the far left.



Figure 9: Now aligned on the unloading track, the Silk Road team prepares for unloading.



Figure 10: Tony flexes near frozen fingers to cover this momentous, long awaited event. [Photo Bob Hooper]



Figure 11: The shot Tony got while he himself was being shot in Figure 10. The unloading ramp had already been deployed.



Figure 12: Gingerly, the flat car is inched off the trailer, seen here traversing the unloading ramp.

TWO DAY OUTING TO UNLOAD 5223 AND 5221 – DECEMBER 1, 2016



Figure 13: Finally on permanent track after months on trailers and on the ground, 5223 kisses terra firma.



Figure 14: Line car 5221 arrived too late for unloading on Thursday Dec 1st. Game called on account of darkness.

TWO DAY OUTING TO UNLOAD 5223 AND 5221 – DECEMBER 2, 2016



Figure 15: KS Fork Lift pulls Flat Car 5223 from its temporary overnight storage location.



Figure 16: KS Fork Lift pulls Flat Car 5223 to the west end of the storage track to clear the unloading site for 5221.



Figure 17: Silk Road Ro/Ro trailer drops its leading edge for unloading



Figure 18: The unloading ramp is once again deployed.



Figure 19: The Ramp rails must be aligned meticulously with both the trailer rails and those of the unloading track.



Figure 20: Here she comes, inching down the unloading ramp. A cable played out from the rear mounted trailer winch, restraining the car from running away.



Figure 21: Gravity gets some help as the forklift pulls the car and the cable slowly plays out from the winch.



Figure 22: Additional help comes in the form of a beefy Silk Road staffer assisting gravity.



Figure 23: The first truck of line car 5221 passes a track switch as the second truck "touches down".



Figure 24: Another job well done as 5221 is safely transferred to the unloading track. In the background, trailer and tractor are being prepared to re-couple for their return to Arkport, New York. 5223 remains hidden in the distance further down the track.

2016 NYC Mass Transit & Trolley Meets

June 4, 2016 - Spring Meet
 Student Center, College Avenue Campus, Rutgers University, New Brunswick, NJ.



Heather, Rex & George arrive in time to take in the entire event.



Ex Indiana Railway, here seen as LVT 1030 in O scale, rounds a village green for the return run to Allentown, or was it Norristown?



Bob Hooper relaxes during a series of brisk sales.

October 15 & 16, 2016
 Fall Meet -NYC Model Transit Association
 PAL Building Parsippany NJ

Friends of NJTHC Z603 was on display on Saturday at Parsippany. [Photo Bob Hooper]



Above: Tony Hall joins Bob Hooper while Jimmy McHugh (in green shirt) examines possible purchases. [Photo - Jim Greller]

At left, Celebrity sighting! Jim Greller and Bill Wall join Bob Hooper at our busy table.



URHS Transportation Festival
 SEPTEMBER 19, 2016
 BOONTON, NJ



Bruce Russell and Ira Deutsch take in some rays as they conduct sales at our busy table.



Bob Hooper and Tony Hall discuss the significance of the PCC with yet another interested visitor.



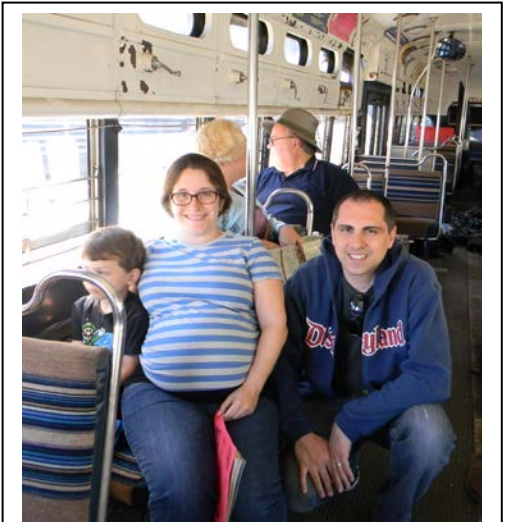
As business picks up, Bob pitches in.



Former circus car “Hickory Creek” majestically soldiers on while the **“GREATEST SHOW ON EARTH”** bites the saw dust this coming May.



This red-haired mother and her equally red-haired son eagerly enjoy the passing of the Rahway car.



This happy family of three is apparently about to become an even happier family of four. Mama’s presence abroad #13 might inflict “trolleyitis” on the unborn child. Anyway, we can hope. Were it only that simple!



Eager visitors crowd #13 despite its unrestored condition.

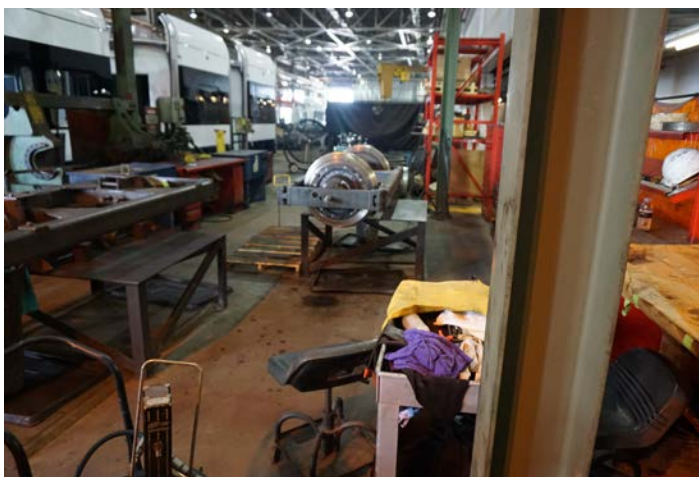
**NJERHS toured the Kinkisharyo International LLC/NJT Hudson-Bergen Light Rail Shops and viewed the work in progress on PCC#28
September 19, 2016**



The GROUP: Bob Hooper, Bill Covino, Jim Greller, Ray Clauss and Tony Hall (again, behind the camera).



The vastness of the NJT's HBLR maintenance facility is seen in this view. This space is required when you have a strong maintenance program.



More extended car sets are being assembled at the HBLRT Caven Point facility to address expanding passenger loadings.



As KS follows their maintenance manuals to the letter, you have specialized equipment for every job. Here we see a wheel puller jig for a stub axle. These are re-greased every 155 km.



Ray Clauss admires at the supply of spare parts maintained to keep the HBLRT running on time.



Tony Hall looks at one of the extended units (three to five modules) undergoing qualification. [Photo Bob Hooper]



Ongoing Restoration of PCC #28
by Kinkisharyo International, NJ



The classic smile of the PCC is diminished by layers of dust and grime at the open HBLRT facility. The front anti-climber has been replaced and body patching begun.

All photos this page except two below by [Bob Hooper]; Two below by [Tony Hall].



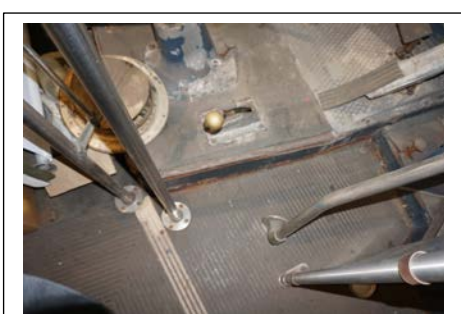
PCC #28's car body required welding repairs at the joints of the window posts, letterboard and roof.



The electric rear door opening mechanism is shoe-horned into the transom above the door opening.



The sand boxes have been removed and reconditioned. A seat assembly provides a temporary storage platform.



The operator's position without the seat reveals the reverser handle.



The rebuilt trucks are complete down to the magnetic track brake.



The Newark PCCs are all electric and needed a motor generator to provide 32 volts for the electrical accessories (lights, doors, PA system).



Reconditioned actuators and spring hangers are evident.

PCC #13 Restoration Continues Through 2016

All Photos this page by Bob Hooper.



With the majority of the paint removed, the body patching can begin as you can see by the welded plate on the roof over the operator side window. The lower corner panels are next to be attacked.



The left rear of the outer body skin has been plasma torched to remove the rusted material at the floor line.



The right rear gets the same treatment to its rusted skin and floor plate.



The car body still carried six paint schemes applied previously including the TCRT Yellow, visible if you looked closely.



The left quarter of the front anti-climber had been badly damaged in an accident.



Removing six coats of paint and a lot of Bondo takes a lot of manpower as Bruce Russell demonstrates.



PCC #13 as it arrived in Boonton in June 2015.

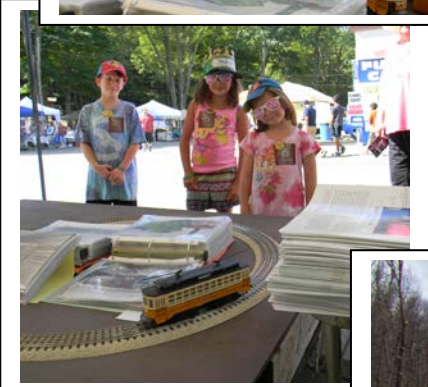


Wharton Canal Day Festival
August 30, 2016
Proposed Wharton Trolley Shuttle



If a model trolley draws this much attention,

Think how much the REAL THING will draw!



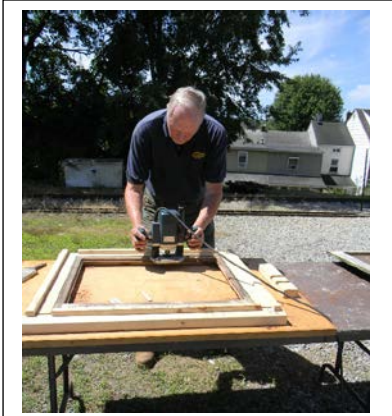
In this cleverly photoshopped view, a PS 2600 car is depicted on the former Mt. Hope Mineral RR (CNJ). The restored Lock #2 East at Wharton of the Morris Canal gleams in the foreground.

RAHWAY DAY May 7, 2016



Inclement weather forced the festivities indoors. Tony Hall entertained the throngs with operation of the Rahway Car.

2651 Restoration Progress



Kabinetmaker Kaminski deepens the rabbit on a window frame so it will accept the new, thicker safety glass.



Hank and Bob have an assembly line set up to remove the old glass and moldings from the original frames.



The roof of PSR 2651 shows improvement with the ventilators and clearstory windows installed. In the background, Bob and Hank continue to fit the remaining ventilators.



Not Kilroy, but Hank was here, working to get a ventilator into position.



Bob checks the fit of last ventilator.

Shore Line Trolley Museum Member's Day

April 30, 2016

Featuring the New Jersey Equipment



Farm River Road, still the heart of the BERA Shore Line Museum, presented this colorful scene early on this clear and mild spring day.



The yard was busy on this perfect day for trolley riding. But, then what day isn't perfect for trolley riding.



PATH 745, proud and famous 9/11 survivor, rests in glory with its visitors' access ladder firmly in place. At right, the sign, also salvaged from the WTC, announces the "PATH" Station.



H&M 503 contrasts sharply with PA 745, its more recent descendent.



Wildwood #30 (nee Lynchburg VA,) glows in the gloom of the Quonset.



PSR 2431 continues to languish in the DEAD Barn. FEMA funding failed to find this classic icon.



Ex-PSR snow plow 5245 has enjoyed the restoration benefits of Branford's experts.



PSR trailer 4584, formerly a steel company business office in New Jersey, has been receiving an extensive restoration.





Ex NJT 25 backs gingerly out of the shop. The car needs some cosmetic work, but is in operating condition.



The interior of 25 looks relatively clean and complete, but will glisten like new after it receives the attention it deserves.



CONN Co 865 is framed in the PCC window.



Bill Wall hosts visiting members on a tour of the shops while 25 is perched on the inspection track.



This composite view of #25's undercarriage shows the automotive influence on the PCC design: i.e. the hydraulic shock absorbers and hypoid gears.