



Trolley Lines

Published by the North Jersey Electric Railway Historical Society

Volume 14 (Run #28)

2017



The New York Division, Electric Railroaders Association chartered a bus for a visit to Phillipsburg. They rode the Bel-Del, visited the Pump House and the Union Station Project, but wisely saved the best for last: a complete tour and demonstration of 2651.

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Logo & Artwork by
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Printing by Mr. B Printing, Rahway NJ

NJERHS is a IRS recognized 501(c)3 not- for profit
New Jersey Corporation
(Fed ID - 22-2629576)
Registered NJ Charity #CH3896600

We are saddened to report the untimely, accidental death of long time member and webmaster Phil Stevenson on Nov 14, 2017.

2018 DUES

The 2018 Dues Notice is included with this Trolley Lines run. By containing costs, attending numerous shows and receiving members' generous donations, we are able to maintain our annual dues at \$25.

Final cut-off date for 2018 DUES RENEWAL will be March 31st 2018.

Meeting Location Change

Monthly meetings of the North Jersey ERHS are held on the third Tuesday of each month at 7:30 PM.

The membership is working to determine the best location. Check www.NJERHS.org for latest decision.

During periods of bad weather, consult the website www.NJERHS.org

Trolley Lines Run #28 covers the activities of the organization for the entire year of 2017.

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

All photos in this edition by Tony Hall unless otherwise attributed.



BERA Shore Line Trolley Museum Members' Day April 29, 2017



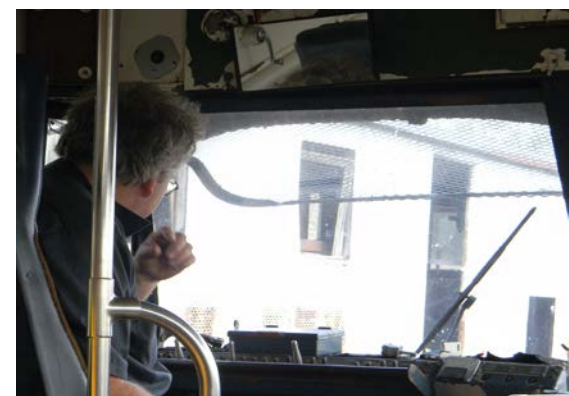
Guests of Tony Hall: Trish, Joy and Howland enjoy their first trolley ride aboard BRT car #1792.



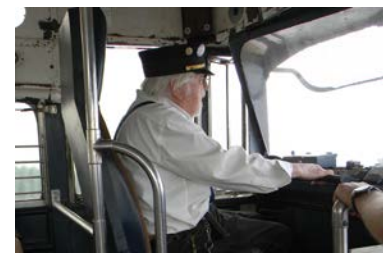
Open car #11 provides a shady respite after a tour on foot of the growing museum property.



Wow! They had trolley post offices? Who knew?



Bill Wall conducts a class in PCC operation 101 aboard ex NJT #25.



Tony takes a turn. The PCC survived!
Photo: Howland Blackiston



Howland has a go.



Bill Wall guides the pole in a backup move. Howland observes and is a quick study.



YES! Its' true! But we had to touch it to believe it! 2431 has risen from out of the crypt and into the new flood-proof elevated barn! Dare we hope that completion of its restoration is in the cards?



With his halo slightly askew, Tony flies the flag and rings the bell for NJERHS at the annual "RAHWAY DAY" Festival presented by the Chamber of Commerce. May 6, 2017 Photo - Al Shipley

COMPANY PICNIC AT KINKISHARYO LLC, PISCATAWAY June 27, 2017



Under a perfect summer sky, Kinkisharyo shares its good fortune with staff and friends.



General manager Ric Regenthal, in short sleeve blue shirt in deep center, stands in line with his people, patiently waiting his turn at the Stewarts Food Service Truck.



Under the big top, KS employees enjoy a delightful company picnic.



Bob Hooper, right foreground, enjoys a treat while Ric, upper left, holding cup, holds forth.



Clowning with his staff, Ric frames his smile in a comic paper mask.

Restoration gets under way at Kinkisharyo LLC – April 6, 2017



Hank Kaminsky, left, shows Ric around the remains of #5221 (ex PSR #2683). Ric was, however, undeterred by the deplorable condition of the "Flat Car".



Ric and Hank examine #28, last seen in Jersey City at the HBLRT Depot (See Trolley Line #27). Ownership rests with NJT, with its future uncertain.

Piscataway May 23, 2017 Pins and Shoes



#5221, upon arrival from Lyons Industries, was found to be short a brake shoe.



Bob (right) and Carl Pinder (left) of K-S display the brake shoe that was to be installed on the Flat Car.



Another deficiency was discovered; namely two missing brake rod connecting pins. Here Bob & Carl discuss the new problem.



Bob successfully obtained the needed pins. Carl and he shoe-horned them into position. Now the car has a complete working brake system.



#2651 seems to sense that "Operation Big Move" is imminent. Until it actually happens, she continues to enjoy her comfortable, if crowded, shelter at P-burg. The roof and window sash work spearheaded by Hank Kaminski and the corps of restoration is here readily apparent.



Clerestory glass, ventilators and trolley poles were recently joined by the application of the roof access ladders.



In anticipation of "Operation Big Move", Hank and Tony begin to sort and pack our parts and supplies. Here Hank vacuums up some of the ubiquitous dust.



Hank tightens the last of the roof access ladders bolts.

NJERHS' July 18, 2017 Meeting
 Photos – George LaPierre



Bob convenes our first meeting in the Rahway Chamber of Commerce quarters in downtown Rahway. L to R: George Tomczyk, Dave Dutcher, Rahway City Engineer Jim Houston, Rahway Mayor Samson Steinman, Tony Hall, RCC president Audra Loccisano, Hank Kaminski, RCC's Walter Makarucha, Rahway Historian Al Shipley and Father Patrick Whilhlem.



Mayor Steinman studies his Trolley Lines



Tony presents to Mayor Steinman his award in appreciation for the mayor's early encouragement and support of the Rahway Site proposal.



NJERHS Member and City Engineer Jim Huston accepts Tony's award for Jim's professional council regarding the Rahway site.

Tony has amassed a collection of nine "O" gauge trolley models displaying the 1940s PSR livery with the help of our own Bob Hooper and Ira Deutsch and Doylestown's John Hauser.



By Night



By Day



*Not Spider-man, just Tony Hall, opening a tiny lock with his left hand while hanging by his right, working without a net, folks!
Photo Bob Hooper.*



Not Geraldo Rivera opening Al Capone's vault, but Bob and Carl rolling back the long-closed rusty, dusty sliding door and ventilating the inner sanctum of # 5221

PCC #13 progress – May 30, 2017



Removal of the seats and heater cover panels has revealed the extent of rust damage and consequently the amount of needed restorative work to come for PCC #13.



Nick (L) and Bob (R) unstack seat cushions removed from #13.



Seat frames seem to glisten seductively, but in reality will require repair of significant rust damage.



Safe and sound for now, Bob closes the door on a container of PCC seat cushions.

Welder / Generator Purchase July 13, 2017



Jim Tomczyk makes an initial assessment of our "new" US Army welder/generator.



Ken Miller's trailer is coupled to Bob Hooper's vehicle as Bob, Hank and Ken assemble the loading ramp.



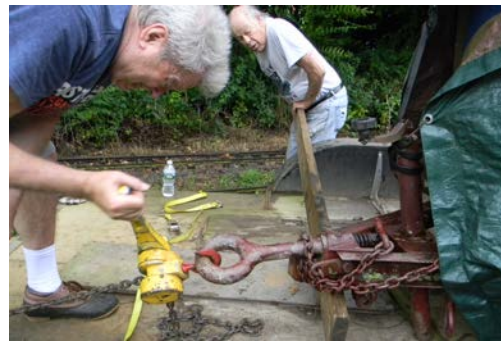
Rigging a come-along, our intrepid trio prepares to tow the generator up the ramp onto the trailer.



Bob provides the muscle still required, no matter the mechanical advantage provided by his come-along.



The generator stand proved a hindrance to the loading process, so with Ken's help a skid was improvised.



Click by click, inch by inch, the loading progresses.



Success! All aboard one ex US Army generator.



Bob & Ken share hard earned mutual congratulations. Now for the run to the Tomczyk Estate!

“When out on the lawn there rose such a clatter, I sprang from my chair to see what was the matter!” Not Santa paying an early visit to a still leafy suburb but those pesky Tomczyk boys with yet another driveway project. – July 16, 2017



Noontime arrival in Parsippany after a safe transit.



The ramp is once again deployed.



Jim positions a superior skid block developed overnight by Hank Kaminski for that troublesome stand.



Pushing against the winch, Bob guides the generator back to terra firma.



The Eagle has landed, this time under George's watchful eye.



Tweaking the unit into precisely the position required by George and Jim, the chocks are finally applied.



Jim's relentless indefatigable curiosity gets the better of him, as he dives into the ailing machinery as soon as the chocks are in place.



Yet another job well done by our redoubtable Corps of Restoration.

Hitting the deck at Kinkisharyo – August 29, 2017



Back at KS, Bob tries his X-ray vision on the old decking of #2683 to determine the extent of the deterioration beneath.



With the help of KS' Carl Pinder(R). Bob begins removing the decking applied by PSR decades ago.



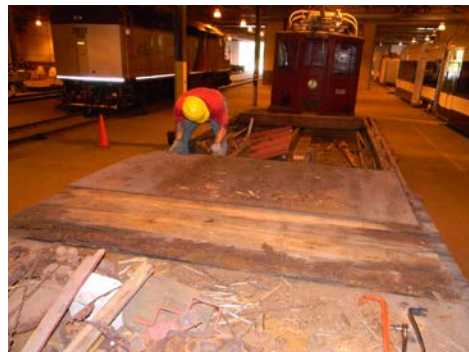
The car's original floor beneath the deck was discovered to be in abominable condition after 100 years of hard use.



Wells built under the decking gave access to the traction motors below.



Thirty five feet of heavy decking had to be removed, one plank at a time. After all, we had a dumpster to fill!



Like tunnelers, we worked from opposite ends, meeting in the middle which was covered with diamond plate steel. Bob removed these and the rest of the wooden decking on a return, unphotographed foray.

Aug 29, 2017 Deck removal continues

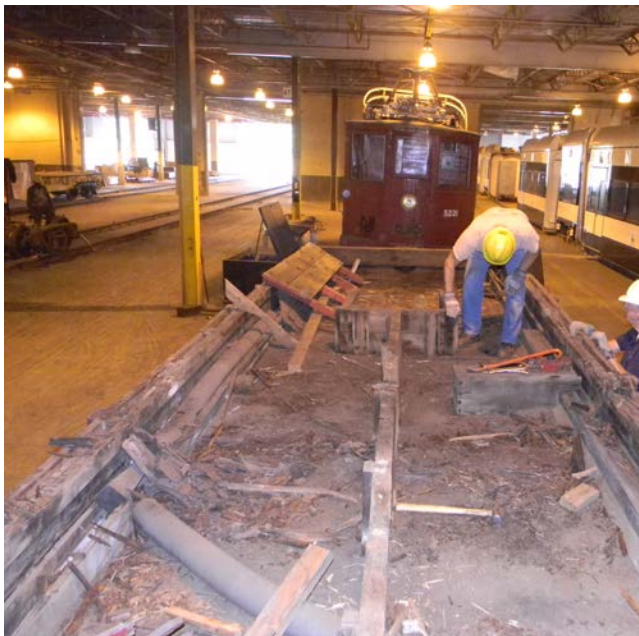


One of the motor access wells, built beneath the deck, is revealed here.



At the bottom of the motor access well, there is, what else? a MOTOR.!

DECK REMOVAL COMPLETION Oct 4, 2017



Finally the entire deck is removed. The "Linoleum" floor installed in the 1930's is totally hidden under a deep layer of rotten wood debris.



Hoping to see once again the "Deluxe" floor of the 30's, Bob mans the mighty "Shop Vac". But alas the great machine choked on the first snoot-full of wood dust it inhaled. Meanwhile Hank began the dismantling of the cab.

URHS' "Railroad Museum for a Day" Boonton Yard - Sept 24, 2017



There are no words for the mighty G1, but to behold it, restoreth our souls.



After a long campaign, the Whippany Railroad Museum's Lackawanna Parlor car approaches completion.



Three yard birds take a well earned break in the shade of LHRy's Whitcomb diesel.



While not a railroad car, a Model T Ford "Depot Hack" was on display, the great granddaddy of every station wagon and SUV to follow.



NYC 4083 in an experimental livery that was fortunately not repeated beyond this single actual unit. The Central opted instead for the iconic, dreary two-tone gray livery. Can you say "COLOR BLIND"?

URHS' "Railroad Museum for a Day".... continued



OK! We're ready! Open the gates and let the thrones in!



The turnout was only moderate. It was a VERY hot day.



Look, but don't touch! Always a problem!.....



But well worth the risk!



The allure of the trolley continues to work its magic on children of all ages.



AMTRAK AUTUMN EXPRESS – Oct 14, 2017



- Our train rounds the curve into Ridgefield Park station heading north in the AM.
- Of interest to NJERHS is the train's commemorative electric loco, seen in left inset, bringing up the rear, enabling the train to operate in tunnels without suffocating all on board.
- The express was bookended by two Amcafe cars, whose outboard truck frames belied their "METROLINER" MU heritage. (Seen in both insets.) Also, their cabs provided an emergency reverse operational capacity if needed.



A photo run-by was provided at Rhinecliff yielding these views of the spectacular Hudson River Valley (upper left) and the handsome AMTRAK power (above).



After crossing the high bridge at Castleton, a long descent leads to this overpass of the Albany mainline and a junction with it just ahead.

Kudos to AMTRAK for a fascinating and superbly produced event.