

Trolley Lines

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This view through the front windshield of Car 2651 shows the work that was underway on the extension of the track in front of our car barn. The car can now be displayed entirely out in the open. *Photo by Tony Hall*

Car 2651 Restoration

In our last issue we described how we salvaged parts from various Public Service cars that were converted into residences after they were retired. However, we did not have to depend entirely on stripping cars for all of our parts.

Many important items were donated or purchased from various individuals and organizations. One of the first to come forth was Rich Taylor who provided us with a much needed pair of headlights. Our car only had a badly rusted headlight at one end. The headlights from Rich were in excellent condition. After years of careful storage these headlights were installed on Car 2651. They are usually

plugged in on open house days so visitors can take in their golden glow.

Jack Silcox provided us with a treasure trove of parts. These included side-window rollsign boxes with curtains for Hudson and Essex Division routes, traditional round fare registers and numerous other artifacts that are unique to Public Service trolleys.

Until a few years ago the New York Division of the Electric Railroaders' Association held an annual auction of transportation memorabilia. We attended one of them where a number of items that had been salvaged from scrapped Public Service trolleys were put up for sale. We were successful bidders on nearly all of the material that

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was presented. These included several curtains from the large side rooftop roll signs. Most of them just had readings for the JACKSON, SOUTH KEARNY and FEDERAL lines, but there was at least one which had readings for Essex Division routes. The auction also provided several other items that will be used in the restoration of Car 2651.

Gene Stains provided us with a front roof sign curtain and Gordon Thompson provided a front window sign curtain with Bergen County readings.

Ray Foley contributed a Johnson Type-J farebox, a roof destination sign, a Public Service "Take One" box and more recently a controller from a Pittsburgh work car.

Father Patrick Wilhelm donated some Johnson Type-K fareboxes.

During the time that Car 2651 was at Ringoes, numerous people stopped by and dropped off various items that could be used on the car. John Sharle gave us a whistle from an IRT subway car which could be useful if the car has to operate on trackage with grade crossings. Other items included the metal route number plates that were posted on the corner of the vestibule roof, along with signs, "Take One" boxes and other artifacts. Over the years our recollections of the names of many of these individuals have become clouded. We would like to acknowledge all donations in TROLLEY LINES and ask that anyone who has provided items for the car to please let us know what items you supplied so that we can publish that information.

New Jersey Trailer Rescued

For as long as most of us can remember, the office of Miele Iron Works on US Route 22 in Union, New Jersey has been located inside of a retired Public Service 4500-series center-door trailer car. A photo of that car was published in Issue 24 of DESTINATIONS. Recently Bob Hooper reported that he drove past that property and that the land had been cleared of everything including the trailer

car. The news was received with dismay, because we feared that another example of New Jersey's traction heritage was lost forever. A few days later, we learned that our friends at the Branford Electric Railway Association had acquired the car and moved it to their museum in Connecticut.

This came as good news for us. Had we learned that the car was about to be scrapped, we almost certainly would have tried to rescue it. However, at this time we really have no place to store it, and are not in a financial position to pay for moving it to some temporary location. Branford's actions in acquiring this car ensures the future of this historic vehicle.

Map Restoration Project

In keeping with our purpose of preserving transportation history, we recently came into possession of an original copy of Scarborough's 1908 Electric Railway map of New Jersey. This rare map measures 46 inches by 32 inches. It shows every trolley line that was in operation in New Jersey at that time along with many of the trolley lines in neighboring areas of New York and Pennsylvania. It was glued to a brown cardboard mount, both of which are warped from prolonged storage in damp conditions.

After consulting with Charles Cummings, noted historian with the Newark Public Library, we were directed to a firm in Massachusetts which specializes in restoring aging maps and documents. After examining the map they determined that they could restore, stabilize, mount and frame it.

Before we agreed to this, we wanted to determine if other examples of this map were already available. We checked with the New Jersey Historical Society in Newark. They had a similar map from the same publisher. It was a later edition and did not show the trolley lines in neighboring states, so our map was of greater historical significance.

Accordingly, we have voted to proceed with the restoration of our map. When the work is done, it will be displayed at the New Jersey Transportation Heritage Center in Phillipsburg. We plan to produce reprints of the map that will be available to those who contribute to the cost of the restoration work, and to others who are interested in purchasing a copy.

Publications News

Like all of our activities, the production of our printed material is done by volunteers. Work on DESTINATIONS has been done almost exclusively by Bob Hooper. He has enough material on hand for more issues, but work and family matters have limited the amount of time that he had available to work on that publication. The original goal of putting out two issues a year could not be met and more than a year passed without any issues of DESTINATIONS. Questions were raised about whether we were still an active organization, so we decided to publish this newsletter TROLLEY LINES to keep our members informed about our activities. We intend to provide four issues a year, but as can (see **Publications** on Page 3)

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be seen by the date on the cover of this issue, we are also running late. We will still try to meet our goals and apologize for falling behind schedule. Although there have not been any recent issues of *DESTINATIONS*, that publication is remains active. Plans call for more issues to be published in the future with an emphasis on historical traction subjects.

Meanwhile, we received good news about our plans for publishing Al Mankoff's book TROLLEY TREASURES, TRACKS OF TRIUMPH. A printer in Pennsylvania reviewed the material which we scanned, and determined that it was suitable for publication. We will continue to work on it with a goal of getting it to the printer in the Spring.

Department of Correction

Our last issue described the inauguration of steam excursions in Phillipsburg. The author wanted to verify the number of the steam locomotive and left space to insert it. After the issue went to the printer we discovered that we had omitted the number which is 142. The locomotive itself is a lot newer than it looks. It was built in China where steam locomotives were still being manufactured in the late 1980s. It was one of two steam locomotives that was purchased for export to the United States. One was acquired by the New York, Susquehanna & Western Railroad, while the other was purchased by Valley Railroad in Connecticut.

Fortunately both locomotives were not shipped at the same time. A storm struck the vessel transporting the Susquehanna locomotive and it sank somewhere in the Pacific. The Valley Railroad's locomotive had better luck and made it safely to Connecticut as the first brand new steam locomotive to be delivered to an American railroad in over 35 years. A deal was later made for the Susquehanna to acquire the locomotive from the Valley Railroad. It has been used for rail excursions in New Jersey and New York prior to seeing service in Phillipsburg.

New Member

We are pleased to welcome Albert L. Papp of Maplewood, New Jersey to the our organization.

Outreach

Every year we have set up tables at a number of rail related activities. These events provide an opportunity to sell photos, magazines, books and back issues of



Tony Hall displays one of the books for sale at the Jersey Central train show in Clark. Peering over his shoulder is Bob Hooper, while Bill Keigher and Ira Deutsch stand by in the background.

DESTINATIONS. It is also a means of introducing our organization to the general public and attracting new members.

In 2004 we had tables at the East Rail multi-media presentation at the Warren Hills Regional High School in Washington, NJ; at the Jersey Central Railway Historical Society train show at the Mother Seton High School in Clark, NJ; at the Friends of the New Jersey Transportation Heritage Center Symposium at Drew University in Madison, NJ and at a railroad weekend in Phillipsburg.

Open houses are held several times a year at Phillipsburg and these are a good way for people to observe the work we are doing on restoring car 2651.

In a further effort to promote our organization we purchased a large banner displaying our name and logo. The logo features blue and yellow colors outlined in red. Tony Hall constructed a stand to hold the banner. The new banner is usually displayed at our monthly meetings and will be set up whenever we have a table at any public event.



Bill Keigher sits behind the table at the Drew University Transportation Symposium, as interested onlookers examine our merchandise. Tony Hall stands by at this left and Frank Miklos stands at the right of the photo. Our new banner can be seen behind Bill.

New Jersey Transportation News

Construction is proceeding on the branch of the Newark City Subway to the Broad Street Station of the former



An LRV heads south from Lincoln Harbor a few weeks after the opening of the Hudson Bergen Light Rail extension. Frank S. Miklos

Lackawanna Railroad. The new link will use the long abandoned spurs that once connected the City Subway with the lower level of the Public Service Terminal and the Cedar Street subway. The spurs are being reconfigured to connect with a new double track subway being built by the cut and cover method under Mulberry Street. Ramps in the vicinity of Center Street will bring the light rail cars to the surface. The line will parallel McCarter Highway next to the New Jersey Performing Arts Center where a station will be located. It will then turn west and north to a terminal on the south side of the Lackawanna station just west of University Avenue. There will also be stations near Washington Park and the Newark Bears minor league baseball stadium.

NJ Transit recently changed the name of the Broad Street station on the Newark City Subway. It is now known as Military Park. The move is a logical one and was no doubt made in anticipation of the opening of the branch to the former Lackawanna Broad Street Station. It would be too confusing to have two different stations with similar names. A ceremony was held on Veterans Day in Military Park to officially celebrate the renaming of the nearby subway station.

In Hudson County, the light rail line was extended to Lincoln Harbor on September 7. Service is only operated between Lincoln Harbor and Hoboken although switches are in place to allow for direct service to Jersey City and Bayonne in the future. Trains continue beyond Lincoln Harbor to Port Imperial to change ends, but they run deadhead because the station at Port Imperial is still not completed.

The station at Ninth Street has an elevator to Jersey City heights. There is also a stretch with three tracks where trains from the northern suburbs will be able to provide express service by overtaking local trains on the extra track.

Whether the line ever serves the northern suburbs remains to be seen. NJ Transit's management now claims that extending light rail service to Tenafly would be too costly. It would drain money from other projects such as the proposed new rail tunnel under the Hudson. They propose the operation of diesel rail car shuttles between Tonnelle Avenue and Tenafly.