



Trolley Lines

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Fig. 1-1 Ex-PSCT PCC #28 shows her less interesting port side to the late afternoon sun. Photo: Tony Hall DSCN4310

In a tangible display of their commitment to preserve trolley history, Kinkisharyo International LLC Eastern Rail Division has restored the exterior of ex-PSCT PCC #28 and installed it on public display inside the main gate at their plant at 145 Baekeland Ave., Piscataway, NJ. 4 Dec 19.



Fig. 1-2. Her more interesting starboard is shaded in backlight. Photo: Tony Hall DSCN4285

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2021 Dues notification enclosed with this mailing. Dues are \$25 per year. Payment is due before 31 Jan 21.

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Member Notes

We are saddened to announce the passing of two of our veteran members:

Ira L. Deutsch, 92, of Cranford, N.J., died Tuesday, August. 13, 2019.

He was born in The Bronx and was an NJERHS Trustee and frequent volunteer.



Ira



Andy

Andrew "Andy" Burger Jr., 78, of Severna Park, MD died December 29, 2019. Andy was born in Newark NJ. He was a widely known trolley fan and avid history buff. He was an expert photographer and contributor to this publication.

Monthly membership meetings of the North Jersey ERHS are held at the Rahway First Presbyterian Church Library, 1731 Church Street (corner of W. Grand Avenue) in Rahway on the third Tuesday of each month.

- Food (Dutch) is available at 6:00 PM.
- Formal business meeting starts at 7:00. PM
- Program starts approximately 7:30 PM.to 8:00 PM
- During periods of bad weather, consult the website to ascertain the meeting status.



The Boonton Historical Society, in conjunction with North Jersey Electric Railway Historical Society and Liberty Historic Railway, invite you to our new exhibit:

New Jersey in the Trolley ERA

All Photos on pages 3 to 6: Tony Hall 8 Dec 19

Open Sundays from 1 PM to 4 PM
at the Historical Society,

210 Main Street, Boonton NJ
07005. Phone: (973) 402-8840

All are welcome Free
Admission

Free Parking in the NJ Transit
lot behind the building.



Fig. 3-1. Broadside view of Fast Line Car, Elizabeth Ave, Newark. DSCN 4269



Fig. 3-2. Part of photo display at Boonton
Historical Society. DSCN 4272



Fig. 3-3. Display of Coin Changers, Tickets & Tokens. DSCN 4281

Boonton Exhibit, (cont'd)



Fig. 4-1. Elements of the Trolley Era Display assembled by Captain Bill McKelvey and Boonton Historical Staff. DSCN 4279

Boonton Exhibit, (cont'd)



Fig. 5-1. Model Diorama of Fast Line Cars commissioned and funded by Tony Hall, built by Bob Gassaway. DSCN4268



Fig. 5-2. Display of Models of Boonton Cars, Newark PCCs and Publications.

Boonton Exhibit, (cont'd)



Fig. 6-1. Trolley bridge over Delaware River and a car in service. DSCN4271



Fig. 6-2. Equipment in service and view of Bloomfield Avenue at Broad Street in Bloomfield. DSCN 4272



Fig. 6-3. Display of Overhead Hardware, Insulators, Trolley Wheels and Headlights. DSCN4275

PCC #13 Protected Pending Restoration

Photos by Tony Hall: 6 Nov 19



Fig. 7-1. Three quarter view of PCC #13 prior to shrink wrapping in the URHS Boonton Yard.



Fig. 7-2. **BEGUN**



Fig. 7-3. **DRAPED.** DSCN3911



Fig. 7-4. **SHRUNK.** DSCN3909



Fig. 7-5. **ACCESS PORT ADDED.** DSCN3924



Fig. 7-6. **WRAPPED and SHRUNK**

In less than two hours, **D'n'R Boats** of Greenbrook, NJ, completed the shrink wrapping of ex-NJ Transit PCC #13 at Boonton Yard, securing it against the elements until restoration can be undertaken.

Readying Track Materials for Transport to Piscataway

Photos by Tony Hall unless otherwise attributed. 15 Nov 19



Fig. 8-1 Reach for the sky! A crane was brought in to load rails for transport.

Ten lengths of 39' rail (located at the NJT lot leased by Friends on South Main Street, Phillipsburg) were prepared for shipment to Kinkisharyo LLC, Piscataway, NJ.



Fig. 8-2. Frank Dunn (Excel Plumbing) and Justin Graupe (City Erectors) select the rail for lifting. Photo: Bob Hooper DSCN3952



Fig. 8-3. With a little help from on high, Frank levitates the rail and guides it toward the truck.



Fig. 8-4. Enscenced in his cab, John Kivitt deftly guides the loads onto the trailer. DSCN6133.



Fig. 8-5. Not the Rembrandt self-portrait at the Met, but JOHN KIVITT (City Erectors) keeping a watchful eye as he expertly guides the loads of steel rail to their destination.



Fig. 8-6. Ten lengths: loaded, secured and ready to roll! DSCN4003



Fig. 8-7. Bob and Bill McKelvey take a well-earned break before moving this load of gauge bars, provided by Liberty Historic Railway, on to Piscataway. DSCN53948

Rail and Gauge Bars Arrive at KS Piscataway

Photos by Tony Hall unless otherwise attributed: 15 Nov 19



Fig. 9-1. Arrival of the Rail at Kinkisharyo plant.

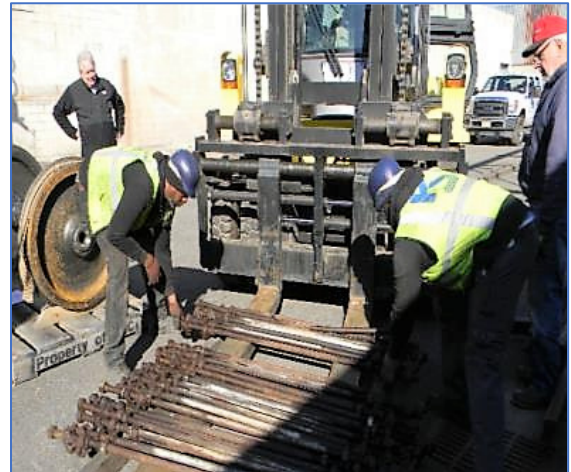


Fig. 9-2. The gauge bars are delivered. DSCN4019.

Assembling the Track Panels on the Raised Forks Beats Working on the Ground



Fig. 9-3. A forklift, operated by a skilled K-S staffer, makes handling hundreds of pounds of steel seem easy. It was not.



Fig. 9-4. Track panels are assembled as Bob Hooper, Captain Bill and Mike Healy supervise. DSCN6144



Fig. 9-5. The gauge is checked and re-checked before the panel is placed.



Fig. 9-6. Three track panels are ready to receive our cars.

Operation “REALLY BIG MOVE” is Undertaken

Photos by Tony Hall unless otherwise attributed: 4 Dec 19



Fig. 10-1,2. Ex-PSR 5223 Flat Car has been extracted from the building and backed around to the rear lot where the car will be placed in secure out-the- way storage.



Fig. 10-3,4. Under the watchful eye of Bob Hooper and K-S staffers, the car is gingerly unloaded.



Fig. 10-5. One down, three to go! Tony is amazed at the mighty work that has been accomplished. Photo: Bob Hooper

“REALLY BIG MOVE,” (cont’d)

5221 Line Car is next for extraction and shifting to the back lot of the plant.



Fig. 11-1. #5221 is positioned for the loading ramp, out of frame to the left.



Fig. 11-2. Emerging into daylight once again after being coddled for two years in indoor storage. We proudly note that #5221 was in active service for 100 years!



Fig. 11-3. Three blasts signal a back-up move.



Fig. 11-4. “Around the horn.” That pesky northeast corner.



Fig. 11-5. Slowly, ever so slowly, #5221 is unloaded without incident. Practice makes (almost) perfect.



Fig. 11-6. Two down, two to go!

“REALLY BIG MOVE,” (cont’d)



Fig. 12-1. PCC #1, still in the Arkport Shrink-wrap, is moved across the plant floor to the exit door with the help of KS's Trackmobile.

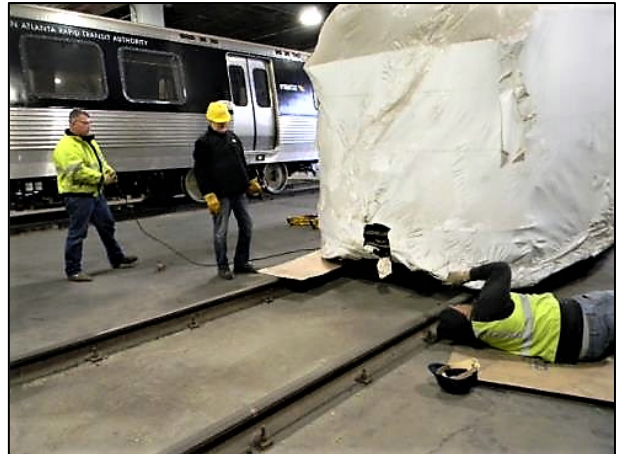


Fig. 12-2. Those pesky safety appliances must once again be adjusted to clear the steep loading ramp.



Fig. 12-3. Into the weather, still protected by Silk Road's Shrink Wrap. DSCN4038



Fig. 12-4. PCC # 1 arriving at the unloading destination.

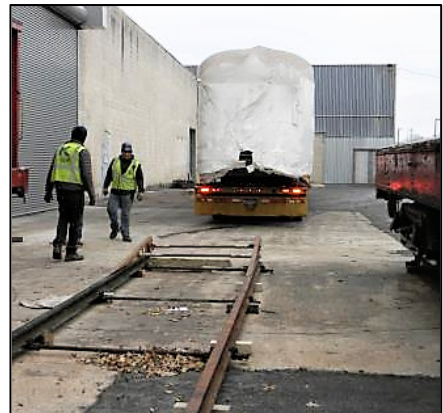


Fig. 12-5. Correct alignment is crucial. DSCN4040



Fig. 12-6. Happy in her new home.
Trolley Lines #30



Fig. 12-7. Three down, one to go!

“WRAPPING THE FLEET”

Photos: Tony Hall unless otherwise attributed: 18 Dec 19



Fig. 13-1. With our three cars on the outside panel tracks, the shrink wrapping can begin.



Fig. 13-2. A cold, steady breeze hampered the intrepid shrink-wrapping team.



Fig. 13-3. A trembling Tony gets the shot. Photo: Bob Hooper

Shrinking the Wrap

Photos: Tony Hall unless otherwise attributed: 18 Dec 19



Fig. 14-1,2. Welcomed heat is applied to shrink the wrap.



Fig. 14-3. The three sisters sporting their winter fashions.

Operation “Really Big Move” gets REALLY BIG!

Photos: Pages 15-18: Tony Hall unless otherwise attributed: 4 Dec 19



Fig. 15-1. Strikingly handsome, even in drab primer, 2651 awaits her “REALLY BIG MOVE.”



Fig. 15-2. The ramp is assembled.



Fig. 15-3. Again, safety appliances must be adjusted to clear the steep loading ramp. That’s *real* ice in the gauge.



Fig. 15-4. Bob Hooper wrestles with the safety gate. DSCN4048



Fig. 15-5. Bob won.

“REALLY REALLY BIG MOVE,” (cont’d)



Fig. 16-1,2. The sun shines once again on 2651, revealing her grandeur.



Fig. 16-3. Again, around the northeast corner.



Fig. 16-4. Fig. 16-4. “Knock! Knock! *Company!*” But I think we’re expected!



Fig. 16-5. Bob observes the entrance of 2651 into her new shelter.



Fig. 16-6. From high above, we watch as Kinkisharyo successfully fits 10 pounds of trolley into a 9-pound bag.

“REALLY, REALLY Big Move,” (cont’d)



Fig. 17-1. Timbers are placed into the gauge to facilitate the passage of rubber-tired truck wheels over the track



Fig. 17-2. Trolley poles and bases are once more removed to clear overhead equipment.



Fig. 17-3. No matter how many timbers were deployed, there always seemed to be a need for just a few more.

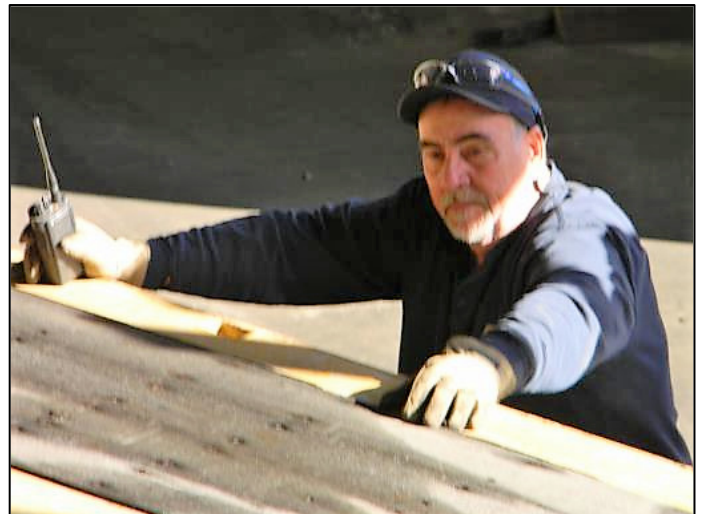


Fig. 17-4. Mike Healy observes the newly “lowered” 2651 as she passes beneath the overhead obstacles.

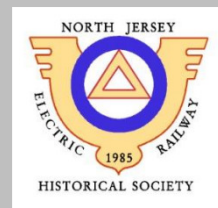


Fig. 17-5. Bob: “Looks like we are gonna have to move that column.”
KS Crewman: “No way, José.”

“REALLY, REALLY Big Move,” (cont’d)



Fig. 18-1. The trailer, with load, had to be *SKIDDED SIDE-WAYS* with K-S’s huge forklift.



Fig. 18-2. Virtually aligned, with some tweaking yet to be performed.



Fig. 18-3. “Just a little bit more to the right.”



Fig. 18-4. With precise alignment finally achieved, unloading can begin.



Fig. 18-5. On track once again, Bob, and the rest of us, could breathe a sigh of relief.



Fig. 18-6. At rest in her destination, 2651 is safe and out of the way in her new berth.

Kinkisharyo undertook this massive project to assure our historic collection would continue to have a safe and secure home, while according them the space they need for continuing their essential work on vital transit equipment.

THANKS AGAIN to KINKISHARYO!

The "MISS AMERICA FLEET" lives on ... JUST.

Photos by Tony Hall unless otherwise attributed: 26 Nov 18



Fig. 19-1. ACTC #250 in better days. Photo Courtesy Bob Hooper Collection.



Fig. 19-2. The remains of Atlantic City Trans Co. #250 arrive at Piscataway aboard a flatbed hearse.



Fig. 19-3,4. Sagging end platforms fouled on the storage rails.



Fig. 19-5. This sky-view feature was not in the original build.

Atlantic City Transportation Corp #250



Fig. 19-6,7. Shrouding (or mummification) will retard even further decomposition. Member Jim Houston has provided spectacular banners depicting the ACTC logo which will be applied to each side of the wrap.



A Survey of Some of Our Group's Other Activities.



Fig. 20-1,2. Parsippany Show Nov 2018. L-R: Jim Greller, Bruce Russell, Bob Hooper and Tony Hall.
Photos: Tony Hall and Bob Hooper

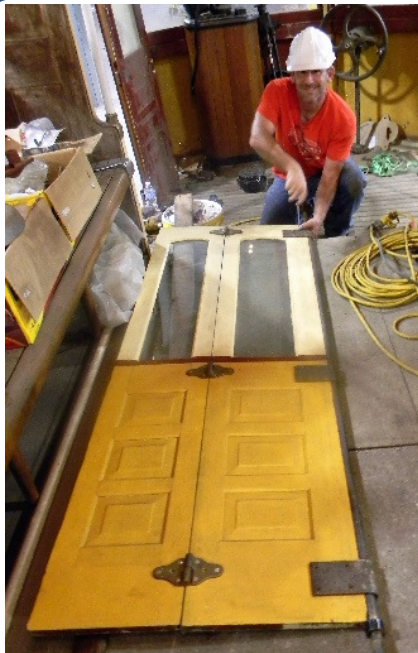


Fig. 20-3. Bob and Marc Lipkin have prepared the first set of doors for test fitting on 2651.



Fig. 20-4. The Mother Seton Show was well attended, and sales were brisk. 3 Mar 19.
L-R: Jim Houston, Bob Hooper, Tony Hall.



Fig. 20-5. Bob Hooper test fits the first of four doors.



Fig. 20-6. Bob is assembling the safety mechanism, assisted by Jim Houston.

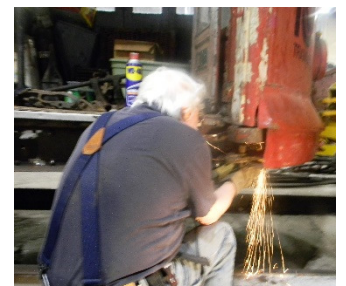


Fig. 20-7. Tony grinds down some stubborn, rusted bolts on 5223. Photo: Bob Hooper