

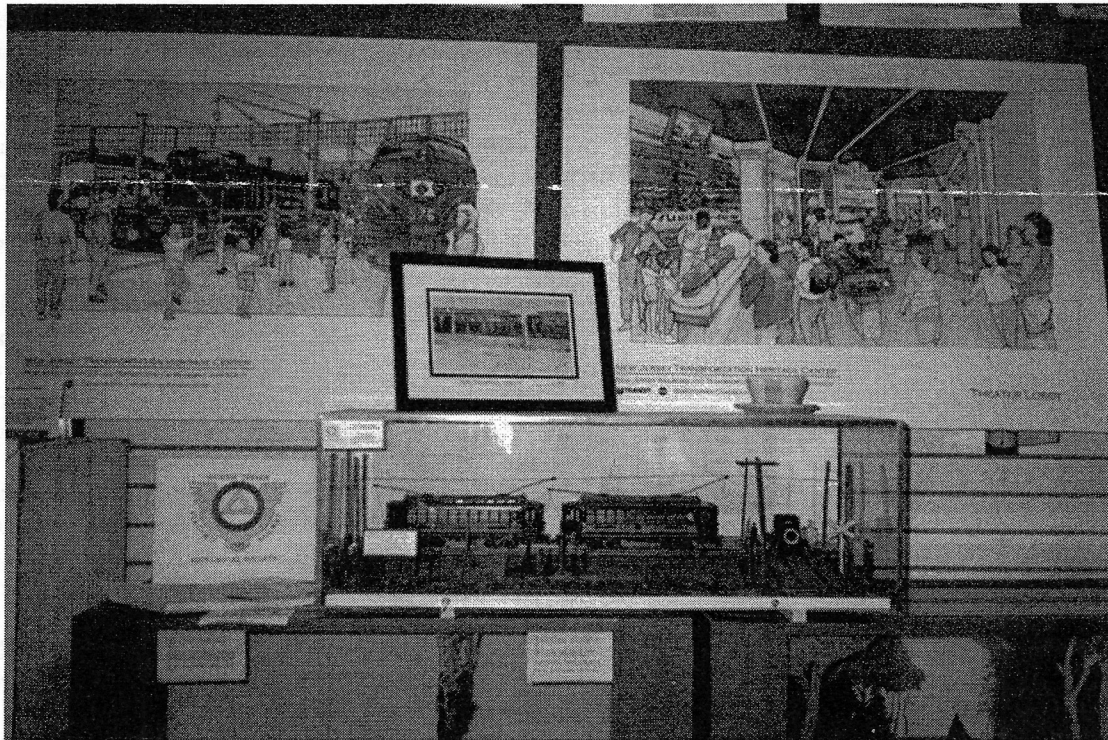
Trolley Lines

4

Published by the North Jersey Electric Railway Historical Society

Volume One, Number Four

Winter 2004



One of the exhibits at the Now Jersey Transportation Heritage Center's Visitor Center in the old Phillipsburg railroad station is this display which is on loan from Tony Hall. It was assembled by Bob Gassaway and recreates an inspection trip by Public Service officials on the Fast Line prior to the start of service. An original photo of the actual event, from the North Jersey E.R.H.S archives can be seen on top of the display case. Artists' renderings of some of the proposed Heritage Center buildings are on the wall above the display. *Photo by Tony Hall*

Car 2651 Restoration

During 2004, work sessions were held on an average of two weekends a month. Progress was made on several fronts.

On the outside of the car there was severe deterioration of the posts between the windows. The rotted wood was removed and replacement pieces were cut to size and installed.

The base for the trolley pole was installed on the roof at the east end of the car. The base itself was acquired from

Chicago where it had been used on one of that city's 4000-series rapid transit cars. It had four springs and after the pole was set in place it required an almost herculean effort to get it lowered and hooked. Subsequently a way was found to adjust the tension of the springs, so raising and lowering the pole is somewhat easier, but further adjustments will be necessary.

Inside the car, Jim Tomczyk removed each seat and set to work on restoring them. After they were sanded, several coats of spar varnish were applied. They now almost sparkle as they line the sides of the aisle.

(see 2651 on Page 2)

North Jersey E.R.H.S. Board and Staff

President	Robert E. Hooper
Vice President	William F. Keigher
Secretary	Gary Madriss
Treasurer	Frank S. Miklos
Trustees	Joseph Beim Thomas Gormanly Anthony J. Hall William McKelvey Herman Silbiger
Trip Committee	William F. Keigher Gary Madriss
DESTINATIONS Editor	Robert E. Hooper
TROLLEY LINES Editor	Frank S. Miklos
Webmaster	Robert J. Hooper

2651 (Continued)

Work is also under way on the window sashes. They had been refinished several years ago, but they have lost some of their luster. They are being sanded and prepared for new coats of exterior paint and interior varnish. This is a good winter project because the windows are small enough to be moved to Bob Hooper's home where work can proceed, regardless of temperatures and precipitation.

When Car 2651 was at Ringoes, we stripped the paint from the platform bulkheads. After several layers of paint were removed, our paint scraper struck something that was fastened to the upper part of the bulkhead. It was thin enough to have been undiscernible under the paint. We continued our probe feeling like archaeologists uncovering some ancient cave drawings. The item turned out to be a metal plate with the words "PAY WITHIN CAR COMPANY." It also had a series of numbers lined up in columns which represented licensing authorizations for that car design. The plate was removed and stashed away with other parts that were salvaged from the car. It was all but forgotten until it was found during last summer's inventory and organization of parts inside our storage trailer. Our man of many skills, Jim Tomczyk offered to take it home and clean it up. With a little detective work he was able to determine how the plate originally looked. It came back resplendent in fresh paint with the lettering and numbers beautifully displayed.

Those who worked on the car during the past year included Tony Hall, Bob Hooper, Rob Hooper, Hank Kaminski, Derek Long, Frank Miklos, Allen Nelson, George Tomczyk, Jim Tomczyk, Bill Toikka and Norman Wright. As always we welcome volunteers and visits from people who are interested in the car. Work sessions are

usually held on the first and third Fridays of each month. Check our website at NJERSH.org for the exact dates of the work sessions.

North Jersey E.R.H.S. News

As you can see in the listings at the top of the left hand column, we have added the positions of trustees to our roster of officers. This was done at our December meeting to comply with the requirements of our by-laws and to provide a larger oversight of the way we conduct our business.

About two years ago, Tony Hall proposed the establishment of an ad hoc committee to formulate a program for the restoration of Car 2651. All of the regular officers agreed to serve on the committee along with Tony and Ira Deutsch. Other participants in the ad hoc committee's meetings have been Derek Long and Hank Kaminski. The meetings are usually held on the second Tuesday of the month at Tony Hall's house. A 6 PM dinner at the Galaxy Diner on Route 27 in Rahway usually serves as a gathering point for those attending the ad hoc meeting. Frequently many of the items on the agenda of the ad hoc meeting are resolved at the dinner.

Since the ad hoc committee was established, its focus has been expanded to many more issues that affect the functioning of the North Jersey E.R.H.S. We have discussed such things as filing grant applications, reviewing our financial obligations, examining potential activities and excursions, and working on new publications. Items to be put up for a vote at our regular monthly membership meetings are also discussed. Attendance at the ad hoc meetings is open to all members, but we suggest that anyone who is interested in attending, please call Tony Hall at 732-388-0369 or Frank Miklos at 908-486-2016 to verify the date and time of the meeting.

Regular monthly meetings continue to be held at 7:30 PM on the third Tuesday of each month at the First Presbyterian Church, 1731 Church Street, Rahway, NJ.

Publications News

Work is proceeding on Al Mankoff's book TROLLEY TREASURES-TRACKS OF TRIUMPH. Proof reading is under way on the photo captions. Bill Keigher enlisted the services of Chun Park, an adjunct professor at City University of New York. Mr. Park is skilled in computer graphics and contributed his talents to the designs for the covers. The front cover will have a color photo of a 3200-series car superimposed on a textured image of the same car. The rear cover will have a color image of the North Jersey Electric Railway Historical Society's logo. Finishing touches are being made to the introduction and credits. Bill Keigher, Tony Hall and Frank Miklos have been working together to see that the material is ready for publication. We hope to get it to the printer in the Spring.

Despite our goal of putting out quarterly issues of TROLLEY LINES, we are running behind schedule. Every effort will be made

(See Publications on Page 3)

North Jersey E.R.H.S. Board and Staff

President	Robert E. Hooper
Vice President	William F. Keigher
Secretary	Gary Madriss
Treasurer	Frank S. Miklos
Trustees	Joseph Beim
	Thomas Gormanly
	Anthony J. Hall
	William McKelvey
	Herman Silbiger
Trip Committee	William F. Keigher
	Gary Madriss
DESTINATIONS Editor	Robert E. Hooper
TROLLEY LINES Editor	Frank S. Miklos
Webmaster	Robert J. Hooper

Publications (Continued)

to meet our production goals and as soon as we complete this issue we will begin work on the Spring 2005 issue. By the end of 2005 we hope to be up to date and we hope to publish another issue of DESTINATIONS. Keep in mind that this is a volunteer effort and those involved have to schedule this work around their regular obligations. We welcome articles and help from anyone who wishes to contribute.

What Dues are Due?

Ever since the North Jersey Electric Railway Historical Society was established, our dues renewal notices were usually sent out with the year's first issue of DESTINATIONS. This worked well until the publication fell behind schedule in 2002. The first issue for that year did not come from the printer until August, so the dues renewals for that year did not get mailed until then. Most dues payments were received in September. Time constraints on the editor and staff of DESTINATIONS were such that we were not able to produce any issues in 2003. This only became obvious late in the year, so the dues renewal notices did not get mailed until October.

In 2004 we decided to launch a new publication to supplement DESTINATIONS. It would be smaller in size, but would be published more frequently. TROLLEY LINES was selected as the name of the publication. It's primary focus would be about activities of the North Jersey ERHS, while DESTINATIONS would be focused on historical themes. The first issue of TROLLEY LINES was published soon after the mailing of the 2003 dues renewal notices, so we decided to include the 2004 dues renewals with second issue. That was not published until late in the year and did not get mailed until after the start of the new year. Because of this we have not yet mailed out the dues renewals for 2005. They will be sent with the next issue of TROLLEY LINES. If you have not submitted your 2004 dues please do so now. Those who still owe dues will see PLEASE REMIT stamped in the margin next to this paragraph. Dues remain at \$15 a year and contributions are tax deductible.

Grant Application

In recent years federal funding for highways and mass transit has been provided through legislation known as the Inter-modal Surface Transportation Efficiency Act. (ISTEA) Included with this act was money for transportation enhancements. These covered such things as landscaping, beautification projects and historic preservation.

The United Railroad Society of New Jersey has obtained ISTEA grant money for restoring several of its

cars, most notably the former "20th Century Limited" round end observation car, the "Hickory Creek." At the time this car was acquired it was in bad shape. All of the interior features had been gutted, leaving just a vast open space. The car's exterior was badly rusted. With the help of federal grant money the URHS was able to restore the car to its former glory. Bedrooms have been reinstalled along with the kitchen and lounge area. It is nothing short of an outstanding example of a car restoration project.

At the same time ISTEA funds were provided for the restoration of several buses that are among the vehicles in the Heritage Center's collection. The most noteworthy of these buses is former Public Service P700 which was the very first suburban "New look (fishbowl)" buses ever built, bearing serial number SDM-5301-001.

Knowing that ISTEA grants were available, the North Jersey ERHS decided to apply for funds to restore Car 2651. The process of submitting a grant application is complicated and time consuming. A group including Ira Deutsch, Tony Hall, Bill Keigher, Gary Madress and Frank Miklos spent an average of one full day a week for several months compiling all of the information that was required for the application. This included a description of the proposed restoration work, an historical review of Car 2651, cost estimates for the work that would be done on the car along with a justification for the needed funding. Also required were letters endorsing the project from historians and civic officials.

The original application was submitted in time to qualify for the year 2003's funding, but it was not approved. The letter informing us that our funding was denied stated that we could apply again in the future, so we decided to resubmit the application in time for the 2004 year's funding. Most of the same people who worked on the original application sat down again to build upon the work that was done the year before. We obtained more letters of endorsement and improved upon the material that was contained in the first application. The time spent on the new application was probably equal to or even greater than the time spent on the first one.

We were disappointed to learn that we were turned down for a second time. The list of who had received the grants and showed that most of the money went to local communities for "streetscape" improvements. This is being done in many older downtown business districts and involves the installation of such amenities as ornamental street lamp posts, brick sidewalks, benches, trees, flower boxes and the renovation of store facades. One of the communities that received a grant was Rahway. Although the 2651 is located in Phillipsburg, our mailing address is in Rahway and this may have played a factor in the decision to reject our application. Those charged with the responsibility of awarding the grants may have been reluctant to approved funding for two projects with ties to the same city.

As of now there are no federal grants for 2005. Legislation to provide highway and mass transit funding is bottled up in congress. The new program may be more austere and may no longer provide money for transportation enhancements. Some members of congress are pressing to retain this part of the transportation funding package and if they do, we may submit a third application with the hope that we will finally receive the funding we seek.

New Jersey Transportation News

Eight PCC cars from the Newark City Subway have been donated by NJ Transit to the City of Bayonne. They will be used on a new line that will be operated within the former Military Ocean Terminal. The facility was closed by the Defense Department several years ago and was acquired by the Bayonne Local Redevelopment Authority. Plans call for the property which is now known as the Peninsula at Bayonne Harbor to be used for residential and commercial development.

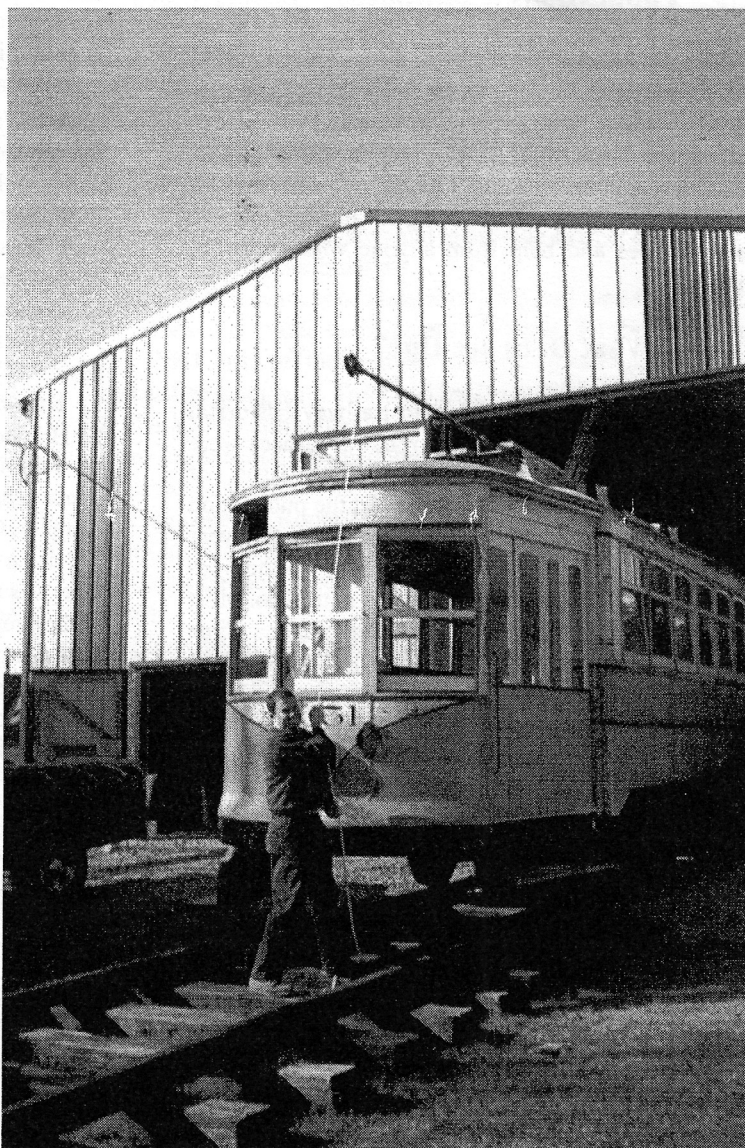
The plan has been described as the biggest development project going on the East Coast. It will include single-unit homes, townhouses, and multi-story apartment buildings. In addition to residences, there will also be hotels along with commercial and retail establishments.

Although the 34th Street station on the Hudson Bergen light rail line is directly opposite the entrance to the Peninsula property site, there is a need for an internal transportation system. The PCCs will be used to provide transportation within the sprawling Peninsula complex.

In many respects the plans are similar to those of Kenosha Wisconsin where PCC cars link a development project on the shore of Lake Michigan with that city's commuter rail station. The Kenosha PCCs were acquired from Toronto and as in San Francisco, they were painted in the colors of other trolley systems that operated PCC cars.

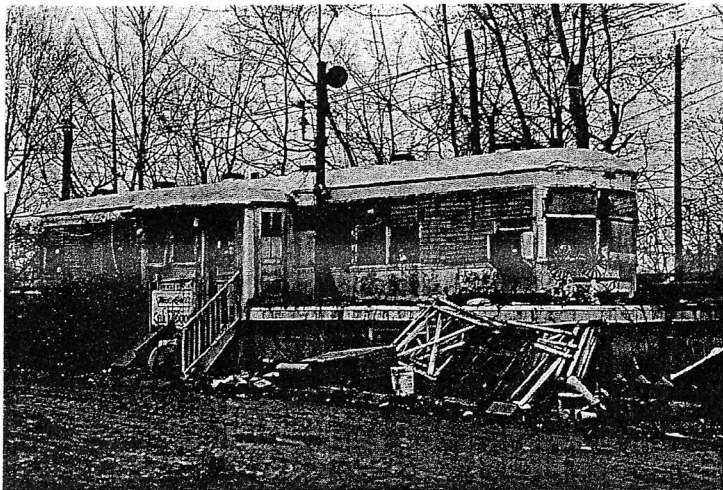
There will not be a physical link between the Peninsula PCC trolley line and the Hudson Bergen LRT. To do so, the trolley tracks would have to cross a busy freight railroad and a parallel highway. The PCCs will operate from a terminal that will be located across from the 34th Street light rail station. The existing enclosed pedestrian footbridge at the north end of the light rail station which spans the freight railroad track, will be extended over the highway for access to the Peninsula trolley terminal. There is also some talk of a similar link to the 45th Street station on the Hudson Bergen light rail line, but this has not been confirmed.

No mention has been made about how the PCC cars will be painted for service in Bayonne. Since the San Francisco and Kenosha cars have received enthusiastic responses for painting their cars in a wide variety of liveries, perhaps the same can be done with the PCCs for Bayonne service. A suggestion might be to paint them in various liveries that are appropriate to New Jersey. One could be painted in the Public Service gray paint scheme; another could receive the



Rob Hooper tries his hand at raising and lowering the newly installed trolley pole on Car 2651. Tony Hall

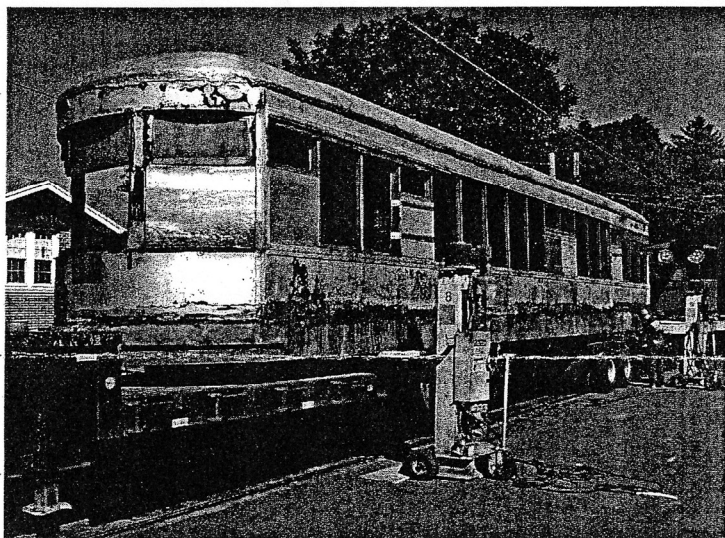
TNJ white with red and blue stripes; one could retain its NJ Transit paint scheme. From an historic perspective, the balance of the fleet could receive colors from New Jersey's bygone days. One PCC could receive the Public Service yellow paint scheme (like 2651); one could receive the Public Service deluxe red and cream colors; another could be painted in the Atlantic City Brilliner colors; one could receive the orange colors that were on some of Atlantic City's double-ended cars and one could be painted in Wildwood's Five Mile Beach Electric Railway's green and cream colors. Whether anything like this will be done is just speculation at this time. Readers of TROLLEY LINES are welcome to express your views on this subject.



#4584 as it appeared earlier this year, at the Miele Iron Works in New Jersey. (C. Misk)



Adam Lagosz cleans in front of the Sprague station. (K. Slinsky)



A 10' switch tie is about to be used as a beam to support the body so the flatbed can be pulled away. (Joe Marcarelli)



Denny Pacelli and Gene Carson have removed the old rotted sheathing from LNE 516. Note the typical wooden construction. The window on the right was later blanked to simplify this re-sheathing. (R. Slinsky)



As crane W-3 pushes the Public Service trailer, now resting on the former boxcar trucks, towards Barn 6, a group of hens from the Balzanos' farm gives chase. (R. Slinsky)



Rob Paradis trims brush along Alex-Warfield road. (K. Slinsky)

Public Service Trailer #4584

12.6

by *Conrad Misek*

Non-motorized trailers were once a common fixture on the rosters of the largest American street railways. An inexpensive way to add peak-period capacity, trailers were largely of the center-entrance design, spartan, and cavernous. The 100 #4500-series trailers owned by New Jersey's Public Service Coordinated Transport typified this design.

Built in 1921 by the Osgood-Bradley Corp of Worcester, Mass, the 4500s led a short life. Depression era ridership declines and competition from automobiles led to their withdrawal by 1934. But many escaped the scrapper, as their uncluttered design encouraged adaptive reuse. For example, #4598 survived as a Public Service employee shuttle, and others survived as de-trucked waiting rooms. Still others are rumored to have survived as sheds and cabins, but positive information about their status and whereabouts is sought.

One in particular - believed to be #4584 - tells an interesting story. Purchased in 1936 by Ray Miele Sr., founder of Newark's Miele Iron Works, the stripped-out body of #4584 was transported by

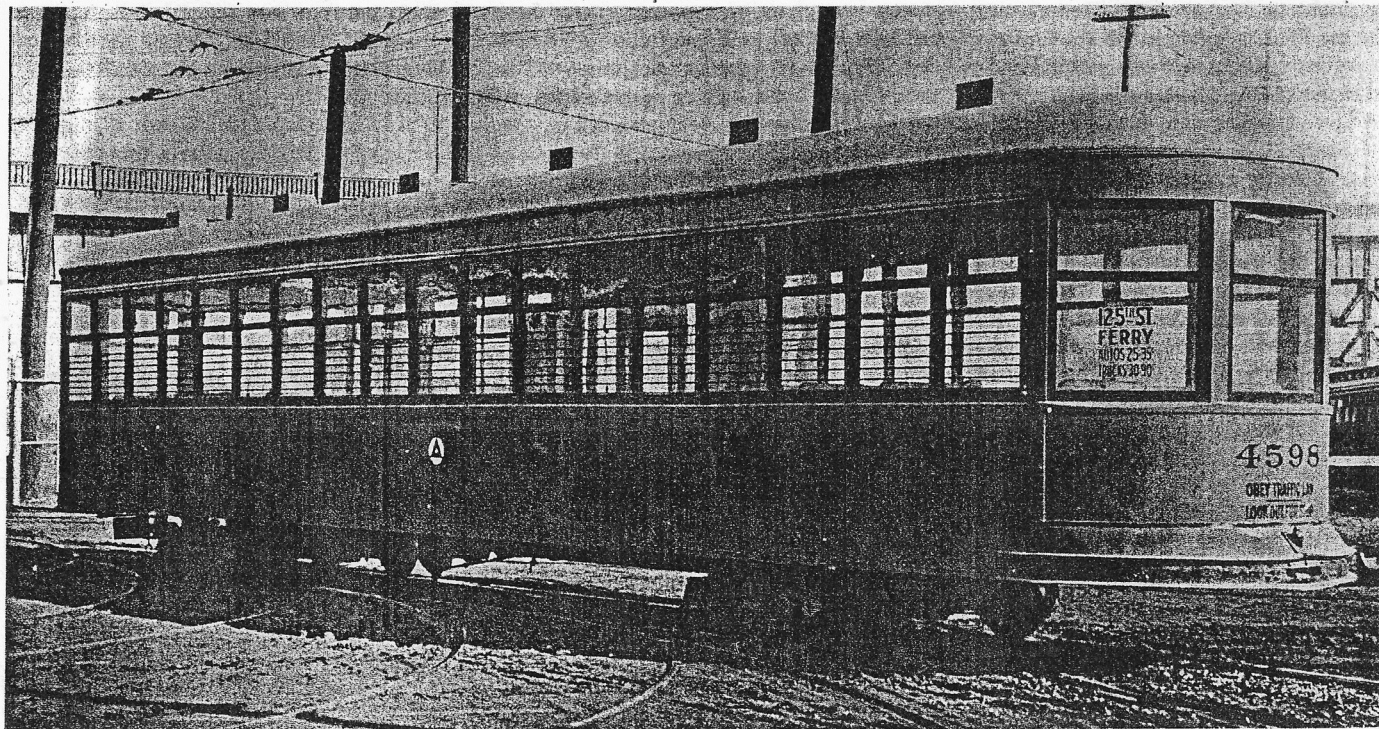
highway truck to a then-rural location aside Highway 22 in Union, NJ. Initially used as a residence by the Miele family, #4584 found post-war use as an office for the family-owned iron works. It survived in such use until replaced by a mobile home in 2002, and was generously donated to the Shore Line Trolley Museum by Ray Miele III, the current proprietor. Mr. Miele was referred to us by member Fred Maloney, who is also a very active member at Seashore Trolley Museum. Mr. Maloney provided much support and assistance in this matter.

Perched atop a solid foundation, and adequately maintained, #4584 aged well. Though shorn of an interior and most original windows, it is structurally sound. The author spent many days on the site emptying #4584 of three generations of business records, office furniture, and other sundries of its adaptive reuse. Bill Wall assisted with the loading, as the carbody was jacked off its foundation and placed via crane atop a flatbed for its journey back to the museum.

Upon arrival in East Haven, a crew consisting of Ted Eickmann, Bill Wall, Andy

Borrs, Joe Marcarelli and Denny Pacelli used the electric car jacks and several switch ties to hoist the body off the flatbed and then lower it onto the pair of archbar trucks that were salvaged from the scrapped Singer boxcar #5. These trucks are similar to its original equipment. Crane W-3 then towed it to the back yard area. All of this was done "at no cost to the museum," having been financed directly by private donors.

The presumed number of the car, 4584, is based on the numerals "84" stamped in several of the original windows. Presently, it is planned to enclose and cosmetically restore the exterior of the car. It may then be used for utility purposes such as outside storage or display space. Although the car has not been accessioned into the museum's vehicle collection, it does hold the potential for future restoration and use in interpreting the 1920s era of burgeoning urban industrial might and concomitant transit ridership growth. Considering the paucity of preserved N.J. Public Service equipment, and of preserved trailers in general, it is indeed amazing that a piece such as this has survived in good condition.



Public Service trailer #4598 in service. (collection of C. Misek)