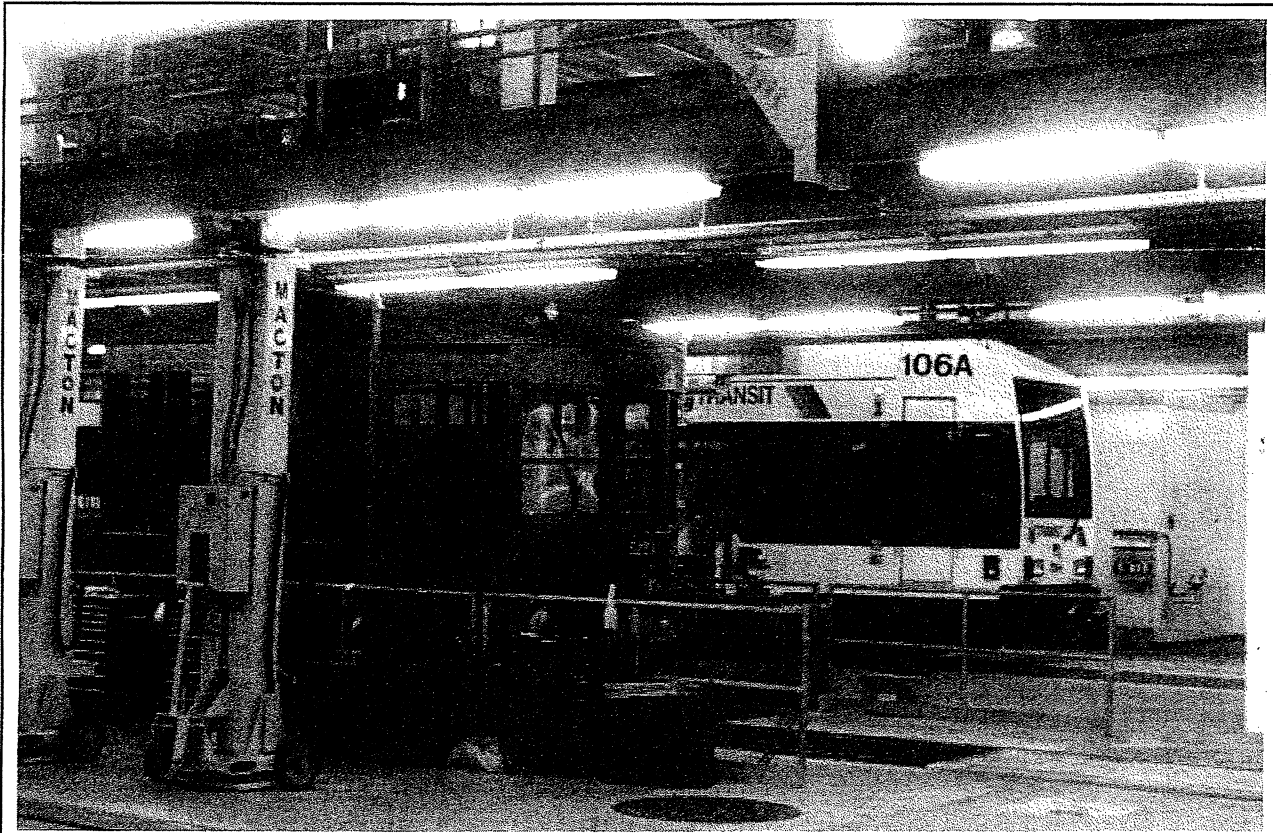


Trolley Lines

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Last year NJ Transit moved flat car 5223 (formerly car 2683) onto the pit at the City Subway vehicle base facility in Bloomfield. Members of the North Jersey ERHS were able to take notes on the way components were arranged on the flat car to assist in restoring car 2651. This view shows two very different generations of City Subway rolling stock. *Photo by Frank S. Miklos*

Car 2651 Restoration

Work moved forward on several areas during the Summer. The frames for the seats have been sitting on temporary legs since they were assembled. Hank Kaminski spent many days at a lathe shaping new legs of the type originally used. This was more complicated than it would appear because the floor is higher in the middle of the car than at the ends. This was designed to permit water to drain towards the end platforms instead of collecting in the center of the car. The seats on the other hand are of a

uniform height so each seat frame leg is of a slightly different length to compensate for the gradual slope of the floor.

Hank also completed cutting and shaping the intricate wooden pieces for the sloping section of the roof. They are being installed along with the rest of the roof at the west end of the car. By the end of the year we hope to complete the rebuilding of the roof and most of the surfaces on that half of the car.

In conjunction with this, new vertical wooden pieces were installed on the outside of the car between many of the windows to replace wood that was rotted. A section of the letterboard was also removed for repairs to deteriorated surfaces. Window sashes are

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Monthly meetings of the North Jersey ERHS are held at the First Presbyterian Church, 1731 Church Street in Rahway on the Third Tuesday of each month at 7:30 PM. During periods of bad weather consult the website to see if the meeting is still scheduled.

2651 (Continued)

being sanded and sealed to guard against damage from water leakage.

Some of the yellow paint that was applied during 2651's days at Ringoes was stripped from the sides of the car. Jim Tomczyk sprayed a coat of primer to several of the bare side panels.

In an effort to improve the appearance of the car, the windshield and other sashes were installed on the platform facing the entrance to the building. A bracket and blue number sign for the 29-BLOOMFIELD line were also installed at that end of the car. To add another finishing touch, a destination sign box with Hudson Division route readings was installed in the first side window.

Work sessions are usually held on alternate Saturdays. All members and other interested parties are welcome to participate. Check our website for the exact dates of our work schedule.

Our thanks to the following people who volunteered their time to work on the restoration of the car: Tony Hall, Bob Hooper and Rob Hooper, Hank Kaminski, Bill Keigher, Frank Miklos, Allen Nelson, George Tomczyk,

Jim Tomczyk, and Bill Toikka.

Publications News

Much of the Summer was spent on putting the finishing touches on "TROLLEY TREASURES -TRACKS OF TRIUMPH." Our objective was to receive the book from the printer in time for the trolley meet that was scheduled for September 24th at Rutgers University in New Brunswick. We had signed up for a sales table at that event, and this would be an ideal venue for the introduction of this book to the public.

After proofs of the completed book were received, we began the task of checking each page for errors. For the most part things were ok, but there were a few instances of photos out of place, so the work had to be returned to the printer for correction. Meanwhile Al Mankof, the author of the book acquired color photos of some cars being scrapped that were too good not to include in the book. We got in touch with the printer and arranged to add pages with these photos to the manuscript he had on hand.

By now, it was the middle of Summer and we were still racing the clock to meet our targeted deadline. As the date of the Rutgers trolley meet approached we received word from the printer that the book was going to press. With the trolley meet less than a week away we learned that the books were ready and waiting to be picked up. Hank Kaminski offered the use of his truck for that purpose. He along with Tony Hall made plans to drive to the printer in Williamsport, Pennsylvania on Friday September 23, just one day before the trolley meet. It was down to the wire but we accomplished our objectives.

Most importantly, this was our first venture into the book publishing business. It was a lot of work, but the results were rewarding. Particular thanks must be given to Bill Keigher, whose computer skills were invaluable in scanning the photos and setting up the text. On a few occasions the work was even too complex for him, so he was able to enlist the services of a computer specialist by the name of Chun Park who graciously devoted time and effort to the project. In fact it was Mr. Park who designed the front cover. Also contributing to production of the book were Ira Deutsch, Tony Hall and Frank Miklos.

We are considering publishing more books in the future and have a couple of manuscripts on hand. However, for now we want to pause and catch our breath before proceeding with these ventures.

We also want to get caught up with our newsletters. The Spring 2005 issue of TROLLEY LINES was two seasons behind and we are working to cut the gap to just one season with the publication of this issue.

Letters From Our Readers

Marilyn Francis, the wife of noted trolley historian Ed Francis commented on the photo of car 3271 in the Summer 2004 issue. She noted:

"That photo brought back many memories of visiting my Aunt and Uncle on Laidlow Avenue in Jersey City at age 6 or 7. That elevated was similar to our latest adventures in Alaska and Georgetown, Colorado."

George Knopf responded to our request for information about articles that were donated to 2651.

"I did donate a blue 21 roof sign and a pair of 'Pay as you Enter, Pay as you Leave' signs which fit into brackets on the bottom of the platform window under the destination sign.

Just a bit of 2651 trivia. About 1927, PS began using their decal on the cars in place of PUBLIC SERVICE being spelled out with the car number under the second window from both ends. The first few cars repainted using the emblem had it placed in the center of the side of the car with the two numbers in the same panels. After a short time, those cars were redone with the numbers under the PS seal. 2651 was one of those 'first' cars. 2454 on the BROAD line was the only other one I saw painted in that style."

Thanks to Marilyn and George for their interesting comments. We always enjoy hearing from our readers.

Contributions

We want to thank the following members who included a contribution with their 2004 dues along with non-members who sent us contributions:

Albert Ambrose
William J Armstrong
Douglas R. Bennington
Andrew J. Burger
Michael & Lynn Burshtin
G. Thomas Caprio
Michael A. Caracappa
Joe Carlucci
Thomas Casey
William E. Christian
George Conrad
Jerry Daub
Ira Deutsch
Ted Eickmann
Joseph F. Eid
Jack L. Eppert
Michael Garde
George B. Gildersleeve

Contributions (Continued)

Gene D. Gordon
Thomas P. Gormanly
Barker Gummere
John Gutberlet
Richard Haberman
Dennis Hage
Robert E. Hooper
Neal Huff
Robert B. Hustader
Charles Hulick
William D. Joyce, Jr.
William F. Keigher
Johnson & Johnson (Corporate Contribution)
Hank Kaminski
Gary Kleinedler
George Knopf
Eliot Lewiskin
Kevin Macken
Gary Madriss
Daniel V. Marchese
Tony Masulaitis
Louis M. Matuyza
Thomas G. McBride
Robert A. McNamara
Frank T. Middleton
Frank S. Miklos
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George Tomczyk
Ben H. Tongue
Peter Van Riper
Harold J. Volpe
William J. Wall
G. Lester Whitfield
Rev. Patrick Wilhelm
Charles Wrege
John A. Yohannan
Robert Yuell

We appreciate the generous support of all our members. Dues renewals for 2005 are now coming in. A listing of contributors for 2005 will be published in a future issue of TROLLEY LINES. Thanks again to everyone.

Phillipsburg Derailed

As reported in a previous issue of TROLLEY LINES, Phillipsburg was chosen as the site for the New Jersey Transportation Heritage Center. Things seemed to be moving towards the establishment of that facility. The town's railroad station was sold to the Friends of the heritage center. Steam excursion trains began operating along the east bank of the Delaware River to Carpentersville and there was serious talk of extending the train ride another few miles to Riegelsville.

Over the winter a local real estate developer went before the Phillipsburg town council with a proposal for the construction of condominiums and town houses on land along the Delaware. Supporters of the Heritage Center were concerned because some of the property involved was in close proximity to the Heritage Center site. That location is presently in a largely industrial area. It is removed from residential neighborhoods which could be the source of complaints about noise and visitor traffic at the Heritage Center. The developer's project would result in the Heritage Center losing its buffer zone that would ensure a separation from potentially hostile neighbors.

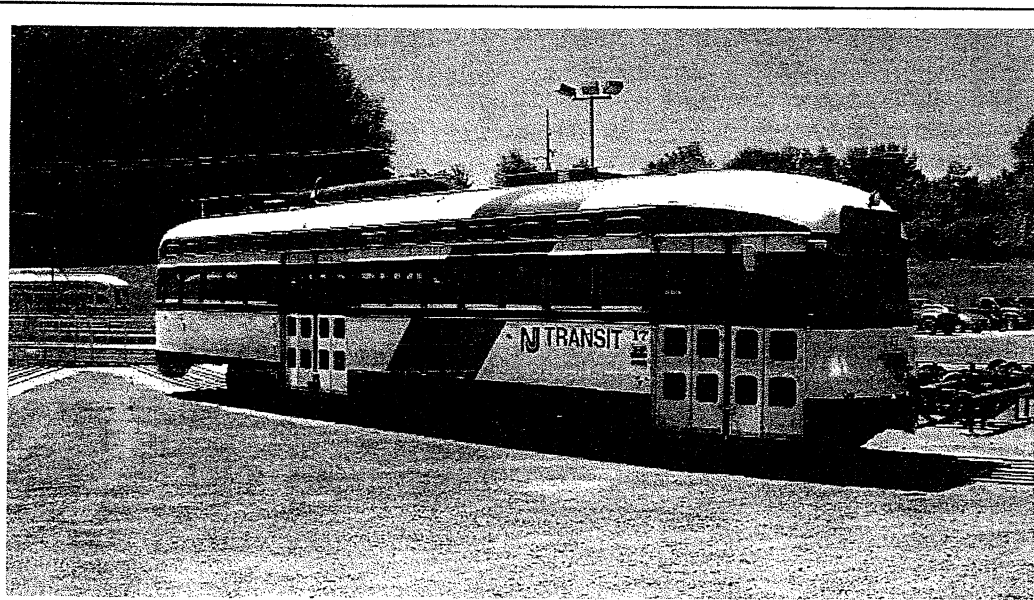
As the months passed, the scope of the project expanded. The proposal for town houses and condos grew into a master plan for redeveloping the entire town. Space was still provided for a transportation museum but the size of facility would be cut down to a few acres. This would not be nearly enough to house the large number of historic rail cars and vehicles in our collection. It would also be too small to allow for the operation of vintage transportation equipment at the site. From the outset, one of the purposes of the museum was to give visitors the opportunity to enjoy the experience of actually riding on equipment that was no longer in regular service.

In the Spring of this year, town officials who had supported the Transportation Heritage Center, turned their backs on project. Lured by the prospect of a huge cash investment by a local real estate tycoon, they approved the master plan for redeveloping the town. By this time even the

smaller museum site was designated for new housing. To those who worked so hard for the establishment of the New Jersey Transportation Heritage Center, this was the ultimate betrayal of trust.

This is the latest setback in an effort that has been underway for more than fifteen years to establish a transportation museum in New Jersey. The state has been a gateway to the nation since the days of our founding fathers. All forms of transportation from canal boats to high-speed trains have served New Jersey. Yet the state has no facility to honor its transportation heritage. The proposed facility in Phillipsburg would have accomplished that purpose. New Jersey has been clamoring for tourist dollars and the Transportation Heritage Center almost certainly would have attracted visitors from out of state. All of our neighboring states have several transportation museums and most of them have pieces of equipment that originated in New Jersey. The loss of our transportation artifacts to out-of-state museums should be a matter of shame.

All is not lost, however. Warren County officials continue to support the Transportation Heritage Center. They have pledged financial support to the project and are seeking to purchase property for it. Several sites are under consideration and the end result may be a facility that is larger than what was originally planned for Phillipsburg. Backers of the Heritage Center hope that a new location will be obtained within the next year. That can't come too soon because time is taking its toll on the hundreds of pieces of equipment that are exposed to the elements at various locations in New Jersey.



NJ Transit PCC car 17 is shown at a facility in Brookville, Pennsylvania where it is being refurbished for service in San Francisco. The car in the background is a PCC from SEPTA.
Saul Nadler photo