

# HEADEND

The Journal of the New York Museum of Transportation

FALL 2014

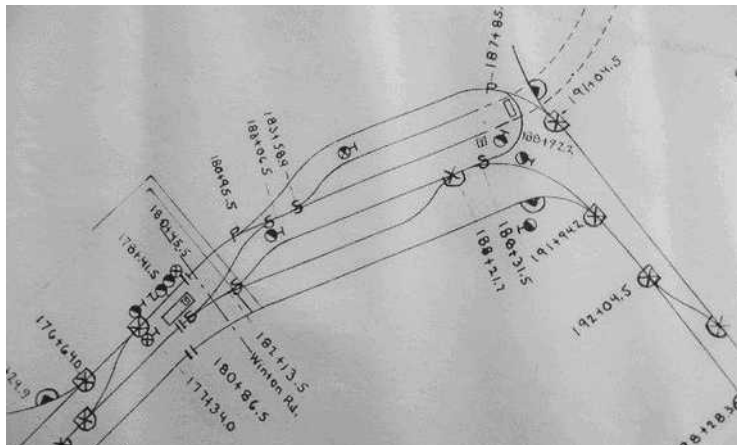
## RECENT ACQUISITIONS

Adding to the collection of the museum enhances our ability to present and interpret the history of transportation, and this year has seen many additions of significance. Most come to us through the thoughtfulness and generosity of individuals who care enough not only to find a home for a piece of history, but to select us as the beneficiary. Big donations and small, they are all valued and appreciated.

One of the "big" arrivals, literally, was former New York Subway PCC car 7. Charlie Lowe is telling the story of the PCC car, and number 7 in particular, in his series of articles. Readers will find Part Four starting on page 4 in this issue. So, we won't go into much detail here except to say that receiving an operating trolley car (with free delivery, too) is an immense treat and a great addition to our fleet.

Another fine donation came to us from the kind folks who periodically donate train-themed picture puzzles for sale in the gift shop. He gives her the puzzles, and she likes to do them but doesn't want to do them twice, so every now and then, she arrives with another carton of them. The used puzzles are a popular item in the shop. After one such delivery of another seven puzzles, we were asked if we would like some old Rochester Subway maps. Of course we would, although we didn't know quite what to expect.

Well, there were two maps, both seven feet long and two feet wide, and they contain wonderful information. The "Diagram Map", dated January 17, 1928, shows all the electrical elements on the Subway--switches, breakers, signals, etc. The other map, untitled, from about the same date shows city streets, all tracks and sidings, companies served on those sidings, and construction contractors involved in building the Subway. Both maps offer invaluable information for students of the Subway, and we're extremely glad to have them.



A section of the Diagram Map for the Subway depicts track at Winton Road and East Avenue, showing the tunnel for RS&E interurban cars. Symbols indicate types of track switches, normal positions of signals, presence of derrails, etc.

In years past, railroad enthusiasts could buy table lamps made from authentic Handlan-Buck railroad switch lanterns, complete with the colored shields around the lenses. This summer, a friend of the museum donated one such table lamp, new in the original carton. As soon as we can decide on a suitable price, we'll be offering it for sale in the gift shop to benefit the museum.

Another "life collection" came our way. These are so called because the items, while individually interesting, are more valuable for the story they tell as a group, and consequently they are kept together. From a gentleman's lifetime interest in traction, this collection includes a coin changer, a number of brake and controller handles, a roll sign, a horse car or trolley signal bell, a metal destination sign, and over 1,100 black and white prints and negatives of trolleys.

Another conductor's coin changer came our way as a result of a group tour from a senior living center.



The coin changer has slots for all coins as well as for tokens, and came complete with a belt and over \$8 in change!

Rail and traction media are a frequent donation, generally part of "downsizing" in someone's home, and most of them are welcome either in our library or in the gift shop. So far this year we've received 21 books, a dozen VHS tapes, DVD's and 8mm films, and several piles of train and modeling magazines. Another casualty of downsizing is the downsizer's model railroad, and we've received several donations of HO-gauge engines, cars, buildings and accessories. This keeps the "yard sale" table full in our model railroad room. (Continued...)

## TIME TO RENEW

If your mailing label on this issue of HEADEND has a **RED STRIPE** on it, it's time to renew your museum membership. We hope you will recognize our efforts by renewing your support. See the letter on the center sheet. **Thank you!**

As work progresses on our Genesee & Wyoming caboose 8, one of our newest volunteers has donated an appropriate item...a G&W hard hat.



*Justin Micillo is hard at work scraping loose paint from the side of the caboose, and modeling the G&W hard hat too.*

In the collectible arena, a set of pewter Disney characters, each riding on a handcar, rolled in. There is also a collector's set of 26 antique locomotive prints. Six stock certificates for the Rochester & Syracuse and the Auburn & Syracuse interurban trolley lines have no investment value now, but are certainly collectible, and for our purposes are valuable additions to our archive.

Dave Farren, one of our trolley motormen, is a conduit for many items from Philadelphia's SEPTA public transit system. Through Dave, we have patches for sale in the gift shop, as well as timetables, roll signs, rule books, operating manuals and other related items to find a home in our archive.

With the passing this summer of Bob Northrup, we lost a connection to an early restoration project at the museum, that of car 243. One of the oldest trolley cars in existence anywhere, the 4-wheel car was featured in our Summer 2013 issue's "Rochester Streetcars" (number 67 in the series), and honored to be the subject of this year's souvenir magnet for members. Bob and his dad were early volunteers at the museum and they adopted car 243 as their project. Several folders containing sketches and measurements made as they dismantled the car, along with various traction and rail photographs, found their way to an auction. By chance, a collector/dealer in early phonograph records (another of Bob's interests) came to the auction, realized the value of the folders, and bought them. Two museum board members underwrote the purchase of the folders from the dealer. The information is invaluable looking toward future work on the car, and as a remembrance of two of our earliest volunteers and the work they did.

The list goes on. There's a poster for a Sunday excursion from Rochester to Niagara Falls on the Lehigh Valley; a

collection of six railroad timetables; a transit token from New York State Railways, Rochester City Lines circa 1926 - 1929; and a switch lock from the Rome, Watertown & Ogdensburg Railroad. The father-and-son team of Jay and Todd Consadine not only built a second set of trolley boarding steps, but they donated the wood for it as well. A fuel pump for the John Deere mower was another welcome donation. An 8-foot padded bench found its way to the area where visitors wait for the next trolley departure, and it has been seen doing its job for folks needing a little rest. Five recently donated display panels will help us block the view of our storage and work areas behind some of our displays.

A wooden bench with a flip-over back could well be from an early open trolley car of a type nick-named a "breezer". Or, considering it came from the Albany area, it could be from a Hudson River excursion boat. Either way, it's transportation history and is now at the museum thanks to the donor who made the trip across the state to assure the bench of a good home.



*The trolley bench is dismantled in preparation for its trip from Albany to the museum.*  
*Photo by Nancy Wawrla*

A collector in the small town of Calcium, just outside of Watertown, New York, recently sent us an 1884 "Memorandum of Tour" sent from the American Exchange Travelers' Bureau of New York City, to a W. U. Archer, in Burrs Mills, also near Watertown. The document, written in a flowing hand typical of the era, outlines several options for Mr. Archer to travel to Jacksonville, Florida. There are a couple of all-railroad routings through Washington, Richmond, Charlestown, and Savannah (or Danville, Charlotte and Augusta to Savannah). And there are three "steamer" routings via those same coastal cities.

Apparently Mr. Archer was going to spend some of the profits of his trapping business in the sunny south. Copies of other documents the collector included with the donation cover correspondence with people in the fur trade. For example, William Slocum in New York City places an order for "8 or 10 thousand spring rats" [muskrats, ed.], paying 18-1/2 cents



each. Other letters refer to trapping skunk, mink, fox and many other breeds. Some provide detailed instructions for properly packing pelts for shipment too.



Old documents tell of transportation in the fur trade in New York State 130 years ago.

Donations come to us from generous folks across the country and from those who are right here among us, part of the team of volunteers who perform the many tasks to keep us going. No matter where they come from, items from trolley tokens to full size trolleys and everything in between help us preserve transportation history so it can be enjoyed and learned from in the future.

## **HAPPY 100th BIRTHDAY**

A lot of things were going on a century ago in the world of railroads and trolley lines, and one event meaningful to us at NYMT was the construction of our Genesee & Wyoming caboose 8. In February, 1914, the car was built by the Delaware, Lackawanna & Western Railroad's shops at Scranton, Pennsylvania, so it's now celebrating its centennial. To honor the occasion, our 2015 membership souvenir magnet will feature G&W caboose 8.

In the late 19th Century and into the early 1900's, railroad cabooses were of wood construction, usually but not always with a steel underframe. Many were small compared to the freight cars they trailed and had only four wheels. These "bobbers" as they were called gave an uncomfortable ride and didn't present much resistance in a rear end collision. In fact, after a spate of such incidents, New York State banned these frail, 4-wheel cabooses, an action that was followed shortly by a similar ban by the Interstate Commerce Commission.

At the beginning of 1914, the DL&W set to work on an eight-wheel two-truck wooden caboose design and the first order was placed for twenty cars, numbers 600 - 619. Our caboose was 619, the last one built in that first group. The fleet of cabooses of this design eventually ran to 250 on the DL&W.

The Lackawanna was built in the heart of Pennsylvania coal country, and its mainline across that state and into New York terminating at Buffalo included many grades that required pusher locomotives. As more powerful engines led to longer, heavier coal trains, the compressive forces on the caboose from a pusher behind began to be a concern. In the 1940s the line began design work on a steel caboose and retirement loomed for these wooden veterans. Many of the older cars hung on, relegated to local freight service, but most were either scrapped or sold to short line railroads.

One such road was in Upstate New York. Known locally as the "Gee Whiz", the Genesee & Wyoming Railroad was then just a 14-mile line that owed its existence to what was at one time the largest salt mine in the world. DL&W caboose 619 became G&W caboose 8 and began service on the short line tagging along behind carloads of rock salt.



Genesee & Wyoming caboose 8 is seen in this 1938 shot riding on its original DL&W passenger-style trucks.


The G&W hauled salt for the chemical industry and for de-icing highways. The latter business grew in the post-World War II era, and the line found it necessary to start building a fleet of its own freight cars to maintain reliable service. Diesels took over from steam in 1945, and a new steel caboose joined the equipment roster too.

In 1977, Mortimer B. Fuller III purchased controlling interest in the G&W. Fuller's great grandfather, Edward L. Fuller, had purchased the road out of bankruptcy in 1899, and the younger Fuller was now setting the little line in a new direction of diversification and growth. At first, that new direction was rail car leasing, but with the deregulation of the railroad industry in 1980, the G&W began acquiring other short lines. Local lines in Upstate New York were the original purchases, but management soon found opportunities in the south and the west coast. In the late 1990s railroads in Canada and Australia were brought into the G&W family. Today, that family comprises an incredible 112 railroads in five countries!

Coincident with the new management philosophy that took hold in 1977, the museum was successful in obtaining the donation of the now-surplus caboose 8. Nicely repainted by the G&W shops, the car arrived at NYMT on September 8 of that year and was placed on display beside the main barn.

*(Continued...)*

The car endured the Rochester weather for several years before a major temporary track effort was mounted to bring it indoors. Arrival of additions to the museum's trolley fleet eventually forced the caboose outdoors again where its roof and wood sides suffered further weather damage. With the construction of the museum's trolley barn, designed to accommodate one of the P&W cars and the caboose on one track, the car once again came in out of the weather. A grant from the G&W provided funds to perform initial restoration of windows and siding, while museum funds have made new canvas for the roof possible.


Final steps are now being taken to complete the roof, and attention next will turn to coating the canvas and giving the car a paint job. Soon, G&W caboose 8 will once again sport the company herald, recalling a time when the line was just a small shadow of its present self. 

## **MORE MODULES**

Member Donovan Shilling is no stranger in these pages. Readers may recall that Don generously donated 16 of his super-detailed modular scenes illustrating life in the "good old days". The modules depict the industries, farms, villages and street scenes that were common in the 19<sup>th</sup> century and are but a memory now. And in keeping with the transportation theme of our museum, each module has a hint of railroading in it, suggesting a time when the rails reached the remotest corners of society.



*Don Shilling shows Steve Fell a worker sawing wood of a different kind at the Genesee Box and Pallet Company.*

Our display cabinet accommodates two of Don's modules at a time, and the visitor-operated "lazy susans" that the modules rest on permit enjoyment from all sides of each. Recently, two more modules were drawn from storage and placed in the cabinet: The "Genesee Box and Pallet Company" and the "Devil's Gulch Lumber Mill". Both firms owe their existence to the deep woods and forests that blanketed our part of New York State in earlier times. Down to the tiniest detail, visitors will find an education in life and livelihood as our forebears knew them. Come see for yourself and marvel at the intricate craftsmanship that Don has put to work in these gems. 

Read this issue of *HEADEND* (in color) at:  
<http://nymtmuseum.org/headends/14fallo6/fall14.html>

## **DISPERSAL OF THE NEWARK PCC CARS** **Fourth of a Six Part Series Devoted to NYMT's New PCC Car**

**By Charles R. Lowe, NYMT Trustee**

When New Jersey Transit replaced its venerable Newark Subway PCC cars with light rail cars in August 2001, there was a great desire to see all 24 surviving cars preserved in one way or another. The great hope was that some or all could find an operating home in New Jersey. While this has not occurred, it appears that all will end up in good homes and that nearly all will return to operation someday.

The 24 Newark PCCs survived their use in Newark in good condition. Surely the use of galvanized steel helped preserve the cars over their long operating careers. On the Newark Subway, only the at-grade crossing of Orange Street exposed the cars to de-icing road salt. The cars were stored in a dry, underground area at Penn Station. The most important reason the cars survived in good order, though, was the extraordinarily good care New Jersey Transit and its predecessors gave the cars during their 48 years of service in Newark.

A total of 11 cars, 2, 9, 11, 12, 14, 17 and 19-23, were sold to San Francisco Municipal Railway in 2004 and now operate on the F-Market line.

In 2005, eight of the NJT PCCs were designated for use on a 2.5-mile-long loop to be built at Bayonne, New Jersey. This pleased many who wanted to see the NJT cars continue their careers in New Jersey. These eight cars, 4, 7, 13, 15, 24-26 and 28, were moved by early 2005 to the Hudson Bergen Light Rail Transit facility in Jersey City, and eventually covered with tarps for protection. A 299-acre site, which formerly had been the Military Ocean Terminal of Bayonne, was to be developed with housing and other attractions. However, the adverse economic conditions of 2008 dealt a mortal blow to this plan, and it is now slowly being developed as a container port facility.

Three cars were designated for preservation at a proposed New Jersey Transportation Heritage Center located at Phillipsburg, New Jersey. One of these cars, car 6, instead went to Rockhill Trolley Museum. The cars now designated for NJTHC are 1 and 13.

Several cars were proposed as candidates for use on a heritage line in San Diego. At present, cars 10, 16 and 24 are still designated for this operation.

Two cars went to museums in 2011, car 5 to Seashore Trolley Museum and car 6 to Rockhill Trolley Museum. In fact, a total of 9 cars (3-7, 15 and 25-27) are now located at transportation museums with active trolley operations. All seem destined to operate someday, with cars 3 and 6 operated routinely at present and more soon to follow.

As of early 2014, the disposition of all 30 of the Newark Subway PCCs is given below.

- 1 Stored outside at New Jersey Transit Bloomfield facility, early 2000s to date; now (2014) held at an undisclosed secure location for the Friends of the New Jersey Transportation Heritage Center
- 2 To San Francisco Municipal Railway as its 1074 in 2004; in Toronto Transit Commission paint on F-Market line
- 3 To Greater Cleveland Regional Transit Authority on November 14, 1977 as its car 3; to Minnesota Transportation Museum (now Minnesota Streetcar Museum), Minneapolis, Minn. in 1990; restored 1992-2000 as TCRT 322; operated in museum service

*(Continued on page 6)*

Dear Friend of the New York Museum of Transportation:

Another year of exciting progress is drawing to a close, as the word continues to spread about the only trolley ride in New York State. A new event, "Halloween at the Museum" was essentially sold out; an expanded calendar of events for the Christmas season is being offered cooperatively with the Rochester & Genesee Valley Railroad Museum; a switch and adjoining track have been constructed to provide access to the main barn for PCC car 7; and we've continued serving the public with group tours, birthday parties, off-site presentations, and our regular Sunday operations. Our dedicated volunteers can look with pride on their accomplishments in 2014. It all happens through support from members like you—your membership dollars, additional donations, and valuable encouragement. Please take a moment right now to renew your membership with us, and consider raising to a higher level of membership and adding an extra donation to support our many worthy projects.

**If your mailing label on this issue has a *RED STRIPE*, your membership will expire at the end of the year. It's time to renew!**

**Remember too:** The key to continued growth of our museum is in the active participation of volunteers—people like yourself—who come from our membership ranks. If you haven't yet discovered the fun of working on a restoration project, creating an exhibit, selling tickets, archiving, or operating a trolley or a track car, 2015 is the year for you to get involved! As can be seen from the many exciting activities described in this issue, our volunteer opportunities are expanding in number and scope, and there surely is something for every interest, time constraint, and skill level.

**The gift of your time is a valuable contribution. Now more than ever, we need you to help keep the museum open to the public. Call us at 533-1113 and we'll take it from there!**

Thank you for the support and encouragement you have provided during this past year. It's a valuable expression of confidence in the vision we've established for the museum and the work we're doing to make that vision a reality. Please help us continue to grow, by selecting a generous level for your 2015 membership and by becoming an active participant in our exciting progress.

Bob Sass, Membership Chairman

P.S. Remember, your membership contribution is tax-deductible to the full extent of the law and entitles you to a 10% discount in our gift shop, a collectible museum souvenir gift, and four quarterly issues of *HEADEND*. Family level memberships and above entitle you to **free family visits** to the museum.

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Please complete this form and return with your check, payable to **New York Museum of Transportation**

NAME \_\_\_\_\_ DATE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY and STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_

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**PLEASE SPECIFY WHETHER YOU WANT TO RECEIVE HEADEND:  on line **OR**  by U.S.mail**

_____ Student (\$10/year)	_____ Sponsor (\$100/year)	_____ Contact me about becoming an active volunteer. I would like to work on:
_____ Individual (\$20/year)	_____ Benefactor (\$250/year)	_____ gift shop staff _____ restoration
_____ Family (\$35/year)	_____ Patron (\$500/year)	_____ track car rides _____ archiving
_____ Sustaining (\$50/year)	_____ Additional donation: 157 (\$_____); 409 (\$_____); 161/168 (\$_____); 437 (\$_____)	_____ mowing/maint. _____ administration
	Electrification (\$_____); Fire truck 307 (\$_____); General funds (\$_____)	
	Trolley line extension (\$_____); Endowment Fund (\$_____);	

**Return to:** New York Museum of Transportation  
P.O. Box 136  
West Henrietta, NY 14586

OFFICE USE:

log \_\_\_\_\_ resp \_\_\_\_\_ comp \_\_\_\_\_ 11/14

log \_\_\_\_\_ resp \_\_\_\_\_ comp \_\_\_\_\_

**Thank you!**



- 4 Stored in shrinkwrap at Jersey City for possible use in Bayonne, early 2000s to 2014; to Illinois Railway Museum, Union, Ill. in January 2014
- 5 To Seashore Trolley Museum, Kennebunkport, Me., in 2011
- 6 To Rockhill Trolley Museum, Orbisonia, Pa., in 2011; restored as PSCT 6; operated in museum service
- 7 Stored in shrinkwrap at Jersey City for possible use in Bayonne, early 2000s to early 2014; to New York Museum of Transportation, Rush (near Rochester), N.Y. on January 15, 2014; in storage
- 8 In storage by November 1977; damaged on July 5, 1978 during Penn Station renovation; cannibalized for parts and removed from property in April 1985.
- 9 To San Francisco Municipal Railway as its 1080 in 2004; in Los Angeles Transit Line paint on F-Market line
- 10 At Rockhill Trolley Museum for evaluation, 2011 to date; intended to become San Diego 534
- 11 To San Francisco Municipal Railway as its 1079 in 2004; in Detroit Department of Street Railways paint on F-Market line
- 12 To San Francisco Municipal Railway as its 1076 in 2004; in DC Transit paint on F-Market line
- 13 Stored in shrinkwrap at Jersey City for possible use in Bayonne, early 2000s to date; now (2014) held in a undisclosed secure location for Friends of the New Jersey Transportation Heritage Center
- 14 To San Francisco Municipal Railway as its 1070 in 2003; in Public Service Coordinated Transport paint on F-Market line
- 15 Stored in shrinkwrap at Jersey City for possible use in Bayonne, early 2000s to 2014; to Connecticut Trolley Museum on January 17, 2014
- 16 Listed as Newark Subway work car but unused since 2001; stored outside at NJT Bloomfield facility, early 2000s to date; now (2014) held at an undisclosed secure location for potential use in San Diego
- 17 To San Francisco Municipal Railway as its 1075 in 2004; in Cleveland Transit System paint on F-Market line
- 18 In storage by November 1977; scrapped before 2001
- 19 To San Francisco Municipal Railway as its 1078 in 2004; in San Diego Electric Railway paint on F-Market line
- 20 To San Francisco Municipal Railway as its 1072 in 2004; in Mexico City paint on F-Market line
- 21 To San Francisco Municipal Railway as its 1077 in 2004; in Birmingham Electric Railway paint on F-Market line
- 22 To San Francisco Municipal Railway as its 1073 in 2004; in El Paso City Lines paint on F-Market line
- 23 To San Francisco Municipal Railway as its 1071 in 2004; in Twin City Rapid Transit paint on F-Market line
- 24 Stored in shrinkwrap at Jersey City for possible use in Bayonne, early 2000s to date; now (2014) at an undisclosed secure location for potential use in San Diego
- 25 Stored in shrinkwrap at Jersey City for possible use in Bayonne, early 2000s to 2014; to Shore Line Trolley Museum, East Haven, Conn., on January 15, 2014
- 26 Stored in shrinkwrap at Jersey City for possible use in Bayonne, early 2000s to 2014; to Baltimore Streetcar Museum, Baltimore, Md., on January 15, 2014
- 27 To Greater Cleveland Regional Transit Authority on November 15, 1977 as its car 27; to MTM (now MSM) in 1990; to Shore Line Trolley Museum, East Haven, Conn. in 2001
- 28 Stored in shrinkwrap at Jersey City for possible use in Bayonne, early 2000s to date; now (2014) retained by New Jersey Transit
- 29 In storage by November 1977; damaged on July 5, 1978 during Penn Station renovation; scrapped on July 6, 1978
- 30 In storage by November 1977; used for spare parts; removed from Subway in April 1985

*In the next issue of Headend, read more as we look at the equipment and special features of New Jersey Transit car 7 at NYMT.*

***If your mailing label has a RED STRIPE, it's time to renew your membership. Thank you for your support!***

# ROCHESTER STREETCARS.....No. 72 in a series



Rochester Transit Corp. 639      Photographer Unknown

by **Charles R. Lowe**

Most of January 19, 1941 was gray and overcast. The bleak weather had disappointed railfans intent on making photographs during the "last chance" fan trip of the three remaining surface streetcar lines in Rochester that day. Lines covered were Monroe-Clinton North (abandoned February 18, 1941), Portland-Dewey (abandoned March 11, 1941) and Lake-Main East (abandoned April 1, 1941). Finally, for a few minutes here and there, the sun crept out behind the clouds for a few sunny photos.

So, with only three lines covered, one would think that it would be easy to deduce where our photo had been taken. It is easy to know this is the fan trip day because of the car used, 1907-built car 639 (the fans preferred the old deck-roof cars for their fan trips). Also, in the words of Bill Gordon, "some joker" (see his *Ninety Four Years of Rochester Railways*, 1:51) has turned the roll sign to the 1939-abandoned LYELL signing, and the loop in the photo could not possibly have been the Glide Street loop since neither the geometry nor the sun angle is correct. Briefly, Dewey loop was considered; the RTC bus in the background suggested an active bus line. However, the key clue was the word "Irondequoit" barely visible in the building behind car 639 which, upon review of various plat maps, revealed itself as "Irondequoit Coal and Supply Co." This loop, therefore, is none other than the Clinton at Ridge Road loop. Travelers north of this point would have availed themselves of the waiting bus, for this was the northern-most loop on the Clinton North line.

Soon, the fans this day will say goodbye to each other and to Rochester's surface street railways. New buses would arrive, the last line would be abandoned in less than three months, and Rochester would briefly become the largest city in the nation to have no surface streetcars.

## CAN OF WORMS OPENED 50 YEARS AGO

On December 1, 1964, the last barricades were removed, opening the original highway interchange between the Eastern Expressway and the Rochester Outer Loop. Known universally by Rochesterians as the "Can of Worms," the interchange was completely replaced in the late 1980s. Join us in the next Headend for the story of the original interchange.

## DEPARTURES AND ARRIVALS

The museum's Board of Trustees now numbers eight members, and during 2014 underwent a change in leadership with the retirement of Ted Strang as President.

Ted has been involved with the museum for more than 35 years, and served as President for 30 of them. He's always been a hands-on man, and during his tenure the museum added a dedicated archive room, an office, the entrance driveway, and numerous other features. In addition when anything broke or new equipment was needed, Ted was the one with the skills to accomplish the job. Carrying every load from administrative tasks to overall responsibility for the facility, and in between operating track car rides and repairing the rail line, Ted can be credited for keeping the museum upright and serving the public more than anyone is aware. We're pleased that we will continue to benefit from Ted's clear thinking as he continues to serve on the Board.

The current Board of Trustees consists of Charlie Lowe, Vice President; Jim Dierks, Secretary; Bob Nesbitt, Treasurer; Doug Anderson; Dave Coon; Rich Fischpera; Bob Sass; and Ted Strang.

On the volunteer front, we sadly bid adieu to Kathy Mielke, who is retiring from ticket desk duty after more years with us

than we can count. We could always depend on Kathy to handle the busy ticket desk with a smile and concern for our visitors. That's Kathy at her job in the slide show on the museum's home page, and although she'll be enjoying a well deserved retirement, we won't retire her picture, so in a way she will still be doing her part in keeping the museum up and running.

Speaking of volunteers, we're happy to recently welcome Carter Brown, Dale DeMaison, and Neil Seely into the fold. In Dale's case it's "back" into the fold, as he was a volunteer with us many years ago. Dale has been helping with mowing and mower maintenance. Carter and Neil are in training for gift shop duty, and Carter has also joined the Thursday work crew doing caboos roof restoration and all the other tasks that fall to this group. John Stratton and Dave Brescia have both signaled a willingness to help out with our Christmas North Pole event, and Mike Couch has joined the model railroad gang keeping our popular HO layout in repair and operating smoothly for our visitors.

Others who haven't yet had their moment in the Volunteer Spotlight are Nancy Holland (another returning volunteer from the past), Jim Moe and Bob Passino in the Thursday work crew, Justin Micillo and John Becker. We'll be cornering these folks and dragging them into the Spotlight in future issues, so stay tuned.



**BUT!** Don't let all those new volunteers lull you into complacency and inaction. We are still stretched thin at the ticket desk and gift shop, and more help with maintenance and restoration work is always welcome. All members are invited to join the fun. Give us a call at 533-1113 and we'll take it from there!

## SHOP REPORT *by Charles Lowe*

**New Jersey Transit 7:** On August 9, Bob Sass and Bob Achilles took part in a Newark PCC instructional class put on by Matt Naun of Rockhill Trolley Museum. Bob Sass volunteered to be the project leader for the restoration to operation of car 7 in late August.

In September, Bob Sass and Bob Achilles removed most of the covers and inspected the electrical equipment under the car. In most areas, all the various apparatus appeared to be in exceptional condition. A very few areas, including one broken spring and several rusty covers, will eventually require work.

In late September, a case of 120 32-volt incandescent bulbs for the interior and sign lights were delivered to NYMT. These do not have shorting bases, so when one in the string of 20 bulbs goes out, all bulbs in that string will have to be examined. With an estimated life of 3,000 hours, however, such hunting hopefully will not occur too often.

A supply of critical spare components for car 7 was made available to NYMT in October. Included were various resistor grids, a KM controller and a motor-generator set. These parts were retrieved from Pennsylvania Trolley Museum by Bob Sass and Bob Achilles and were from eleven ex-Newark PCCs. The cars were refurbished by Brookville Equipment Corp. in 2005-07 for use on San Francisco Municipal Railway's F-line. When those cars were updated in 2010 by Brookville, their original General Electric propulsion systems were replaced with Westinghouse systems so that they matched other cars in service on the famous F-line. This made a small supply of parts available to those museums which had received a Newark PCC car earlier this year.

**Railroad:** On September 2, a work crew replaced 16 undersized bolts south of Reid's, bringing the year's total to that point to 26 bolts (10 bolts had been installed earlier in 2014). Having worked out the techniques of the job, the crew then proceeded to replace 43 bolts on each of two work sessions in mid-September, plus 20 more in early October. This brought the year's total to 132 bolts. Rich Fishpera, Tony Mittiga, Rick Holahan and Taylor Reed performed this work.

**Genesee & Wyoming Caboose 8:** When not tending to other tasks, the Thursday crew continued tacking the canvas roof covering to the drip rail. This work is now complete and attention will now be on trim boards to seal the canvas at both ends of the cupola. Scraping loose exterior paint has also continued during the period. New contributors to the caboose effort are Justin Micillo and Carter Brown, working with Thursday regulars Don Quant, John Ross, Jim Moe, Bob Pearce, Bob Passino and Jim Dierks.

**North Texas Traction 409:** The trucks for car 409 were moved back into position on rebuilt track 24 on August 23. The two motors on one of the trucks were tarped by Bob Sass and Charlie Robinson on November 3.

**Philadelphia and Western 161 and 168:** An extensive study of the available compressor parts was undertaken by Dick Holbert to assess the possibility of rehabilitating the Westinghouse DH-25 compressors on cars 161 and 168. Air pressure draw-down timings were made on both cars in early September, with 161 coming in at just over 5 minutes but car 168 being low at around 3 minutes. Bob Achilles, Bob Sass and Bob Miner all worked to seal up a few leaks on 168 on September 18.

**Loading Area:** The Boy Scout team began active work on the new brick loading area on August 16, 2014. This project was part of fulfilling the requirements for Eagle Scout by Tim Kallman of Troop 341. Remaining ballast between the ties was removed, and the rail here was re-gauged and re-spiked. A layer of landscaping fabric was tacked down in the area between the rails. On August 19, the bricks for the loading platform were delivered. Later that same day, the ballast outside the rails was leveled and smoothed by Dan Waterstraat using the RGVRRM backhoe. On Saturday, August 23, the Scout team spread out the remainder of the fabric, applied a 2-inch-thick layer of screenings, tamped the screening and placed brick on the east side of the east rail. A week later the remaining bricks, except the half-bricks at edges of the brick area, were placed. The half-bricks were cut and placed, and the new loading area made usable, on September 7; the first day of use was the next day.

As a final touch, 40 buckets of excess ballast covering ties elsewhere on the railroad were placed at the north edge of the bricks, filling in a drop-off there. Rich Fischpera, Tony Mittiga, Rick Holahan and Taylor Reed took care of this work in late September. Doug Anderson was the overall coordinator of the Scout project.

**Track 23:** On August 19, Dan Waterstraat distributed the ballast pile in front of the hay barn along the future alignment of track 23. This permitted bucket truck and auger truck access to the poles in the track 23 work area which had to be removed.

Overhead changes at track 23 began on August 29 when Bob Achilles, Bob Sass and Charlie Lowe drilled the necessary holes and hung the upper sections of three downguys and the pull-up for the track 2 switch's wire frog. Bob Achilles and Charlie celebrated Labor Day by stringing one downguy and the pull-up for the wire frog.

Our railroad contractor, Nicholas P. Giambatista, Inc., returned to NYMT on November 4, 5, and 6 for additional work on the track 23 switch. In addition to completing almost all of that work, the crew built about 60 feet of track 23 beyond the switch. The pole that was in between the rails for track 23 was removed by the contractor on a cold and rainy November 6, after which Bob Achilles and Charlie Lowe re-strung several overhead cables.



*The switch is complete and track 23 is ready to march into the barn, as line car 2 looks on.*  
Charles Lowe photo

**Track 24:** During early August, the rails for track 24 were placed on the ties, bolted together and spiked in place. One rail end had to be cut, and two bolt holes drilled. This track



has been built using only in-house labor (except for some ballast spreading earlier in the year) and original Subway rails, angle bars, bolts, tie plates and spikes, keeping cost at a minimum. The bolts were carefully re-threaded specifically for use on this track. Ties were spaced at 7-foot intervals, and the track is convertible to regular use in the future by inserting two ties in the gaps between ties. On August 19, Dan Waterstraat tapped the southernmost section of this track into place using the RGVRRM backhoe, lining it up with car 409 inside the hay barn. This way, track 24 is ready to be extended into the car house, should that ever be considered.

On August 23, Steve Davis and Charlie Lowe carefully rolled the 409 trucks south onto the new section of track 24. The section of track 24 to the north of the new location of the trucks was later disassembled to gain access to the track 23 switch and to provide additional ties for extending track 23 into the hay barn.

**New York Museum of Transportation 2 (ex-Philadelphia Transportation Co. C-125):** Two rolls of asphalt roofing, roofing nails and a can of roofing tar were obtained for patching the roof of the line car. On two Sundays, September 28 and October 5, four large areas of the car's asphalt roof were re-roofed. The line car's roof should now be impervious to water for several years to come.



## WATER AND GRAVITY

They're an evil combination. In addition to continuing efforts to protect the exhibits in the milking parlor from extensive roof leaks, the ironically named "water room" (where our well water chlorination system is maintained) has its own fight with the pernicious duo.

This summer the Thursday crew successfully patched the roof to stop a significant leak in one corner. After that it was



*Don Quant and Bob Pearce deal with rotted wood and rusted flashing as John Ross and Jim Moe offer moral support.*

decided that it was time to do something about a problem at the outer corner of the room where the concrete block wall was being destroyed by water and gravity's other partner in crime, "freeze/thaw". Installing a gutter and downspout turned out to involve rebuilding parts of the structure, but by late October, the work was completed and pronounced successful. Credit Don Quant's carpentry skills and the helpful assistance of John Ross, Bob Pearce, Jim Moe, Jim Dierks and Rick Holahan.



## A HALLOWEEN FIRST

Usually the end of October just means the close of another ride season for the museums, with cooler weather on its way and thoughts turning to winter storage for the equipment. This year, NYMT and RGVRRM finally made good on an idea that Doug Anderson had been circulating for some years, and a "Halloween at the Museums" event was put on the schedule for Saturday, October 25. It was a howling success. You could almost call it scary.

The event was planned in cooperation with RGVRRM's event impresario, Otto Vondrak, and members of both museums contributed their time and effort. Midway Station was set up as a pumpkin patch where each child was given a free baby pumpkin and all comers enjoyed donuts and cider kept warm aboard an RGVRRM caboose accompanied by an idling diesel. Four runs were scheduled (2:30, 4:00, 5:30 and 7:00) with a limit of 50 tickets sold per trip, and the event was essentially sold out.

The volunteers from RGVRRM did a great job at the Midway activity, and Doug rounded up a team of NYMT volunteers to decorate the museum, and hand out trick-or-treat candy. His team even included a group of hobos (AKA scouts from Venture Crew 7) who commandeered the trolley on its way to Midway for a spooky addition to the ride.

On the NYMT team were Steve Morse, his daughter Kayla and her boy friend Tim Reilley, Nancy Uffindell, Nancy Holland, Carter Brown, Florence Wright, Doug Anderson, Jill Anderson, and Jim Dierks. Bravely piloting the trolley on their trips into the unknown were Steve Huse, Bob Sass and Jack Tripp.



## COMING EVENTS

We're planning a series of "mini-events" to bolster attendance this winter season...slide talks, book signings, kids' activities, etc. Watch for news on our website ([www.nymtmuseum.org](http://www.nymtmuseum.org)) and plan to be with us! We'll be looking forward to seeing you over the holidays to.

### **Christmas at the Museums**

**Saturdays and Sundays, December 6 - 21**

**Visit Santa Claus and enjoy a delicious cup of hot chocolate!**

- \* Dec. 6 "Evergreen Express to Santa's North Pole"
- \* Dec. 7 "Electric Trolley to Santa's North Pole"
- \* Dec. 20 "Evergreen Express to Santa's North Pole"
- \* Dec. 21 "Electric Trolley to Santa's North Pole"

(5, 6, 7 and 8 p.m.)

All tickets \$15, on line only: [www.rgvrrm.org/santa](http://www.rgvrrm.org/santa)

**Ride an old-time trolley car and see a huge model railroad!**

- \* Dec. 13 "Holly Trolley Rides"
- \* Dec. 14 "Holly Trolley Rides"

(11 a.m. to 4 p.m.)

\$10 adults, \$8 age 3 - 17, no reservations required



# New York Museum of Transportation

Post Office Box 136 West Henrietta, New York 14586

## First Class Mail

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