

HEADEND

The Journal of the New York Museum of Transportation

FALL 2016

RECENT ACQUISITIONS

Once again, we are happy to report on the donations of goods and services that represent the respect that members of our community have for the work we do at NYMT. As in the past, some of the items are destined to be added to the museum's collection as historical materials suitable for research and exhibition. Others find their way to the gift shop for sale, bringing in funds that can be used to enhance the visitor experience. Here's a selection of just some of the many good things that have come our way recently.

At the top of the list is a large group of G-scale models that comprised the personal collection of skilled model builder, Peter Todd. Mr. Todd is best remembered by local model railroad enthusiasts as the creator of the large G-scale layout at the now-gone hobby shop, Ridge Road Station. Always with a sense of humor evident, Todd created models representing a simpler time in an imaginary rural world of grimy machines, hobos, and piles of worn out machinery.



Just some of the great Peter Todd models now in our gallery.

Mr. Todd passed away a few years ago, and as his wife was preparing to move her household to Florida, she thought of our museum as a place where her late husband's handiwork could be preserved and enjoyed by the public. The collection of over two dozen models came with a beautiful lighted display case too. The exhibit has been placed in the museum gallery to be enjoyed by our visitors on a permanent basis.

We were pleased to receive three framed artworks by local trolley enthusiast Wallace Bradley. A newspaper political cartoonist by trade, Bradley enjoyed recreating his memories of our area's traction equipment and life in general in the trolley era. Many of his pen and ink drawings of local railroad stations were published in the Times-Union's newsboy calendars for several years. Having Wally's beautiful work, framed and ready to display in the gallery, is a real treat.

Vintage items recently donated include a Western Flyer girl's balloon tire bicycle, an engineer's long-spout oil can, an 1888 record book from the New York, Lake Erie and Western RR, and a pair of automobile headlights from a century ago. Two impressive collections of photographs came our way, with literally hundreds of images pertaining to trolleys around our area and beyond.

The complete works by the late Phil McCabe arrived. Phil found great pleasure in studying old maps and comparing them with present-day Google Earth images. Nicely organized in a series of 3-ring binders, his collection is fascinating. One can trace former rights-of-way in the present-day photos by referencing the rail lines shown on the old maps. Sometimes a building can be seen in a photo, and its odd angle against the nearby street can be explained by a rail siding seen on the related map.

Numerous books about trains, trolleys, trucks and cars have navigated from our doorstep to our library and gift shop. We are amazed at the range of subject matter that authors research and commit to print: little known local trolley lines, hearses and ambulances, fire trucks, railroad car drawings, etc., and of course it all fits our needs. (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!

Keeping pace with the book donations are the VHS tapes and DVDs. While the former are finding less and less favor in the gift shop, many were made by individuals and are otherwise not available. Old movie films are still found in the in-basket, most recently 8 mm and Super 8 commercial films of New York Central, Buster Keaton, and the like.

Nine diesel engines in HO scale arrived, ready to perform on our large layout or find their way into eager young hands via the “yard sale” table (that’s a pun, in case you hadn’t noticed).


Among the items that passed straight through to the gift shop are several decanters in trolley and rail configuration (the Jim Beam is gone, but the Avon aftershave is still included with the purchase). Some nice reproduction items are now in the shop as well: a San Francisco cable car gong and a cast brass platform warning plate. And, how about a Coca Cola trolley car, a Lionel Christmas ornament, and over a dozen rail-themed jigsaw puzzles? A lot of new and interesting items in the shop, courtesy of our generous donors.

We can’t forget the things that in one way or another keep us going. 32-volt light bulbs for Northern Texas Traction car 409 help keep birthday parties bright in this former Spaghetti Warehouse Restaurant car. A mini-refrigerator provides a handy place close to the trolley boarding area when we have events. And speaking of events, our 60th anniversary Rochester Subway event benefited from the generous donation of “End of the Line” DVDs (Animatus Studios), ice cream coupons (Bruster’s Ice Cream), and color Subway posters (RochesterSubway.com). The 2-tier fire truck cake at our Antique Fire Truck event was especially made for us by Jenelle Morse and generously donated by her.

There’s nothing quite so valuable as the donation of time, and we’ve recently been blessed with help in taming the mounting pile of incoming donations awaiting cataloguing. Recording what we have so that it can be found and used for research, then placing it in a secure spot for safe keeping is critically important and a job that often is on the back burner. When Nazareth College senior Alexa Laubscher got in touch with us, interested in getting some hands-on museum experience in line with her career interests, we put her to work right away. We’ve made a big dent in the accumulation, thanks to Alexa’s careful efforts.



We hope we aren’t quashing any of Alexa’s enthusiasm for a career in museum work, but she’s been great in our archive.

Along with many financial gifts, these donations each help in their way, and we are very appreciative. 

WHERE’S THE FIRE?

That’s just an old expression...move along...nothing to see here. Actually, there is something to see. It’s our 1941 Mack fire engine number 307, and if your arithmetic is functioning, you know that makes this year the truck’s 75th birthday! We couldn’t let that pass without a “diamond jubilee” celebration, so with our annual “Antique Fire Trucks” event on the horizon, it was decided to celebrate our own vehicle’s major milestone.



The ‘41 Mack, festooned with emergency apparatus, wows the crowd during a Brighton homecoming parade.

The September 18 date for the fire truck event was just a few weeks past the only date we’ve been able to ascertain as our truck’s “birth” date. The fully equipped “quad” (pumper, hoses, tank and ladders) rolled out of the Mack plant in Allentown, Pennsylvania intended for the Brighton (New York) Fire Department in August, 1941. There’s a gap in the records, for the truck didn’t get to Brighton until 1942. The folk lore says it was held for possible duty in World War II, but eventually not needed.

As emblems on the truck indicate, 307 was assigned to the Number 2 Brighton Fire District (Twelve Corners). It was among many that responded to the famous Brighton Twelve Corners gas explosions in 1951. Other major incidents worked include three fires at the Maplewood Inn on East Avenue (1949, 1957, and 1965), Wegman’s warehouse (1961), Allendale School (1966), and Fox’s Deli (1974).

Here’s a tip: the Mack is properly referred to as a “fire engine”, since it has water pumping capability (at 750 gallons an hour). A “fire truck” is one that lacks this feature, and carries hoses, ladders, lights, or other emergency equipment. Our vehicle came to us through the generosity of Mike Cassin, who had a long career in fire safety in our area. As one of the very few vintage vehicles in our collection that is in operating condition, we work to keep it that way, in Mike’s memory as well as for publicity purposes.

With that publicity idea in mind, we recently trained additional volunteers to maintain and operate the Mack. Rich Fischpera, Gary Lanphrom and Dave Coon have now joined Don Quant, John Ross and Jim Dierks on the team. Rich brought the truck out at our volunteer picnic and gave rides to the kids (of various ages!). That 165 HP 707 Thermodyne gas engine runs and sounds great.

No birthday party is complete without a cake, and Rich was able to dip into his family for help. Jenelle Morse produced a beautiful cake in the shape of a fire engine. There was


enough to go around among volunteers, visitors, and the members of the Genesee Chapter of SPAAMFAA who brought their beautiful vintage vehicles for all to enjoy.



A young visitor looked approvingly at the special cake before Dave Coon did the cake cutting honors.



Great looking machines from around Genesee country came to 307's party. We appreciated their birthday "presence".

We're glad to have a full team for our 1941 Mack fire engine, to maintain it and operate it. We hope to see it in some parades this coming summer, spreading the word about the New York Museum of Transportation. 

SOME UNDESIRABLE NEGATIVES

No, we're not talking about the many photographic negatives in our archive. They offer a valuable window on the past. The subject here is the way the rail industry seems to take it on the chin with negative connotations beyond its due. Consider the following sample pejorative phrases. Perhaps you can think of others, too:


- His plans were *derailed* by a change in the budget.
- The guy is nuts; he's *off his trolley!*
- This situation doesn't look good, it's a *train wreck* waiting to happen.
- She was ousted unfairly...she was *railroaded*.

- Uh, wait a second...I've *lost my train of thought*.

- That tornado sounded like a *freight train* coming through! (someday maybe we'll hear someone complaining about a noisy freight train: "sounded like a tornado coming through!")

- Don't even consider bringing that social topic up; it's the *third rail* you just don't want to touch!

- and there's the study in human psychology and ethics that for some reason had to be attached to public transit called "*The Trolley Problem*" (a runaway trolley hurtles toward a group of five people, and you have control of a switch that will divert the trolley to another track where a single person will surely be killed...which do you choose?).

OK. I guess we've "railed" enough about this. We've let off steam. Didn't want you to think we were asleep at the switch. Time to get back on track... 

KEEPING UP APPEARANCES

We've been happily reporting over the last year or so about efforts our volunteers have made to improve the look of the museum. All the large doors have been painted and lettered, the sadly deteriorated box car has been removed, and the New York Central crossing shanty at Forest Lane has been painted.

Now, one of the museum's own Michelangelos, Carter Brown, has begun restoring the large trolley mural that prominently presents our name to travelers on East River Road.



With colors chosen to match the paint applied on 157 during its time in Bloomsburg, PA, Carter Brown's work is underway.

The representation of Rochester & Eastern car 157 was originally painted almost 40 years ago, showing the car in its latter-day yellow and cream colors. These hues were intended to make the car more visible with the increasing incidence of grade crossing accidents. The actual 157 in our museum is resplendent in its original dark green with mahogany windows and gold leaf trim. That dark green was not easily spotted against a background of trees and shrubbery, and grade crossings weren't protected by lights and gates as they are today.

Carter has a big job on his hands, and it's certain the project will continue into next year, but the improvement is already noticeable, and the work is another step in presenting a clean face to our visitors.

Another appearance concern has been our well pipe, developing a nice coat of rust, and standing somewhat exposed between our parking area and the driveway used by our volunteers and delivery people.

Gary Lamphron took charge of this concern,

applying new paint and reflective tape to the pipe and electric line. Looks better...and easier to see too.

Another "appearance" issue has finally been resolved with the installation of fog lights on the Greyhound Silversides bus. Any bus fan will tell you that a defining characteristic on this classic vehicle is the yellow fog lights. The Thursday crew took care of this important task, and now the appearance of the Silversides is complete.



NEW TRACK SIGNS BEING PLACED



To end the confusion over track numbers, new track number signs are being created and installed by Charlie Lowe.

These signs will hang in the overhead and follow New York State Railways practice reasonably closely. The sign for Track 23 is already in place. Shown

here is the Track 2 sign, ready for installation.

VOLUNTEER PICNIC "REFRESHING"

It's been a hot, dry summer, so we were all a little reluctant to complain too loudly when the heavens opened and a drenching rain fell on the assembled multitude at our

Volunteer picnic, Saturday, August 20. Nevertheless, all had a good time and there was plenty to eat.

Things started swimmingly as picnic coordinator Rich Fischpera bought the food and supplies, and led the weekday track crew assembling the grill, tables, trash barrels, etc. under our big, shady weeping willow tree. A warm, sunny day greeted the many volunteers and their families as they arrived, bringing their special side dishes and desserts. Rich had our fire engine operating for rides around the property, but the planned 161 rides on our new Track 23 were scrubbed.

But, hey, we were there for the food and the chance to get together, and there was plenty of both. Tim Reilley and Steve Morse took over the grilling duties and just as everyone's plates were full, down came the rain. Many headed for the gift shop, and others just toughed it out, waiting for the inevitable end of the downpour, which turned out to be pretty evitable...it just kept coming. Dessert was served in the gift shop, and everyone took part in the drying out and clean-up.

You'll pardon us for not managing to get any photos for this article. We'll hope for better weather next year!

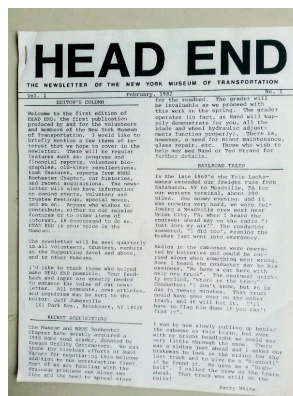


CHANGES COMING TO HEADEND

As mentioned in the Summer issue, we'll be making some important changes in HEADEND. Long-time editor of the museum's publication, Jim Dierks, will retire from active duty at year end, and pass the baton to Charlie Lowe. For many years, Charlie has been listed as a Contributing Editor of HEADEND, and in that capacity has provided numerous articles, Shop Reports, and his interesting and informative ROCHESTER STREETCARS series.

With this change in command, HEADEND will become a mostly monthly newsletter, designed to provide more current news about progress we're making at the museum. We expect this will keep our volunteers more informed and recognized for their efforts, and also serve as a more frequent reminder to all of our members that we're continuing to serve the public.

In recognition of the popularity of the internet, email and social media, the new HEADEND will be available on line. Those members who prefer reading hard copy will be asked to pay a token fee of \$5.00 in addition to their membership dues. While this will not offset the full cost of printing and mailing, we feel it's a fair bargain. Members are also free to print their own copies of HEADEND from their computer as well.



Since our first issue (left) was published in February, 1982, the museum has endeavored to not only keep members and friends informed about museum happenings, but also to provide informative articles about transportation history of our area. We'll continue to serve our readers with a quality publication as we document future museum progress in the new HEADEND.



Dear Friend of the New York Museum of Transportation:

As another year draws to a close, we reflect on progress at your museum. Word continues to spread about our scenic 2-mile trolley ride—the only such experience in New York State—and families with young children are delighted and enlightened by all we have to offer. Museum volunteers have completed installation of overhead wire on Track 23 and PCC car 7 has been placed there so its restoration work can begin. Volunteers have also been enduring this summer's extreme heat as they renewed the portion of the rail line between the loading platform and the loop switch. We all look forward to the day when this portion of the line can be part of our trolley ride route.

Our dedicated volunteers can look with pride on their accomplishments in 2016. 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, 2017 is the year for you to get involved!

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 2017 membership and by becoming an active participant in our exciting progress.

Bob Sass, President

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 email editions of our newsletter, *HEADEND*. Family level memberships and above entitle you to **free family visits** to the museum.

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

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SELECT YOUR MEMBERSHIP LEVEL (Memberships run from January 1 through December 31)

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- Physical plant 161/168 437 Electrification PCC car7
- General funds Trolley line extension Endowment Fund

TOTAL..... \$ _____

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11/16

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Thank you!

It's not too late to.....Volunteer!

Yes, that's *you* we're talking to. You know you enjoy visiting at the museum, and you've seen all the great work done by the volunteers. You've seen the nice people who come from all over the area (and beyond) to see us and ride our unique trolley operation. And you've read about all the great things we're doing right here in the pages of Headend.

Wouldn't you like to increase your dedication to the museum's future by offering a little of your time along with your annual membership?

Do you like people? If so, you'll fit right in at the ticket desk as the one who greets our visitors, answers their questions, and takes their admission payments. You'll "cross-train" with the gift shop too, adding variety for your day with us and giving museum management a degree of flexibility we often need.

Have you always loved trains? Are you "train"-able? We need more trolley crew members...trained to handle both motorman and conductor positions. What a great way to spend a Sunday, operating the only electric trolley in New York State!

Would you just like to help out? We have grass to cut, things to repair, stuff to paint, and lots of "projects" you can contribute to. We have a Railroad Team, an Overhead Wire Team and the Thursday Afternoon Team, and any group will welcome your skills, energy, and common sense.

Do you want to work with kids or seniors? We host numerous weekday group tours of pre-schoolers, seniors, adults from group homes, and special tours. We'll train you to help with the guided tours that we tailor to each.

We know you want to help, so *please check the appropriate spot(s) on your member renewal form*, and we'll take it from there.

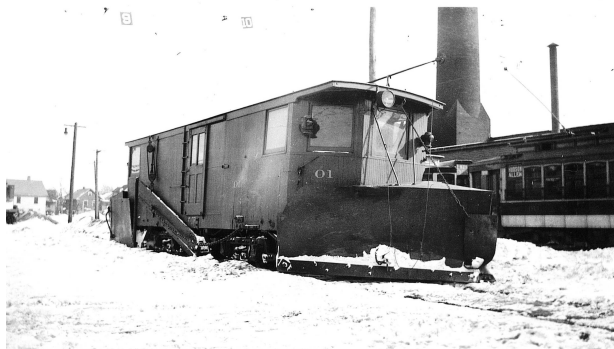
Thank you!

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

ROCHESTER STREETCARS.....No. 80 in a series



by Charles R. Lowe



NYS-R 01

Photographer unknown

One of the most impressive brutes of the Rochester city snow fighting fleet was shear plow 01, seen here at East Main Station. With a HUDSON ALLEN sign on the 600-series car behind 01, we know this scene is no later than 1936 since that route was converted to bus operation in that year. Judging by the weathering of the 600-series car's white safety stripe and known railfan activity in Rochester, this photo was doubtlessly made during the winters of either 1934—35 or, more likely, 1935—36.

While a nose plow moved snow to both sides of the track, and was useful on single-track lines, a shear plow such as plow 01 moved all snow to one side and was well suited to double track lines. In the case of plow 01, snow was pushed to the right. Wing plows could be lowered to move snow even farther from the track. In general size and design, plow 01 had a strong resemblance to NYMT's ex-Philadelphia snow sweeper C-130 and NYMT's line car 2 (formerly C-125).

Built in 1900 (or 1904, depending on your source of information) and rebuilt in 1927, plow 01 could meet any snow emergency. With a total weight of 60,000 pounds and four powerful GE67 (38 horsepower each) motors, double-truck 01 found application on the suburban lines in the open lands north of the city where heavy drifts could form. Both the Seabreeze and Summerville lines often saw plow 01 once snows became so heavy that sweepers could not keep pace.

Eleven streetcar lines including the Seabreeze line were bused in 1936, and the need for plow 01 was correspondingly reduced. Even after the Summerville line was bused in early 1939, plow 01 was retained for emergency service. When surface streetcar operation ended in 1941, plow 01 was consigned to Blossom Road Yard for scrapping, its further use on the left-hand Subway marginalized by its right-hand plows.

READ HEADEND IN COLOR!

Here's how to see this issue in full color. Just go on line and enter this address in your browser:

<http://nymtmuseum.org/headends/16fallm3/fall16.php>

And check out past issues at www.nymtmuseum.org. You'll find issues back to 2001, and all of Charlie Lowe's ROCHESTER STREETCARS features. Enjoy!

working perfectly. Once overhead wire was reached, the stinger was removed and the 161-7 train moved car 7 onto Track 2 in front of the trolley car house. This trapped car 168, but it was little loss as that car remained out of service. It was necessary to store car 7 here as Track 23 was used to securely store TC-1 and flat car 03, which was loaded with the contractor's tools during the track project performed in late August.

BOARD REPORT

At its September meeting, the Board unanimously passed a resolution thanking the volunteers who worked on the track rebuilding project during the year, or who donated funds for this project. Other issues covered at the September meeting included gift shop lighting problems, upcoming special events, and development of the 2017 event schedule.

At its October meeting, the Board approved the purchase of materials needed to complete the electrification of the loop track. This included ceramic insulators from Victor Insulator, annealed 7-strand guy wire, and a new battery for the bucket truck. An Eagle Scout project, to design and build a short trail from Midway directly to the Town's trail system leading to the Genesee River, was approved. The Board also named Dave Coon, Rich Fischpera and Doug Anderson as the museum's Events Co-Chairmen, and tasked them to develop a 2017 event schedule.



NJT CAR 7 MOVES INSIDE AT LAST

With completion of track and overhead into the hay barn this summer, it soon became time to move New Jersey Transit car 7 inside so rehabilitation work could commence. This was performed in a two-stage effort. On Saturday, August 20, car 161 was used to tow car 7 up the hill from its resting spot just beyond Forest Lane. The new stinger was used to power 161 over the 200 feet of unwired track here, with everything



East coast buddies: Philadelphia & Western 161 salutes Newark Subway car 7 at its temporary Track 2 parking place.

Once the track project was completed, plans were made to store car 7 inside on track 23. This move took place on Saturday, September 17. A short test run on the mainline between the Track 1 Switch and the loading area provided volunteers one brief opportunity to ride car 7 before its storage. In good order, car 7 was shifted onto Track 23 and, after a few more photos were made, was shoved inside by 161.


(Continued...)



Easy does it, as P&W 161 carefully pushes car 7 into the main barn on Track 23 where restoration work can begin in earnest.

Photo by Charlie Lowe

Already, car 7 project leader Bob Sass has made progress on car 7. A new battery board has been built to replace the hopelessly damaged one in the car, and new batteries have been purchased. It is hoped that at least some test operation of car 7 will occur in 2017.


Those who helped move car 7 included Bob Achilles, Carter Brown, Rick Holahan, Dick Holbert, Charlie Lowe, Tony Mittiga, Taylor Reed, Bob Sass and Jack Tripp. 

OVEHEAD PROGRESS REPORTED

Even though we are approaching winter weather, overhead work continues. The design plans for the Loop Track overhead are being developed, and final design drawings should be completed before the end of the year. All of the sub-assemblies previously prepared for the Loop Track were used this past year in electrifying Tracks 21 and 23, and new sub-assemblies will have to be designed and made up this winter. Material acquisition to replenish depleted stocks of ceramic insulators and guy wire is well underway.

One of the more interesting problems soon to be dealt with is paying out some more contact wire from our storage spool. The supply of wire on reel car 04 is nearly exhausted, but re-loading it from the heavy storage spool will be a problem to be solved over the winter. Already, Carter Brown is developing concepts to solve this problem.

Rail bonding work will proceed as weather permits. A total of 3 of the 17 rail joints to be bonded have been ground flush. Several track bolts were upgraded as part of this process. To help with the grinding, Taylor Reed and Rick Holahan tested the battery in the bucket truck, found it was defective, and installed a replacement. The bucket truck is often used as a mobile generator, but as the ground gets more saturated with fall rains it will be necessary to shift to use of the Honda generator. It is anticipated that all rail joints will be ready for bonding in the spring of 2017.

Those interested in participating in overhead construction work sessions should contact Chief Lineman Charlie Lowe by e-mail. 


P&W 161 GETS EMERGENCY REPAIRS

A hard-to-turn master controller on car 161 was reported after the Sunday operations on October 16. Responding to a call for help was Ted Strang, who cleaned up a rough contact inside the master controller and lubricated the contacts the next day.

Bob Achilles and Rich Fischpera tested the car on Tuesday, just in time to permit the planned group tour the next day to take place. Others involved in orchestrating this fast response included Dave Coon, Jim Dierks and Charlie Lowe.



161 was once again the center of attention on Sunday, October 23, when the trolley crew noticed the air brake compressor running sluggishly. The first several runs of the day were annulled and many "rain checks" were handed out to disappointed fall foliage visitors, but once again our volunteers went into action to save the day. *Bob Sass and Steve Huse (in the hat), with guidance from Jim Johnson, successfully got 161's compressor running again.*

An examination revealed foreign material on the commutator, and the crew promptly performed a procedure to clean it up. With the procedure completed and the brushes re-installed, the compressor ran fine. After a test run to be sure the brakes were performing properly, public rides were resumed. Thanks to quick work by Bob Sass, Steve Huse, and Jim Johnson, we were back in business in time for a slightly delayed 1:30 run. 

TRACK PROJECTS COMPLETED

A very ambitious 2016 track improvement program was completed on time and under budget by a dedicated group of NYMT volunteers and our track contractor, Nick Giambattista, Inc.

Two areas were selected for improvement, the long section of straight track between Giles Crossing and Scanlon's Curve, and the East Leg of the Loop Track between the loading area and the Loop Switch. Both areas had great concentrations of totally exhausted ties which needed replacement.

Fortunately, funding was available from three sources. Grants from the Farash Foundation provided the bulk of the funding while the annual budget and volunteer donations provided additional funds. *(Continued...)*

The planned work for the contractor consisted of replacing 50 ties on the Giles-Scanlon's section of track and 80 ties on the Loop Track between the loading area and the Loop Switch. Previously, though, volunteers had installed 22 ties in early 2016, complimenting 26 installed here by volunteers in 2011-2012. These ties were placed as a means to help return this section of track to proper gauge. Here, gauge was found to be either narrow or wide by over an inch in spots. Some 25 gauge rods were also installed to improve gauge. The 80 ties designated for replacement were removed prior to the contractor's appearance as a way to concentrate his efforts toward tie installation. All this work was done by volunteers laboring under very hot August conditions. If such volunteerism had not prevailed, far fewer ties could have been installed by the contractor.



The east leg of the Loop Track has been transformed from an almost unusable section of the rail line to one which will soon host our trolley cars.

Photo by Rich Fischpera

The contractor's work was performed in late August and early September. Five days were planned for the work but it soon developed that many more days would be required. Volunteers were required to staff the track car and provide train service as needed for the contractor, and the increase in number of days put quite a strain on the volunteer forces. During the time the contractor was working, volunteer forces were also busy taking on additional jobs. One of these was the complete



Rick Holahan is ready with the rake as Taylor Reed shovels more ballast in the Forest Lane Crossing. Photo by Rich Fischpera

removal of the old grade crossing at Forest Lane to permit re-gauging of track here. The contractor's work was accepted on

September 8. Once the contractor had finished, volunteers used materials on hand and replaced the grade crossing.

New crossbuck signs were also installed recently on the railroad, one at Forest Lane and another at Giles Crossing. Now, crossbuck signs are in place at all our grade crossings as added protection for all.

Volunteers participating in this work were led by Rich Fischpera and included Bob Achilles, Carter Brown, Dave Coon, Rick Holahan, Gary Lamphron, Charlie Lowe, Justin Micillo, Taylor Reed, Patrick Reynolds and Jack Tripp.

A great amount of funding, just over \$20,000, was spent on track work this year. The contingency fund for this project was used to dispose of the ties removed from the track, a first at NYMT. In the end, the entire, complicated job was completed for about \$50 under budget. An incredible \$1,920 of the budget was provided by direct volunteer contributions, a majority of which came from the same volunteers who labored so greatly to accomplish this project.

The 152 new ties placed during 2016, a record number, are a vast improvement for the NYMT Railway. This is especially evident on the Loop Track, which has been transformed from a weed-infested semi-abandoned track to a clean and smooth section of railroad. The next step here is to finally apply the needed overhead components so that trolley operation may commence here. Work is already ongoing with the hope that the entire loop track will become part of the museum's trolley ride during 2017.



HERE AND THERE...

Group Visit News: On October 15th, NYMT was visited by the Electric Railroaders' Association for a group tour. A staged photo at Giles made use of perfect late-day sunshine and some of the last warm weather we will see for awhile. Check out that new crossbuck too!

Photo by Rich Fischpera



Special Events: Autumn is a busy time for us, between Fall Foliage Rides and our elaborate Halloween Trolley Express event. An army of volunteers from NYMT, friends, family and area Scout troops brought the "Express" in on time with trick-or-treating in the museum cars, free pumpkins to decorate, and games for the kids. Donuts and hot cider to take the chill off also delighted our visitors, one of whom sent us an email: **"We had a great time! Thank you to all who put so much effort into such a fun event!!"**. Credit goes to Doug Anderson and his team for a successful event that made many new friends for our...your...museum!





New York Museum of Transportation

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First Class Mail

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 - Family (\$35/yr).....\$ _____
 - Sustaining (\$50/yr).....\$ _____
 - Sponsor (\$100/yr).....\$ _____
 - Patron (\$500/yr).....\$ _____
 - HEADEND via U.S. mail (\$5).....\$ _____
 - Additional donation (please specify below).....\$ _____
 - () Physical plant () 161/168 () 437 () Electrification () PCC car7
 - () General funds () Trolley line extension () Endowment Fund
- TOTAL.....\$ _____

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

11/16

Thank you!

OFFICE USE: log _____ resp _____ comp _____
log _____ resp _____ comp _____