

# HEADEND

## The Journal of the New York Museum of Transportation

SPRING 2016

### 2015 FINANCIAL REPORT

As reported in the Winter issue of *HEADEND*, we met our budget in 2015 for admission income, including summer Sundays, group tours and winter (non-ride) Sundays. Thanks to several generous member donations and a large grant, our income for the year was very good. On the expense side of the ledger, we incurred costs of completing Track 23, and throughout the museum we did a good job of managing our expenses. Overall, our financial picture looks bright, and we look forward to another year of accomplishments.

Here's a summary version of the museum's 2015 Financial Report:

INCOME	
Operations and Gift Shop.....	\$33,556
Cash Donations and Grants.....	31,331
Membership Dues.....	6,425
Interest and Other Income.....	1,234
Total.....	\$72,546
EXPENSES	
Railroad Maintenance and Construction.....	18,834
Museum Facility Maintenance and Repair.....	10,083
Advertising, Events and Publicity.....	5,859
Insurance.....	5,830
Building Utilities.....	4,021
Gift Shop Stock and Expenses.....	3,791
Exhibits and Restoration Projects.....	1,558
Rail and Trolley Operations.....	1,138
Other.....	1,245
Total.....	\$52,359



### SPECIAL EVENTS FOR 2016

The volunteers of the museum are gearing up for a busy season of special events this year. Members are invited to help, and of course we hope you'll join us for the events too.

Here's a brief run-down of the schedule:

#### May 15 ( Sunday) – TROLLEY RIDE SEASON OPENS



Today and every Sunday through October 30, trolley rides are included in a museum visit. The only electric trolley operation in New York State brings back the interurban era of a century ago.

The clickety-clack on the rails and the toots of the air whistle are a unique thrill as the 20-minute trip wends its way through beautiful rural countryside.

#### May 22 ( Sunday) – WE'RE IN THE MOVIES!

The 1948 Greyhound bus at the museum appeared in "Race", the recent film depicting Jesse Owens' fight to compete in the Olympics where he won four gold medals.

The bus will be open for visitors, and tales from the restoration and filming of the bus will be told.



#### June 25/26 (Saturday and Sunday) – ROCHESTER SUBWAY 60TH ANNIVERSARY



The Rochester Subway stopped passenger service on June 30, 1956 and the museum commemorates the anniversary with a weekend of talks and slide presentations, demonstrations of the Subway's fully restored "Casey Jones" speeder, food, and vendors. No reservations required. **Special prices prevail.**



(Continued...)

**July 17 (Sunday) – THE STREETS OF ROCHESTER**



The museum's archives are opened with this presentation of a selection of vintage street scenes in the Flower City. Antique autos, trolleys, buses and trucks will be seen, along with the neighborhoods and downtown of long ago. **Showings at 12:30 and 2:30.**

**August 13 (Saturday) – TROLLEYS AT TWILIGHT**



Many trolley companies across the country once created popular amusement parks and picnic grounds. The New York Museum of Transportation recreates an evening at an old-time "trolley park" with the happy sound of the callopie providing the background for authentic trolley rides through the rolling hills. **SPECIAL HOURS 4:00 p.m. - dusk**

**September 11 (Sunday) – ANTIQUE FIRE TRUCKS**



Pumpers, hook-and-ladders, fire engines...they'll all be there to kick off the museum's annual Fall Foliage ride season. These beautifully restored fire trucks are proudly displayed by the Genesee Valley Antique Fire Apparatus Association. Find out why firemen wear red suspenders! Trolley rides throughout the day.

**September 18 – October 30 (Sundays only) – FALL FOLIAGE BY TROLLEY**



Enjoy the beauty of autumn in western New York State from the window of an authentic 89-year-old electric trolley car. Trolleys depart every half-hour starting at 11:30 a.m. and no reservations are required.

**October 22 (Saturday) – HALLOWEEN TROLLEY EXPRESS**



All aboard the Halloween Special! Children and their parents are encouraged to wear their Halloween costumes and join us for a special day at the transportation museum. The trolley takes you to the Pumpkin Patch where you'll decorate a free baby pumpkin and enjoy delicious cider and donuts. In the museum there's

unique trick-or-treating in Halloween-decorated trolley cars! **Special prices prevail and reservations are required.**

**December 4/11/18 (Sundays) – HOLLY TROLLEY RIDES**



Santa may still use reindeer power, but sometimes he joins you to enjoy a ride on our authentic 89-year-old electric trolley car, recalling another time when families rode trolleys from their rural homes to do their holiday shopping in the city. The museum will be decorated for the holiday. Also, nothing says Christmas like model trains. The museum's large model railroad will be running three trains at once!

**Sundays through the winter (dates to be announced)**

The New York Museum of Transportation is open all year, Sundays only. While our trolleys won't be running outside, we're still running model trains inside! That's not all. We'll be scheduling a series of "mini-events"...slide talks, craft events, readings, and many other treats to tell the transportation story and brush away those winter blues.



## **VOLUNTEER SPOTLIGHT**

Motorists traveling westbound on NYS Rt. 251 toward Scottsville pass over the Genesee River and in a short distance encounter a rise in the highway. The mild “hump” in the roadway at the top of the rise was once the crossing of the Pennsylvania Railroad’s Rochester Branch. Much of the right of way of this line is now the Genesee Valley Greenway, but until 1963 there were occasional freight runs on the line. The tracks in this area lay abandoned until the late 1960s, and therein starts our tale of long-running museum volunteer, Nancy Holland.



Nancy grew up in a home on Rt. 251, close to the Pennsy line, on land formerly owned by her paternal grandfather. She was born two years before service stopped on the line, so she hasn't any memories of trains passing, but she says she used to walk on the abandoned tracks when she was growing up. Nancy has an older sister, Pat, and a younger brother, Jim, who is a long-time member of NYMT. Her uncle, “Yank” Wiesner could sometimes be found at the museum too. Always dressed in his trademark bibbie overalls, he is fondly remembered by early volunteers.

Nancy's dad, Lawrence Wiesner, operated his own business out of the house, doing electrical and plumbing work as well as selling Hotpoint appliances. Her mother, Marion, served as dad's secretary and bookkeeper. Nancy tells us her mom was very organized, and we can see a lot of that has rubbed off on Nancy.

After attending Wheatland-Chili High School, Nancy attended Bryant & Stratton College where she got an Associate's Degree in Secretarial Science. She enjoyed learning bookkeeping and shorthand and found the latter particularly useful at home during the Christmas holidays. As her mom used to do, Nancy made out Christmas gift shopping lists that guarded the surprise, as no one else in the family could read them!

Degree in hand, Nancy took a secretarial position at Monroe Developmental Center. There, she worked with CathyAnn Howes, who was a significant contributor to the creation and early development of NYMT. At a party in 1986, CathyAnn introduced Nancy to museum volunteer Bill Holland, and the next year the two were married.

Through Bill's involvement at the museum, Nancy “drifted” into doing the bookkeeping. Back then, the gift shop had a big, old mechanical cash register and part of Nancy's job each

open day was to read through the paper tape to categorize the various sales. She shared her Treasurer duties with Ted Strang and others since she lived so far from our bank, but she kept all the books for us for ten years.

As children came along, Nancy handled the bookkeeping at home in Bergen, New York. Step-son, Chris, had been born in 1981, and the family grew with the birth of Craig (1990), Julianna (1993) and Heather (1994). Nancy recalls the years during the kids' growing up as a flurry of sports activities, 4H, Scouts, and Civil Air Patrol, among many other things.

True to form, in addition to ferrying the family around to these activities, Nancy took positions of responsibility in each. She was a Girl Scout Leader, Assistant Cub Scout Leader, and a Leader in 4H. In addition she was an adult member of the Civil Air Patrol, President of the Ladies of Charity at her church, and has been a member and officer of the Bergen Business and Civic Association. As the old rule goes, if you want something done, give it to someone who's already busy!

By 2000, with all the youngsters now in school, Nancy started her present job close to home at the Byron-Bergen Central School System offices. As secretary to the Department of Special Education, she enjoys contact with the parents and students and handles a variety of secretarial duties.

In 2013, with all the kids out of high school and on to college, Nancy found the time to return to volunteering at NYMT, and we gratefully added her to the small but dedicated group of gift shop and ticket desk people. She likes being busy, and she's as organized as her mother was. Nancy prefers the ticket desk, but handles the gift shop side of things equally well, and is an ace at running the numbers at the end-of-the-day closing.

Nancy has also been helpful with some of our special events, like the Halloween Trolley Express, and she has helped Doug Anderson with the annual gift shop inventory.

When asked what she sees in NYMT's future, she first tells us she wants to continue to be a part of it (yay!), and looks forward to the museum's ongoing evolution and growth. Nancy Holland has been witness to much of the growth we've experienced over the years. We thank her for the parts she has played in all that, and will enjoy continuing to work with her as the future unfolds.

## **SOME LOCAL RAIL BOOKS**

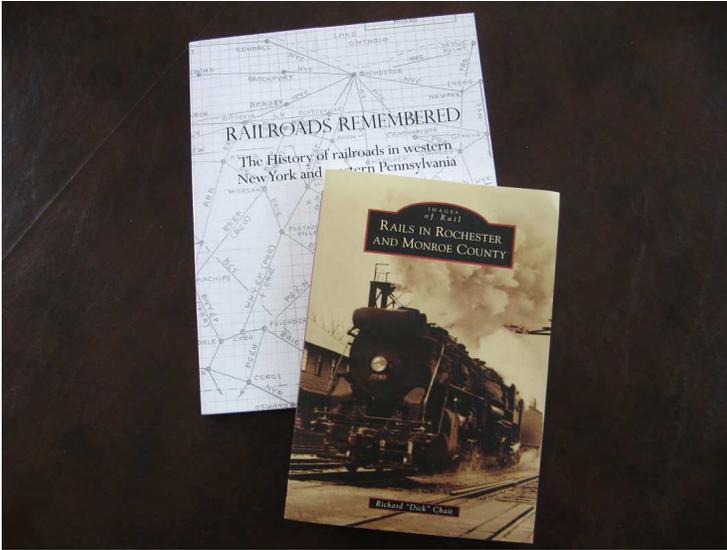
A couple of new books have been published that deal with railroads in our neck of the woods.

In Arcadia Books', “Images of Rail” series, there's “Rails in Rochester and Monroe County” by Richard “Dick” Chait. In Traditional soft cover Arcadia format of 2 B&W photos per page with detailed captions, the book covers railroad and trolley activity in the area. The book runs from early railroad history through the first-generation diesel era.

Chapter titles include: Major Railroads Come to Town; Rails and River Meet in Charlotte; The Historic Hojack Line; Railroads of the Genesee River Valley; Producing Freight Cars in East Rochester; Getting Around by Streetcar; Iron Horses of the New York Central Main Line; and Watching the Bulldogs, Sharks, and More. 127 pages, \$21.99.

“Railroads Remembered...the History of Railroads in Western New York and Western Pennsylvania” is privately published,

and is a large format, soft cover book featuring B&W photos, maps and text.

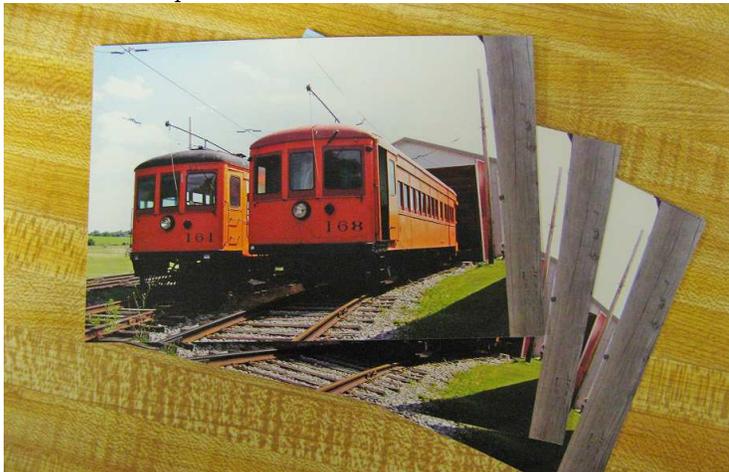


The book sections are “1800 – 1900 Growth of Steam Railroads” (19 chapters on the rail lines, the investors, notable bridges, and overall development); “1900 – 1945 The Golden Age of Steam Railroads and the Era of Electric Railroads” (3 chapters covering luxury trains, stations, and electric railways); “1945 – Present The Era of Diesel-Electric Locomotives” (4 chapters covering steam locomotives, mergers, Amtrak, rails-to-trails); “Area Railroads in the 1800s and 1900s” (6 chapters with geographic coverage); and “Personal Railroad Recollections of the 1900s” (4 chapters of reminiscences by area railroad employees).

Both of these books add to our knowledge of the history and development of rail transportation in our area. 

## POST CARDS

The museum gift shop has a great array of trolley post cards covering equipment from lines around the country, but cards showing off the museum's collection haven't been in the racks for several years. That's going to change. We've recently added a new post card featuring our two operating cars, former Philadelphia & Western 161 and 168.



Collectors will want to pick up a few of these new post cards, and our visitors will surely appreciate having a memento of their trolley ride with us. There are lots of potential subjects at NYMT, so a continuation of the series is probably “in the cards”. 

## ALL'S “FARE” (part 1)

Strategically placed in the passageway where our visitors amble to and from their trolley ride is a transit fare box. While it plays its part as one of the many artifacts around the museum that add depth to the visitor experience, the fare box also bids visitors to drop in some coins as a donation. This happens with uncommon regularity, and the locked container inside has to be emptied several times a year.

More than just an alms box, this particular fare box provides a hands-on learning experience. Like essentially all devices of



the type, the box is designed to let the bus driver or trolley motorman view the coins as they drop down a zigzag path visible in the photo. At the bottom of this path, the coins rest in clear view until the lever is pushed, dropping the coins into the locked container. Kids enjoy it, and adults are happy to see their change go to a good cause. About the only problem we've had is the occasional ten dollar bill stuffed into the coin opening!

This particular fare box is a product of the Grant Money-Meters Company of Providence, Rhode Island. While ours is strictly a manual machine, the Grant company also made several more exotic models that among other talents rang separate tones for different coins as they rattled and jingled down the zigzag chute.

There's a YouTube video of a General Motors film that was made during Philadelphia's transition from streetcars to buses in 1958 ([youtube.com/watch?v=29i\\_DTIEGNg](https://www.youtube.com/watch?v=29i_DTIEGNg)). One scene early in the film shows happy commuters boarding a new “old look” bus and dropping their fares into a box just like ours. The driver pushes the lever on the box to drop the coins after each passenger's contribution. We have several of these Grant fare boxes at NYMT and it's likely they all came from the Philadelphia system.

*(Continued on page 7)*

# KID'S KORNER

Here's some fun for our younger readers! Let us know how you like this, and send us your suggestions, quizzes and creative ideas. Enjoy!

## A MIX-UP IN THE TRAIN YARD

Uh oh! Yardmaster Sam is on vacation and his assistant Clem has things all mixed up at the rail yard. He needs help putting the train together in the right order, but he can't figure out which is which. Can you help him? Unscramble the letters in each of the four items and write them in the spaces (and in the right order!).

OGADNOL   MEVOTCLOIO   SOBEOCA   RNTDEE

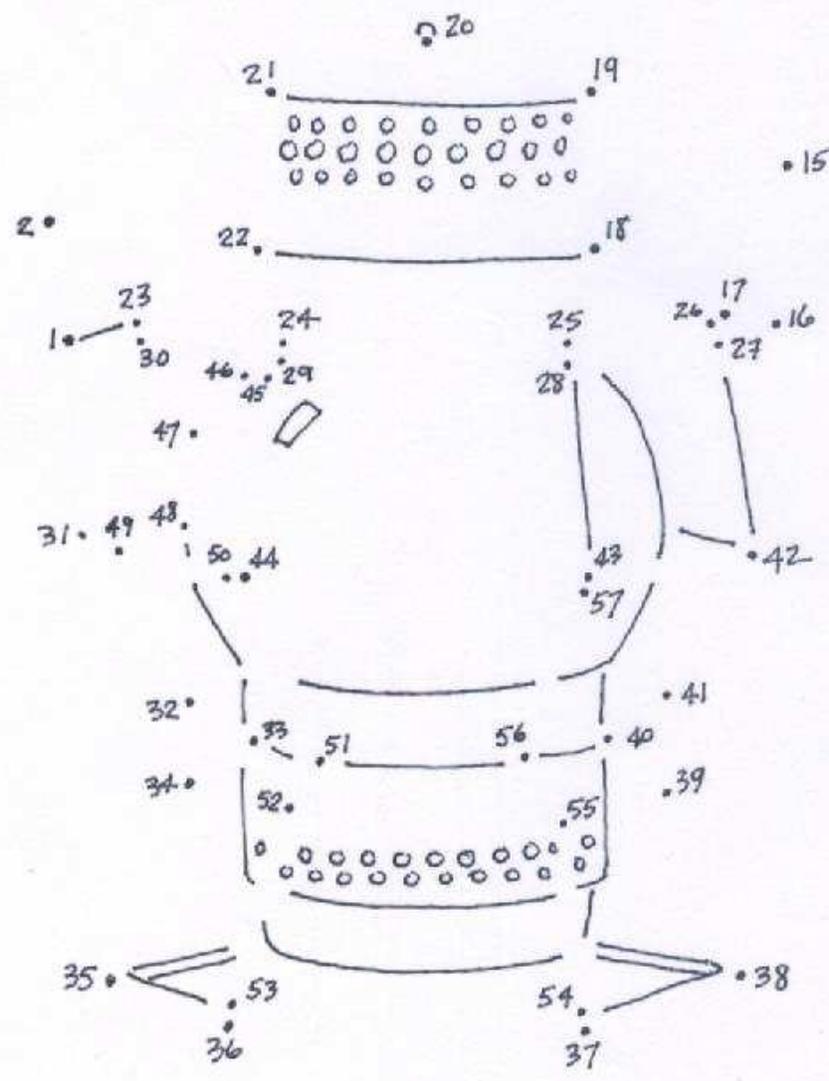
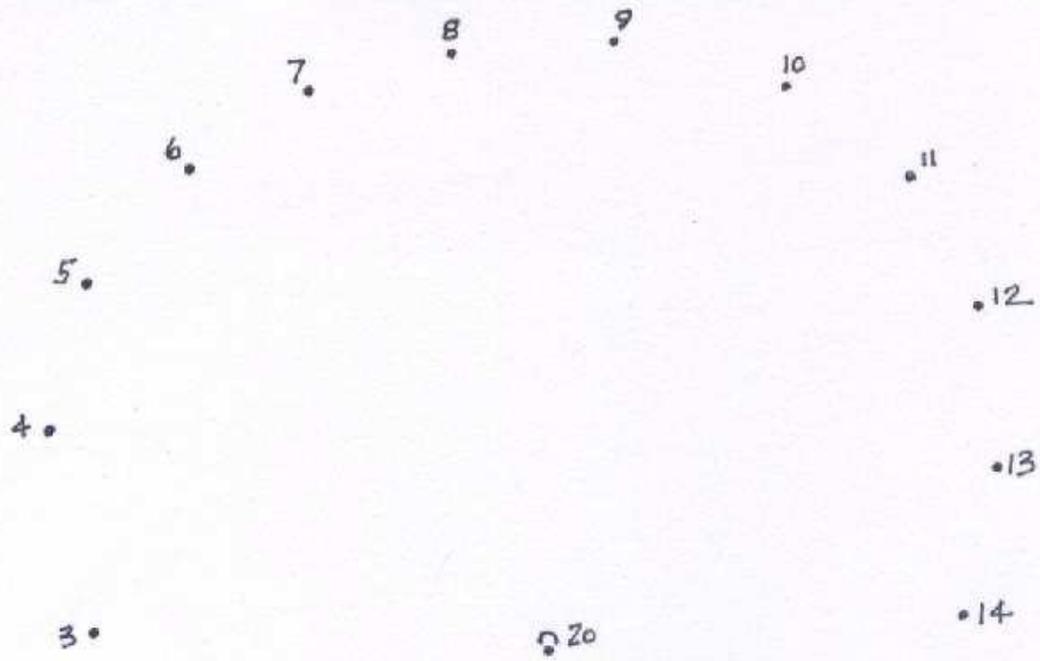
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## HOW MUCH DO YOU KNOW ABOUT TROLLEYS?

Here's a short quiz about trolley cars. You can find out all the answers at the museum, so come out and see us soon!

1. What is the power for a trolley car?
  - gas
  - oats
  - electricity
  - wood
  
2. What is the ticket taker on a trolley car called?
  - engineer
  - conductor
  - fare register
  - passenger
  
3. What does the motorman use to stop the trolley car?
  - trolley pole
  - controller
  - air brakes
  - headlight switch
  
4. Where are the motors on a trolley car?
  - in the trucks
  - in the engine compartment
  - behind the motorman
  - at the substation

Turn the page and see what you'll find when you connect the dots!



# ROCHESTER STREETCARS.....No. 78 in a series



Rochester Transit Corp. 68 Photo by John D. Wilkens

by Charles R. Lowe

In keeping with streetcar tradition, passenger operations on the Rochester Subway were closed out with the "newest" car on the line. Since all 12 of the 46-series cars in use were constructed simultaneously in 1916, the highest numbered car of this series, car 68, was selected for last car honors as the Subway's ceremonially, at least, "newest" car. It had been in use during the day on June 30, 1956, as many photos attest. After a busy day during which many "last-day" riders, including a fan trip car, rode the line, car 68 pulled out of City Hall station at 12:54 a.m. on July 1, 1956 with the final passenger movement on the Subway.

Last runs often occurred in nighttime hours when photography was difficult. When car 68, loaded with a crowd of never-say-die fans, reached Rowlands Loop at 1:09 a.m., John D. Wilkens was ready with flash equipment for making the only known last-run photograph. We see car 68 stopped for the photographer, with a few of the fans on the ground to survey the scene. Operator Harry

Beach can be seen in the front window; he has yet to change the destination sign.

In a moment after the snap of the camera, all loaded car 68 for a last run back to the Subway car house, arriving at 1:36 a.m. Passenger service on the Subway was ended, and electric railway passenger service was gone from the Rochester area until resurrected at NYMT some 45 years later.

ALL's "FARE" (continued from page 4)

## The Grant Electrolock

*Gives You*

— the features of  
the world's finest  
lock box ...

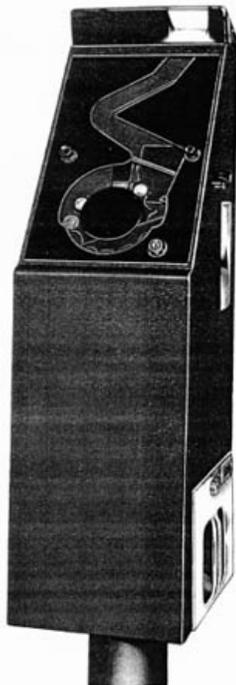
**THE GRANT  
FARELOCK**

*plus*

— the features of  
the world's finest  
registering fare box ..

**THE GRANT  
ELECTROFARER**

*not only the best ...  
but lowest in cost!*



are still valid payment on many lines, but there are also various weekly and monthly passes, and cards that work like gift cards, subtracting fares with each use.

NYMT has yet to try collecting any of these more modern devices. Among the older type, we have several examples. But before we get into them, here's a brief look at the history of "fare boxes" in the transit world.

Down through time, there have been various arrangements and devices for public transit passengers to pay for a ride. On many horsecar street railways, a uniformed conductor was responsible for collecting fares. However on shorter lines, and on many that struggled with high operating costs, smaller "bob tail" cars were used. The conductor was dispensed with and riders paid their fare to the driver, depositing the money in some form of container.



A very early example is on loan in the museum's archive and dates back to horsecar days. It features a glass container in the shape of a kerosene lantern globe, to which is clipped a leather pouch to contain the coins. Between the glass and the pouch is a pivoting "inspection plate" that displays the coins. The driver then drops the coins by means of a knob seen in the photo on the left side of the fare box. Above the top opening of the glass is a shield, perhaps to avoid rain entering or to help guide coins toward the opening.

*The Grant company also sold automatic registering fare boxes that bore a family resemblance to the manual ones at NYMT.*

Today's fare devices on transit lines are sophisticated electronic machines that can be tailored to the many different fare systems employed around the country. Coins and bills

Conversion from conductor-assisted operation to driver-only wasn't met with applause by riders. One problem was the need to walk from the rear boarding platform to the front of the car to pay the fare. This could be a struggle in a crowded car, especially when finding a seat would be more important to the passenger. A solution was in the installation of a

slanted rail running from the rear to the front of the car. Passengers could secure a seat, then place their coins in the rail to roll forward to the driver and his fare box.

With the advent of electric traction, public transit grew in popularity and the size of trolley cars grew apace. In most cases, the position of conductor was reinstated to handle the larger volume of passengers and to allow the motorman to tend to his important business.

Keeping the system honest led to development of fare registers operated by the conductor as he collected fares. Some of these devices displayed the amount received but all announced the transaction with a loud bell, assuring the rider that the fare would go to the company and not into the conductor's pocket.



*Fare registers like this International Register Co. model were prominently mounted for conductor (and passengers) to see.*

Even with honest crew members, security could be a concern. A trolley car could be a rolling cash machine, and it was wise to develop a way to protect the money in transit. The need became more important when street railways reduced operating costs by once again eliminating conductors. Fare collection was now up to the operator up front, the motorman. A fare box was needed that would minimize the intrusion on the motorman's attention and provide a pilfer-proof container for the money.

*We'll address this need in the Summer issue of Headend. Be with us then as we learn about the many mechanical devices devoted to collecting fares for transit companies.*

## SHOP REPORTS

**Genesee and Wyoming caboose 8:** Justin Micillo performed some priming of exterior areas on caboose 8 during a warm Sunday in March.

*Charlie Lowe*

**Philadelphia and Western 161:** Jay and Todd Consadine washed all the windows in 161 on a cool March 19. The car looks showroom clean! On April 3, Bob Achilles, Bob Miner and Charlie Lowe oiled all journal boxes and motor bearings. The air system was tested and found to be in good working order. Bob Miner checked the oil in the compressor on April 16. Bob Achilles, Jay, Tod Justin and Charlie moved 161 and 168, positioning 161 on Track 2 and storing 168 on Track 1.

Track 2 is not obstructed by a platform, making it a better choice for annual motor inspection.

*Charlie Lowe*

**Philadelphia and Western 168:** Jay and Todd Consadine washed the cab windows on 168 at the same time they washed 161. The journal boxes were oiled at the same time as those on 161. The compressor valves were removed, and Bob Miner cleaned them at his workbench. When they were replaced, the back-spinning of the compressor was slightly reduced but the recycle timing remained low. Additional testing was planned. Bob Sass and Dick Holbert assisted Bob Miner, Bob Achilles and Charlie with this work. Tony Mittiga and Bob Miner oiled the car's motor bearings on April 14.

*Charlie Lowe*

**Railroad:** Grinding has proven to be more efficient than sawing in the removal of old rail joint bar bolts in order to replace them with proper Dudley bolts. On April 14 the crew of Taylor Reed, Rick Holahan and Rich Fischpera worked north from Midway station, identifying "spinner" bolts that were not close to rail bonds so they could be removed by grinding. Nine bolts were replaced, leaving an additional 66 to be done prior to start of trolley operations May 15.

Two pressure treated 6 x 6 poles 12 feet long have been purchased to mount cross bucks at BOCES crossing. One bundle of 20 relay crossties has been approved for purchase, and thanks to Justin Micillo's work with CSX local management, the donation of 8 to 10 relay ties has been arranged.

*Rich Fischpera*

**New York Central Crossing Shanty:** Work has begun on painting the structure, with a crew of Rick Holahan, Justin Micillo, Carlos Mercado, Tony Mittiga and Rich Fischpera. By mid-April the north, west and east walls were scraped and some priming applied to them. The door is in need of repair, and decorative trim and two base board pieces will be repaired. At this writing, the entire structure has been primed, awaiting warmer weather for the top coats. Expectation is to have this project completed by June 24, and all are welcome to participate.

*Rich Fischpera*



*Carlos Mercado, Tony Mittiga and Rich Fischpera are on the job, scraping down the NYC crossing guard's shanty.*

*Bob Achilles photo*

**Exhibits:** Dick Holbert installed a power line to the traffic signal, controlled at the same wall switch as the display cabinets in the auto aisle. Dick and John Ross made a temporary connection to the signal control module and operation of the signal was successful. Final connection will be made before ride season opening.

*Jim Dierks*

**Operations:** Almost all of those trolley crew members who will be operating on the NYMT Railway this year took their annual rules class on March 12.

*Charlie Lowe*

**Overhead on Track 23:** The NYMT Board of Trustees authorized the purchase of a bucket truck at its February meeting, and the truck made its appearance at the museum two days later. Warm weather after the March 12 rules class permitted Jack Tripp, Bob Achilles and Charlie Lowe to use the new bucket truck and install some overhead parts. These included the section insulator outside the barn, and the upper sections of two downguys at the site of the Track 23 Switch wire frog. A cold but sunny March 19 session saw Bob, Charlie, Jay and Todd install the compression pipe inside the hay barn and the trough fitting and HS clamp at the hay barn door.



*Charlie Lowe and Todd Consadine are on the tower car over Track 23 installing the compression pipe between the poles.*

*Jay Consadine photo*

Additional subassemblies for the wire frog cables were made up in late March. Dick Holbert installed the end-of-track cross-bond cable on April 3. On a very productive April 16, a cross bond and associated ground rods were installed just in front of the hay barn.



*Jay and Todd Consadine, and Dick Holbert finish up installing the crossbond on Track 23.*

*Bob Achilles photo*

A long jumper cable, necessitated by a rail joint being directly in a wheel path in the main entrance roadway, was also installed on this day. Both jobs required pick-and-shovel digging, admirably performed by Jay and Todd Consadine, with an assist from Justin Micillo. Dick Holbert made the necessary connections at both sites, after which the excavations were backfilled. This work completed the return circuit work for the track 21/23 electrification project.

*Charlie Lowe*

**BOCES Grade Crossing:** At its March meeting, the Board of Trustees approved design work to commence on this grade crossing. The completed Plans, Specifications and Estimate package were submitted on April 16 for Board consideration.

*Charlie Lowe*

**Reel car 04:** A safety chain system was installed on April 16.

*Charlie Lowe*

**Tower car 020:** A safety chain system was installed on April 16.

*Charlie Lowe*



## PHIL McCABE

1930 - 2016

We are saddened to report the passing of a longtime volunteer member of the museum, Phil McCabe. Phil is best remembered at NYMT for his service in track car operations on Sundays and for weekday group tours, as well as his generous help with the many signs that direct and welcome our visitors.



*Phil and Cathy McCabe redid our highway sign for us.*

Phil had a great interest in local history and in his later years concentrated on matching Google Earth photos with old railroad maps. Phil's interest in aerial photography no doubt aligns with his Kodak career where he worked on films used by the U-2 spy planes. Our condolences go out to Phil's wife, Cathy, and their family.

## New York Museum of Transportation

Our museum is open all year on Sundays only, from 11 a.m. to 5 p.m. Group visits during the week can be arranged by appointment. Entirely run by dedicated volunteers, the museum features summer, fall and Christmas season rides on the only trolley railroad in New York State as well as numerous hands-on exhibits, trolley cars, steam locomotive, horse-drawn and highway vehicles, three model railroads, and a well stocked gift shop. Our website archive features more than 2,000 photos and artifacts available for research on line.

P.O. Box 136, 6393 East River Road, West Henrietta, NY 14586 (585) 533-1113 [www.nymtmuseum.org](http://www.nymtmuseum.org)



# New York Museum of Transportation

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## First Class Mail

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If you aren't already a member of the museum, or if you know someone who would like to be, here's your chance to help us preserve transportation history. ↓

*Thank you for your help in preserving transportation history!*

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

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| _____ Student (\$10/year)    | _____ Sponsor (\$100/year)  | <b>Contact me about becoming an active volunteer. I would like to work on:</b><br><input type="checkbox"/> trolley motorman/conductor<br><input type="checkbox"/> gift shop staff/ ticket desk<br><input type="checkbox"/> mowing, maint. <input type="checkbox"/> track car operator |
| _____ Individual (\$20/year) | _____ Benefactor (\$250/year)   |   |
| _____ Family (\$35/year)     | _____ Patron (\$500/year)   |   |
| _____ Sustaining (\$50/year) | _____ <b>Additional donations:</b> Physical plant (\$_____); 161/168 (\$_____); 437 (\$_____) |   |
|                              | Electrification (\$_____); PCC car 7 (\$_____); General funds (\$_____)                       |   |

**Return to:** [New York Museum of Transportation](http://www.nymtmuseum.org)  
P.O. Box 136  
West Henrietta, NY 14586

Trolley line rail extension (\$\_\_\_\_\_); Endowment Fund (\$\_\_\_\_\_)  
**OFFICE USE:** log \_\_\_\_\_ resp \_\_\_\_\_ comp \_\_\_\_\_  
log \_\_\_\_\_ resp \_\_\_\_\_ comp \_\_\_\_\_ 11/15