

NEW YORK MUSEUM OF TRANSPORTATION

HEADEND

Volume 35, Number 1

January–April 2021

MUSEUM REOPENING APPROVED FOR MAY 2021

At its March 16, 2021 meeting, the NYMT Board of Trustees approved an extensive plan for re-opening NYMT for public visitation on May 16, 2021. Of course, this presumed that COVID conditions would not relapse prior to the planned re-opening.

The museum buildings and grounds are to be open to the public on Sundays from 11:00 A.M. to 4 P.M. starting on May 16, 2021 and continuing without interruption until October 31, 2021. A two-Sunday Holly Trolley event is planned for December.

Trolley operation will be undertaken on a mostly twice-a-month basis during the season. The planned dates of trolley operation are as follows:

Saturday, June 12, 2021: Trolleys & Trains @ Twilight No. 1 (Joint event w/ RGV).

Sunday, June 27, 2021: Regular Sunday operation.

Saturday, July 10, 2021: Trolleys & Trains @ Twilight No. 2 (Joint event w/ RGV).

Sunday, July 25, 2021: Regular Sunday operation.

Sunday, August 8, 2021: Regular Sunday operation.

Saturday, August 14, 2021: Trolleys & Trains @ Twilight No. 3 (Joint event w/ RGV).

Sunday, August 29, 2021: Regular Sunday operation.

Sunday, September 12, 2021: Regular Sunday operation.

Sunday, September 19, 2021: Antique Fire Trucks event.

Sunday, October 3, 2021: Fall Foliage No. 1.

Sunday, October 10, 2021: Fall Foliage No. 2.

Sunday, October 17, 2021: Fall Foliage No. 3

Saturday, October 23, 2021: Halloween Event

Sunday, October 31: Fall Foliage No. 4

Sunday, December 5, 2021: Holly Trolley No. 1

Sunday, December 12, 2021: Holly Trolley No. 2

As can be seen from this list of dates, the intent is to cluster events on the dates when the trolley is expected to operate.

When the trolley is in operation, public access will be limited to 50% capacity of trolley seating with hourly runs. When using car 168, as is expected, this means that 26 seats will be available for the hourly runs which will leave NYMT at 11:30 A.M., 12:30 P.M., 1:30 P.M., 2:30 P.M. and 3:30 P.M. A system of advanced-sales ticketing will be used for trolley ride days. For Sundays when the trolley is not in operation, visitors will be able to walk into the museum and pay their admission in the gift shop as was formerly done.

It is obvious that much work awaited volunteers in re-opening NYMT. Although NYMT had weathered the past year-and-a-half in good condition, much cleaning and minor repair work needed to be done before visitors began to arrive in May.

Jim Dierks managed cleanup inside the milking parlor and hay barn with the “Thursday Crew” beginning shortly after his return from Florida in mid-April. Contact Jim if you are interested in continuing this important work. Dave Coon is coordinating mowing and grounds work; contact him if you are interested in lending a hand with this vital effort. And, I will be coordinating the resumption of trolley service, so contact me if you can assist or want to be part of the railroad crew this year.

I urge volunteers to remain mindful of COVID-19. We need to maintain social distancing or, when this is not practical, wear a facemask. Hand washing and use of sanitizers will further ensure the safety of all. You may also be able to be vaccinated, and this will add yet another layer of protection.

Finally, I hope that all volunteers can band together and make our efforts in 2021 a happy and useful time spent protecting and nurturing the museum we all love.

Charlie Lowe, NYMT President



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SHOP REPORT

Philadelphia and Western 161 — Car 161 heater repair work has been advanced by the selection of a preferred vendor for the heater frames. Jim Wiesner will be the liaison for obtaining the heater frames and other materials needed for restoration of the coach heater system in this car. This car was oiled by Jay Consadine and Bob Achilles on April 24.

Philadelphia and Western 168 — Work commenced on replacement of the side windows glazing on car 168 on February 9, 2021 when Bob Achilles, Doug Anderson and Bob Sass met at the museum and reviewed conditions concerning this project. Two windows were removed so that Doug could take them home for work.

Plywood panels were inserted in the openings to prevent birds from entering the car. On April 24, Doug was out at the museum to consider some final details of the project.

Exhibits — The Thursday crew resumed its activities on April 22 by creating a new exhibit. Using O-scale 2-rail model locomotives donated by Michael Birkemeyer of Stoney Creek, Ontario, the exhibit shows the “apex” of New York Central steam power. In the photograph made by Jim Dierks, the locomotive on the left is a 4-6-4 with streamlining designed by Henry Dreyfuss. The locomotive in the middle is also a Hudson, and its streamlining was designed specifically for the Empire State Express when that train was streamlined. Several cars from this train, which debuted on December 7, 1941—the same day as the attack on Pearl Harbor—are preserved at Rochester and Genesee Valley Railroad Museum. The locomotive on the right is a 4-8-4 Niagara, which was used in both passenger and freight service. The Niagara locomotives were introduced in 1945 and were New York Central’s last new steam locomotives. [Note: NYC aficionado Bob Achilles observed that “the Niagaras were not the last steam engines built for NYC. In 1948, ALCO built seven 2-8-4’s for P&LE. Interestingly, the tenders were built by Lima. They were the last steam engines built by ALCO. After P&LE was dieselized at least some of them ran on the Big Four for a brief period. They were all retired in 1956 and scrapped in 1957.”]



New locomotive models are now on display as NYMT’s first new feature of 2021. Photo by Jim Dierks

Grounds — The lawn mowing season began with Dave Coon, Rick Holahan, Taylor Reed and Rand Warner making a first cut in late April.

Midway Lights — In order to provide some fixed lighting at Midway for nighttime passenger exchanges between NYMT and RGV trains, a new installation of five lights has been devised for Midway. An extensive design report for this project was written, and the Board of Trustees voted to approve the project in March. A span wire is to be hung between two poles opposite the Midway (ex-Rochester, Lockport and Buffalo) waiting shelter, and five light hoods in stock at NYMT are to be

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hung at 20-foot intervals along this span wire. Power for the lights will be provided directly from the trolley wire. These lights will provide a continuous path of light between trains of the two museums, which can be augmented as needed by hand-held lanterns. Several of the components needed for this installation have already been obtained, and work is underway. It is hoped that these lights will add safety and authenticity to this year's upcoming joint NYMT-RGV operations.

Milking Parlor — Repairs to one of the three sets of sliding doors on the milking parlor have recently started. The door, which is located near the silos, had missing boards and was open to animals seeking shelter inside the milking parlor. Initial repairs were made in early April; more work will return these doors to good condition.

Substation — The annual inspection and cleaning of the substation began on April 24, with Bob Sass and Dick Holbert getting about half the work done that day. Upgrades authorized by the Board are also underway.

Board — At its meeting on January 19, 2021, the Board agreed that while the 2021 budget is an austerity budget, the funding it provides is ready to be used. The Board approved a non-discriminatory policy for NYMT. The Board also approved motions that provided for the following: a) That Nancy Uffindell and Doug Anderson can investigate producing virtual programs and sharing them via zoom-type meetings with the community to help reawaken interest in NYMT; b) That the \$500 grant provided to NYMT by Friends of Philadelphia Trolleys, which was intended for the maintenance of either car 161 or 168, be used to replace the plexiglass side windows in 168; and c) That Bob Achilles become the Project Manager for improvements to be made to the ceiling in the model train room, and that work commence on this project as soon as practical.

At its next meeting, held on March 16, 2021, the Board reviewed information concerning the recent substation incident. Motions were made and passed concerning the following: a) That the Midway light project be approved; b) That the 2021 Program for Public Operations, developed by Jim Dierks, Doug Anderson, Nancy Uffindell and Jim Wiesner, be approved; c) That the former restriction on volunteer access to the NYMT office, milking parlor and hay barn be rescinded; d) That a preferred vendor be selected for car 161 heater frames; and e) That state law be the basis for requiring use of facemasks inside NYMT buildings on NYMT grounds.

At its April 13, 2021 meeting, the NYMT Board made several decisions concerning the substation. The Board decided to provide funding for the substation to implement new security and emergency measures.

JOHN H. EMERY RAIL HERITAGE TRUST MAKES GRANT TO NYMT

The John H. Emery Rail Heritage Trust has made a \$5,000 grant to New York Museum of Transportation in

support of the ongoing project to rehabilitate the coach section heat system in former Philadelphia and Western car 161. This project has been ongoing throughout the Great Pandemic, and all preparation work, including the shop drawings for the complicated heater frames, has been completed. A vendor for producing a new set of these heater frames has been named, and the Emery grant funds the construction of these all-important assemblies.

John H. Emery (1937–2012) was a native of Chicago and fascinated with railroading and travel by rail. He was a successful businessman and became an equally successful philanthropist. The John H. Emery Rail Heritage Trust's stated purpose is "to help re-create and preserve, to the extent possible, the rail passenger travel experience as it was in the U.S. from approximately 1920 through 1960." Great importance is placed on restoration projects which strive to return historic rolling stock and buildings to active service in an authentic manner. NYMT's interurban operation, the only one of its kind in New York State, operates its historic 1920s cars as they would have been a century ago.

This grant was the first made by the Emery Rail Heritage Trust to NYMT. The grant furthers the mission of NYMT by enabling winter passenger operations at NYMT for years to come.

COVID-19 POLICY FOR NYMT

As part of NYMT's reopening, the museum's COVID-19 policy has been published on its web site. Important points of this policy include the following:

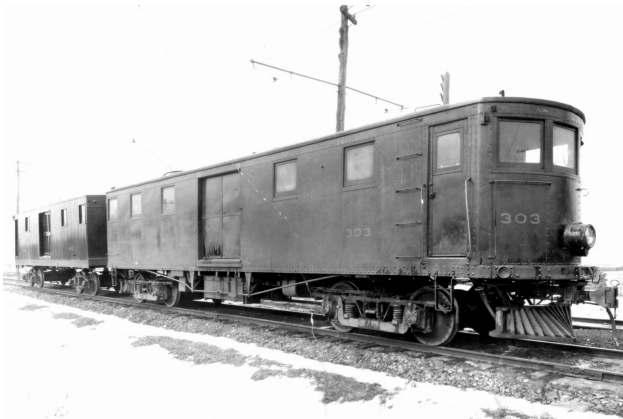
Museum Responsibilities

1. The museum will operate at reduced capacity in line with New York State requirements.
2. All volunteer staff will wear masks.
3. Hand sanitizer stations will be available at locations in the museum.
4. High-touch surfaces including those in bathrooms will be cleaned throughout the day.

Visitor Responsibilities

1. Masks covering the nose and mouth must be worn by all visitors age 3 and up.
2. Maintain the recommended social distance of 6 feet from other visitors.
3. Parties entering the museum together may stay together and children must remain with an adult at all times.
4. Use the hand sanitizing stations located throughout the museum.
5. Stay home if you are sick, prone to infection or in a high-risk category.

Rochester Streetcars: No. 104 in a Series



RL&B RR 303 and 402 Photo from Charles C. Robinson Collection

One of the great interests of the late Charlie Robinson (former NYMT motorman) was trolley freight. Charlie maintained an excellent personal collection of photos centered around the freight-carrying capabilities of electric interurban railways in the United States. From 1910 to 1922, it was possible to ship freight solely by electric interurban railways from Central and Western New York to such faraway points as Cleveland, Toledo, Detroit, Cincinnati, Indianapolis and Louisville.

One link in this network was the Rochester, Lockport and Buffalo Railroad, known prior to 1919 as the Buffalo, Lockport and Rochester Railway. This line, opened in 1908, ran cars between Rochester and Lockport. It linked with International Railway’s Lockport–Buffalo line to form a Rochester–Buffalo through route. Two wooden freight motors and five wooden freight trailers served the

line’s freight needs but in 1916 all-steel freight motor 303 was added to the roster.

The steel freight motor, numbered 303 (the wood freight motors were 301 and 302), was a double-end, double-truck, arch roof car some 50 feet in length. It was ordered by BL&R from J. G. Brill in Philadelphia under shop order 19825 on November 19, 1915. From 1911 to 1917, BL&R was under the control of the Beebe Syndicate, which was centered in Syracuse. The Beebe Syndicate operated the interurbans radiating from Syracuse, including the Rochester, Syracuse and Eastern, but excluding New York State Railways’ Oneida line (Syracuse–Utica). Freight was of growing interest to interurbans as a source of revenue. Beebe management may have felt that a third freight motor would be needed for the expected increase in freight. In fact, some trains of standard steam railroad cars did materialize; Bill Gordon documented that loaded coal cars from the Buffalo, Rochester and Pittsburgh were deposited at the BL&R/RL&B car house near Rochester for delivery by interurban to Albion. Car 303 would have been useful in operating such trains as well as trains using standard interurban freight trailers as shown.

Our photo, made from a copy negative of a torn print, shows car 303 early in the days of the RL&B; the car is lettered for that company. In his book *Travelectric* (p. 143), Jim McFarlane dates a similar publicity photo of cars 215 and 504 to circa 1920 and gives the location as being at the Rochester car house. The pattern of snow in both photos is the same so McFarlane’s identification applies to both photos.

Car 303 served on the RL&B until that line’s demise in 1931 but was apparently scrapped along with most other RL&B cars a year or two later.

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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ADDITIONAL DONATIONS

Additional donations you make are a vital way to support the museum! Please consider one of the following categories for your financial support:

General Fund..... \$ _____

(The General Fund is used to pay expenses as they occur throughout the year.)

Philadelphia and Western 161 and 168..... \$ _____

(Our operating cars need continual work to keep in good condition, and donating to this fund helps keep them running.)

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

Thank You!