

STEEL WHEELS MEET RUBBER TIRES
OUTSTANDING TURNOUT OF ANTIQUE AND CLASSIC VEHICLES FOR INAUGURAL EVENT
By Matt Nawn



Here are some fun facts from this event:

- Total Registered Vehicles: 29
- Total Automobiles: 24
- Total Trucks: 3
- Total Motorcycles: 2

Oldest Automobile: 1906 Stanley Steamer

Newest Automobile: 1987 Lincoln Town Car

Most common cars registered:

- 1931 Model A Ford: 2
- 1949 Plymouth: 2
- 1956 Chevrolet Bel Air: 2
- 1965 Ford Mustang: 2
- 1970 Chevrolet Chevelle: 2

With the stated goal of at least one special event each month during the regular operating season, Rockhill Trolley Museum inaugurated the “Steel Wheels Meet Rubber Tires” event on September 15. The success of this event has resulted in the museum looking to continue this as the annual special event in 2013 and beyond for the month of September. The goal of at least ten vehicles for the first event was shattered, with a final total of 29 registered vehicles participating in 2012.

The idea was first conceived after a proposed “Gathering of Buses” for this date fell through. Matt Nawn, who has brought his 1949 Plymouth for staged photo opportunities numerous times in the past, came up with the concept of the event and offered to handle the coordination and invitations to multiple car clubs within a reasonable driving distance from the museum. Interest in the months leading up to the event seemed slow at first, but picked up rapidly thanks to a newspaper article in *The Huntingdon Daily News* as well as through contacts made by Valerie Robbins-Rice at the Swigart Museum.

The designated parking area for antique cars was filled by noon, and alternate locations near Meadow Street were quickly made available and filled as well. Bill Monaghan coordinated vehicle parking in concert with Matt, who handled registrations. Calvin Gerhard kept operations running smoothly throughout the day, including scheduling of special excursion trips with PSCT PCC Car #6, which was popular with many of the automobile enthusiasts, as well as coordination of staged photo shoots with cars #6 and #172.



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Rockhill Trolley Museum
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Buildings and Electrical/Security

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Members Services

Larry and Pam Zilch, 814-599-6519

Museum Store

Charles Kumpas, 717-433-6180

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Operations

Calvin Gerhard, 610-678-3604

Track and Overhead

Henry Long, 570-345-3065

Trolley Maintenance

Matthew Nawn, 717-637-7471

Trolley Restoration


Joel Salomon, 610-437-0448

The Retriever is published four times per year for members and friends of Railways To Yesterday, Inc. to retrieve information on what is happening at the Rockhill Trolley Museum.

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PRESIDENT'S PLATFORM

Look how far we have come - *Joel Salomon, President*

Fifty years ago, in 1963, Rockhill Furnace was a much different place. The East Broad Top Railroad was completing its first three years of operation as a tourist railroad. Another attraction in town, then known as Railways to Yesterday, Inc., was busy trying to establish an operating trolley line and preparing for its grand opening. This newly-formed museum started with a single trolley car from Johnstown, PA and was helped tremendously by the Kovalchick family and the East Broad Top Railroad.

Facilities were sparse. There was no carbarn, no existing track, no platforms, and no power supply to operate the trolley car. Fortunately, volunteers did have the use of two buildings now known as the "Old Shop" and the "Museum Building". However, even with these two buildings the working conditions were minimal. There were no real shower facilities or hot water and no restroom facilities on site. To use either, it required a walk across the street.

There almost was no "museum" at all as we would define it today. The importance of indoor storage for preservation was realized immediately, and therefore, Johnstown car 311 was to be placed inside a building that was already constructed on the museum property. However, the car did not fit inside the door of the building so it was unloaded on standard gauge track laid on top of the narrow gauge track at the East Broad Top shops. Not fitting inside the building was actually a blessing as the building burned down that winter. Had Johnstown 311 been inside, there may not be a Rockhill Trolley Museum as we know it today.

Over at the EBT, car 311 was "restored" as much as practical. It was far from a total restoration. The fear was if the entire car was disassembled, it would never get back together. The worst of the car, namely the badly deteriorated underfloor framing at the outbound end, was repaired with the help of a local metalworker. The car was repainted, and it was moved to the current site of the museum across the tracks. Of course, all this work was accomplished outdoors with no shop facilities.

The length of the track for the grand opening went only to the other side of Cummins Road. The platform at Meadow Street was a single platform, not even the length of the car. A platform at the museum stop was only long enough for one door of the car. Of course, there was only one trolley operating, car 311. Power for the trolley was supplied by a generator on site which was loud and cantankerous to maintain.

But the museum was in operation. Initially, the EBT sold the trolley tickets. The fares for the 1963 season were 25 and 15 cents for adults and children. Ironically, fares were lowered for the 1964 season to 15 and 10 cents as it was felt the trolley ride was too short to justify the higher price.

Many of the early volunteers for the museum were from the Allentown and Philadelphia area. Some people even said that it would not be possible to build a museum that is located a three-hour drive away from these population centers. Additional volunteers were sought (some things never change), and the museum was able to grow in many ways due to the additional participation.

With the disastrous building fire of 1961, it was still important that a carbarn be constructed for the long-term protection of the collection. Unfortunately, the collection sat outdoors unprotected until 1966 when Carbarn One was completed enough for track to be laid inside and cars moved indoors. Overhead wire in the yards would come later and the building even later than that. The Littlewood Substation was placed on line in 1967, a huge improvement over the motor generator.

A long-time goal of the museum, since published in a 1964 museum newsletter, was building track to US Route 522. This was achieved in 2003 when the Blacklog Narrows track extension was dedicated. Today, we have amassed a collection of 22 unique trolley cars, many one of a kind, and have them stored in two large carbarns and a shop. We have a members building with real restrooms and showers with hot water. We have a picnic pavilion which is a centerpiece to the museum area. It is just amazing to think

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No prizes or awards were offered this year, although all drivers received a free pass good for unlimited rides for the day. Based upon feedback received, next year an award will likely be provided for the vehicle selected by popular vote.

Late in the day after operations had concluded and many of the registered cars had departed for home, a special round trip to Blacklog Narrows was made with former Philadelphia & Western freight motor #402. This run served as a thank you for many of the volunteers who helped throughout the day, provided an opportunity for some operator training, and served as a “shakedown run” for both the car and a clearance check before the upcoming Fall Spectacular. It was getting close to dusk

when the last antique car had departed and the last trolley was parked in the carbarn.

Like every event hosted by the museum, this event would not have been possible without the support of our volunteers and friends. Each and every role was important, whether it be operating trolleys, dispatching, taking photographs, parking cars, or simply cleaning the restrooms; this success was only possible due to the dedication of our volunteers. The automobile may have been the reason decades ago for the demise of the small town trolley system, but restored examples of both trolleys and automobiles worked in harmony for a memorable, successful, and enjoyable day at the Rockhill Trolley Museum.



From a Stanley Steamer to a Ford Mustang and from a St. Louis Car Company city car to a J. G. Brill & Company open car, the clock was really turned back in Rockhill Furnace, if just for only one nostalgic day



FALL SPECTACULAR

As hard as it is to believe, the 2012 Fall Spectacular has come and gone. While attendance records were not set, Saturday was not a terrible day as many trolleys were seen operating full. While the weather was not great for either day, the weather on Sunday was worse and the ridership reflected that.



The kitchen pavilion was a busy place as Larry and Pam Zilch planned for over 100 dinners to be served Saturday evening. Our own volunteers were present for almost 30 meals and the remaining 70 meals were served to the members of the Friends of the East Broad Top Railroad. Many positive comments were heard from folks enjoying these meals. Andrea Zilch and Deb Salomon assisted with the pavilion operation.

Cal Gerhard planned a trolley schedule that featured 13 different trolley cars in operation over our running track. This included eight passenger trolleys and five work cars. It was a busy weekend at Meadow Street, Altoff siding, and Blacklog Narrows.



As usual, the Museum Store was open for business and was a busy place at times. Chuck Kumpas, Mike Seguin and Lucille Sikorski were staffing the store. Arline Walter made her 8th quilt for raffling at the museum during the Fall Spectacular. What is ironic is that even with the ridership down from last year, the raffle brought more in that last year. The proceeds will be used for Johnstown Traction 311.



Dave Gallagher was attending on behalf of the East Penn Traction Club with the HO scale Port-a-Pike. This model layout from the late 1960s allows visitors to actually operate model trolleys using full-scale trolley controls.

The trolley operations brought out the largest number of volunteers. Keeping the schedule of car operations on time requires a dedicated leader and Cal Gerhard once again was the dispatcher for both days. Thanks to the following volunteers for their help: Budd Blair, Jim Cohen, Harry Donahue, Jerry Deily, Ron Gross, Henry Long, Judy Mullen, Bill Monaghan, Matt Nawn, Jack Mowbray, Jana Mowbray, Marjorie Mowbray, Valerie Robbins-Rice, Ed Ruth, Lisa Schirato, John Sikorski, Joel Salomon, Jim Walsh, Doug Weidman, and Fred Walter.

Thanks to all the volunteers that helped with the weekend operations.



TAKE ANOTHER POINT

Brill 27F trucks received - As a part of the agreement for the snowsweeper exchange this spring, we have taken delivery of a pair of 27F trucks for Valley Railways car #12.

Charlie Wootton, Budd Blair, David Brightbill, Larry Zilch, and Matt Nawn all were in Rockhill bright and early to start unloading Silk Road's trailer at 8 AM on Tuesday morning, September 25. In what must be a record for an RTY equipment move, the trucks and other spare parts were unloaded and the driver was on his way by 9:45 AM. Unloaded were the 27F trucks as well as other spare parts from a previous trade to Branford Electric Railway Association of electric trolleybus electric switches several years ago. Spare parts obtained included a spare GE PCC traction motor, an overhauled GE PCC MG set, GE PCC braking resistors, new PCC batteries, and spare bulbs for PSCT #6. Presently, the 27F trucks are stored in front of the Philadelphia subway car on the track between the shop and Car barn 1.



Receiving these trucks completes a long-term goal of acquiring a set of trucks for the eventual restoration of the Valley Railways car #12. This car was constructed in 1895 with a Robinson Radial truck. In 1906, the car was rebuilt with 27G trucks. The 27F trucks are a reasonable substitute and the best match that we have been able to find for the car. The Valley car is located on the rear of track three at Car barn Two.

Overhead maintenance/Track work - On the Thursday before Fall Spectacular, the span wire at the west end of Altoff siding, which supports the trolley frog,

was replaced. This was made possible using poles installed earlier this summer. Fall Spectacular was a good day for testing the location of the frog. There were no dewirements even while operating our myriad of trolley poles and pole bases on our different cars. Nevin Byers, Henry Long, Frank Shoop, and Charlie Wootton accomplished this work. Henry also welded a few broken railbonds on the running track. On Friday, work was done on continuing the installation of the 120V AC power along the running track by Henry, Frank, Nevin, Nicholas, Stephen Lane, and Lance Myers.

Museum publicity - We have been fortunate to be able to get additional publicity regarding the museum and the fact that we remained open even with the EBT not operating in 2012. In the August issue of *Railpace Newsmagazine*, member Andrew Grahl, had a full-page article published with several color pictures. Thanks to Andrew for submitting the article and to *Railpace* for printing it.

The Huntingdon Daily News published a front page article on the museum and our "Run a Trolley" program. *The Daily News* had earlier printed several articles on the museum when the initial announcement of the EBT not operating was made. PCC Car Day gave us favorable comments and feedback from the visitors and numerous photographs posted on various websites and magazines.

The Huntingdon County Visitors Bureau has worked hard to promote the museum and the fact that we are open and operating. The Huntingdon County Planning and Development Department had a special dinner meeting at the museum for their August meeting, which was the same day as the Homecoming parade. Dinner was provided by Members Services and a trolley ride was given.

Pumpkin Patch Trolley - It was a successful weekend of trolley operations for the Pumpkin Patch Trolley. We had 520 riders come to visit the patch and take the trolley ride to Blacklog Narrows. Many visitors were seen taking multiple trolley rides throughout the weekend.

Three cars were in operation: York 163, Johnstown 355, and Oporto 249. PSCT 6 made a few trips for members at the end of Saturday after dinner. Our trolley operators for the weekend were Jay Beckham, Larry Fisher, Steven Goehring, Jack Mowbray(2), Judy Mullen(2), Valerie Robbins-Rice(2), Ed Ruth, Joel Salomon, Philip Sauerlender, and Jim Whittaker.



Inside the pavilion, the decorating area was managed by Jana and Marjorie Mowbray for both days. Most children were taking their pumpkins in for decorating with the supplies that were provided. We had some really large pumpkins, and one child was seen rolling his pumpkin into the pavilion for decorating! Snack food sales and lunch were available to anyone interested. Larry, Pam, and Andrea Zilch, Deb Salomon, and Judy Ziegenfus staffed the food portion of the pavilion for both days and made the really delicious treats. A terrific spaghetti dinner was made for Saturday evening as well.

Getting the patch set up actually began several weeks prior when Judy brought the boxes of pumpkins to the museum and stored them in Car barn Two. Larry took care of acquiring the hay bales and had them ready for setting up Friday afternoon. Actual setting up the patch and decorations at Meadow Street was accomplished Friday afternoon by Joel, Deb, and Steven. Frank Shoop acquired the corn stalks and set them around the museum area and the patch. Cleaning up the patch after the event was over was accomplished by Nicholas Brightbill, Nevin Byers, Larry, Joel, Deb, and Philip. Julie Beckham was cleaning the flower

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BUEHLER SHOP REPORT

Johnstown 311 - Our museum's very first car is sitting much higher in Buehler Shop now. On Saturday of Pumpkin Patch Trolley, crews raised car 311 and placed it on jack stands and removed the shop trucks that the car had been sitting on. The shop trucks that we had been using were actually the trucks from Scranton 505. This car was also lifted and the trucks returned to under that car as well. This was really a great inter-museum effort. Mike Trosino, Dave Noyes, and Phil Mulligan from the Electric City Trolley Association brought the air jacks that we would be using for raising the car, and they helped with the job. Ed Amrhein and Justin Thillman, volunteers from the Baltimore Streetcar Museum, also participated and were a huge help.

Of course, we had our own volunteers helping with the project. Participating from Rockhill with the car lifting were Budd Blair, Nicholas Brightbill, Rick Hoffmeister, Matt Nawn, and Joel Salomon. Once the trucks were out from under car 311, some shifting was required to get the trucks to Car barn Two, track five, and to clear the way to access car 505. Courtney Brown, Lance Myers, and Nevin Byers helped with that and getting everything put away for the day.

With car 311 removed from the trucks, we will be able to work on the

underbody of the car, to clean the years of crud and dirt from under the car, and to replace deteriorated steel.

We have made the decision to expand this project farther once again. We are "doing the car right" rather than just completing the minor steel work and painting the car. We are now replacing all the side steel under the window sill.



An inside view with the seats removed on one side



The car on jack stands with side sheeting removed

Included with this work is the replacement and patching of the "T" steel window posts that are deteriorated. All side sheeting has been removed from one side. The interior masonite sheets and plywood have been removed as well.

With the sides removed, the air piping that runs along the side of the interior of the car is exposed and has been cleaned.

The bolsters are receiving extensive work to renew them to better condition. One bolster has been completed and many of the "T" steel posts have been renewed. The second bolster area has been cleaned and repaired with new angle. All the steel framing has been cleaned and primed. Seats have been removed from this first side of the car to allow access to the inside of the car for fastening the new steel to the sides. Thanks to Keith Bray, Joel Salomon, Jack Mowbray, and Fred Wagner for completing this work. Frank Shoop, Nicholas Brightbill, and Doug Weidman have also helped with getting materials and supplies at other times.

This extensive work is only possible to occur thanks to the dedication of our members and volunteers. Our financial contributors have allowed this project to proceed with contracted help and our volunteers. While we are still hoping that we will be able to complete the car for its 50th anniversary on July 6, we are happy to be doing the job correctly.

Car Maintenance - 5 Volunteers, 6 Cars, 7 Hours - Summary of Work Completed on November 17, 2012

Along with routine maintenance tasks (and unanticipated repairs at times) throughout the year, an annual work session was scheduled for the middle of November to ensure our passenger cars were ready for the demands of the annual Polar Bear Express and Santa's Trolley Events. These events draw hundreds of riders every year, and our cars must be ready. Cold weather is typical for these events also, adding to the demand placed upon our equipment.

Therefore, five volunteers set forth to tackle the servicing of six of our most heavily used passenger cars this past Saturday. Work accomplished was as follows:

Johnstown Traction Company 355 - This car received the bulk of the attention during the day. Budd Blair and Fred Wagner did a fairly substantial overhaul of both K-35 controllers, which had taken quite a beating during the operating year. The controller work was extensive and kudos to Budd and Fred for spending much of the day at this task, which is not exactly ergonomic. Matt Nawn, assisted by Fred Wagner, Bill Monaghan, and George Rich, checked the oil levels in all 12 bearings and added oil as necessary (most needed just a minor topping off with journal oil). The gears were inspected as well, as a pack of crater grease was added to each gearbox. The

heat was tested as well and found to be operating perfectly (This is a warm car for a cold winter's day!). Finally, the air governor (this turns the compressor on when air pressure drops and shuts it off as well when pressure builds up to a set point) filter was cleaned, repacked, and the contacts were serviced. After two test runs, the car was declared fit for service.

Open Car 1875 - This might sound like the "influenza express" at first glance, but many Polar Bear Express riders will wait in line with blankets for a chance to ride this car at night through the lighted Christmas displays in a truly unique

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FINANCIAL CONTRIBUTIONS

Thank you to the following members and friends of the museum for their financial support of the museum and the projects below. We could not be making the progress that we do without your generous financial support. Thank you all!

General Fund

John Finlayson
Edward Thornton

Johnstown Traction 311

Anonymous
Rick Hoffmeister
Fred and Arline Walter

Philadelphia PCC 2743

David Horwitz

Chicago Aurora & Elgin 315

Thomas Arden
Andrew Burger
Jonathan Fischer
Edward Giomi
Wade Hinkle
Myles Jarrow
Mike Luebker
Thomas Stenquist
Charles Ulmann

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back to those early days and see the facilities that we have today!

Over the years there have literally been hundreds of volunteers that have given their time to develop and maintain the museum. In addition to the herculean amount of volunteer time, it is mind boggling to count the amount of financial contributions that have been required to attain the outstanding facilities that we are able to enjoy today. There is so much to be thankful for with the museum we are able to enjoy today. It is a tribute to the volunteers of the past and present that

have given so much to the construction and maintenance of the museum.

This July 6, 2013, the Rockhill Trolley Museum will celebrate the 50th Anniversary of the official opening of the trolley museum. The museum actually operated trolleys in August of 1962 for the very first time using a bug wire—one end connected to the trolley pole and the other end connected to the motor generator power source (thus becoming the first operating trolley museum in the Commonwealth of Pennsylvania). However, fifty years ago on July 6, 1963, the museum opened for the first official

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beds throughout the day.

Chuck Kumpas staffed the museum store for both days. The entire promotion of the event would not have been possible without the flyers made by Rob Shaw.

Valerie distributed the flyers to the local area and took care of the newspaper and radio advertising. A huge thank you is given to all of our volunteers for their support for one of our busiest and most enjoyable weekends of trolley operations.

MEMBERSHIP

New members - We welcome the following people who have recently become members of the Rockhill Trolley Museum. We look forward to seeing you at the museum this year and in the future.

Kimber Fox
Quakertown, PA

William Gindhart
Stratford, NJ

Thomas Hetter
Columbia, PA

Cliff Scholes
Beavercreek, OH

Craig Williams
Lititz, PA

Jessica Yost
Bellefonte, PA

rides. We are hoping that many members and friends will be able to attend to help celebrate this historic milestone. Mark the date and we look forward to seeing you at Rockhill Furnace to see just how far we have come, and our potential for continued future growth and development!



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experience. The car's air governor filter was cleaned and repacked, and the contacts were serviced.

STCP 172 and 249 - Each of these cars' air governors got the same work done as car 355 and car 1875. By this point, Bill and George had become proficient and learning how to do basic servicing of an S-16 governor. Rockhill Furnace is a long way from the Portuguese coast — these cars have no heat!

York Railways 163 - Along with the usual governor servicing, this car made two test trips to ensure the inbound K-68 controller functioned properly. This controller has been giving problems this year, but it appears Budd's latest work has corrected the problem. The heat was also turned on and successfully tested.

Public Service Coordinated Transport 6 - The backup controller contactors were cleaned and dressed, which corrected the problem of dynamic brake drag that had developed when operating the car from the backup controller. The heat was also turned on and found to be in good working order. A short test run was made late in the day to verify that the car coasts properly in reverse.

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ADDRESS SERVICE REQUESTED



WE NEED YOU to help with various jobs at the trolley museum - As you read in the articles about the progress made at the museum, all of it is possible only with the dedication of many volunteers. We want this progress to continue and work is underway on various projects, but we need your help to keep things moving. Think about the fun that you would have helping to accomplish great things at the trolley museum. It is truly a special feeling of satisfaction that you can only get by volunteering! Contact Joel Salomon or any Department Head to see how you would be able to participate.

Wish List - Perhaps you have some of these items around your house or know where we might be able to acquire them. Please let us know if you do.

- **Digital projector** - We are looking for an LCD or DLP projector with a USB port. If you have an old unit and were thinking of upgrading or if you would like to outright contribute one, please contact us.
- **Step ladders** - Sturdy ladders of 6 or 8 feet are really needed.
- **Small garden-type storage sheds**
- **Hy-Rail for the rubber tired bucket truck** - And it would be great to have a volunteer to work with installing it.
- **3-wire extension cords of various lengths**
- **Miscellaneous hand tools** - We need a better selection of tools to outfit our bucket car with necessary tools for working out on the line.
- **Plastic skids** - Wooden skids just do not hold up well enough for long-term outdoor storage.
- **Bobcat loader** - Our bobcat loader will be in need of replacement someday (we hope not too soon), and perhaps you may know where we might be able to find a replacement at a reasonable cost or possibly better yet, as a donation.
- **High quality round or flat shovels with strong handles**
- **Aluminum track jacks** - It is much easier to jack up the track with additional track jacks.
- **Track lining bars** - More tools for the track gang is good.
- **Portable storage trailer** - We can never have enough indoor storage.
- **Light bulbs** - Regular household bulbs just do not seem to find their way to Rockhill when we need them.

Next Issue: New Holiday Events Presentation - *Less is more in 2012 for Polar Bear Express and Santa's Trolley.*



YOUR TAX-DEDUCTIBLE DONATION WILL HELP THE MUSEUM START OFF ANOTHER SUCCESSFUL YEAR.

General Fund – The General Fund is the most important of the financial accounts. It pays the routine expenses necessary to keep the museum in operation and supports various projects to improve and maintain the museum site. This year, projects include ongoing improvements to Car barn #1 and, if funding permits, repairs to the Brick Platform near the pavilion. Thank you for your generous support.

Track and Wire Fund – This year, the focus will be on maintaining and improving the overhead wire along the trolley line. Although not as cost intensive as new ties and stone, various pieces of hardware may need to be purchased throughout the year to keep these efforts moving along. Thank you for your help in keeping the trolleys running.

Johnstown 311 – Work is continuing throughout this winter months on this car. Repairs are currently being made to the various structural elements, and with everyone's support, efforts will switch to completing the interior, exterior, canvas roof and the mechanical systems hopefully in 2013. Your donations will help meet the goal of returning this car to regular service as soon as possible.

CA&E 315 – Once the focus on Car 311 is complete, efforts will again shift to the museum's interurban from Illinois. Efforts to be undertaken include completing the repairs to the carbody including reinstalling the stained glass windows. Future phases to make the car ready for public service include repainting the exterior, new wiring for the lighting and heating circuits, reupholstering the seats, and completing the interior restoration started decades ago. All donations will help make the materials needed for these efforts available.

Yes, I want to help the Rockhill Trolley Museum with a contribution to the following fund:

_____ General Fund	_____ Track and Wire Fund
_____ Johnstown 311 Fund	_____ CA&E 315 Fund

I authorize the RTY Board of Directors to transfer remaining donations to the General Fund after a project is completed.

Name _____ Membership # _____

Address _____

City _____ State _____ Zip _____

Please make checks payable to Railways To Yesterday, Inc.

Mail to:

Railways to Yesterday, Inc.
P.O. Box 1601
Allentown, PA 18105

All contributions are fully tax deductible as permitted under current tax laws and regulations, and are acknowledged with a letter verifying your donation for income tax purposes.



Progress on Car 311 Continues Over the Winter of 2013

UPCOMING MUSEUM DATES

May 18 – Annual Stockholder’s Meeting

May 25 – Members’ Day

May 26 - Opening Day 2013

June 8 – Work Equipment Day

June 22 & 23 – Ragtime Piano Weekend

July 6 – 50th Anniversary Celebration

July 27 – PCC Car Day

September 14 – Antique Car Event

Railways to Yesterday, Inc., is a non-profit, tax exempt, educational organization under Section 501(c)(3) of the Internal Revenue Code, and is registered with the Commonwealth of Pennsylvania as a Charitable Organization. A copy of the official registration and financial information may be obtained from the Pennsylvania Department of State by calling toll free, within Pennsylvania, 1-800-732-0999. Registration does not imply endorsement.

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FEATURING ITS 1947 PAINT SCHEME



A VERY LIMITED NUMBER of Bowser HO Non Powered Display Models of PCC 2743 in its as delivered paint scheme are now available. This scheme is green and cream with a silver roof and the maroon belt rail and pin striping. The destination sign is Route 23 *10-Oregon* and is correct for Route 23 in 1947 where this series of PCCs were first in operation on the streets of Philadelphia.

Please enter my Order for PCC 2743 HO Bowser Display Models as Follows:

Name: _____	_____ 2743 HO Model @ \$42.45 each _____ (Members Price - Includes Shipping) Non-Members \$46.95 Each
Address: _____ _____	6% PA Sales Tax *
City: _____ State: _____ Zip: _____	Total Enclosed

** Note: 6% Pennsylvania sales tax applies only to items shipped to a Pennsylvania Address.*

Send your Check or Money Order (US Funds) made payable to:

Rockhill Trolley Museum Store
6059 Allentown Boulevard - Box 104 Harrisburg, PA 17112

Proceeds benefit the ongoing programs, exhibits and restorations at the Rockhill Trolley Museum. Thank you for your interest and support.

