

## JUST VISITING—SECOND NEW JERSEY PCC CAR FINDS TEMPORARY HOME AT MUSEUM

*NEW PARTNERSHIP BENEFITS OPEN CAR #1875 AS WELL AS HISTORIC PCC CAR*

*By Matt Nawn*

Less than one year after former New Jersey Transit PCC Car #6 arrived at Rockhill Furnace to become part of the museum's collection, a second former New Jersey Transit PCC Car arrived on January 27. This car, #10, is projected to be just a temporary visitor, however, unlike #6.

The arrival of former NJT #10 at Rockhill Trolley Museum is part of a new partnership with UTCRAS approved this January by the Board of Directors. UTCRAS, located in Morton, PA, has provided support to the rail transit industry since 1982. UTCRAS is an AAR-Certified wheel, bearing, and axle shop and has performed high quality work for railroads, transit systems, and museums throughout North America. UTCRAS purchased NJT #10 for transfer to a future historic trolley operator at the same time our museum purchased #6, and has requested Rockhill Trolley Museum make the car #10 operational again in the same manner as was done with #6. We will also remove the trucks for overhaul by UTCRAS and subsequently retruck the car after the overhaul is completed. In exchange for our efforts, UTCRAS will perform an overhaul of the trucks from open car #1875 to include new bearings, axles, and replacement of wheels (supplied by Rockhill Trolley Museum). As UTCRAS is not a motor shop, we will still need to fund the overhaul of the four traction motors, but getting the mechanical work accomplished on these trucks will be a huge leap forward toward our efforts to maintain the car as a reliable operating exhibit for the long term.

The history of car #10 is very similar to our car #6. It was built as part of the same order as #6 for the Twin City Rapid Transit Company of Minneapolis and St. Paul, Minnesota as their car #329. In 1953, it was sold, along with 29 other PCC cars, to Public Service Coordinated Transport of Newark, NJ for operation on the 7-City Subway line, the last trolley line in the Public Service system. An interesting historical note about car #10 is that it was the first PCC car to operate in revenue service in the City Subway, and hence, in the state of New Jersey.

After more than four decades of operation, and passing through the hands of two corporate successors to Public Service, car #10 was retired by NJ Transit on August 24, 2001, the last day of PCC car operation in New Jersey, and placed in storage for future preservation. As a preservation opportunity never developed in New Jersey, car #10, along with sister cars #5 and #6, was sold in April 2011. Due to the need to move the car from New Jersey last April, UTCRAS contracted with Baltimore Streetcar Museum for immediate storage of the car until a location could be arranged



where the car could be made operable again. Considering Baltimore Streetcar Museum is broad gauge and car #10 is standard gauge, a return to operation there was impractical and thus Rockhill Trolley Museum was contracted to return the car to operation.

Early on the rainy morning of January 27, Matt Nawn joined BSM members Ed Amrhein, Mark Dawson, and Rick Obbink to help load car #10 for shipment to Rockhill Furnace. Moving the car from its storage location proved to be a logistical challenge, but

*(Continued on page 3)*

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Matthew Nawn, 717-637-7471

Trolley Restoration

Joel Salomon, 610-437-0448


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*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.*

**EDITOR AND PUBLISHER:**

Joel Salomon, [jdstrolley@ptd.net](mailto:jdstrolley@ptd.net)

Visit our website: [RockhillTrolley.org](http://RockhillTrolley.org)

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## PRESIDENT'S PLATFORM

### We're almost there - *Joel Salomon, President*

Johnstown Traction Company #311 is a favorite car of many members and volunteers at the museum. This has been verified in the response that we have received in our fundraising efforts for the car. When we originally removed the trucks from under the car in 2008, we had an estimate of approximately \$40,000 to refurbish them. Of course, when the trucks were disassembled, they were found to be in much worse condition than anticipated. This, of course, raised the total cost of the truck refurbishment by a considerable amount. Since we were already committed to the project with the trucks disassembled, we had to find the funding to complete the project. Fortunately, due to some hard work by several volunteers committed to fundraising, several small grants and matching grants were discovered. And, of course, with the generosity of our donors, the truck rebuilding project has come to a close with the delivery of the trucks last fall. The trucks are now stored indoors at Car barn Two until the car body is ready to receive them.

The car body has been under restoration since 2004, but due to other competing projects has not been worked on for several years. The car was removed from the Buehler Shop when Johnstown 355 returned from its contract job in 2006 (has it really been that long?). Projects other than 311 have been undertaken in the shop since 355 was completed. We plan for this to change this year.

At the membership meeting in January of this year, it was noted that the anniversary of the museum's official opening is on July 6, 2013. This will be the 50<sup>th</sup> anniversary of the official opening of the trolley museum with Johnstown trolley car #311. While we could observe the anniversary without #311, it just would not be fitting to celebrate without the car being ready for service. Those attending the membership meeting decided that the goal should be to have Johnstown trolley #311 completed in time for July 6, 2013.

While this date is over a year away, time will go by quickly. So what do we need to do to ensure that this happens? Well, first thing we need to do is get the car into the shop. That means finishing the Central of Georgia caboose. We hope this will happen early this year. We just need a few productive days to finish the woodworking, the roof, and paint the entire caboose.

Once car #311 is in the shop, we need to finish the side steel work on the car and perform some underbody steel work. This includes riveting the new letterboard onto the car. Then we will be able to proceed with canvassing the roof, the main reason for the car entering the shop in 2004. The interior woodwork needs to be refinished and installed. Scraping the old paint off the ceiling needs to be completed and then the entire ceiling can be sanded and finished with new paint. Of course, we also need to repaint the entire car.

The list of tasks may be daunting for our volunteers. Dependant on finances, we hope to be able to contract some of these jobs out which will accelerate the progress. Some of these are jobs that are specialized and while we have a few volunteers capable of performing this work, they are often busy with other projects. Of course, contracting out portions of the restoration means it will require more funding.

Save the date and join us in working toward this goal of having Johnstown car #311 completed and in service before July 6, 2013. However you participate, whether by physically working on the restoration or helping with funding, working as a team will ensure we observe our 50<sup>th</sup> Anniversary properly. We hope to see you there!

(Continued from page 1)

with some ingenuity the car was able to be loaded by noon. After securing the car with the required tie downs and chains, #10 departed Baltimore for Rockhill Trolley Museum in the early afternoon.

A group assembled at Rockhill Furnace in the early afternoon to prepare the driveway, a job which required several dump truck loads of fill and subsequent compaction with Charlie Wootton's tractor. Car #10 arrived at the museum around 5 PM and after negotiating both the turn off of Meadow Street and our museum driveway, the unloading began in earnest. As anyone who has assisted with a streetcar move in the past can attest, the process is slow and tedious. It was well after 10 PM by the time the unloading was completed, all equipment was put away, and the truck had departed for home. Assisting at Rockhill were Charlie Wootton, Larry Zilch, Budd Blair, Frank Shoop, Nicholas Brightbill, Stephen Lane, Nevin Byers, Steven Goehring, Valerie Robbins-Rice, and Ron Rabena.

The following Saturday morning, January 28, a crew met again to move #10 from its temporary storage location at Car barn #2 to the Car barn #1 pit for inspection, and finally to the caboose track where the car would be parked, covered, and stored for the rest of winter. This involved a run-around move at Altoff Siding so as not to trap the Brookville, which did the shoving and towing work. Young members Andrew and Megan Nawn got a treat during these moves by being the first passengers carried by #10 since 2001. By 4 PM, the car had been moved, inspected, parked, and tarped (the car came with a custom-fitted cover for protection until it can be stored under cover). Helping with these moves were Rick Hoffmeister, Budd Blair, Steven Goehring, and Matt Nawn.

We look forward to reporting more on this unique and beneficial project this spring and summer as our "visitor" from the Garden State is made operational again and tested. We thank our friends from Baltimore Streetcar Museum for their assistance as well as Silk Road Transport for another safe and professional job.

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## DECK THE HALLS AND THE MUSEUM

The holiday events at the museum for 2011 were another busy time for the volunteers participating in the activities. Polar Bear Express operated for six evenings and Santa's Trolley for one day. This year we had a record number of volunteers participate (43 total) in setting up, operating, or cleaning up after the holiday events. We also had three students from Southern Huntingdon County High School helping on Santa's Trolley singing while visitors rode aboard the trolley to see Santa. Thanks to everyone for their help. While we had a large number of volunteers helping with this event, we unfortunately carried many fewer passengers than we did when compared to 2010.

Preparing for the Holiday Events is a huge undertaking. A few people have taken the responsibility for being sure this event occurs. Frank Shoop expended many hours preparing for the event assisted by Doug Weidman, Charlie Wootton, Valerie Robbins-Rice, Nicholas Brightbill, Stephen Lane, Judy Mullen, and Joel and Deb Salomon. The entire Meadow Street area was decorated with many colorful lights, garlands, and displays. Other areas with displays were Car barn Two, Altoff Siding, three locations between Altoff, and the end of the line at Blacklog Narrows. Promoting the event, Valerie distributed hundreds of flyers over hundreds of miles in the surrounding areas.

Polar Bear Express was operated in the same format as in previous years. Unfortunately, generator problems plagued the event on several nights. Santa's Trolley operated with a timed schedule which worked well, but we just did not have the crowds this year as in the past. We carried approximately 40% fewer riders for the entire event. One thing that we have noticed is that there are many more holiday events that we are competing with than several years ago. We are already looking at different ideas for the 2012 events and how to make them more effective, efficient, and less problematic for our volunteers.

The pavilion and museum store did have successful weekends overall. The G scale trains were set up and operating in front of the museum store as in years past.

Below are the names of the volunteers that participated in making the 2011 Holiday Events possible. Special thanks go to Ron Gross who operated for all six evenings of the event. A huge thank you to everyone for their help!

Al Mengel, Doug and Deb Weidman, Deb and Joel Salomon, Pam, Larry and Andrea Zilch, Nevin Byers, Lance Myers, Ron Gross, Bill Monaghan, Budd Blair, Matt Nawn, Jim Cohen, Lisa and Rachael Schirato, Carl Merson, Rob Shaw, Steve Kistler, Christina Kistler, Calvin Gerhard, Jack Mowbray, Marjorie and Jana Mowbray, Henry Long, Harry Donahue, Jay and Julie Beckham, Hank and Bonnie Lombardozi, Jerry Evans, Ed Ruth, Chuck Kumpas, Carl Salomon, Steven Goehring, Mike Seguin, Valerie Robbins-Rice, Charlie Wootton, Nicholas Brightbill, Stephen Lane, Chris Brang, Rick Hoffmeister.



## TAKE ANOTHER POINT

**Membership renewals** - Membership dues are an important source of income for the museum and one that we cannot do without. We appreciate your support and encourage you to renew your dues if you have not already done so. We do not have any income from trolley operations over the winter, yet we still have bills to pay. Your continued support is greatly appreciated!

**T-shirt quilt** - Arline Walter has been making quilts to raffle at the Fall Spectacular for several years. For 2012, Arline has an idea for a quilt, but needs help to make it a reality. She would like to make a t-shirt quilt using old RTM and EBT t-shirts. We are looking for donations of clean EBT and RTM t-shirts. Arline has some requirements to be able to use donated t-shirts in the quilt:

1. The logo is to be no larger than 11 inches square with no holes or stains.
2. The logo also has to be at least 2 inches from the collar (the shirts are cut into 12-inch squares, giving a little room to trim which is why 11 inches).

If we get too many, we can save them for another year. Shirts will obviously **not** be returned.

If you are interested in donating an old RTM or EBT t-shirt to this quilt, please contact Arline Walter at [walter46@flash.net](mailto:walter46@flash.net) or 630-717-1450. Please mail the shirts to Arline at 1208 Hidden Spring Dr, Naperville, IL 60540. She will need the shirts by June 1, which will give her four months to make the quilt.

Please direct any questions to Arline, and thanks for your help with this project.

**Overhead wire work** - In November, Henry Long and Joel Salomon adjusted the backbone on a curve along the Blacklog Narrows track extension. Also helping and learning some of the skills needed for the overhead wire maintenance were Chris Brang, Nicholas Brightbill, Tyler McGaw, and Stephen Lane. The project involved installing a new backbone higher than the previous

one to help straighten the pull-offs which were leaning over and damaging the harps on the trolley poles on the trolley cars.

**RTM membership meeting** - Approximately 20 members of the museum participated in a membership meeting on January 7 in Mechanicsburg. There were multiple items discussed including long-term ideas at the museum. It was noted that the true 50<sup>th</sup> Anniversary of the opening of the museum will be observed on Saturday, July 6, 2013. This will match the actual day and date for the official opening 50 years previously. Save the date as we plan to have a celebration commemorating the event.

Other ideas regarding special events, long-term project ideas as well as short-term ideas were discussed. We hope to make the membership meeting an annual event and provide more advance notice for the next meeting.

**Holiday events cleanup** - In January, crews began the task of taking the decorations down and storing them away. Over several days, the task was well underway with numerous volunteers helping. Thanks to Budd Blair, Ron Gross, Stephen Lane, Nicholas Brightbill, Frank Shoop, and Joel Salomon. Most of the blowups were inflated and checked. Pictures were taken of them, printed, and placed on the totes to better identify them in the future. All decorations were cleared from the trolley line, Blacklog Narrows,

Meadow Street, the Museum Store, pavilion, and the substation.

The benches from Meadow Street and high level steps from that location as well as Blacklog Narrows were picked up and are also stored indoors for the winter.

**Telephone system** - Frank has completed the telephone system repairs including the answering machine system. This will allow messages to be checked remotely as had been done in the past.

**New Year's Eve fantrip** - The Friends of Philadelphia Trolleys had a very successful NYE charter with 38 fares paid. There were a number of unexpected "walk-ons" which helped make the trip more profitable. The charter itself made a profit of \$745, plus a \$50 donation, plus \$37 from sales of snacks and sodas, so a total of \$832 was realized for the benefit of our Philadelphia PCC Car 2743, thanks to the FPT. Harry Donahue organized the fan trip assisted by Bill Monaghan. Thanks guys and thanks to all the supporters for riding along.

**We are on Explore PA** - Our museum was featured on a recent edition of Explore PA on public television and here is a link to see it on the web: <http://video.witf.org/video/17969405/>. We are on the 8th section and it starts at 17:10. This was filmed last summer and features Jack Mowbray and Steven Goehring.



*The inflatable holiday events displays await at the pavilion before being put in storage*

# BUEHLER SHOP REPORT

**Johnstown Traction 355** - Budd Blair and Jim Cohen, with assistance from Matt Nawn, removed the inbound brake valve from JTC #355 and gave it a thorough cleaning in the parts washer and a maintenance servicing before reinstalling it. We have switched to a different type of grease for this brake valve to help improve its functionality (it was somewhat sticky when disassembled). The valve appears to be operating more freely now and this should help with the reports of it being very sensitive in operation. Budd worked on the inbound controller which was also reported to be very sticky in operation in the first point.

**York Railways 163** - Budd Blair serviced the trolley poles on this car by replacing the shoes and carbon inserts.

**Air governor maintenance** - The governor filters were removed, cleaned, repacked, and replaced in cars 163, 355, 249, 172, and 1875. This work is essential in preventing winter freeze-up of the air systems. The work includes removal of the filters from the cars, removal of old

filter media (WABCO pulled curled hair), a thorough cleaning in the parts washer, and subsequent cleaning with compressed air, repacking (to include replacement of worn filter screens and snap rings as needed), replacement of filter gasket, and finally reinstallation. Participating in this operation were Budd Blair, Jim Cohen, Daniel Jackson, Daniel's friend (and new face to RTY) J.R. Kline, and Matt Nawn.

All cars were parked with their air tank drain cocks (valves) open. This is a recently implemented Standard Operating Procedure at RTY and a memo explaining such by the Operations and Maintenance Department Heads is posted at the museum on the Operations Bulletin Board. Parking the cars with the drain cocks open is particularly essential during freezing weather to prevent any condensation in the air lines and tanks from freezing.

**P&W 205** - Daniel Jackson and J.R. Kline tried to power wash the exterior of our Bullet Car in an effort to improve the outside appearance. Unfortunately, the results were not what they were hoping

for. In other work, the air system was blown out, all heater fuses reinstalled, and its heat turned on for winter.

**NJT 6** - Budd, Matt, and Jim cut in the auxiliary heat circuit in car #6. This should enable the auxiliary heat to be operated from the switch on the operator's console. The auxiliary and cab heat still need to be tested in #6 via the toggle switches. The cab heater in #6 is on a 600V circuit. Operators are reminded, both in #6 and our other cars with heaters, to NEVER open a 600V heater switch under load! Safety dictates always securing the car from movement and pulling the pole from the wire before opening a 600V heater switch, fused or not.

**Caboose** - Nicholas, Stephen, Frank, and Joel have worked on the caboose recently. Parts were sorted to make the window trim, and lumber was found. Cleaning paint off the inbound end was completed. We have a list of projects that must be finished on the caboose to get it out of the shop to allow other projects in.

**Trolley operations update** - The Operations Department is the face of the Rockhill Trolley Museum for our visitors. We are grateful to the following volunteers for their help with the department. Training for new operators will be scheduled in the spring if you are interested in helping with this department. We welcome your participation. We want to have more operators qualified to operate all of the trolleys that we have in operation.

You will note that the top four volunteers had 25 days or more of service in operating trolleys this year. This is a testament to the dedication of these volunteers as well as all of our volunteers that keep the trolleys operating. Thank you everyone for your dedication and we look forward to seeing you in 2012!

## TROLLEY OPERATORS FOR 2011

Valerie Robbins-Rice: 45	Carl Salomon: 8	Jim Whittaker: 4
Ron Gross: 42	Jim Cohen: 7	Carl Merson: 3
Jack Mowbray: 30	Matt Nawn: 6	Judy Mullen: 3
Budd Blair: 28	John Sikorski: 6	Chris Brang: 2
Steven Goehring: 21	Larry Fisher: 5	Harry Donahue: 2
Doug Weidman: 21	Charlie Wootton: 5	Jim Massena: 2
Cal Gerhard: 18	Larry Zilch: 5	Bill Monaghan: 2
Joel Salomon: 15	Nicholas Brightbill: 4	Jana Mowbray: 2
Daniel Jackson: 14	Ed Forsythe: 4	Ed Ruth: 2
Walter Jackson: 14	Stephen Lane: 4	Deb Salomon: 2
Jerry Deily: 12	Henry Long: 4	Fred Walter: 2
Al Mengel: 10	Marjorie Mowbray: 4	Rob Shaw: 1
Jay Beckham: 9	Lisa Schirato: 4	Rachael Schirato: 1

## IN MEMORIAM

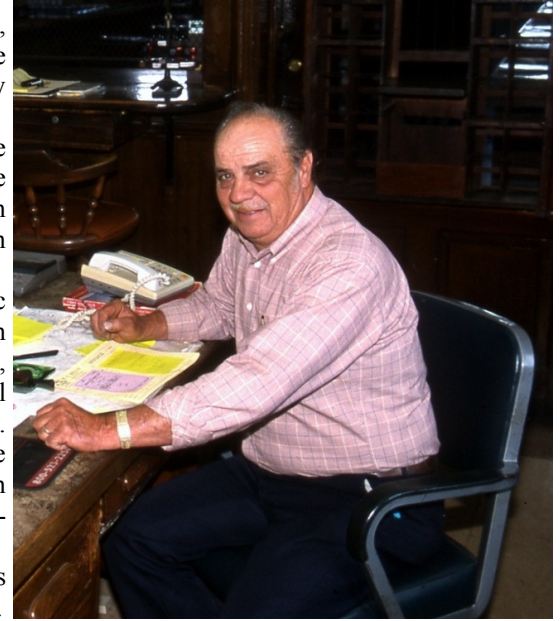
**STANLEY HALL** - We were saddened to learn of the passing of Stanley Hall, long-time general manager of the East Broad Top Railroad and friend of the museum. Stanley passed away on Thursday, January 26, 2012 at his home. Stanley was born on March 6, 1942, in York, PA.

As a child, Stanley lived on a farm beside the East Broad Top Railroad, and he liked to tell the story of how his father refused to believe a newspaper report of the coal-hauling line's imminent closing in early 1956. When the EBT reopened in 1960, Mr. Hall was hired as a painter just three days after graduating from high school, and he worked there for the next 50 years.

He was fond of saying that he had done every imaginable job on the historic railroad—from "swamping the commodes" to maintaining and running steam engines, planning major events, negotiating with federal railroad authorities, overseeing preservation of the machine shop complex, and greeting visitors of all ages. He was the railroad's general manager from 1987 to 2010.

Nothing meant more to Mr. Hall than his family, whom he loved spending time with at the Outer Banks. He enjoyed his many years as a dairy farmer, and was an avid outdoorsman and hunter. His greatest passion, next to his family, was his 50-year career at the East Broad Top Railroad.

Stanley held membership number 142 at the Rockhill Trolley Museum and has been a friend of the museum for many decades supporting our preservation efforts.



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**JOSEPH D. CAMISA** - Our condolences go out to the Camisa family for their loss of Joseph D. Camisa, father of RTM member David Camisa. Joseph passed away on Saturday, November 5, 2011 in Flushing, NY where he lived after being in and out of hospitals and rehab facilities for several months. Joseph held membership number 961 in the museum and had been a member of the museum and occasional volunteer of the museum for many years, accompanying Dave to the museum. The museum meant quite a bit to Joseph, as indicated that memorials be made to the museum in honor of Joseph.

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**ROBERT HUGHES** - It is with great sadness that the trolley museum world lost a great trolley preservationist when Robert Hughes passed away on November 19, 2011. It is ironic that many of his trolley friends were enjoying a day at the Baltimore Streetcar Museum when word was received of his passing. An impromptu memorial trip was operated in memory of Bob at the end of this day on one of "his cars", Philadelphia PCC Car 2168, fully restored in the Gulf Oil colors of SEPTA at the BSM.

Bob was a great help to many museums with Philadelphia trolleys. He often referred to them as his "children". He was very helpful to our museum when we were thinking of acquiring a Philadelphia PCC car for preservation at Rockhill. He helped us with questions regarding the cars available, and helped us with acquiring the standard gauge trucks for 2743. When it was time to begin the regauging process, he helped guide the project with his knowledge of the trucks and the disassembly of the first truck. It was a happy day when we were able to call Bob and tell him our Philadelphia PCC Car 2743 actually operated at the museum for the first time after being regauged.

Bob was born and raised in the Port Richmond area of Philadelphia, very close to the former PTC Richmond Carhouse. He was a motorman out of Luzerne originally (he operated a fantrip with an ex-Kansas City PCC car around 1969), and then in the 1970s become depot manager at Luzerne, then later Callowhill, and finally Elmwood where his title was "Resource Controller".

Bob retired in 2004 and, unfortunately, suffered a stroke in the fall of 2008 and, unfortunately, he never recovered. Rest in peace "Uncle Bob", you will never be forgotten!



## 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

Bob Airhart  
Cliff Bastuscheck  
Charles Bender  
Andrew Burger  
Claire Cohen  
Raymond Davidowski  
Clarke Deal  
John Finlayson  
Richard Frantz  
Paul Friedline  
Frederick Gerhard  
James Gillin  
Guy Godschall  
Robert Gordon  
Gale Haggard  
Rick Hoffmeister  
David Horwitz  
Fred Haganir  
Nina Kaufman\*  
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Craig Philip  
Charles Plantholt  
Myra Reilly

Park Ritter  
Ben Rohrbeck  
Dan and Eileen Rollyson  
Rossi Family\*  
Edward Springer  
David Sutton  
White Weston\*  
*\*in memory of Joseph Camisa*

### Track and Wire

Larry Altoff  
David Barber  
Martin Brechbiel  
David Camisa  
David Collins  
Joseph Heffron  
Charles Kumpas  
Frank Miller  
Cynthia Peery  
Charles Plantholt  
Dan and Eileen Rollyson  
Edward Thornton (2)  
William Toikka

### Johnstown Traction 311

Anonymous  
James Bast  
Raymond Cannon  
Edward Forsythe  
Earl Johnston  
Joe Lance  
Frank Miller  
PPL Services Corporation

## 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.

Charles Bender  
*Chambersburg, PA*  
Christopher Muller  
*Morrisville, PA*  
Elliott Snyder  
*Halifax, PA*  
Evelyn Snyder  
*Halifax, PA*

Benjamin Peters  
Charles Plantholt  
Janet Prowell  
Dan and Eileen Rollyson  
C.L. Siebert  
Richard Swartz (2)

### Chicago Aurora & Elgin 315

Carl Klaus  
Joe Lance  
The Mowbray Family  
Frederick Walter

### NJT 6

Deborah Bennett  
Harry Donahue (2)  
Matthew Nawn  
Dean Ogle  
David Sutton



*Southern Huntingdon County High School students livened the festivities by singing for visitors aboard the trolley on their way to see Santa*



*Part of the holiday events cleanup crew helping to take down the many decorations that are used around the museum*

Railways To Yesterday, Inc.  
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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. This will be an asset for public presentations such as educational programs, future grant applications, and our annual member's banquet.
- **PCC Car Reverse Keys** - We need more spares for cars #6 and #2743. We need both the style for use in cars equipped with Backup Controllers (such as from Newark, Baltimore, Washington, and Shaker Heights) and those without Backup Controllers (such as from Philadelphia and Pittsburgh) as the two are not interchangeable.
- **3-wire extension cords of various lengths**
- **Miscellaneous hand tools** - We need a better selection of hand tools such as screwdrivers, wrenches and a large pair of Channellocks to outfit our bucket car with.
- **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** - We could use additional track jacks when we surface long stretches of track.
- **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: Springtime in Rockhill Furnace** - *See what has come out of hibernation at the museum!*