

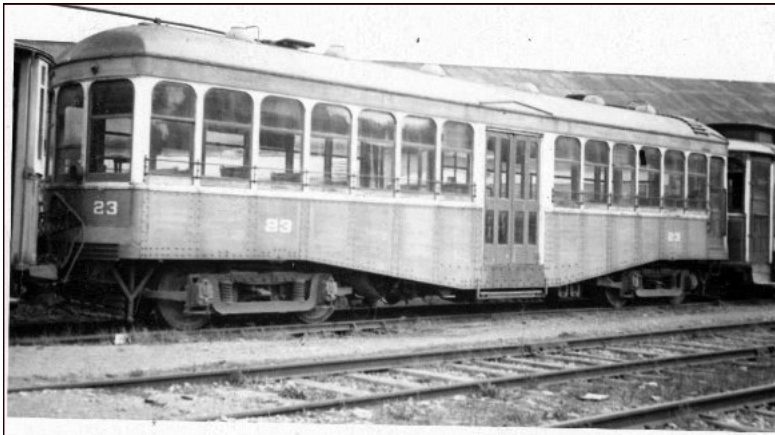
We're Adding Two Historic Pennsylvania Trolleys to Our Museum Collection!

These two trolley cars are coming from the collection of the late Wendell J. Dillinger at the Middletown & Hummelstown Railroad in Middletown, PA. The museum plans to restore and operate one of the cars while preserving the other as an exhibit.

Lewistown & Reedsville Electric Railway car 23 - Car 23 was built by the J.G. Brill Company in 1914 and was last operated in 1933. It was used as a cottage until being acquired by Wendell Dillinger in Middletown, PA. Having originally operated in revenue service less than 40 miles from the museum, car 23 is now the most local car in the collection.

Car 23 will need a complete restoration to make it an operating trolley car. This is a daunting, but not impossible task. It will be the second cottage returned to an operating trolley at the museum. York Railways 163 started at the museum as a former summer home and is now an operating trolley car.

York Railways car 162 - York Railways 162 became a summer cottage after trolley operations ended in 1939. Many trolleys met this same fate. York car 162 will be preserved as a summer cottage while visitors are able to ride sister car 163, which is fully restored and in operation at the museum. *(Article continues on Page 3)*



Top left and right: Car 23 is pictured in the trolley yards between runs near the end of service on the Lewistown & Reedsville Electric Railway in 1933. A vintage postcard with one of the large center entrance cars operating near Monument Square in Lewistown.

Lower right: This vintage view of York Railways 162 is at the end of the line on Market St. The one-story building is 1827 West Market St. Today it's Markle Security Services, but is believed to once be owned by York Railways and trolley tickets could be bought there.



OTHER MUSEUM NEWS

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The Retriever is published four times per year for members and friends of Railways To Yesterday, Inc. to share news and events at the Rockhill Trolley Museum.

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Visit us online: rockhilltrolley.org

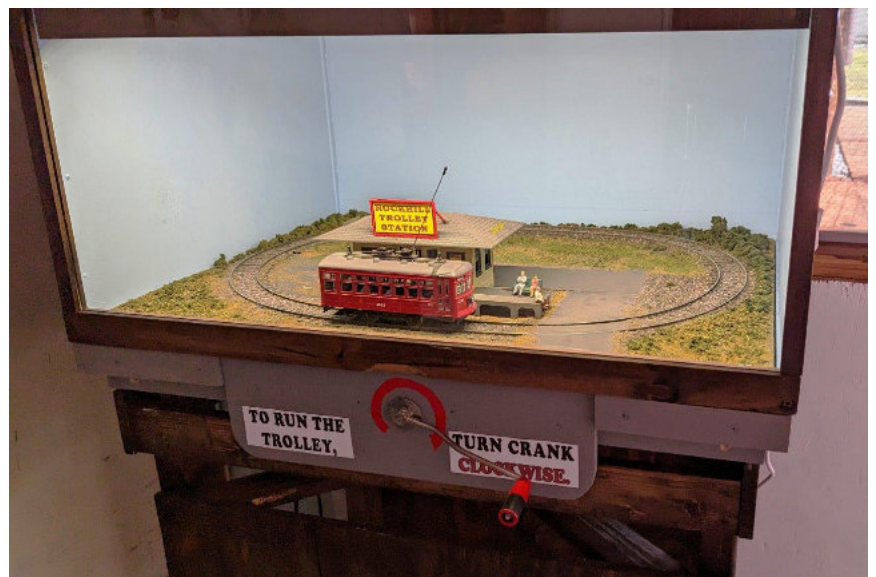
Fall Spectacular - Gorgeous, beautiful fall weather greeted our visitors at the museum's Fall Spectacular.

Many thanks to the over 200 visitors who came out to experience the nine different trolleys that were in operation! The highlight for many was the Liberty Liner trip. Scranton snow sweeper 107 was also a popular ride on all three of its scheduled trips. And San Diego 1019 held a rush hour-like crowd with all seats taken! The 100th birthday trolley, York Railways 163, as well as Johnstown cars 311 and 355, Porto 172 and Philadelphia PCC 2743 all made their scheduled trips. Bullet car 205 gave visitors a glimpse of what the entire car will look like in the future with the first of the Tuscan red paint applied a few weeks before the event.

It was an exciting day for visitors and volunteers to ride and operate our restored trolleys. Thanks to the volunteers that made this fun day possible.

See Page 7 for a few photographs of the day!

Newest Trolley acquisition - Transporting and unloading our newest acquisition was fairly simple, and the car is in operation for our visitors of all ages to enjoy and actually operate. Our newest car is an O scale trolley built into a diorama that visitors are able to operate by turning a crank that generates the electricity to make the trolley operate around the loop of track. Jeff Glover, a very talented modeler, built the display, which is housed in the Museum Store. Come visit the trolley museum, check it out and take the trolley for a spin around the track.



NEW ADDITIONS TO OUR COLLECTION

We need your help to make these projects possible! Transportation of these two cars will cost thousands of dollars. Restoration funds have been established for both cars and donations to either fund are greatly appreciated. After initially being used to cover the transportation costs of moving the cars from Middletown to Rockhill Furnace, about 80 miles, funds will be applied to restoration or preservation work of the cars.

An update, both of the cars were moved to Rockhill Furnace in Mid-January and are stored in doors at Car barn Two. Costs of moving both cars was over \$15,000.00 and donations are still being accepted for the transportation costs. Here are some handy links regarding the announcement for the cars, the official press release, fundraising flier, and, of course, easy ways to make online donations.

Checks can be mailed to Railways To Yesterday Inc.
P.O. Box 1601
Allentown, PA 18105

Home Page: <https://rockhilltrolley.org/>

Donations Page: <https://rockhilltrolley.org/contribute/donate-funds/>

Press Release Page: <https://rockhilltrolley.org/topic/news/press-releases/>

Your support is greatly appreciated!

Our volunteers removed the roof from York 162 which had been added over top the main roof of the car but had deteriorated to being unsafe and no longer protecting the car. The interior of the car has been cleared out of stored items that we or the M&H Railroad want. Thanks to the Middletown and Hummelstown Railroad for their help with this project by arranging for a dumpster and shifting the car into an accessible location. Thanks to Keith Bray, Amanda Morgan, Joel Salomon, Fred Walter, and Larry Zilch for helping to prepare the car for transportation.



Top left: Volunteers assess the situation on how to best remove the subroof from the top of York 162 in November 2024 to prepare the car for moving to the museum. Top right: Car 162 before it was moved to Rockhill Trolley Museum in January 2025. Bottom photos: Car 162 is looking much more like a trolley after the roof was removed in one day.



BUEHLER SHOP REPORT

Bullet Car 205 - Fred Huginir and Fred Wagner finished surface prep and applied 2 coats of the Upol acid 8 etch primer to the left side letterboard. Fred Wagner removed the masking, wiped down the seats and washed the windows and left side in preparation for operating the car for Members Day, plus made substantial progress on stripping half of the left belt rail. Fred also confirmed that the inverters were working and that traction power was working as well as the brakes. Fred also tried an aluminum-specific polish on the belt rails and skirts.

One gallon of primer paint has been delivered as well as the Tuscan red that will be the final color. And the

exciting news is that for the first time in decades, Tuscan red has been applied to the side of the car. Both Freds were joined by new member and volunteer Richard Rasch in applying the paint and it looks terrific! The Tuscan red was applied to the letterboard on one side of the car the following weekend by both Freds.

After 205 was moved back to Car barn One, there was a recurrence of a blown fuse in the control circuit. Inspection of the inside of the controller cover showed three spots with probable arcing damage. These spots were coated with glyptal (insulating paint), curing this problem. It is suspected that the heavy horizontal banging used to recenter the

outbound coupler (which somehow was stuck from being in the center) caused this problem. The couplers have now both been chained to prevent them from swinging too far to either side.

Many thanks to all the Bullet car volunteers for their dedication under less than ideal conditions to make all this progress.

Overhead wire repairs - On the Friday before the Fall Spectacular, the overhead needed repair at Altoff Siding where a wood strain had failed. Two wood strains were repaired in quick order. It took longer to get the equipment staged and ready to travel to the work site. Nicholas Brightbill, Keith Bray and Joel Salomon took care of this.



Top left, center, and bottom left: Car 205 gets a coat of Tuscan Red applied by Fred Wagner assisted by Fred Huginir. After applying the new first new paint to the side of the car, Fred Huginir, Fred Wagner, and Richard Rasch stand with their efforts to return car 205 to its original color scheme.



Below right: Nicholas Brightbill repairs overhead wire using the Aerial Bucket Lift Car.



BUEHLER SHOP REPORT (continued)

Open car 1875 - The open car is in the shop and work has begun on the cosmetic refurbishment of the varnish. All the brass pieces have been removed and tagged and marked. The brass is being polished and the wooden grab handles will be coated with fresh varnish. The seat backs have been removed and are in storage, waiting to be sanded and revarnished.

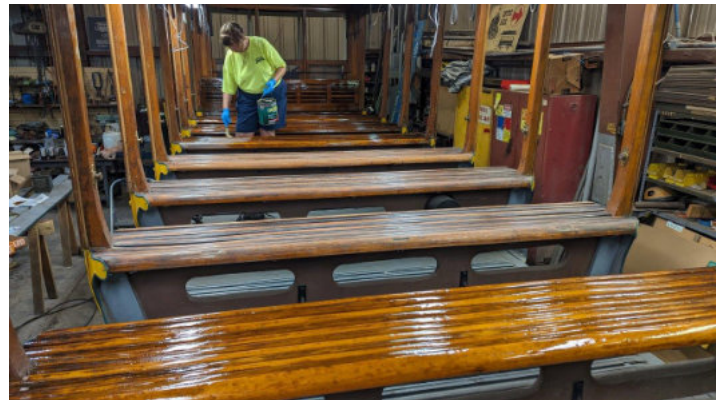
The seat bottoms have been sanded and received one coat of varnish. The fare register has been removed and placed in storage for a volunteer to polish, clean, and lubricate. Thanks to Nicholas Brightbill, Bob Emery, Don Hamilton, Richard Rasch, Deb Salomon, Brendan Scherzinger, Shannon Turner for your help with getting this accomplished. The interior of the car, including the bulkheads,

clerestory, posts, and platforms were all sanded and received one coat of varnish. Jeff and Amanda Morgan and Joel Salomon accomplished this.

Mike Lawson volunteered to polish all of the brass fittings. This includes 66 pieces of the grab handles that are mounted on the sides of the posts as well as eight corner bulkhead bench handles and other additional brass pieces. Mike has them all clean and polished. Mike also stamped all the pieces to keep everything in order. Sanding and varnishing the grab handles has been started by Joel and Carl Salomon and Nicholas Brightbill. Nicholas also put a coat of gray paint on the running boards.

On the electrical side, Keith Bray, Fred Walter, Carl Salomon, and Nicholas Brightbill removed the wiring harness from under the car. The wiring harness connects the motors together with the controllers and resistor grid banks. The brake beams had to be removed to access the clamps that hold the harness to the bottom of the floor. New wire has been received to rebuild this electrical portion of the car. Keith Bray and Fred Walter searched for resistor grids measuring the values.

Chicago 315 - The painted panels for the upper clerestory window "eyebrows" were trimmed to fit, starting with the mahogany trim between painted panel and window. Wire for completing the heater circuits, headlights, and destination signs has been ordered. Keith Bray accomplished this.



Clockwise from top left: Side view of Open Car 1875 with Jeff and Amanda Morgan varnishing the interior; 1875's benches getting a coat of varnish from Deb Salomon; brass fittings ready to be polished by Mike Lawson; the Open Car's bulkheads, clerestory, and ceiling with a coat of varnish.

MIDDLETOWN PARTS AND MEMBERS DAY 2024

Middletown parts - In late October and early November several RTM volunteers spent two days in Middletown, PA helping to sort and acquire trolley parts from the late Wendell Dillinger collection. The Friends of the Philadelphia Trolleys purchased the trolley and overhead parts from the Middletown & Hummelstown Railroad and graciously offered them to trolley museums in the immediate area. One of the first tasks was digging almost 500 brake shoes out of a pile and dividing them up amongst the groups involved. There were a variety of parts, including brake cylinders, controllers, brake valves, compressors and parts, hand brakes, and many overhead fittings. Museums expressed interest and officials of the FPT approved each acquisition.

Our volunteers traveled back to Rockhill Thursday evening, unloaded the parts acquired, got a quick night's sleep, and headed back to Middletown the next morning for the second day. More parts and overhead fittings were sorted and loading of the trucks from the various museums was accomplished after dark. It was then a late arrival back in Rockhill.

We acquired trolley overhead hardware and fittings for our spare parts, two controllers that will provide spare parts for AE&C car 315, two handbrakes than can be used for Lewistown car 23, two brake valves that could possibly be used for Lewistown 23, a spare K 35 controller, snow sweeper parts that may be suitable for Scranton 107, cast iron grid boxes, compressor parts, and, of course, a portion of the 500 brake shoes.

A huge THANK YOU to the Friends of the Philadelphia Trolleys for purchasing the parts and welcoming us to participate in the parts distribution. Thanks to Matt Nawn and Bill Monaghan for organizing the event and to Bill Wall for bringing many plastic pallets for everyone to use. Thanks to our volunteers Keith Bray, Nicholas Brightbill, Joel Salomon, and Fred Walter for taking the time on Thursday, Friday, and Saturday to get the parts and then unload them at the museum. Henry Long also helped with the unloading, cleaning up, and sorting the overhead parts. The next day all the acquired parts were put in the proper storage locations while a bit of clean up and organization of the overhead parts took place to incorporate the new additions.

Members Day - Our annual Member's Day was held Saturday September 7 and was a lot of fun, despite the gloomy weather at the beginning. Thankfully, the rain stopped around 10:30 and we enjoyed bright blue skies for the remainder of the day.

A variety of trolleys were operated throughout the day and into the evening. The highlight of the day was the operation of the Liberty Liner, which made two official trips during the day and a dinner trip around 6:30 with 25 passengers having pizza or subs. A profit of \$60 was raised from the pizza. Thanks everyone.

The Bullet Car 205 was also very popular, making numerous trips throughout the event including the last trip at 9:00 p.m.

One of the exciting moments of the day is the raffle for the chance to operate the Liberty Liner. Four names were drawn for the two trips from a bucket of those who pre-registered. A large, framed print of a Howard Fogg painting donated by the museum store was also given away as a door prize.

In addition to the Liberty Liner and Bullet car 205, other trolleys that operated included the freshly spruced up York 163, Johnstown Cars 311 and 355, Porto single truck car 172, Scranton sweeper 107, and Philadelphia PCC car 2743. A shop tour explaining the two current projects underway in the shop was conducted and a Car barn Two tour was also offered.

The event was well-attended with 117 members and guests. Most of them participated in the free lunch that was provided as an appreciative gesture to our members and volunteers. Thanks to Jamie Dunkle, Bob Emery, and Deb Salomon for their work with the food preparation, serving, and clean up. Don Hamilton designed the trolley schedule and dispatched. And Rich Wingerd tracked all the reservations and manned the table welcoming everyone during the event. Many thanks to our volunteers who planned this event and worked hard to make it a success. It's our members and volunteers who make the Rockhill Trolley Museum possible.

FINANCIAL CONTRIBUTIONS AND MEMBERSHIP

Thank you to the following donors who recently made contributions to the development and operation of the museum.

General Fund

Dennis Straub
William Urban
Edwin Kraft
Barbara Whitehead
Kathleen Thornton Educational Trust
Robert Gitt Estate
Roy Hunt
Jim Lilly
Thomas Aebi
Bruce Gustafson
Jason Maga

Lewistown & Reedsville 23

Eric Knepp

Red Arrow 61

John Swindler

P&W Bullet car 205

Fred & Barb Wagner

York 163

Marianne Strittmatter

Valley Railway car 12

Auchincloss Family Fund, a charitable fund of the Greater Harrisburg Foundation, Foundation for Enhancing Communities

New Members

We welcome the following individuals that recently became members of the museum. We look forward to seeing you in Rockhill Furnace.

Randy Zischkau
Turtle Creek, PA
Marianne Strittmatter
York, PA

Thomas Aebi
New Brighton, PA

Wes Lambert
West Salem, OH

John Stumpo
Pittsburgh, PA

Patrick Calvano
Lincoln Park, NJ

Paul Wolfgang
Collingswood, NJ

Randall Zook
Altoona, PA

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Shippensburg, PA

Rhonda Beaver
Huntingdon, PA

Clint West
Blairs Mills, PA

John Frantz
Allentown, PA

Dean Edmonds
Great Falls, VA

Jack Sipe
Carlisle, PA



Below: The 'brake shoe brigade using teamwork to move a pile of spare parts at the Middletown and Hummelstown Railroad. Photo credit: Bill Monaghan.



Above: Photos from 2024 Fall Spectacular at RTM. Bullet Car 205 partially repainted; Liberty Liner sitting outside Car barn 2 with our Philadelphia PCC Car 2743.

Railways To Yesterday, Inc.
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WE NEED YOUR HELP! 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.

PROJECTS IN NEED OF VOLUNTEERS

- Maintenance and restoration of our trolley and internal combustion fleet - mechanical, electrical, machining, painting, upholstery etc.
- Gardening - Do you have a green thumb? We have numerous flower beds that always need attention to keep them looking good.
- Trolley operators - no prior experience needed! We will train you!
- Help with the wiring in of new security cameras, outside door lights, energy management, additional light switches by the parts door for the tracks, substation energy management restoration and back into operation, install the key fobs at CB two.
- Museum store staff
- Help to diagnose 2743 door issues and 1019 maintenance.
- Finishing cosmetic touches to Open Car 1875 - we hope to return to service in 2025
- Building Maintenance - If you are handy with home repairs, we could use your help with keeping our infrastructure in good repair.