



# CERA NEWS



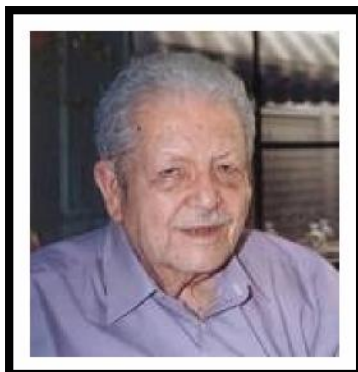
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September 2013

## WILLIAM ELLERY CHANNING WOOD

**William Ellery Channing Wood**, 82, of Suffield, beloved husband of Grace (Howard) Wood for 48 years, entered peacefully into eternal rest with his wife by his side in the comfort of his home, Friday August 9th, 2013. The son of the late late Rose (Playdon) Wood, William He attended the University of Toronto Army during the Korean Conflict. He was employed at WNEC in he owned and operated his consulting train and trolley enthusiast, William Engineering Society, the American tive with the CT Trolley Museum known as "**The Trolley Man.**" William of District #1 for the National Railway Historical Society. He was a member of the Salvation Army Advisory Board, a former member of the Tobacco Valley Tourist District. He was also past president and chairman of the CT Opera Assn. Besides his loving wife Grace, William is survived by a sister-in-law, Barbara Rogers, a niece Elsie Rogers both of Bloomfield, and a niece Grace Zapor of Southbury, CT. William was honored with one last ride on a Trolley Car at the CT Trolley Museum, 58 North Road, East Windsor, where the funeral service was held at 11:00 a.m. Tuesday August 20th. Calling hours were held 4-6 p.m. Monday August 19th at Leete-Stevens Enfield Chapels, 61 South Rd., Enfield. Committal, with military honors, followed at Longmeadow Cemetery. Donations in William's memory may be made to the CT Electric Railway, PO Box 360, East Windsor, CT, or the Salvation Army, 170 Pearl St, Springfield, MA 01105, or to NRHS CT Valley Chapter, P.O. Box 1016, Windsor, CT 06095-6116.



**Larry & Dottie Bryan** donated \$1,800 for a new roof on the **North Road Station.**

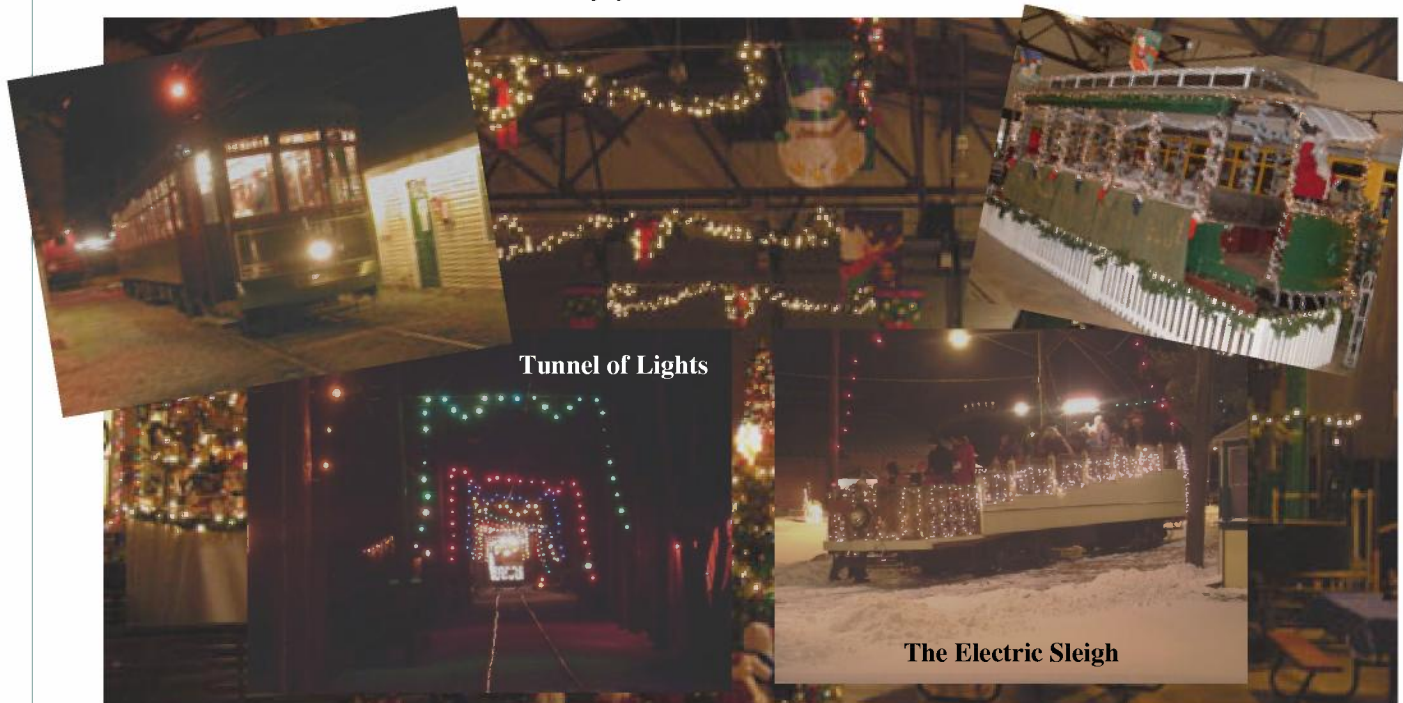
This new roof was very much needed

From everyone at the **CT Trolley Museum - Thank you both very much**

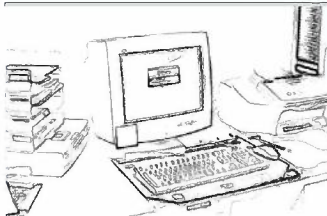
## Winterfest 2013 and the Tunnel of Lights

Join hundreds of others and continue, or start, a family tradition of coming for a trolley ride at the **CT Trolley Museum's Winterfest 2013** during the holiday season. Whether you ride a closed car or brave the cold to ride the open "**Electric Sleigh**", we promise you a good time and one that you will remember for years to come. Join your motormen in singing traditional Christmas carols as the trolley makes its way through the "**Tunnel of Lights**". Returning to the **Visitor Center**, it is always a race to get into the warmth and enjoy a nice steaming cup of hot cocoa as you listen to the entertainment. Admire all the model trains and displays.

Leave the hustle and bustle of everyday life behind and enjoy the holidays as they were meant to be enjoyed at Winterfest 2013.



## From the Editor's Desk



Things at the **CT Trolley Museum** have really been "humming" this season. The Shop has been adding more cars to our operating fleet, with more to come. One Saturday during "**Pumpkin Patch**", I saw three cars being used to take riders to the "Patch", another for a "**Birthday Party**" group, and a fifth car being used for our **Guest Operator** program (See article to the right.)

With all this equipment now running, we could use a few more operators. If you are an inactive operator with some extra time, or if you were a Guest Operator or someone who would like to become an operator, contact the Museum (860-627-6540 or [Office@CERAWeb.org](mailto:Office@CERAWeb.org) for more information.

John Carter, Editor



I need a magnet and maybe another refrigerator door



## Remember to allow time to also visit the CT Fire Museum and Bus Museum



1928 American LaFrance pumper  
Served in Hartford, CT



1975 American LaFrance pumper donated to the Fire  
Museum by the Town of Ellington, CT



To the left is the communication center for the complex. It is located in the CT Fire Museum. The power supply in the rear of the picture, which powers the various alarm systems, is over 100 years old, but still functioning as it did when originally installed in Danielson, CT.

1962 GMC CT Transit bus  
Currently used at various events to publicize our Museums



## A Truly Unique & Personal Gift for That Special Person

### Guest Operator Program

As "Guest Operator" you will experience two, hands-on (YOU are the motorman), round trips between the CT Trolley Museum's (CTM) North Road Station (Isle of Safety) and Wells Road. Prior to actually operating the trolley you will be given instructions on how to correctly, and safely operate the trolley by one of our certified operator-instructors.

You will also receive a one year "Individual Membership" in the Connecticut Trolley Museum. If you wish this membership can be upgraded to another grade of membership at an additional cost.

The program includes up to 4 family/guests in a ride-along so that they may share in your unique Motorman experience.

Contact the Gift Shop to make arrangements for the Guest Operator program.

You will be contacted by one of the CTM's Certified Instructors to arrange a compatible date and time.

**Cost: \$55.00**

For additional information  
Contact the Museum

Tel; (860) 627-6540

Gift Shop; [giftshop@ceraweb.org](mailto:giftshop@ceraweb.org)

[How about a gift certificate - a great idea and so easily done](#)

### Editor's Note

For all the members too young to remember the early days of the CT Trolley Museum, below is a short article written by the late William Wood dealing with the activities at the Connecticut Electric Railway sixty years ago.

If you knew William, I hope you enjoy reliving the moments described below.

## What Was Going On At C.E.R.A. In 1953 (Reprint)

*First we have to step back into 1952 to speak about one car the museum obtained that year. Rescued from the junkman when the Five Mile Beach Railway in Wildwood, N.J. closed, a 4-wheel, hand-brake, open trolley car, number 34, was obtained by the New Jersey Chapter N.R.H.S. They in turn, sold it to the C.E.R. for one dollar, but we had to come and get it. The museum had to come up with more than \$450.00. The Connecticut Valley Chapter N.R.H.S., through their trips on the New Haven Railroad, and requests for donations, would come up with the money. This car was one of only three of this type to reach the early 50's in complete condition in the U.S. Moved to Warehouse Point in the late summer of '52 – over the winter of 1952 – 53, due to being stored in the open, work was started on removing seats and other parts susceptible to damage from weather.*

*As the year started, the museum had 10 cars on the property, and in the General Manager's report of March 8, 1953, it was hoped to make a major effort to gradually restore at the rate of one or two cars a year to nearly new appearance, plus members (it was so stated) had ceased looking for more equipment (!)*

*With the delivery of the gas-electric generator (the Brill Unit) in 1952, the hoped-for erection of trolley wire during the winter, did not happen, and on March 6, 1953, the work was set back by a major wind squall, toppling the 16 foot high tower built on a push-car (the author remembers this "Tower Car" well, a "bear" to handle and very unstable, but it did a lot of work). A lot of repair work was required, including part of the platform.*

*At the Annual Meeting of March 8, 1953, the following officers were elected: President H. Gordon Pilkington of Danbury; Vice President Eugene W. Hermann of Bridgeport; Secretary Robert W. Eggleton of Windsor; Treasurer Henry R. Stieg of Hartford; and General Manager Roger Borup of East Windsor, all in Connecticut.*

*Also elected as directors for three years were: Fred Bennett of West Hartford, H. Gordon Pilkington of Danbury and Arthur Mitchell of Cheshire. Robert Eggleton was appointed the C.E.R. representative to a committee to seek coordination of activities of all eleven streetcar museums in the country.*

*By May 10, 1953, the track work planned to be completed by that date was way behind – thirteen Sundays in a row had rain for part or all of the day. One hundred and fifty feet of track was complete (spiked down), but only forty-five feet was aligned and tamped. This brought the end of the rail to within two hundred feet of the site of the future Wood's Barn switch. Other work was done; Car No. 10 was cleaned out so it was ready for visitors, and Car Barn No. 1 had shelving installed to store all spare resistance grids.*

*Next in the schedule of work was the repair of the Tower Car, finishing the installation of Bracket Arms and installing 700 feet of trolley wire. This work would be finished in late July. Another project in this period; #840 was repainted and lettered, and #36 striping was completed.*

*August 3, 1953 was a day to be remembered – the big tobacco barn located at the west end of our line (about where the Gift Shop Car stood for so many years) burned to the ground in a spectacular fire. Only days after the overhead was completed, the trolley line did not collapse, although one pole was pretty well burned. This fire did not help our talks with the owner of the adjoining property south of our line. (He felt we were to blame, and his price of \$5,000 was felt to be too high – buying of the land would not happen for a number of years).*

*During the year, up to October 18, 1953, the station building, cars #'s 169, 840, 65, and 10 had been repainted – striping and lettering was hoped to be done if the weather permitted (#840 was done in September). The hoped-for electric operations of 1953 did not happen, as work on assembling the Brill Generator did not go well in the summer – good weather in the winter, it was hoped, would allow this work to be carried out.*

*During the late fall, thirty feet of track was installed where the tobacco shed had burned – two-thirds of the building was on our property. This work provided storage for one trolley car and auto parking.*

*The museum was offered 2800 feet of 56-pound rail. It would be available in the spring of 1954. The rail fund had \$500.00 in it at year's end, and the required balance was hoped to be raised over the winter.*

*Plans for a four-car, two-track barn at "Woods Siding" (location of the Hartford & Springfield passing siding) were authorized and Fred Bennett, Bob Eggleton, and George Reitze formed the Car Barn Committee.*

*This ended a year of hard work, producing much progress, but no operation.*

## Welcome Aboard to Our New Members

### CT

Coventry  
**Peters, Ralph**  
Cromwell  
**Green, Michael H.**  
East Hartford  
**Pryor, Daisy**  
East Windsor  
**Robbins, Carol M.**  
Ellington  
**Kumar, Thulasi**  
Enfield  
**Lee, Dexter**  
**McCaffrey, Francine**  
**Kress, Alice**  
Greenwich  
**Besthoff, Anthony**  
Manchester  
**Pickering-Grayson, Leilani**  
Sharon  
**DuBois, Jesse**  
**Gdovin, Michael**  
Simsbury  
**Frey, Scott**  
**Omartian, Robert**  
**White, Jeff**

### Somers

**Mazur, Matthew**  
**Sulikowski, June**  
Suffield  
**Cahill, Charles**  
Tolland  
**Reynolds, Paul**  
Vernon  
**Palmer, Pam**  
West Hartford  
**Buckley, Julia**  
Wethersfield  
**Callahan, Diane**  
Windsor  
**Norris, Angelina**  
Windsor Locks  
**Shepard, Robert**

### MA

Acton  
**Harring, Cedric**  
Concord  
**Gruber, Rubin**  
East Longmeadow  
**Foltz, Stephen**  
Holliston  
**Rypsyse, Dan**

### Greenfield

**Artherton, Brian**  
Medfield  
**Abramson, Marty**  
Norwood  
**Sweeney, Edward**  
South Hadley  
**Lavoie, Chris**  
Topsfield  
**Johnson, Robert**

### NH

Manchester  
**Follansbee, David**  
**Follansbee, Donna**

### NJ

Berkeley Heights  
**Weinger, Ronald**

### NY

Bronx  
**Jenkins, Reginald**  
Cornwall  
**Mallory, Nicholas**

### RI

Coventry  
**Torres, Joseph**

2675

## Donations Received 3rd Quarter 2013

### Donors

Anthes, Beverly & George  
Arndt, Darrell T.  
Babcock Ann A.  
Ballard, Roberta  
Bryan, Larry & Dottie  
Burns, Mark  
Central CT Reg. AACA  
Clapp, Joan  
Duncan, Lee  
Duro, Stanley & Barbara  
Gallo, Duanne & Paul  
Goff, Alex  
Gorman, Barbara  
Numrych, Vaughn & Sheila  
Palmer, Pam  
Rudolph, Stephen B.  
Schreitmuller, Robert  
Steele, Marilyn  
Terhune, Robert  
Tracy, Carol  
Valinski, Richard  
Warner, Shirley  
Wright, John

### Recipient Accounts

Unrestricted	460
Memorial	725
North Road Station	2,025
Isle of Safety	—
Restoration Shop	25
Secure Collection	—
Track	—
Vandalism Repair	20
Car 10	—
Car 36	—
Car 169	—
Car 140	—
Car 451	20
Car 840	—
Car 1326	—
Car 1850	—
Car 5645	300
<b>Total</b>	<b>3,575</b>

Unless designated, when you make a donation, separately, or with your Membership Renewal, the donation is entered as a non-restricted donation, which allows the most flexibility in making repairs.





**THE CONNECTICUT ELECTRIC  
RAILWAY ASSOCIATION, INC.**

A 501(C)(3) NON-PROFIT HISTORICAL & EDUCATIONAL MUSEUM OF  
ELECTRIC TRACTION

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**Note:** If the year printed **above** and to the **right** of your  
name is **2013** or earlier, it is time to renew your  
membership

If you are not yet a member, please contact us for a  
Membership application.

Your continued support of the  
**Connecticut Trolley Museum**  
is very much appreciated.

All correspondence concerning the  
CERA NEWS should be sent to:

**Editor, CERA NEWS**  
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Web - [www.ceraweb.org](http://www.ceraweb.org)

## 2013 COMING EVENTS

**Early November**

**(Preparing for Winterfest 2013)**

**November**

**Winterfest 2013 (Starts right after Thanksgiving)**

### Winterfest 2013

**Trolleys & Model Train Layouts, Tunnel of Lights and Santa**

**December**

**Winterfest 2013 (Throughout the month of December)**

(Note! Call the Museum for dates and times. Check our Web Site for most current information.)  
Museum - 860-627-6540 Web Site - [www.CT-Trolley.org](http://www.CT-Trolley.org)

