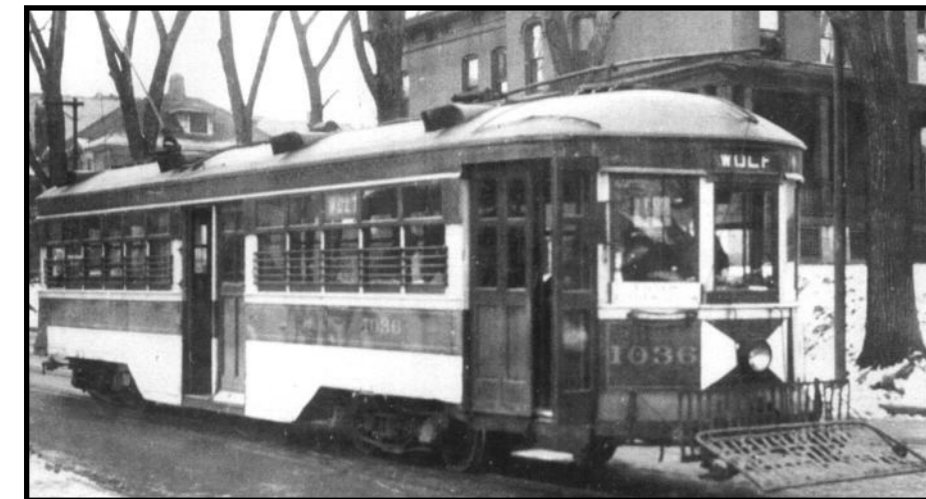


# SYRACUSE STREETCAR 1036

This was one of the the last Syracuse streetcars to operate in revenue service when the end came on Jan. 4, 1941. It is a “Peter Witt” style, named after the Cleveland Street Railway commissioner who designed a system of paying fares that gave birth to this widely-used model of trolleys with center exit doors. A conductor was stationed near the center door and would collect fares from boarding passengers as they passed to sit in the rear of the car. Passengers who sat in the front of the car paid as they exited. Eventually, Witt’s fare collection system was replaced by fare boxes located near the driver (as on buses). Fare boxes eliminated the costly use of a conductor, making streetcars one man operations.

Streetcar 1036 operated over several routes in Syracuse under ownership of New York State Railways until 1939, when the Syracuse lines were reorganized as the Syracuse Transit Corporation.

After 1941, scrappers removed the under-carriage for the war effort, and the car was sold to the Dumichael family for use at their camp in Lakeport. In 1988, with the car deteriorating and a tree growing through the roof, the family donated the 1036 to the



Plank Road Historical Society of North Syracuse. With help of the Army Corps of Engineers, the Society moved it to Plank Road Park in North Syracuse and started restoration work that included installation of rubber tires. Six years later, The Spaghetti Warehouse purchased the car for use in a restaurant in Virginia. It was moved to the Syracuse Equipment Company on Taft Road, where it sat until 1996; the restaurant company deciding not to use the trolley after all. The 1036 was donated back to the Plank

Road Historical Society, which took it on the road as a traveling trolley “museum.” The Society donated it to the CNY Chapter, NRHS in 2006.

**BUILT: 1916 – G. C. Kuhlman Car Company**

Central New York Chapter, National Railway Historical Society 2008

