

TROLLEY FARE

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Senator J. Barry Stout gives the "thumbs up" during the opening of the Trolley Display Building in 2005. Photo by John Polyak.

Remembering J. Barry Stout

By Scott R. Becker, Executive Director

I am sad to report that Senator J. Barry Stout passed away on October 29 after a long illness. Few people that I know of have had as large an impact on the Pennsylvania Trolley Museum or on Washington County in general as Senator Stout. One of his favorite sayings was that "Politics was the art of the possible." I think he lived that credo every day!

Barry was a long-time friend, supporter and advocate of the Museum going back to the 1950s when his father brought him down as a teenager to help build our standard gauge siding. Although trained in mortuary science, Barry became an elected official who served as a State Representative from 1970-76 and as a State Senator from 1977-2010. Throughout those years he helped many people; we first got to really know him in 1982 when Bruce Wells reached out for help to preserve historic Red Arrow streetcars that were in danger of being scrapped. Barry came to our assistance as he did so many times since, never more notably than in our East Campus Development. He and his capable staff helped us secure federal and state grants for earthwork and

construction. The support we received became truly a family affair since Barry was a partner with his brother Philip in Marta Track Constructors, who also donated materials and services over the years. Barry's brother Bill Stout ran Atlas Railroad Construction, who also helped in building our track construction east, and tracks up to and inside the Trolley Display Building.

Barry's oldest daughter Lisa worked as our Visitor Services Manager and still volunteers at the Museum. Barry was bigger than life with his friendly personality and many folksy sayings. These traits were especially evident when he agreed to be roasted (our first) in 2007 and a good time was had by all! Even after his retirement from the Senate in 2010, Barry still remained interested in the Museum. He was particularly excited about our receiving the Wexford Station and was there at 8:00 AM on June 6, 2015 when it arrived! Looking ahead, as we develop our East Campus, we plan to name the area between the Trolley Display Building and Trolley Street, the J.

Executive Director's Report, continued on Page 3

From the Front Platform

October started off with Pumpkin Trolley and the Arts and Crafts Show at the Fairgrounds. Visitors for the event were up about 20% from 2015. However, the 2015 event had several days of poor weather.

Santa Trolley for 2016, due to the quirks of the calendar, was a nine-day event. One other change was going to 100% advance sales through ShowClix (but we would still handle some walk-ins if the ShowClix time was not completely sold). Sales for the first five days were brisk and averaged about 92% of capacity. The last two weekends were sold out in advance.

Then on Saturday December 18, disaster struck. With predictions of serious ice conditions that morning, PTM notified all ticket buyers the day before by email their scheduled times would be moved one hour later. The PTM staff and volunteers worked diligently Saturday morning by chipping lots of ice and had the Museum ready to open at 11:00 AM, one hour later as planned. A "line check" car was out on the line and then it happened-- all the power in the area failed, including both the west and east campuses. A call to West Penn Power advised the resolution would be mid to late afternoon. Again, emails were sent to all ticket purchasers using a Rube Goldberg set up (remember no power) advising all trips for the day were canceled. That evening heavy rains caused our frozen parking lot to

By Dennis Bockus

overflow into the Visitor Education Center and our Executive Director discovered water on the floor in half the building. Thanks to a quick response by the Wells family, by 6:00 AM they were removing wet items and mopping floors so that the Museum could open normally at 10:00 AM. Sunday's Santa Trolley operated as normal and at 102% of capacity. Parking lot drainage improvements and back-up power systems are being investigated.

On Monday, December 20, PTM advised ShowClix to refund all Saturday purchases and included PTM paying the up-charge charge the purchaser pays to ShowClix. We advised all ticket purchasers that we did this and also that they could get a free family admission ticket to a regular non-event day if they show their refund email at the Museum. It was a difficult situation and I thank all the staff and volunteers, not just for this, but all their efforts for all special events. The refund was the right thing to do and definitely helps keep our very good record with special event satisfaction intact. In spite of this, we set an all-time Santa record.

Next, a very old piece of unfinished business has been brought to completion. In April 1977, PTM was laying the ground work for the Arden valley extension which ultimately ended at the present Arden loop. The first part of the extension started from the Fairgrounds stop and used Washington County

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Mission Statement

The Mission of the Pennsylvania Trolley Museum is to communicate the story of Pennsylvania's Trolley Era to a diverse audience through the preservation, interpretation and use of its collection of electric railway and railroad equipment, associated artifacts and photo/document archives, to ensure that visitors have an enjoyable and rewarding educational experience.

owned right-of-way following the former mine spur to Arden. Leaving the county land required using approximately 900 feet of privately held right-of-way to reach the Arden loop property owned by PTM.

While PTM desired ownership of this stretch of property, the best that could be obtained from the owners was a 20-year lease with one 20-year renewal which they graciously charged \$1.00 per year. We have long been aware that this would run out and Bill Fronczek had made a long-term effort to try to acquire permanent use of this parcel through an easement or purchase. Since the lease was to expire in April 2017 these negotiations were ramped up since this is a vital piece of railway to PTM that connects us with Arden Loop. Without it we would have to truncate the line and relocate to County land, greatly shortening the most scenic part of the ride experience. This also would have played havoc with our County Fair service and the relocation would have cost several hundred thousand dollars along with considerable volunteer effort.

Ultimately, an agreement was reached after almost a year of effort. A further complication was the land had been placed in the "Clean and Green" conservation program which reduced the property taxes. To sell any part of the entire 20+ acre parcel required all the property tax reductions to be paid back with

interest. Of course, this was added to the sale price.

The outstanding news is that Washington County Commissioners Larry Maggi, Diana Irey Vaughan and Harlan Shober recognized that this parcel of land was strategic to PTM and its tourist attraction and for PTM's Park & Ride for fair events, the largest of which is the Washington County Fair. They approved a grant of \$86,301 which covered almost all the cost of the purchase and related legal expenses and fees.

THANK YOU *Washington County Commissioners !!!*

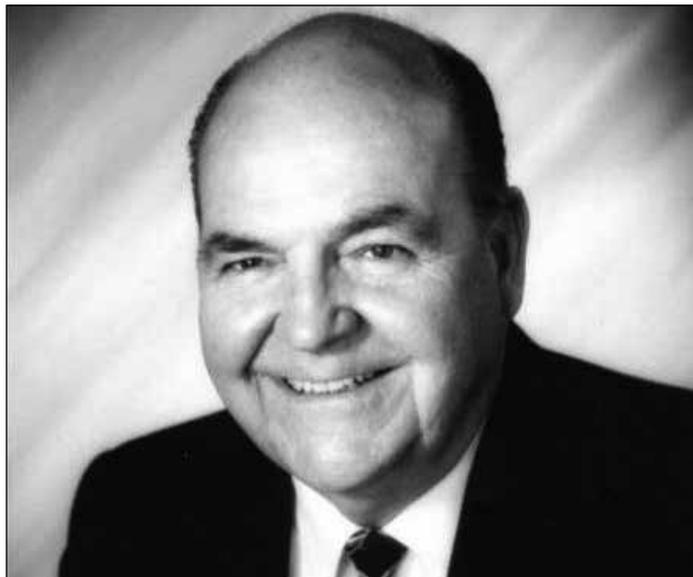
The closing was held December 22. PTM also obtained enough additional property such that Arden loop, which may need replaced in 10 years or so, can be made to a larger radius such that it will handle 2-car trains and be kinder to the larger suburban and interurban cars.

Last, this will be my final From the Front Platform column. PTM bylaws provide for 2-year term limits for the President. At the December Board meeting Bob Jordan was elected President for 2017 and Larry Lovejoy Vice President. Joe Stelmack was appointed Treasurer and Ralph Ciccone appointed Secretary. I want to thank Walt Pilof and Kevin Zebly for their service on the Board and I welcome Jeff King and Laura Wells to the Board. Expect in 2017 some exciting announcements about the East Campus project. Please give Bob all your support and assistance; I thank everyone for theirs. 

Remembering J. Barry Stout

Continued from Page 1

Barry Stout Trolley Park. There will be a children's play area and picnic tables. This will be a fitting reminder to a special person who really improved the quality of life in our region! *Rest in peace Barry.*



Good friend and supporter of the Trolley Museum Max Morgan passed away at age 88. photo courtesy of Washington County Council on Economic Development.

Malcolm "Max" Morgan, another great friend of the Museum passed away on October 31 at age 88. Max served as a Washington County Commissioner and was Chairman of the Board of Commissioners as well. He had a great interest in preserving history including initiating the restoration of the County Courthouse in 1978. He became a great friend of the Museum at a time when we weren't as well known and played a key role in expanding our Washington County land lease that included the Arden Valley right of way. As Executive Director of the Washington County Committee on Economic Development, Max saved the B & O RR Station in Washington for preservation. Shortly after his retirement we honored him as a Roastee in 2008. Like Barry Stout, Max had a "can do" personality who was a high energy person throughout his life. *Rest in peace Max.*

The Wexford Station has been very popular with visitors who got to go through it during Wexford Station Weekend on Oct. 1 and 2 and during Pumpkin Patch Trolley. We have had a number of visitors from the North Hills who wanted to see what happened to their Wexford Post Office Deli! Bill Fron-

czek and I had an opportunity to present a program to a capacity crowd at the Northland Public Library in late November. This program covered histories of the Harmony Route and Butler Short Line as well as the relocation and restoration of Wexford Station.

Our Allison waiting shelter has also gotten some attention recently. Thanks to a community service group from SCI-Greene, the vintage Pittsburgh Railways structure, which greets visitors at our Allison stop at our East Campus, had its peeling paint

scraped off and new paint applied.

Lastly, I am pleased to announce our Roast of Senator Camera Bartolotta on Friday April 21, 2017 at The Meadows Racetrack & Casino. Senator Bartolotta has been a big fan of the Museum and the Lights, Camera, Action theme should be a lot of fun. Allegheny County Executive Rich Fitzgerald will receive this year's James C. Roddey Transportation Leadership Award. A flyer is enclosed in this issue and I hope you can attend since this event is key to helping to "keep the trolleys" running. 

Educator's Notebook

By Lynne Thompson

October, November and December are always very busy months at the Museum. This was the case again at the end of 2016. October brought us much activity with the Pumpkin Patch Trolley, including thirteen field trips! I want to thank the many folks who come out and volunteer during Pumpkin Patch time. It takes so many people both working with the public and behind the scenes to make everything run smoothly.

November started out with a very important event, our biannual Boy Scout Merit Badge Workshop. This year we were happy to have Dave Moffett join us as an instructor. Again, this was a well-attended event. In the future we hope to add more badge possibilities. Board member Jim Herrington, who is an Eagle Scout and Merit Badge Instructor, has offered to teach the Personal Management Merit Badge at our next workshop. This badge will be made possible free of charge to Scouts by a generous donation from the CFA Society of Pittsburgh. Please see the insert in this issue for our May Merit Badge Workshop.

Santa Trolley this year fell on the calendar in a way that allowed for 4 weeks of jolly fun. This meant a large demand for staffing. Once again our volunteers stepped up to the plate! Rose Golofski,

one of our new volunteers, has been very helpful in the events room and enjoys working with the public. Her husband Chris is a returning volunteer who has been a great addition to our operations department. Uniquely, one of his new trolley instructors, Dave Moffett, was one of his students at the Port Authority.

One of our newer volunteers, Teri Coyne, was able to jump right in and help with ticketing during Santa Trolley. She came to us through one of our operations and archive volunteers, her son, Jeff Coyne. Some of the best volunteers at the museum have come to us through family connections. Please share with your family and friends your experiences with the museum. You never know who might be interested in becoming a member and/or volunteer.

On the subject of family volunteers, I want to personally thank everyone who helped this fall and winter in staffing the event room. You helped fill the gap with the passing of my mom, Debby George, who faithfully volunteered in the event room for numerous dates every event for the past five years. Also, everyone's positive attitude help make it an easier time for us all to deal with the loss.

To finish off the year we had our annual volunteer Holiday Party at the Washington County Fairgrounds in the 4H building. This year the Countryside Deli, a local catering company, catered the main dishes. The attendees brought wonderful homemade dishes and desserts. There were door prizes and photo opportunities, even with Santa. Every child was given a stuffed animal by the man in the red suit.

The winner of our annual ugly sweater contest was Stephen Semerod again this year. He passed the fruitcake prize down to himself and also received an ugly sweater ornament and a Yule log. There were also door prizes, many donated by local businesses such as Beechies, Microtel, Eat-n-Park and Hampton Inn, while Bob and Mary Jordan (Bob will be our Museum president in 2017) donated a gift basket.



Volunteers greet visitors in the events room.



This year's Volunteer Christmas party was Art and Jo Ellis' first chance to attend. They recently relocated to the area from the New York City region. Photo by Bruce Wells

Another change in 2017 is in the E & I department. Jack Samuels who has served as the department head for many years, is stepping down. Jack will remain active in both E & I and the operations department. Dr. Michael Ziviello will be taking over the reins. I asked Mike to write a brief statement for this issue:

I am Mike Ziviello and I have recently agreed to serve as the volunteer Manager of the Education and

Summer Fun and Fall Has Begun

It's hard to believe that 2016 has come and gone. As we make this transition into the New Year, it's nice to be reminded of all the hard work that went into making such a great 2016. We had approximately 30,000 visitors come through our doors. Each visitor was welcomed by a volunteer or staff member, learned about the volunteers who work here or became a volunteer themselves. This museum prospers because of our volunteers and visitors. Each person who steps across the threshold becomes a part of our history, and therefore we become a part of theirs. Whether you are a volunteer



Cindy Wells works at the Pumpkin Patch that received a great make-over this year Photo by Scott R. Becker

Interpretation Department. I have over a number of years volunteered as an operator, tour guide, Education and Interpretation Committee member and as a tour guide trainer for new operators and tour guides as well as requalifying operators. It is my goal to continue to work with Lynne Thompson, museum volunteers and museum staff in order to provide visitors to the Pennsylvania Trolley Museum with the best possible experience. I will also strive to provide our volunteers with up to date information and training that will help them to expand on the already good job they do in interacting with visitors to our museum.

I know we are all happy to have Mike participating in this new role and I would like to thank Jack Samuels for his many years of service as the E&I Department Manager I couldn't have done it these past 5 years without him and we look forward to his continued guidance and volunteership.. I plan to continue working with him in his other activities at the museum.

If you know anyone interested in volunteering, having a field trip at PTM or if there is any way I can help you in the coming year, don't hesitate to contact me, Lynne Thompson, at 724-228-9256 or educator@pa-trolley.org. 

By: Madelon Cline, Visitor Services Manager

or a regular visitor you were drawn to the museum in some way. For many individuals, you were drawn to one of our many events.

Our museum hosts a variety of events that are all catered toward different individuals. Some events are directed toward trolley and rail fans like our Western Pennsylvania Trolley Meet. Others are family-oriented events like the Pumpkin Patch Trolley. All are great fun for all ages and we enthusiastically welcome all the different demographics to learn about the Trolley Era!

As the summer season came to a close, we began our countdown into the New Year. We finished our fall events with the Pumpkin Patch Trolley. The 2016 Pumpkin Patch Trolley had 2,708 visitors and the museum shuttled 1,118 people to and from the Pennsylvania Arts & Crafts Christmas Festival at the Washington County Fair Grounds. Each visitor got to experience the fall ambience amongst our decorated trolleys and updated pumpkin patch. Children could be seen with giant smiles across their faces as they played fall games and collected a pumpkin that they would decorate. These pumpkins are supplied by Trax Farms, without them, we wouldn't have had the fantastic cornstalks, hay bales, mums and pumpkins that we order each year for the event. Thank you, Trax Farms!



*Santa poses with the crew on "his" trolley December 4, 2016.
Photo by Bruce Wells*

As the fall décor came down, it was soon replaced with tinsel, stockings and candy canes. The air became crisp and Santa appeared for our Santa Trolley. Visitors from all over flocked to meet the Jolly Man on his trolley. The holiday spirit was alive and well in the eyes of the children who got to meet the man who knows whether they've been naughty or nice. Many volunteers were there all four weekends to spread holiday cheer and many came out weeks in advance to help decorate. All visitors during Santa Trolley also got to meet a few of Santa's helpers and some undercover elves! Even though one day of the four weekend event had to be

Pittsburgh Points

By Chris Walker

One of the most significant changes in Pittsburgh transit history (at least within recent memory) occurred on January 1, 2017 with the start of service that Sunday morning, the Port Authority's long-advertised changes to its fare system were implemented, moving in a totally different direction from multiple decades of tradition.

The last paper transfers were issued (and accepted) the night before; as of January 1, the long and storied history of the transfer in Pittsburgh came to a close. Transfers, it should be mentioned, still exist, but only in electronic form. Riders using a smart card or ticket can have the transfer fee deducted from the balance of their fare media. Saturday night also brought us the last zone charges in Port Authority history. As of Sunday morning, a single ride, no matter the distance, was the same flat fare.

To back up slightly and recap information from previous articles – with the Port Authority's "Making it Simple" campaign, the fare structure was completely revamped. Some of the major changes include the following:

- Zone 2 was eliminated, making the Port Au-

cancelled due to a power service failure, we saw a total of 4,018 visitors. December 18 marked our last day of Santa Trolley and with that, the museum wrapped up all of its holiday decorations and we began planning for 2017 and our April 1 opening.

The Spring is packed with fantastic events. Bunny Trolley will be held April 7-9 & 14-15. Then Daniel Tiger, from the hit PBS KIDS series "Daniel Tiger's Neighborhood," will be joining the Pennsylvania Trolley Museum for his special weekends on May 12-14 & May 19-21. If you are not available during those dates, join us for a regular visit during our spring hours. We will be open to the public April- May, Saturday-Sunday 10:00am-4:00pm. The museum will be closed on Easter, but open on Memorial Day. Be sure to visit www.pa-trolley.org/events for all event information.

Want to use the museum as your next meeting or party space? We are currently accepting rental bookings for birthdays, graduation parties, group visits and more. Please email me at vsm@pa-trolley.org for more information!

2016 ended a great year for the museum and we are excited to see what 2017 has in store! Thank you to the many volunteers who helped during events as well as daily operations. Lastly, a big thank you to all our members who support us and visit us during the year. We'll see you in the spring! 

thority system a single flat fare.

- The cash fare increased by a quarter, to \$2.75
- ConnectCard or Connectix fare stayed the same, at \$2.50 a ride.
- Paper transfers were eliminated; a \$1.00 transfer charge still applies for riders using cards or tickets, and the fee is automatically deducted at the farebox electronically; cash customers must pay a full, second fare if changing vehicles.
- For the first time in over a decade, riders have the option of purchasing a day pass; these can be obtained at ticket vending machines and cost \$7.00 for unlimited travel until the end of the service day.

Operationally, a huge shift came January 1 with the start of "pay enter" fare collection at all times on the bus system. Prior to this point, fares were collected in the age-old method of "pay where you live;" this is, pay as you enter inbound and pay as you leave outbound. This changed after 7 pm, at which point all fares were collected upon entry.

During the public comment period leading up to the fare changes, one common complaint pertained to the confusion that sometimes resulted in some-

thing as basic as figuring out when you have to pay. Of course, this change has led to the of implementation fare collection upon entry at the busy Downtown stops. This move also eliminates the Downtown free zone on buses. The T continues to be a free ride through the CBD and over to the North Shore.

Philadelphia Notes

By George Gula

As part of its efforts to simplify its fare structure, SEPTA announced a fare reduction for the Norristown High Speed Line and nearby local bus routes 123, 124, 125, 150 to take effect beginning January 1 of 2017. The December 28 year-end announcement means that high speed and bus riders will pay a flat fare and the rail line's most expensive trip will be reduced from \$3.75 to \$2.25 for cash riders. Riders using tokens will pay \$1.80 per trip and an additional dollar for a transfer, while senior citizens will continue to ride free.

On Friday morning, December 16, an SUV struck an ambulance rushing to a call on Chester Avenue at 52nd Street around 9 a.m., leaving the female driver of the SUV hurt and her heavily damaged vehicle blocking the Route 13-Yeadon subway-surface tracks. One trolley was stopped right before the crash scene and was unable to move until it was cleared up, but other Route 13 streetcars were diverted from Chester Avenue to Woodland Avenue over 58th Street in southwest Philadelphia.

With Christmas approaching, SEPTA held its 4th Annual Decorated Vehicle Competition and Operator Dave Musgrove won the trolley division award. "We don't do it for the competition. We just do it for the joy, the fun of it," he said. Deatrice Marshall's Route 84 bus had a fireplace inside, with reindeer and a sleigh outside, for her theme. Since the bus represented "The Night before Christmas" when not a creature was stirring, not even a mouse, she pointed to her little stuffed mouse. She took second place, along with fellow driver John Looby. The decorated buses were on public display for a Saturday afternoon at Dilworth Park.

On Saturdays and Sundays, beginning with the weekend of October 8 and 9 and continuing weekends through Sunday November 27, a station improvement project was conducted at 15th Street Station. All Market-Frankford Subway-Elevated trains used the eastbound track between 8th and 15th Streets and all passengers boarded and alighted using the eastbound platforms at 8th Street, 11th Street, 13th Street and 15th Street. The work was done from Saturday morning at 4:30 a.m. until the start of service on Monday. On Sunday December 11, The trolley tunnel was closed at 5 a.m. through 5 a.m. Monday for various and sundry construction projects. Trolley routes 10, 11, 13, 34 and 36 used their established diversion routes to

Part two of the fare changes involve the rail system, which will be seeing a major switch this coming summer. The T system will be going completely cashless, as Pittsburgh Points has reported on in the past. We will bring you updates on that process as time permits. 

reach 40th and Filbert Streets (10) or 40th and Market Streets (11-13-34-36) and allowed riders to transfer to the Market-Frankford Subway-Elevated.

In the first week of October, SEPTA began operating a normal commuter rail schedule when fifty of the 120 cars (1/3 of its rail fleet) that were sidelined in July due to suspension system defects became available for service, allowing the agency to add 200 additional trips per day across its 13 Regional Rail lines. SEPTA officials promised to continue to evaluate rush hour service. A spokesperson said, "Riders may still see some crowding due to some trains being short a car or two, but it will definitely be an improvement over the last three months." The first day back to a regular schedule brought mixed customer reviews ranging from joy to scathing comments concerning delays on several lines. One commuter simply stated "the R5 line was still a disaster." But most riders, while commenting on late trains, were happy that the situation had improved during the summer through the early fall. In order to return to a regular schedule, SEPTA continued to use the cars it had leased from other agencies, including Amtrak and New Jersey Transit. An average of two newly repaired cars are being received each day. While they cannot immediately be returned to service, SEPTA expects the full Silverliner V fleet to be running by mid-November. As the Regional Rail system was returning to normal service levels, SEPTA announced a multi-pronged Regional Rail improvement program. It will increase capacity by pur-



Elmwood operators Fred Garmon and David Musgrove decorated SEPTA LRV 9031 for the Holidays. This photo was taken at 40th and Baltimore in December. Photo by Bill Monaghan



SEPTA PCC II 2336 was decorated by Callowhill operator Gary Mason. The scene is Delaware and Frankford Loop. Gary has been decorating trolleys since 1993. Photo by Bill Monaghan

chasing 45 new bi-level cars to be in Philadelphia by December 2019. Fifteen new locomotives should begin arriving in March 2018 and it is analyzing long-term financing options for the procurement of Silverliner VI cars to replace the Silverliner IV fleet.

On Tuesday, December 6, the city held a noon groundbreaking ceremony at the 40th Street trolley portal to begin the work of transforming the concrete-heavy trolley stop into a more welcoming public space with a restaurant, lots of vegetation and landscaping. This project is the result of years of planning by the University City District, which has been sitting on \$2.1 million of raised funds since November 2015 and received a zoning permit for the project in March 2016. A 150-seat restaurant, aptly named the “Trolley Car Station,” will be privately managed by developer Ken Weinstein, who is currently behind Mt. Airy’s Trolley Car Diner and East Falls’ Trolley Car Café. The opening date is scheduled for September 2017.

On Sunday, October 16, members of Transport Workers Union Local 234 (TWU 234) bus, trolley and subway operators voted unanimously to authorize a strike upon the October 31 expiration of their contract after months of negotiations with SEPTA proved unsuccessful. They also voted against extending the current work agreement beyond October 31 and declared that they would not come back

to work on Election Day. The outstanding issues for the union included the need for pension reform, maintaining affordable quality health care and addressing safety and fatigue issues for SEPTA drivers, who have complained about the down time operators get between driving routes and insisting the current layovers aren’t long enough to even allow operators to use a restroom. Union President Willie Brown said that a major sticking point is definitely the pension plan inequities that the union believes exist between managers and frontline workers. Brown said that currently the union contributes 3.5 percent of a week’s pay to the pension, which is vested after five years but the plan has a \$50,000 compensation cap, which is the major source of workers’ ire. Earning more than that doesn’t result in a larger pension, even though the workers continue to pay the same percentage of their income toward the pension fund. Managers and administrators have no caps on their pensions and Brown complained that the current pension plan forced workers to subsidize managers’ pensions. The TWU’s demand is for the same benefit calculation formula as the managers.

Despite last minute negotiations and a visit from Democratic Congressman Bob Brady, who has successfully resolved many labor disputes in Philadelphia, 5,700 workers walked off the job on November 1,

halting all subway, trolley and bus service within the city. When asked about the hundreds of thousands who would be inconvenienced by the strike, Brown said, "I'm sorry. It's the only tool we have available to us." There was not as much drama as past strikes had produced, but there was plenty of pain for commuters. Commuter trains were packed but the strike did not affect former Red Arrow and Frontier operations, which were represented by different unions. On the Sunday before Election Day, the City of Philadelphia filed a motion requiring striking workers to work on Election Day, and Pennsylvania Governor Tom Wolf announced that he would file an amicus brief supporting that motion. Two days earlier, a Court of Common Pleas judge had rejected a request for a blanket injunction that would have ended the four-day walkout. SEPTA had petitioned the court saying the strike by TWU union workers has created "a clear and present danger" for not just passengers but for all of the citizens of Philadelphia and the surrounding region. The courts would not be required to decide on the City's petition as the strike would last only until Monday November 7. An unofficial settlement began to take place after a November 6 Sunday evening phone conversation between SEPTA's general manager Jeff Knueppel, long-time state Rep. Dwight Evans, now running for Congress, and TWU union president Willie Brown. This resulted in SEPTA offering workers a new proposal that went to the union's executive board at 7 p.m. Sunday. Negotiations continued long past midnight and on the following Monday, Chairman Pasquale T. Deon Sr. told reporters at a pre-dawn briefing: "We wouldn't be here without Dwight

and Willie" when a tentative five-year agreement was reached and service began to return. "We believe this agreement is fair to our employees, and to the fare-paying customers and taxpayers who fund SEPTA. It provides for wage increases, pension improvements, and maintains health care coverage levels while addressing rising costs." Democrats breathed a sigh of relief because a full transit schedule would be operating on Election Day in the city.

Insiders revealed that workers' wages would rise only by about 10.5 percent over five years and health-care contributions from TWU members would rise by one percentage point or less. Pension changes got a complete overhaul by eliminating the existing cap limiting how much workers could receive after retirement and ending the current system of pension calculation in favor of a flat rate based on a workers' years of service. Henceforth, a multiplier would be used to calculate pension payouts instead of the current flat rate. Monthly pension payments would be calculated by multiplying years of service up to the date this contract is ratified by \$94. An additional \$100 would be added for each year of service after ratification. Workers would pay \$50 a week toward that pension total. This resulted in a 12.8 percent to 15.2 percent increase in pension payments, depending on the number of years worked. According to the union newsletter outlining the contract details, the raises and pension improvements combined will increase the cost of the union contract by \$146 million over the five years. At a special meeting on Thursday, November 17, the SEPTA board ratified the contract and the union ratified it on Friday November 18. 

Power & Signals Report *By R. Scott Davis*

Activities have been focused for the past several months on removing signal parts from the refrigerator car. The shelving on the southeast, southwest, northwest walls have been cleared of all parts and taken to either the APB or container to be sorted and stored. Once the car is cleared of all parts, two sets of metal shelves will be relocated to the Wexford basement, and T12 florescent fixtures will be converted to T8 fixtures to be used in the P&S container and the Wexford station basement.

I might add that the sorting of parts has allowed us to create a mental stockpile of what we have or don't have for use on the County Home signal project. Once the moving project is complete, we shall move on to preparing wood strain insulators for both the County Home and Trolley Street projects.

As always many thanks to Jeff King, Kevin Zebley, Art Schwartz, Laura Wells, and myself for making all the progress happen. 



Kevin Zebley and Jeff King help Scott Davis with moving signal relays to their new home. Photo by Bruce Wells

A cliché I haven't used in my memory is "dead men tell no tales." This is not always the case, as in "Quincy" re-runs and at PTM. I was called to PCC 1711 in early October for an intermittent emergency buzzer. I accessed the problem as a failing contact on the deadman switch and blew off the repair until a later date. About a week later the car dad "died" so to speak, near the car house and the Operator reported to the Dispatcher that the doors would not open. The Dispatcher observed that the MG was not running, turned it on, and described the door operation as "sporadic" and took the car out of service. We sometimes hear third or fourth hand about an unreported condition that could have shed more light on the underlying problem, which in the case of 1711 was the track brakes being deployed in service latch. Of course all of these items coupled together pointed directly to the deadman switch. Once we got the car over the pit and removed the box cover it was obvious that the entire board had broken from the frame and sort of dangled from the wires and linkage. The door problem was one of the emergency features of the car, as were the track brakes. The doors also were actually as "balanced" as electric ones get and could have been opened or closed by hand. Even after the structural repair of re-attaching the switchboard to the frame we still had issues of slow door operation and a mutant buzzer. This was traced to a highly corroded ground lug that was the intended negative return for these items. I installed a small terminal board on a more substantial frame member near-by. We also changed the air dampers and blank-off plate for winter use which normally triggers above-average temperatures. So in the case of 1711, the dead man had a lot to say and we'll listen closer next time, and I've found a clever segue to



New volunteer Eric Weinbrenner has spent many hours fine tuning the trucks for the Crane Car. Photo by Bruce Wells

lead to Pumpkin Patch!

Early in October we serviced PRT 5326 and PRCo 4398 for Pumpkin Patch duty. Even though 5326 hadn't seen much action all year we felt it in our best interest to go over it. Bob Powischill found a broken seat bottom and repaired it. 4398 however had around 400 miles on it since the last shop visit and we found normal controller burns and oil reservoirs low but not alarmingly so. One really bad find was a lot of water in a journal box. While this condition was fairly common with M551 with outdoor storage and 3618 after running in the rain it was a bit odd to experience it in 4398 where the box seals are still intact. A last minute addition to the Pumpkin lineup was New Orleans 832. We had repaired a failed (actually damaged) cross-member in May of 2015 and we found the repair, a 2-1/2" x 3/8" thick steel bar halfway sawn through by a brake rod. We also noted wear marks on an axle below a stationary brake bracket. Neither of these conditions were close to interference while the car was on the level pit. We added spacers to the bracket above the axle and reversed a casting that bolted to a brake beam to add 1/2" more clearance to the cross-member issue.

The usage tally for the Pumpkin event was 300 miles for New Orleans 832, 170 miles for 5326, but a whopping 666 miles for 4398 which had already been tasked for Yuletide shuttle backup duty. So back in the shop it went. This visit showed really burned controller tips and segments plus a burned through arc chute plate in the line switch. Of course we try to catch them before this happens but this particular chute had been replaced only in July of 2016. I decided to replace the contact tips and arc horn in case they had anything to do with the premature chute demise. I had been keeping an eye on the large double-strand shunt on the switch armature. It had developed some broken strands and now it was halfway through. I replaced it with a single strand shunt we had and placed an order to have a quantity of doubles fabricated. They arrived by year's end and I'll be installing one on the next visit. We also replaced both trolley wheels. We got at least two seasons from these wheels, but added in with other fleet replacements we did 5 wheels in 2 months or just shy of \$1200 in replacement costs. Fortunately some of the wheels were flagged because of excessive pin bore wear and can normally be bored and bushed in order to wring the remaining life from the wire-groove part.

What is Santa Trolley without PST 66? Despite the failed motor bearing 66 made it through County

Fair. We had been concerned about motor lead rubs on the body bolster that had caused a serious problem in the past. I had added automotive heater hose over the leads which already had a second layer of Exane insulation and the combination made normal flexing very difficult. To make things worse, the brackets holding the wiring connections were canted downwards towards the motors possibly to give the leads a better angle but more likely to make installation easier. While succeeding in that respect the downward projection reduced space available for a vertical curve in the wiring that accommodates the truck swivel in curves. We only made the modifications to one motor before the Fair so we attended to these in October but also completed the center bearing bolt replacement. This included removal of half of the heater hose sections. Of the four 13" long bolts that hold the body side of the center bearing in place (eight total), three were broken at the threaded end, two had disintegrating heads and one or two others were loose but had been tightened earlier. The repair involved cutting up the ribbed floor around the king pin cover for access to the heads. One end had actually been cut and patched before or had been built that way. We used the seldom-done two jack hookup of our electric jacks to lift the car for this work. Besides the obvious benefit of not having to use the hand jacks and blocking, the electric jacks proved invaluable in using the weight of the car body to push out the long rusted center bearing bolts. The heads were deteriorated enough to prevent any prying from inside the car and there was not enough room for the traditional hammer and punch technique from underneath. The solution was to find the correct length of the next thinner bolt from the bench stock, position the head against the truck bolster, the shank against the center bearing bolt shank, and lower the jacks. The process could be repeated with successively longer bolts but two shoves proved sufficient for the most stubborn specimen. As cars similar to 66 have been restored and run at other museums it might be prudent for our counterparts to check these.

While we do operate the only restored PST Louie car in the industry a lot of other museums use sliders rather than wheels for current pick-up. Our only slider user, PST 14, had a nasty dewirement of sorts that damaged a fairly new overhead signal contactor. "Of Sorts" means I don't know if a dewirement caused the harp to snag the contactor or if the contactor snagged the harp causing the dewirement. The fact that the shoe-holder, shoe and connecting bolt were missing and never found hints that they had departed shortly before the incident.

As is sometimes the case at the end of the year I'm hesitant to start into any deferred stuff that would render a car immovable while the Santa is in progress. Also a car needs parked on the pit anyway so we moved one of the least used cars in the fleet, PCC 4004, in on November 23. We did all of the routine service plus had to adjust all four drum brakes, rather disappointing after the modest 136 miles of operation for the year.

In some non-trolley maintenance work, I decided to remodel the pit stairs and add a more substantial hand rail. Some of the wire mesh treads had broken loose and the first step was always a "doosie" so to speak, about a 16" drop. To remedy the too-tall first step we built an extra-long wood base from surplus lumber and added a metal edging that became the bottom step thereby reducing the top step to a manageable 8 inches since the old steel steps were placed atop the bottom platform. A section of dog-chain had served as a hand railing for the past 20 years. I thought some of our geriatric workers, myself included, could have something more substantial. So I rounded up some iron pipe and fittings and built a rather attractive and fairly sturdy yet removable stair and top railing. In fact, my design could be continued to the pit entrance if desired in the future. An interesting touch was an elaborate grounding connection to the rail rather than to the commercial electrical ground. There is a difference and the occurrence of a live 600 volt hot stick contacting the "safety" chain (it happened once) with no ground to trip the substation or outdoor breaker could have all sorts of complications. There was also the unknown result of high current 600 volt surge heading into our AC cabinets. Now, all is swell!

Ice on the overhead wires plagues trolley operations and PTM is no exception. Dec. 17 brought moderate icing conditions and I was tasked with locating and installing a sleet cutter on the harp of



New volunteer Charlie Hallman, a student machinist, is a welcomed addition to the trolley maintenance team. Photo by Bruce Wells

4398 in order to clean the wires. As is normally the case, infrequently used items seem to move around a lot but I did manage to find a trolley wheel with ribs cut into the hub that promised, and succeeded, in doing a good job with the ice without the chattering and spark showering effects of a traditional sleet cutter. That would have done the trick for the fourth and final Saturday of the season except there was a complete commercial power failure that blacked out both sites and stranded 4398 at the north siding switch. The ETA of the power was forecasted at 4PM so at 11 AM we thought the proper thing to do was de-ice our loco 89 and tow home our trolley '98. Dan, Larry and Jeff did the tow. After lunch I decided to put the regular wheel back on 4398 and then grease the other wheel plus do 66 as it was close by and the ladder was there. Before I got to the second part the power was restored and things sort of returned to normal. I learned the Port Authority lost a section of overhead wiring near the rail center, burned through by the first car out on the ice, and the rail operation was delayed 5 hours and the Library line did not open at all that day, so we did better than our commercial counterpart.

What happened to the former M283 trucks? They've been re-designated M551 trucks. After cutting a reasonable deal with our local motor shop,

Crane Car M283 update #3

Since our previous article several sub-projects have come to a close. All underfloor surfaces have been cleaned, repaired as needed and painted. Although this task only consumed 34 hours by my count, they all were dirty and disagreeable ones. Attention spans were limited to four hours maximum, usually less, which drew out the job to seem more than it was. The resistor box rebuilds was another block filled in. In the last article I mentioned



Crane Car M283 receives a new cab roof as part of the current rebuilding work underway in the shop.

Photo by Arthur W. Ellis

United Industrial Group, Larry, Eric and I removed the faulty #3 traction motor and delivered it on Dec 28. Shop Foreman Bob Trocano will determine the cause for its untimely failure, mere hours after installation, long, long ago.

My deferred maintenance program was initiated for the winter on Dec. 21 when Larry Lovejoy shifted New Orleans 832 into the shop ahead of anticipated ice packs at the Car House doors (that hasn't happened, yet.) Part of the plan is to remove and replace wiring under the left side of the car that I suspect is the underlying cause for phantom control fuse failures and also because it is old. At year's end, Dec. 31 to be precise, Kate and Armand had removed the switch panel at #1 end, removed some cover plates below, cut some old wiring thus creating a wonderful opportunity for many hours of joy and happiness for the new year.

Included in this issue of Trolley Fare is an article on the work progress on M283 crane car, Volume 3, You will see how those activities closed up porosities in the maintenance program. By the way, our prominent actors have been Kate Imler, Paul Falcioni, Armand Latour, Bob Powischill, Fred Cooley, and the occasional Dan and Larry. To this impressive list we'll add the names of new shop volunteers Eric Weinbrenner, Charlie Hallman and Bob Lydon. 

By Bernie Orient & Larry Lovejoy

conductivity issues with the first two boxes we built. These came to light, literally, with the welder test. This involves connecting a welder as a power source across the finished product to verify the resistance achieved. The small lightning bolts, emanating from the internal connections, were a good hint we got it wrong. The underlying problem was a small amount of copper-bearing grease I had applied to the mating surfaces burned and coated the cast iron surfaces. So once I took everything apart and cleaned each surface things went much better. Another minor problem was that lots of mica (a mineral insulating product) washers were used and would compress when tightening the draw bolts. The boxes had to be a set width to fit back in the rack so some iteration was required, adding more washers and rechecking. In the end the boxes tested within 10% of the target resistance values. Although I've been with PTM for around 20 years this was my first "opportunity" to work with actual grid boxes. Clearly a challenge to be met in the near future is to find adequate quantities of usable product or find a work around with modern look-alike materials. We used 133 volunteer hours total on the four boxes.

As reported in the last newsletter we totally re-



Crane Car work showing the front view of the cab roof.

Photo by Laura Wells

moved the roof from the cab. Three steel carlines, or thin arch-shaped channels, probably surplus PCC parts, were the only crucial items that required restoration. All else was to be wood, albeit complex shapes in places. Art Rizzino cleaned up the carlines as best he could. The pieces were too large for our blaster. There were many, many holes drilled in the flanges of each carline plus all of the ends had rust damage of varying degrees. I got some 1/8" thick steel strips and Dan shaped them under the existing Swiss cheese pattern and plug welded through the holes. He also rebuilt each end especially at the small area of each that held the carlines to the cab sides. Then he found the center of each arch and plotted new bolt holes for some new PCC roof cleats that matched exactly the curvature of the carlines. This adventure alone probably was worth 40 hours of labor. Kate helped Dan with this.

The forest-product side of the roof was much easier. As we had no suitable lumber at PTM that was usable for the reconstruction, I sourced two 16 ft 2 x 10 rough cut but clear yellow pine scaffold planks. Dan and Jim Riedel cut them to eight foot pieces and ran them through our planner and jointer to true them up then copied the curved sills and two domed pieces that matched the carlines. All of these were sanded, primed and painted. We planned the sheathing to be of two layers, a 1/2" "structural" layer and a 1/4" top layer run in opposite directions to cover one another's seams. I chose marine-grade plywood as it supposedly has no voids but I knew we would be at the limit of the strength of the wood at the end curves from work I did years ago on the M551 dump car. With the help of some ratcheting strap tie-downs and a section of angle iron bolted to each

edge the plywood curved rather nicely to match the carlines. However the middle section, that had a much shallower curve, did not ride on the carlines so we simply worked from the center to the edges in fastening the plywood to the carlines. We installed the first piece on Dec. 21. The front detail of the roof sloped in a different direction to a horizontal curve at the top of the cab. As each "true-length" or imaginary straight line from a point on one curve to a point on the second curve along a radial projection was a straight line, I knew from my sheet metal days (I still have them) we were looking at a simple development rather than a compound curve. This section, 12" at the maximum width, is to be laminated with three layers of the 1/4" material, glued and screwed. We logged 164 hours to date on the roof demo and replacement.

We moved the first of the reconstructed trucks into the shop on November 5. We needed to install the old jack-knife connectors to the motor leads and other dealer-prep items. Another window of track opportunity presented itself on Dec. 7 so we moved the first (front) truck to the Founder's Car House and moved the second truck to the shop. The only difference between the trucks is that the rear truck has concentric bolster springs and the front has single springs. We did this as the front and back car body weights on M283 are vastly different. If we would have gone with double springs on the front, it would have made for a very rough ride and probably not beneficial to the wheels or rails.

Although certainly bit players in the overall production, I got a prototype heater assembled and tested. The goal was to replace the deteriorated heating elements with stock modern heater strips. I did the math and thought I had a winning combination of 240 volt strips in a 600 volt series circuit. The result was electrically as predicted but the surface temperature of the strips was a bit for me although centered in the capability of the product. Plan B is to procure another strip and fashion two element boxes, wired in series. In retrospect this makes more sense than having a second empty heater box in the cab.

As we closed out the year we're certainly close to installing the new trucks but we're into unpredictable and changing weather which adds another dimension to deal with. The project stands at 1063 hours, 363 of which were accomplished last quarter. We're better than halfway through the original and subsequent challenges but we need to maintain our pace to get M283 back on the road again so there is still limited opportunity to get your hat in the ring. Last quarter's participants not specifically mentioned in the article include the entire maintenance department. 

Restoration Shop Report

By Bruce P. Wells

The fall quarter saw great progress on the West Penn 832 project with lots of activity on Wednesdays and Saturdays. Installation of the duct work and heaters along the base of the wall the length of the body was completed. The seat installation followed utilizing all of the available parts. This leaves a couple of seats incomplete as we didn't have enough parts to build up the 20 seats needed. The background here is that as acquired, the car only had 16 of the original 20 walkover seats. At some point in the car's history four seats were removed and replaced and bulkhead bench seats were extended allowing for additional standee space. At the same time (I surmise) standee straps were taken from scrapped sister cars and applied to the balance of the length of 832's body. This was likely for the car's final assignment on the South Connellsville line where it was used to shuttle workers to their jobs at the Anchor Glass factory at the end of the line.

Jack Sutherland has put in quite a lot of time working with Franklin Foundry in Franklin, PA to have new cast aluminum parts made to fill in the missing pieces. John Habak and Jim Ott deserve much of the credit for assembling the seats and heater ducts and components. They will be completing the job using new parts after they are delivered sometime in 2017. Their next effort will be the motorman's position under the dashboard. This includes the cab heaters, foot deadman, dash front panels and cabinet doors.

Painting and finishing of parts for this restoration continues to be a big job. Jim Herron and Barrie Baker have been taking care of the majority of this along with occasional help from Bill Fronczek. The big job these past several months has been the glazing and painting of the doors. Color matching provided several challenges as we needed a paint

from Sherwin Williams that was compatible with woodwork-like doors. The really hard surface automotive products used on the body over time crack and peel at the wood joints (take a look at 14, 78, 4145 & 4398 for example). The SW team did a great job particularly with the Omaha Orange match, something we had limited success with previously.

Fabrication of metal panels has been a big need as work has focused on finishing the interior. A wonderful connection has been made with IGS (Industrial Gasket & Shim), our good neighbor down the road. After the installation of the ceiling in March, it became evident that the interior metal panels above the doors were no longer the same shape as the originals. By working with IGS we were able to create new ones that will cover the opening and provide access to the door engines. In November we enlisted their aid again to create new dashboard front panels. This process is ongoing as Jim and John continue to work fitting things up. They also provided specially cut and curled sheet metal piec-



Jack Sutherland and Bruce Wells show new panels produced by our friends at IGS for West Penn 832 Photo by Scott Becker.



Ron heats 78's anticlimber while we were straightening it.

Photo by Bruce Wells



Art and Jack discuss plans to recreate the original handbrake.

Photo by Laura Wells

es that cover the wall end of the seats and close off the opening (hole) where passenger debris could accidentally disappear into the wall.

In the last issue I reported the damage to P&WCT 78 that occurred during County Fair operation August 17. After discussions with insurance officials and two bids from qualified contractors, Ron Sikorski was hired. On October 1 Ron and I began working together to pull out the dents and straighten the anti-climber. The process worked through the next couple of weeks as Ron sanded, primed and repainted the damaged parts of the front end. The result is a new shiny end to which numbers were applied in December and corner vent windows, repaired by Jack Sutherland, were installed by Laura Wells and me. We also obtained and installed new glass to replace broken roll sign windows. These were also installed in December.

Also reported last issue were the plans to replace the headlight damaged in the accident. After failing to find a fabricator willing to make a replacement, I moved to plan 2 which was to take a stripped “hang on” suburban Golden Glow® headlight and have the sheet metal can reworked into a dash mounted one as described last issue. The plan came together with help again from our friends at IGS Industries. Their laser made short work of the job to create a metal ring that could be attached to the “can” to make a flange. With his time-honed brazing skills Ron was able to attach the ring to the can and enlarge the hole in the dash to accept the new headlight. I have since located a suitable reflector and socket and when time allows our wiring experts will connect things up.



Bruce Wells assists Ron Sikorski in the fabrication of a new headlight for P&WCT 78. Photo by Scott R. Becker

The interior light wiring on the private car Toledo, an ongoing project for Bill Fronczek and Fred Cooley, has come to fruition with the interior lights and the headlight shown last issue is now wired functional. The work was completed in November

October-November-December 2016



Fred and Bill discuss the next steps for “Toledo” after activating lights and installing refinished hardware. Photo by Bruce Wells using new wire and historically correct porcelain switches positioned (after considerable research and discovery) in the original locations. This improvement moves us one step closer to having the car available for tours and special occasions.

One need for Toledo is to get more accurate trucks applied to the car so that it can sit at the proper height and ultimately be brought back into operating condition. Discussions have brought us to the conclusion that the trucks currently under the Red Arrow flatcar will be the best suited. To that end Joe Patterson, the truck engineer from Columbus, OH, has prepared drawings of these trucks. Working with Dennis Bockus motors that will fit into the trucks have been identified and plans are moving forward to get this planned and priced. December 2, Bill, Fred and Larry Lovejoy worked with our friends from Brownlee trucking to bring trucks with the needed motors and gearing to the Artifact Preservation Building so that Joe could evaluate the motors for use in the project. This was the culmination of a couple days work by Dan Bower and Larry Lovejoy to get the trucks unburied from the piles in Reliance’s parking lot where trees and feral cats have surrounded the piles placed there in the mid-



Moving trucks from Reliance parking lot. Photo by Bruce Wells

2000s. It was also an opportunity for our old friend, the 3800 interurban car truck, to be brought into the fold at the east campus. This incomplete truck was acquired from Homewood shop in 1974 where it was reportedly used to weigh down PCC trucks during assembly of the truck frames.

Another project mentioned last issue going on behind the scenes at the Trolley Display Building is being carried out by Jeff King, Chris Walker and Justin Skrbin. It involves the activation of the lighting onboard Market-Frankford Subway-Elevated car 606. Jeff provided the following description of the lighting, how it works and how setting it up for display can be accomplished.

A 120/36 volt inverter has been donated by Hofstetter Company, a manufacturer's representative for Consel that we need to power the auxiliaries on the car. This will allow the 36VDC headlights, marker lights and other low-voltage lighting to be activated. The next step involves the reactivation of the fluorescent interior lighting. Car 606 uses a unique

system to allow the ballasts for the fluorescent lights to operate directly from 600VDC. Moreover, this system operates the lamps in a "cold-cathode" mode, which in and of itself is not uncommon (most LCD screens are lit by cold-cathode lamps); however, the lamp ballasts in car 606 are rare. Therefore, we are looking into the possibility of converting the lamps themselves to LED, while preserving the original system intact. This raises another issue: while common to many transit vehicles, car 606 uses 6-foot fluorescent lamps as opposed to the 4-foot and 8-foot fluorescent lamps common in residential and industrial applications, of which there are many direct-fit LED replacements readily available. So the question became, "Where can we find 6-foot LED retrofit kits?" The answer came in a most unlikely place: almost any gas station! Unbeknownst to many, most stand-up refrigerated display cases utilize 6-foot lamps, of which there are commercially-available LED retrofit kits available. The plan is to acquire one 6-foot unit and power supply as a test to verify that the original "look" and "feel" of the fluorescent lighting system can be accurately maintained with the LED replacements. If we are successful, we will proceed with retrofitting the entire car. This will allow all of the display lighting in car 606 to be operated from 110VAC as opposed to 600VDC. Once the lighting retrofit is complete, the next step (literally) is to construct a new set of steps with a wheelchair-accessible platform to allow car 606 to be opened to visitors. The plan is to have this work completed by the start of the 2017 operating season. A tip of the hat also goes to Jeff King for carefully clearing the inside of the car. It looks great!! Stay tuned for further updates!



Market-Frankford car 606 has been cleaned and will be a new exhibit in 2017

Photo by Scott R. Becker

Changes coming to Trolley Fare

By Chris Walker

As we begin 2017, some important changes will be coming to Trolley Fare. Our newsletter, now well into its sixth decade of publication, will be going digital for the first time. Beginning with the next issue (January – March 2017), you will have the option of receiving all the latest happenings at PTM via the internet, as Trolley Fare will be available for download to your computer or mobile device.

Of course, for those who prefer reading about the happenings at the museum while leafing through the newsletter – don't worry; a print edition of Trolley Fare will still be available. The only exception

will be our friends outside the United States, as the print edition will only be available domestically.

In order to plan our next steps for distribution of the newsletter, we need your help. Please send an email to: tf@pa-trolley.org to indicate your preference for how you would like to receive your copy of Trolley Fare. Please indicate whether you would prefer the new, digital download or continue to receive a print copy.

There are exciting times ahead at the museum, and our Trolley Fare staff is working hard to keep you informed! We are looking forward to the future, and are glad to have you along for the ride.