

# TROLLEY FARE

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Camera Bartolotta (center) poses with her Roasters at the April 21 event.

Scott Becker photo

## ***Senator Camera Bartolotta Roasted Rich Fitzgerald receives the James C. Roddey Transportation Leadership Award***

*By Scott R. Becker, Executive Director*

A great event was held on Friday April 21 with Camera Bartolotta, our Pennsylvania State Senator and supporter of the Pennsylvania Trolley Museum, was roasted to benefit the Museum. The event, titled "Lights-Camera-Action!" was very successful with almost 200 people attending and over \$37,000 raised to help "keep the trolleys running." Also, the third presentation of the James C. Roddey Transportation Leadership Award was held. Jim Roddey, Allegheny County's first County Executive, has been a great supporter of transportation in the region and served as Chairman of the Port Authority of Allegheny County. This year Jim presented the award to Rich Fitzgerald, Allegheny County Executive and a long-time public transportation advocate. A distinguished panel of "roasters" was assembled for the event. Tripp Kline was the auctioneer and Jim Roddey served as Master of Ceremonies. Tom

Rooney and John Swiatek were Roast Committee Co-Chairs. The Meadows-Casino-Racetrack-Hotel was the presenting sponsor of the roast which was held at The Meadows Event Center. Range Resources was a Silver Spike Sponsor, The Washington County Tourism Promotion Agency was a Silver Spike Sponsor and the Media Sponsor was the Observer-Reporter. Bronze Spike Sponsors included: Highmark Blue Cross Blue Shield, Hyatt Place, Monongahela Valley Hospital, Redevelopment Authority of Washington County, Sarris Candies, UPMC Health Plan and WesBanco. We thank all our sponsors and participants who made this event so successful!

Considerable behind the scenes work is going on with our East Campus Development. Trolley Street is the trackage that will run west past Wex-

*Executive Director's Report, continued on Page 2*

ford Station and connect to the main line at Enterprise Wye. Our Engineering, Way & Track and Power & Signal Departments, are working to get materials lined up for this project. I want to thank the First Energy Foundation for their \$5,000 grant to buy railroad ties for this project. We are applying to other foundations as well to underwrite the purchase of necessary materials for this important project. Work also continues on our efforts to receive the donation of approximately 2.75 acres of land from Eaton Corporation just to the west of the Eaton Crouse-Hinds plant along North Main Street. Surveying and preliminary engineering work has been completed and the subdivision plan has been approved by various local and county agencies and recorded with the Washington County Recorder of Deeds. We are now working on finalizing the deed transfer with Eaton. This land will be used for a new entrance road to the East Campus replacing our easement through Eaton's parking lot. This entrance will be much more user friendly for our visitors, volunteers and vendors.

In other land news, the Washington County Tax Revenue Department has classified as tax exempt the property we purchased from Geraldine Murphy and Family in December. This land is under our trolley line and also forms a buffer around Arden Loop. We thank the Washington County Tax Revenue Department for this ruling.

I am pleased to report that we have received a \$15,000 capital grant from the Washington County

Tourism Promotion Agency (WATPA) to install new LED lighting at our Trolley Display Building. This grant is being matched by a grant from the Allegheny Foundation with installation to be this summer. These lights have been installed and greatly improve the display of our trolley cars and save on electricity costs. The WATPA has also approved a \$10,000 marketing grant to help underwrite the costs of our 2018 Daniel Tiger's Weekend event. We sincerely appreciate the continued support from the Allegheny Foundation and the Washington County Tourism Promotion Agency! I am also pleased to report that we have received a \$5,000 grant from the Laurel Foundation for our education and outreach programs.

The Pennsylvania Trolley Museum has also been awarded a General Operating Support Grant of \$8,442 for 2017-2018 by the PA Historical & Museum Commission. The Pennsylvania History and Museum Grant Program is funded entirely by appropriations from the Pennsylvania General Assembly, which are approved by the Governor. We appreciate their continued support of our programs!

For a number of years we have tried to include transit service to our museum to make us accessible to visitors and volunteers who can't visit by car. The Washington County Transportation Authority began transit service on March 27 to the Museum as part of their new County Line Service which runs from McDonald to Washington Monday through Friday. Specifically, the County Line bus pulls

# TROLLEY FARE

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 1 Museum Road, Washington Pennsylvania 15301  
 Phone: (724) 228-9256 Fax: (724) 228-9675  
 Email: [ptm@pa-trolley.org](mailto:ptm@pa-trolley.org) Online: [patrolley.org](http://patrolley.org)  
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## STAFF:

Business Manager .....	Kris Rosenwald	.....	<a href="mailto:businessmanager@pa-trolley.org">businessmanager@pa-trolley.org</a>
Educator/Volunteer Coordinator .....	Lynne Thompson	.....	<a href="mailto:educator@pa-trolley.org">educator@pa-trolley.org</a>
Executive Director .....	Scott R. Becker	.....	<a href="mailto:sbecker@pa-trolley.org">sbecker@pa-trolley.org</a>
Museum Host & Store Specialist .....	Diana Myers	.....	<a href="mailto:store@pa-trolley.org">store@pa-trolley.org</a>
Visitor Services Manager .....	Madelon Cline	.....	<a href="mailto:vsm@pa-trolley.org">vsm@pa-trolley.org</a>

## Annual Membership dues:

Family \$75	Couple \$60	Regular \$40	Associate \$30	Student \$20
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Address changes should be sent to: [businessmanager@pa-trolley.org](mailto:businessmanager@pa-trolley.org)



## 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.*

into and uses the Trolley Museum parking lot as a turn-around on the southbound run, as it is coming from McDonald, Houston and Meadow Lands on its way to Washington. On the northbound run, coming from Washington, they driver announces the Pennsylvania Trolley Museum as a stop, but would likely discharge and pick up passengers at the point where Museum Road intersects with North Main Street. This service connects at the Washington Transportation Center on West Chestnut Street with buses coming from Pittsburgh. They will be installing transit stop signs at some point. For a schedule please visit their website at:

<http://freedom-transit.org/County-Line-fixed-route-bus-service-in-Washington-County.htm>.

Please mark your calendar for Saturday September 9. We are offering for the first time a special Extended Behind the Scenes Tour that will be run from 10-4 and include every building at the Museum as well as the Miller Library and Archives. The cost is \$50 per person with a special PTM member price at \$40 which includes a catered lunch and PTM Guidebook. Advance tickets are required and you can register online through the Museum's website. Later that day we will have our annual meeting beginning at 7:00 PM at the Museum's Education & Events Room. All members are invited.

## ***From the Front Platform***

*"The Wild Ride is getting up to speed"*

As I told you last time, there's a lot going on this year at your Pennsylvania Trolley Museum and in fact, the pace is dizzying! Our Capital Campaign has been gaining momentum and a campaign steering committee has been formed. The committee is chaired by Ray Betler of Wabtec, and includes prominent business, industrial, and community leaders. Under their direction we've begun making targeted requests to major donors. To facilitate the Capital Campaign, we now have professionally designed campaign materials including artistic renderings, have identified naming opportunities, and have developed a timeline and strategy for making requests. To ensure continuation of fund raising well beyond the current campaign and into the future we're also adding a staff person in the form of a Director of Development. This person will be starting in September and I hope to tell you more about her in the next issue.

Meanwhile, as the fund-raising gains momentum, Way & Track and Power & Signals have been hard at work identifying sources and gathering additional materials for Trolley Street. Also, the planning and development stage of the new Fairgrounds Platform and Pedestrian Bridge project continues to

The Museum is off to a great start this season with wonderfully large crowds at our Bunny Trolley and Daniel Tiger's Weekend events. As we move through the season, we hope you will consider volunteering at the Museum. Lynne Thompson, our volunteer coordinator, has a number of positions available in many areas so please give her a call or email her at [educator@pa-trolley.org](mailto:educator@pa-trolley.org). See you at the Museum!



*Rich Fitzgerald, County Executive, Allegheny County, receives the James C. Roddey Transportation Leadership Award from Jim Roddey at the Roast of Senator Camera Bartolotta.*

*Photo by Rich Doman*

*By Bob Jordan, President*

make progress while Larry works closely with various agencies, walking them through what it takes to build trolley track in 2018.

On the backup power front, several months of work have returned B-73 to availability for trolley power, having replaced all the fuel couplings and seals, which was made possible through the generosity of the Victaulic Company. Victaulic is the originator of grooved pipe coupling and joining systems, and was the original manufacturer of the couplings used throughout B-73 when it was built in 1930. Additionally, we have been working with a local supplier, Alternative Power Sources, to make a generator available to supply the Store and Shop should an outage occur during County Fair, and we're hopeful this will become available on a permanent basis.

Volunteers have always been the heart and soul of the Museum, but I am sad to report that four of our dedicated volunteers have recently passed away. Jim Herron was a regular "Wednesday Warrior" in the restoration shop as well as a trolley operator/tour guide and helped with education and interpretation. Jim became known as our resident varnish expert and his handiwork is prominent in the interiors of 4398 and open car 1758, as well as the two



waiting room benches in the Wexford Station. Jim was also an excellent photographer and many of his photos have appeared in the pages of Trolley Fare.

Two other members, Larry Dallison and John McCloskey also recently passed. Larry and John were regular and dependable trolley operators and tour guides. Both were well received by our visitors and did a great job interpreting the trolley era. Bill Penn also passed away recently. Bill worked in the restoration shop and was able to secure the donation of heavy duty steel shop trestles

## Visitor Services Manager

By Madelon Cline

Bunnies, Tigers and Trolleys, oh my! The Pennsylvania Trolley museum has been quite busy since our season opened on April 1 and our wheels keep turning as we move further into the summer.

In April, a certain Bunny hopped into the Trolley display building where many visitors got to enjoy his company! Children and adults alike enjoyed picking up Easter Eggs and playing seasonally specific games. The Four-Leaf 4-H Club from Washington County brought many rabbits for guests to meet



Kris Rosenwald and Barrie Baker help Daniel Tiger getting off the trolley at Allison. Photo by Don Bailey

from his former employer at the Monongahela Connecting Railroad. He was very helpful dismantling the Overbrook line, bringing his own equipment to remove the bolts from signal bases. Bill also helped out with overhead work via M210 and was instrumental in organizing the Classic Car Show and Trucks, Tractors & Trolleys event. I'm sure all four of these gentlemen would be thrilled to see the progress we're making. You will be too.

So, Get In, Sit Down, Buckle Up, and Hang On! We're on a Wild Ride and we're picking up speed!!

and even had some of the bunnies do tricks.

When May rolled around, Daniel Tiger, from the hit PBS KIDS series "Daniel Tiger's Neighborhood," came to visit the museum. It was a terrific time with trolley rides, story times, games, snacks and meeting Daniel Tiger himself. A big thank you goes out to Pet Search who brought numerous adoptable kitties for guests to meet. Also, thanks to Laura Wells who set up a small brick town layout for guests to visit. The event was a huge success and built lots of momentum for our summer season.



Kittens at Daniel Tiger event were a big hit.

Photo by Don Bailey

June marked the beginning of the museum's summer hours. With us being open 7 days a week, we have seen numerous visitors from all around the world. While we are open 7 days a week, the museum is closed to tours and trolley rides on Mondays. If you choose to visit on a Monday, you can visit our pictorial displays in our Visitor Education Center and shop in our Museum Store.

Summer really kicked off during our annual events, Parade of Trolleys and the Classic Car Show. This year's Parade of Trolleys was different than the ones we have had in the past. The event was focused on World War One era trolleys and



Judee Rooney presents Posters at War.

Photo by Scott R. Becker

hosted special guest speaker, Judee Rooney. She dazzled visitors with her presentation, Posters At War. This informative presentation educated visitors about the Great War propaganda posters and the illustrators who created the famous posters. It also allowed guests to view a few of them in person.

The parades were emceed by Restoration Manager Bruce Wells. Assisting Bruce in the emcee duties was his daughter Sarah Wells who dressed in period clothing. The atmosphere of the event was set by the singing of the strolling barbershop quartet Escapade. The quartet even led in the



Bob Jordan, Sarah Wells and her Grampa Art Ellis present the cake for 4398's one hundredth birthday party.

Photo by Mary Jordan

singing of Happy Birthday to Pittsburgh Railways car 4398 for its 100th birthday.



There was a big turnout for this year's Car Show including a local Thunderbird club.

Photo by Don Bailey

On June 25, the museum had a record setting 123 vehicles register for the Classic Car show. The parking lot was filled with beautiful cars that their owners take great pride in. Guests enjoyed walking amongst these beautiful vehicles while listening to the oldies provided by DJ Judy Chickis.

All of our events run smoothly thanks to the hard work and dedication of our loyal volunteers. They are there every day making sure that the event is everything it can be for our wonderful guests. We also get to work with some fantastic vendors during our events, thank you Countryside Deli, Sunny's Shaved Ice and Hott Dawg food truck!

Now that summer is in full swing, we encourage all of you to come and visit the museum. Stay up-to-date on everything happening in the museum by visiting our website at [www.patrolley.org](http://www.patrolley.org) or calling 724-228-9256.

*Our upcoming events include:*

- Park 'N' Ride Trolley Service to the Washington County Fair August 12-19
- Behind The Scenes Tour - Saturday, September 9
- Trucks, Tractors and Trolleys - Sunday, September 10
- Pumpkin Trolley October 13-15, 20-22 and 27-29



Barber shop singers add to the celebration for 4398 at the Parade of Trolleys event.

Photo by Don Bailey



I have been interested in trolleys ever since I could remember. My mother who was raised in Brooklyn didn't like where we lived in Philadelphia. It was a good neighborhood but the elevated trains didn't run past our bedroom window nor did the movie theater marquee blink next to our window. So until I started school, it was on the Route 36, 1923 or 1925 Brill Cars, for the trip down town. Sometime it was the Route 37 to Woodland Avenue. At that time the cars on Route 37 were the original design and color with wooden seats. It was a great time as the Nearside cars were running on the Routes 12 and 70, double end Hog Islands and 1923 double end cars were running on Routes 46, 81 and 79 and along with Routes 36 & 37 the standard cars were running on Routes 10, 11, 17, 20, 32, 34, & 38 as well. I knew the routes so well that I actually believe at 5 years old I could have found my way home by trolley car.

My interest in trolleys may be genetic since my grandfather and great grandfather worked for the old PRT and one of its predecessors. In my teens I would hop on the Route 23 when I was in center city and ride down to my grandparents' house on Snyder Avenue where I would spend hours with listening to my grandfather tell me about the days when he worked for the PRT, Philadelphia Rapid Transit, predecessor to the PTC. In fact my grandfather was the one who told me about a new book that Harold Cox wrote about the Surface Cars of Philadelphia 1911 to 1965. Grandpop, as I called him, worked the 4000 series Hogs pulling trailers on Route 2 and the old Pay Within's on Route 55 to Willow Grove out of Luzerne. One particular story I remember was my grandfather motoring a car down Easton Road from Willow Grove when he noticed a man was holding up the conductor. Grandpop said he slammed on the brakes and the robber fell hitting his head on railing post in the car and knocking himself out. Grandpop said, "When we got to Jenkintown, we dragged the robber out of the car and into the police station." My Great Grandfather worked for one of the companies that made up the PRT going back to the Horse Car days.

In 1963 while driving on Tansboro Road in Tansboro New Jersey, I couldn't help but notice a sign that read "Trolley Valhalla." I stopped and went in and that's when I found PTC 8042, 8534, 5205, 5327 and Red Arrow 26 a former PRT Hog Island car. At that time I met the fellow who owned the car and he was working on it. They cars weren't off the street that long, only about 6 to 7 years; however, they had been stored out in the weather and it was taking its



*Ray Lonabaugh & 8042 at Tansboro 1967.*

toll on the cars. Trolley Valhalla was forced to shut down and I lost track of the cars. Some went to Jobstown NJ but I'm not sure if 8042 passed through there as well. In any event I lost track of 8042 as well as the other Philadelphia cars.

Years later in the 1980's while working for Philadelphia Electric Company I was doing an insurance inspection in the old Delaware Generating Station at Beach and Palmer Streets in Philadelphia when I came across 8042, 8534 and a single truck car belonging to the BVTA stored in the old generating station. Needless to say I was surprised and very pleased to find the two standard Brill cars being stored there. A few years later the cars were removed and I lost track of 8042 again and I often wondered what happened to the car especially since I had met the original owner in Tansboro after it left PTC. As for 8534, it was being used in Philadelphia for rail fan excursions. I was surprised to see 8534 after it had work done it. The car really looked great and took my oldest and youngest daughters on it for a couple of excursion trips.

During my employment with Philadelphia Electric Company and later for the National Fire Sprinkler Association I made many work related trips to western Pennsylvania and would always make it a point see what was going on at the Pennsylvania Trolley Museum. At some point in time I took out a membership. On one trip I went into the new Trolley Display Building and low and behold there was an old friend there, PTC 8042. I was surprised but really glad to see it under roof. I'm not superstitious but I have to wonder if this car hasn't been following me around for the last 50 years? I'm really excited to recently learn that it is headed for some work to refurbish it. Whenever I conduct a tour in the Trolley Display Building I point 8042 out and compare it to a Pittsburgh Jones Cars as the standard car for that particular city. I tell everyone on the tour that



8042 with its crew is seen in 1940, in the final days of operation on route 55 along Old York Road in the suburbs north of Philadelphia. *Collection of Dennis Szabo*

### Crane Car M283 Update #5

*By Bernie Orient*

The body repairs and exterior painting were completed and the wrap-around scaffolding was removed on May 3. As, one after another, a list of outside contractors who might lift and lower the crane body onto the reconstructed trucks failed to materialize, we took matters back into our own hands. We moved the lifting beams into place under the car and bolted together the pair needed for the heavy tub end, a detail we did not do before but had learned that it would be a good thing for stability. The lighter cab end only required one beam. We also moved a fourth beam into place near the tub for a secondary or safety. I went in search of lifting equipment that we could rent. The company we occasionally rent equipment from located what I needed at a competitor's shop: two hydraulic jacks, or "rams" having a 6" stroke and a power unit. I also got some more blocking lumber, formulated a battle plan and set Wednesday, May 16 as our



M283 now sports a trolley pole, headlight and number in addition to many other improvements. *Photo by Bruce Wells*

Philadelphia had 535 of the 1923 – 1926 Brill Cars and my mother had me on each and everyone one of them. It always draws a laugh.

8042 has quite a history in Philadelphia having been a car that ran to Willow Grove Park, as a subway surface car and was one of the last standard cars in operation in Philadelphia having run on the Route 17 and 32 out of Southern Depot at 19th and Johnson Streets after it was removed from the subway surface routes. It was in the group of cars to be the last trolleys to operate on Market Street, which was Philadelphia's main merchant and theater thoroughfare. All the big department stores and theaters were located on east and west Market Street along with the "Chinese Wall", which was the old PRR Railroad Station. I remember them all too well. Age 71 has its advantages.

D day, so as not to coincide with the Daniel Tiger weekend event.

By the time I arrived at the appointed hour Larry and Katie had shifted winter resident car 1758 outside and had the rear truck coupled to loco GE 89 and marshaled to the pit track. The front truck was already in line as it was the last to be "detailed". I had delivered the rental jacks the day before and had begun to stack the required blocking in alternating orthogonal rows of three rather than the previous two with the ram in the center providing a solid wooden section to the concrete floor. The before-mentioned fourth beam was set on the steel trestles that had held the rear of the car, once jacking commenced. The body needed to be raised about 10 inches to roll the trucks beneath. In this manner there was always a safety stop within 1-1/2" of the jack position. Except for a slight leak in the rented hydraulic ram, the exercise went smoother



Bernie, Fred and Eric discuss progress lowering M283.

*Photo by Bruce Wells*



than the extraction, which had involved authentic professionals. As before, Bob Powischill manned the two electric jacks for the cab end plus monitored long carpenter's levels to keep pitch and yaw to minimums. Eric, Katie and Fred kept up with the wood safety blocking while I manned the hydraulic unit at the rear of the crane. With surprisingly little fanfare for so complex an operation, the body was raised and the trucks rolled under by 9:30 AM. We had anticipated the need to side-shift the car body to align with the trucks. Somehow the car body always moves slightly laterally from the track centers if suspended for any length of time, possibly a result of the Earth's rotation or the lunar gravitational disruptions that cause tides. This was cleverly accomplished with the use of a short piece of heavy angle bolted to the lifting beams and our spanking new 20-ton porta-power. (Thank you, Bruce!). The 20-ton rear half was smoothly slid in this manner but the nine ton front half was moved using the traditional roller-and-bar method. The truck insertion was complete with 41 volunteer hours and earned sighs of relief. Besides the psychological soothing, the truck installation opened the way for several other activities to resume.

The following work days saw most of the wood blocking sorted, palletized, and moved off-site. Larry and Dan reinstalled the bulky rear coupler bars and Doug Kirkpatrick welded new clevises to one end of each new brake rod. Eric Weinbrenner brought the resistor grids from storage and I cut and installed the requisite heat shield above the resistor area. Fred Cooley and I had the four heavy grid boxes mounted and wired by early June. We adjusted the clearance on the side bolster pads, each of the four requiring only a single 1/4" shim.

A long-lasting hold out from the demolition phase was a 14 foot long brake rod that reaches from the front truck to the major brake linkage, close to the rear truck. The old rods were in wretched condition, plus would not agree with the improved design clevis connections to the truck's brake beams. Paul Falcioni removed the two "U" shaped intermediate support brackets that held motor leads plus a large return spring. We obtained all new materials to make new brake rods, an item we had not manufactured before at PTM, but the kludged construction of the old rods, particularly the shorter one connecting to the rear truck, was not a hard act to follow.

To close out the month of June, Dan Bower and I installed the major brake linkage (the heavy levers close to the brake cylinder) and determined the correct length for the new brake rods. We took measurements in both the fully applied and released con-

figurations ensuring no linkage angles would exceed 90 degrees. The new equalizer link made this task easy as we made the full application with a come-along attached to the brake beams, pulled out the cylinder push rod to a desired travel then marked the new (inner) equalizer link to match a hole in the old outer box link. Then we sawed the rods to the correct length. Dan and I aligned the second clevis on each and tack welded them in place and Ray drilled the hole in the equalizer and renewed a worn bushing in a lever. Douglas Kirkpatrick completed the welding and Katie Imler polished off all of the weld splatter. The combination of the new rods and the elevated truck bolster design (a feature lacking on M283's previous trucks but present on its original bogies) gives promise that the brake system will work far more smoothly than previously.

In other work, Eric wired in the rear cab (crane tub) lights, Fred installed the headlight and I added some non-factory Teflon sheets to replace molydisulfide paste on some sliding surfaces on a trial basis. The solid Teflon is real slippery and won't attract and retain road dirt. If June had one more day than it normally does I could report that the linkage was complete and the brakes applied using shop air.

From the manager's log, roughly 219 volunteer hours were contributed since the last update, significantly less than the previous quarters. Of course by this time we were well into the regular operating season and many others items such as broken trolleys and high grass required attention. Except for the motor lead hook-ups, all of the labor-intensive tasks are complete and we're real close to doing electrical tests. Thanks to all who helped both physically and financially.



*Bernie Orient and Fred Cooley take a break from setting M283 on its trucks in that activity described by Bernie in this article.*

*Photo by Bruce Wells*



Much of April and half of May pit work was curtailed by the necessity of keeping open car 1758 parked there because of ongoing truck work with M283 but on some nice days we moved out Rio and worked on a few cars with the roll-up door up because the cars wouldn't quite fit. 1711 was one such car. I thought it a good idea to change over the air passage to the summer position plus covered all of the normal under car items. We had to adjust three of the four drum brakes to hold on the track 21 grade.

With one other exception we did a lot of service jobs in the car house such as journal boxes, trolley wheels and the motor and axle bearing boxes on cars with lots of room underneath. Cars 2227 and 4145 were selected for Operator Re-qualification and neither saw much action in 2016 and each developed issues. The controller on 2227 would refuse to advance beyond first point at times but eventually would "get over it." The problem was not a finger-segment disagreement as one might expect but apparent worn thrust surfaces that hold the heavy drum vertical. The quick solution was to install a disc-shim at the top of the controller to relieve the bottom bearing of much of the drum weight. Another item on or in 2227 was the large fare box at the rear platform. It is mounted in just the right place for a handhold for passengers entering from the rear doors, a challenge in itself. The heavy box used a light gauge extension at the floor and the flanged ends were flexing plus some of the lag screws were stripped from the wood floor. We added some steel bars atop the flanges and through-bolted them and stiffened the box considerably.

Besides a high maintenance controller that will keep us busy all year, an astute operator observed that several brake shoes on car 4145 were not contacting the wheels while the car was parked. A further observation was that the brake handle was in the "emergency" position, not the "full-apply" position as directed. Further investigations proved that the emergency function of the brake system did not perform at all, rendering the car out of service for 62 days. I decided to replace a lot of the air brake piping from the air reservoir to the first "convenient" connection behind the front platform. The pipe was well posted and the threads and fittings did not lend themselves to further use. As the shop was tied up with other projects I had the car shifted to the westernmost spot on track 11 in the car house and removed the three parallel air pipes in pieces and completely disconnected the emergency valve which was roughly at mid-car and directly above an air tank.

Meanwhile I located a stock spare emergency valve, type A-1, got it apart and suspected the one in (now out) of 4145 was not piped correctly. Some information provided by our friend at WABTEC confirmed the suspicion so I completely piped around the old valve location to provide normal straight air brake operation for the time when we could get the car into the shop. Similar to our car 3756, 4145's air filter box, complete with alcohol-evaporator bottle, was located under a seat and piped to the compressor inlet. Clever fitters of a former owner finagled this pipe to literally wrap around the emergency valve eliminating any possibility of service or even removal of the problem valve. So that relic went out, a basic strainer went in temporarily and we swapped out 4145 for P&WCT 78 recently released from its 9 month stay on track 22 in the shop. The additional labor of the temporary piping avoided the necessity of a tow job, a somewhat convoluted judgment call as PTM's labor rates are quite reasonable and the locomotive needed to be moved anyways.

By now we had the mental meddle and wherewithal to restore the valve, actually both the old and



*Pittsburgh Railways 4145's backdated rear platform again has its handbrake and vintage farebox. Photo by Bruce Wells*

the shop spare, pipe it correctly and re-accomplish the air inlet pipe to a less conflicting route. While in the shop the time and place was right to correct the position of the rear brake stand to where it could be actually interfaced with the brake system. Our similar car, M200 (x-4140) held the geographical



*Eric Weinbrenner and Brett Freithaler put pressure on the skirt of 1138 in an effort to straighten it. Photo by Bruce Wells*

clues as to where it was originally positioned but the actual operational usage of the mechanism remains in question. Bruce Wells and daughters Sarah and Laura helped by creating a template and helping to pinpoint its location on 4145. They also worked underneath the platform to prime and paint the bare surface of the wood flooring installed during restoration in 1970 at Bloomsburg. To ice the cake, so to speak, Bruce and Sarah brought an original era fare box from storage so we install it in hopefully the proper position next to the conductor stand. This farebox was donated by Port Authority having been used for emergency fare collection at the Monongahela Incline.

Most of our cars have drum controllers of one type or another which are a constant source of joy to keep functional. Earlier this year I obtained a quantity of aftermarket fingers as the thin copper shunts that carry the heavy currents from the tip back to the car wiring are fracturing on some of the older specimens. These fingers fit controllers in several cars in our collection but early tests were disappointing. One failed completely in car 4398 within three hours and three others showed minor distress in shorter order in 4145. We found that the force exerted by the new fingers at the tip on the segment was one-half of what was recommended in several old publications. I obtained some inexpensive compression springs and replaced the factory ones. This plus some other geometric gyrations generated usable and so far reliable replacement parts.

As PTM is in the history industry we should not be surprised when weird events repeat themselves. Such is the case with the track brake wiring on our PCC 1711. The track brakes are the incredibly heavy bar-shaped hulks hung between the wheels but normally are not deployed during operation. Some time ago we were briefly baffled by the sudden

failure of the front track brakes. The cause was the very unlikely open in the concealed wire traveling from the center door electrical cabinet to the front truck. The solution was to install a new wire under the car but the exact point of failure was never found. We had a repeat performance on the rear truck track brakes which was repaired in a similar manner in mid June. And peering into the future we see even more opportunities for track brake education on this car. Also worth mentioning were movable contact replacements on both the voltage regulator (symptom: high volts) and in the limit relay, no reported symptoms but the fine extra-flexible shunt wire failed at the top of the contact and a terminal fell off the capacitor when touched with a wrench.

As mentioned peripherally previously, car 78 is back in service, sparkling inside and out. The retriever on the damaged end was severely damaged but it turned out it was a spare unit we traded between 66 and 78 when one or the other took spells. The original retriever was repainted and reinstalled but acted up almost immediately. Through several sessions I got it to behave acceptably but the exercise exuded permission to neuter the retrieval function of the device in favor of a catcher-only unit but with the normal rope rewind action. Bob Powischill came up with a prototype but it is untested at this time.

On New Orleans 832, we've been having repetitive problems with the #2 end horn, renowned for its bovine timbre. The familiar bellow would be normal for much of the day but fail completely by closing time. So whenever we checked it would not fail to sound but we did observe the switch iron firmly jammed beneath the foot pedal and a severely leaking valve. We replaced the valve and some pipe but did not solve the problem. So we replaced the horn itself with another from the parts room having a somewhat higher but just as irritating tone. This repair lasted maybe a week. During that time Art



*Incremental progress on the shop wash room is seen in context to its location with the mezzanine to the left and West Penn 832 on the right. Photo by Sarah Wells*



Rizzino disassembled the horn we first removed and reported a lot of dirt inside. I removed the horn and found no observable dirt inside but re-installed it plus reattached the foot pedal chain and removed the switch iron from the pedal, this time on top. If dirt is the issue the first suspect would be the old piping from the air reservoir. Replacement would be a proper winter job and will renew our skills with our geriatric geared pipe bender to recreate the sweeping shapes in the pipe made when labor was cheaper than the pipe fittings and still is in some areas.

A sporadic subject is the trolley wheel. Although fairly expensive to purchase they normally last up to three years in service. Failures besides normal wear, normally from back pole dewirements, have become rare. The wheel “fails” when a forked gauge passes over the wheel. Another less obvious failure is when the bore becomes loose on the pin which allows the wheel to wobble. This is caused by electrical arcing between the pin and the wheel, creating a rough surface that machines the bronze wheel. Another cause could be lack of lubrication—highly preventable! Since more life

can be wrung from wheels thusly worn, our machinist Ray Hatfield developed a method to bore and bush the wheels to a true center and diameter allowing us to wrangle more life from the wheels. He and apprentice Charlie Hallman refurbished a number of trolley wheels this spring and I’ve returned some to service.

Some incremental progress has occurred with the shop bathroom. The ceramic floor has been installed. In an effort to shed more light on the subject Fred Cooley attempted to splice the coiled-up wiring runs to the bathroom circuits but found only one of the three actually originated at the breaker box 140 feet to the south. So we assembled a team and pushed conduit over the roof trusses and pulled sufficient wiring and more to do the job. I installed a vanity sink and am looking into a commode.

Thanks go to our normal cadre of technicians: Ray Hatfield, Bob Powischill, Eric Weinbrenner, Fred Cooley, Katie Imler, Brett Freithaler and apprentices Mike Buchta, who also plays accordion and trombone, Charlie Hallman, and the occasional Dan and Larry.

## ***Pittsburgh Points***

*By Chris Walker*

On May 24, a Pittsburgh transit anniversary quietly came and went. That date, 30 years prior, marked the beginning of operations of the Port Authority’s light rail system – collectively known, of course, as the “T.” It’s now been three decades since the first air conditioned, West German-made rail cars began trundling along the streets of Beechview and quietly rolling through the backyards of Bethel Park.

Of course, much has changed since “Stage I” of the LRT system opened that spring day in 1987. There was still a sizable fleet of PCC cars running at the time, the Overbrook line was still in it’s vintage condition, and the King’s restaurant at Drake was still accessible by rail (that was my summer tradition, by the way – I got a ride on the Drake line and we had lunch at King’s; thanks, Mom).

I frequently get asked by museum members and others in the rail enthusiast community questions pertaining to the present-day operations of the T system. For some, it may be that many years have passed since taking a ride on the rails in Pittsburgh. So as a brief service to the infrequent rider and those wishing to be reacquainted with today’s system, here’s a short summary of what things are like today. I apologize to those that use the system frequently, as much of this may be old news!

Today’s service is divided into three routes – the Red Line and two branches of the Blue Line.

The color designations date from 2010, as part of a system-wide route restructuring plan. All service runs to a northern terminus at Allegheny Station, the end of the North Shore Connector route which opened in 2012 (with it’s famous twin tunnels under the river). Both new stations are located adjacent to a respective baseball or football stadium, which are major traffic generators when in season.

The Red Line – Castle Shannon is the system heavyweight, retaining the title of single busiest route, bus or rail, in Pittsburgh. More than 12,000 riders on a typical weekday use the Red Line. Students of transit history will recognize today’s Red Line as the former routing of the 42/38 Mt. Lebanon-Beechview streetcar line, stretching from Downtown to Castle Shannon via Beechview, Dormont and Mt. Lebanon.

The Blue Line – Library (formerly numbered 47L) runs to it’s namesake terminus via Overbrook, much as it’s done since the cars continued on to Charleroi. The Library line today is heavily commuter-oriented, with two major park and ride facilities along it’s length (Lytle Road and Library).

Blue Line – South Hills Village trains follow the former Drake line/Washington interurban right of way from Washington Junction to their terminus opposite the shopping mall touted in the route name. A large parking garage is provided at the South Hills Village station, and a new apartment complex is currently

being constructed adjacent to the garage. The rental units will have direct access to the T platform.

For many years, most Beechview service (today's Red Line) ran through between Downtown and South Hills Village. In 2010, as part of the system changes, the vast majority of Beechview service was truncated in Castle Shannon at the junction point with the Overbrook line. This allows a more frequent service to be concentrated on the much heavier-hauling portion of the Red Line, and enabling the Blue Line, with its faster routing via Overbrook, to handle the more distant suburban traffic.

Base service on the Red Line is run on a 15 minute headway. Both branches of the Blue Line run a base 30 minute service, and are spaced to provide a 15 minute frequency between the city and Washington Junction. Red and Blue line cars are then intermingled downtown to allow a scheduled headway in the CBD of 7 – 8 minutes. This service is provided weekdays until around 9:00 pm and most of the day Saturdays and Sundays. Less frequent service is run evenings and early mornings. Typical weekday ridership is around 28,000.

Rush hour schedules provide for a train every 12 minutes on each line, resulting in four minute service Downtown. It takes 56 light rail cars coupled into 28 trains to handle this load; at their peak in the morning and afternoon, the system is moving close to 2,000 passengers an hour into or out of the city. While rush hour is busy, don't get the idea weekends are a lackadaisical affair; on a Saturday in July, with the Pirates in town, the T is moving close to 20,000 passengers. Extra trains are routinely needed to handle the crowds.

Fares today are a flat rate; \$2.75 cash, or \$2.50 with a ConnectCard to go anywhere on the system. Travel within Downtown and to the North Shore is still a free ride. For those that wish to explore, a day pass is once again being offered; available for purchase at ticket vending machines system-wide, the \$7.00 ticket allows unlimited rides until 3:00 am the following day. Good for a trip on the T and a jaunt up the incline to enjoy the unbeatable view from Grandview Avenue...a fun way to cap off a day in our most remarkable corner of the world.

## ***Power and Signal Report***

*By R. Scott Davis*

As reported by others, using contractor labor, all high bay lamp fixtures in the TDB including exterior lights. In addition, all CFL wallpack fixtures found on the north wall of the Events Room have also been converted to LEDs by P&S volunteers. While these changes have resulted in a lower power bill, it has also reduced the P&S Department's workload significantly.

Currently, PTM is in the planning stages of two capital projects. Those are Fairgrounds Siding up-

grades as well as completion of the long awaited Trolley Street. While planning is under way, material lists of line hardware must be compiled and supplies prepared. So far, all the wood strain insulators needed for both projects have been pulled from stock, wire brushed, primed with linseed oil, and painted with two finished coats.

As usual, many thanks to all those who made this progress possible: Denny Bockus, Art Schwartz, Laura Wells, Jeff King, and myself.



*Trolley Display Building's new LED lights 6-19-17*

*Photo by Scott R. Becker*



This issue I thought I would combine the blather of the Restoration report with the general background happenings at the Museum. It's always a busy time around the Trolley Farm for retired people which is an ever increasing number among our regular volunteer ranks.

West Penn 832 has made tremendous progress as items finished and stored away previously are steadily making their way to the car. Jim Herron and Barrie Baker's beautifully refinished woodwork is now gracing the #1 end of the car as shown here. Finalizing this woodwork will enable Jim Ott, Jack Sutherland and John Habak to install the buzzer, the watt hour meter and its associated components, the motorman's mirror as well as the Underwriter's Laboratory and Trustee plates. This installation piggybacked on Art Rizzino's installation of the copper pipes that feed the door operating devices. A problem encountered is the mis-shaped corner post on the right side of the #1 end. Some carving was necessary to give the pipes access to the original holes where they enter the compartment above the doors. Art carved the wood and masterfully fit the pipes in and gave them a final protective layer.

April featured Bunny Trolley which was covered in the last issue while May featured the Daniel Tiger Event which you read about elsewhere in this issue. May 6 PTM hosted the Boy Scout merit badge workshops. Volunteers John Habak, Jeff Coyne, Jim Ott, Tim Moffat Tom Wilson, George Gula, Norm Voigt and Howard Stevens worked with scouts in the Events Room and the TDB. Among the visitors were my old friends from Punxsutawney, the Momyer Family. In 1974 my old buddy George was the source of several antique ad cards found insulating the eaves of their home's third floor. It had been the home of Joe Schesser a motorman for the Jefferson Traction Company. This find helped fuel my interest in the preserving advertising cards in our streetcars which, has really taken off with the advent of desktop printing and the museum's Konica-Minolta copier that allows printing banner format up to 12 x 48.

In May Laura, Sarah and I traveled to Allentown, Pennsylvania to represent the museum at the biennial East Penn Traction Meet. The meet, which was traditionally held in the Metro Philadelphia area, moved to the Allentown Fairgrounds exhibit hall in part to cut down on the overhead costs of holding the event. It is always great to meet and greet friends of PTM and talk to them about what we are doing. This included our Western Pennsylvania Trolley Meet, scheduled for June 1, 2 and 3, 2018. Part of this



*Work progresses on the interior of West Penn 832 as the project gets into its final stage. Photos by Bruce Wells.*



*Art Rizzino finishes up the piping for the door engines with protective sleeves to guard against wear to the pipes in 832.*



*Jeff Coyne getting ready to work with one of his groups of scouts at the May 6th event. Photo by Bruce Wells*



*The Wells Family traveled to Allentown, Pennsylvania for the East Penn Traction Club show in May to represent the museum at the event. Photo by Rich Allman*





Laura and Sarah Wells look over the layout modules at the East Penn show with our old friend Dave Gallagher.



Colonial Crafts moves on after 32 years on the west coast. Rod and Ellen Fishburn pose with Cindy Wells at Portland Union Station on June 21. Photo by Bruce Wells



On the last day of June, Laura Wells, Kevin Zebley and Jeff King worked to move spare trucks to the Artifact Preservation Building lean-to. Photo by Sarah Wells



Our bundles of energy work day, evening and night to keep the museum humming along. Here Jeff King runs the line car while Laura Wells and Kevin Zebley change the bulb in the street light.

event will be the rollout of West Penn 832 on Friday June 1. Mark your calendar and we'll see you there.

June was a big month for the Wells Family as Cindy and I took an impromptu trip to California and had the pleasure of taking a ride on Pennsylvania Railroad Colonial Crafts. Some will remember that the "Crafts" was resident on the museum's railroad siding from 1970 until 1985. After the death of Bob (R.H.) Brown it was sold to Rod and Ellen Fishburn and taken to Los Angeles, California for its 32-year life in the private railcar market behind many an Amtrak train. The Fishburns have sold the car to new owners here in Pennsylvania. June and July saw their final excursions on the car and we were lucky enough to ride along as the car rode behind the *Coast Starlight* from Los Angeles to Portland, Oregon for a June 24 fantrip.

The first leg of the trip involved a charter for a senior citizen group from LA to Salinas. Behind the regular train were five empty Amtrak coaches being shuttled to Portland followed by three private cars at the rear of the train that included Colonial Crafts and two vintage dome cars. The train consisted of at least 18 coaches. After Oakland, California the Crafts was the rear of the train and the scenery was spectacular as we passed Mount Shasta.

At the end of June spare trucks were moved to the lean-to section of the Artifact Preservation Building (APB) as shown in the adjacent photo. When this work was completed Larry Lovejoy worked solo to rearrange the entire world of stored truck parts, rail and supplies at the east site so that he could get things organized for the construction of "Trolley Street" scheduled for later in 2018. He has also been busy working with surveyors and our neighbors to plan the new entrance driveway that will bring visitors to the site from North Main Street across from the one-time site of the Arden Stock Farm.

Please read on in the captions of the photos here and on page 15 and get the thousand words in each of them. Unattributed photos are those of this author.

Lots happens at the Museum, won't you consider donating some of your time and join in on the FUN!



Jeff King and Scott Davis work from the scissors lift at the TDB to install the Washington Interurban Station sign.





Our "Cleveland Crew" has been hard at work sanding, cleaning and priming in preparation to repaint Shaker Heights 94. Following the first day of sanding, Kevin Zebley spearheaded the effort to weld patches in the rust holes in the car, assisted by Laura Wells.



Gift Shop assistant Valerey Rosenwald celebrated her high school graduation from Canon-Mac with a party in PTM's Events Room and a ride on the open car.



Rich Kliza of R.K.E.S. LLC removing old lighting fixture at Trolley Display Building  
Photo by Scott Becker



After attending the Spring conference of the Heritage Rail Alliance (formerly ARM) at the Great Smoky Mountain Railroad, Cindy and Bruce took a return trip through Charlotte NC to check out their heritage trolley.



CCAP Visit to PA Trolley Museum 6-8-17  
Photo by Scott R. Becker.



John Habek with his sample digital electric meter at the electricity merit badge session  
Photo by Scott R. Becker



Randy Durr of West Penn Power presents grant check to Bob Jordan and Scott Becker in front of West Penn 1.  
Photo by Larry Lovejoy.





*Jim Herron (right) and Bob Alexander worked countless hours with a host of other volunteers to rehabilitate open car 1758 to the condition we enjoy today as it operates on beautiful summer days for the pleasure of our riders. Photo by Scott Becker*

**Remembering Jim Herron** *By Scott Becker*

One of my favorite parts of my job is working with the great volunteers here at the Pennsylvania Trolley Museum. Jim Herron comes to mind as one of those people and he helped the Museum in so many ways! Jim passed away on Thursday after April 6, 2017 after a long illness. What made him stand out in my mind is that he volunteered in so many areas. He was a trolley operator, tour guide and shop volunteer. He particularly enjoyed woodwork and did much of the varnish work on Pittsburgh Railways Co. 4398, Open Car 1758, West Penn 832, the center doors on car 66 and led the restoration of the waiting room benches and waiting room door that are in Wexford Station. Jim was proud of saying that his Grandfather had taught him to do woodwork and that you needed seven coats of varnish, sanding in between each coat, to get it right!

He was also passionate about history and photography, two interests that went hand in hand. He took many photos at the Museum which appeared in Trolley Fare and were used in our publicity efforts. Along those lines, he did lots of research and wrote and edited the Jefferson College Times for the Jefferson College Historical Society in Canonsburg. He had a keen sense of history and was the “go-to” person when it came to history in Canonsburg. Jim had many friends at the Museum and is missed!



*Jim Herron with Mr. McFeely in 2014 Photo by John Polyak*