

TROLLEY FARE

Volume 66 Number 1

January-February-March 2019



Line Crew re-stringing the overhead wire at Fairgrounds Siding.

Scott Becker photo

Fairgrounds Project Nearly Complete

By Scott R. Becker, Executive Director

Since the last Trolley Fare, even more progress has been made regarding our Fairgrounds project! Installation of the stone ballast was a well-coordinated collaboration between Frontier Railroad Services and the Museum, with Frontier loading the stone into PTM ballast car 3618 and the Museum transporting the stone to the site and spreading it in place. Through a barter arrangement, Frontier serviced the Museum's Case Loader and broad gauge ballast regulator (acquired last year from the Port Authority of Allegheny County). Way and Track volunteers repaired the Museum's tamper and operated it during construction. Special thanks go to the Port Authority for donating the surplus ballast regulator. This machine really saved a lot of time and the end result looks great! Since the track is largely complete, our P&S volunteers have been working on setting signals and wiring. CH&D came back and poured the concrete roadway that crosses

our track while connecting the large County Fair parking lot with the new bridge across Arden Creek.

Our East Campus Project has also made a lot of progress. I am pleased to report that LLI Construction has been hired to provide project and construction management for this important project. There are many details that will need to be managed day to day, week to week and month to month that LLI will be handling for us. Required paperwork to process our Redevelopment Capital Assistance Grant has been submitted to the Redevelopment Authority of Washington County and design and engineering work is proceeding. We have been working closely with the Carnegie Science Center on Exhibit Design both in the planned Welcome & Education Center and the Trolley Display Building.

As you can see from the two paragraphs we are working hard to improve the visitor experience. That effort took another step forward in February when



P&LE canopy supports being loaded February 5.

we were donated nine (9) metal canopy supports and related metal bracing by Station Square/Forest City Realty Trust. These metal canopy supports were installed in 1935 at the Pittsburgh & Lake Erie RR Station in Pittsburgh when the train shed was removed and replaced by platform canopies. During a major redevelopment of the site some 15 years ago some of the original canopies were removed and these supports were saved. The Pittsburgh History & Landmarks Foundation made us aware of their availability and they will be adaptively reused as part of platform canopies for our Trolley Street and Fairgrounds Platform projects. Two ornamental columns were also donated and will also be adaptively reused on our East Campus. These items have been removed to a steel fabricator in Butler who will clean, modify and paint. Special thanks go to Larry Lovejoy and Bill Piper for their efforts to

make this possible. Thanks also go to David and Kathryn Black who are helping to underwrite the Trolley Street Canopy Project and the Emery Rail Heritage Trust who issued a \$10,000 grant for the Fairgrounds Platform Canopy Project.

As the Museum approached a new operating season a number of housekeeping chores were tackled. Semans Flooring replaced the events room floor, Grounds smoothed out the parking lot and the Museum Store received major “refreshing” by Diana Myers and Madelon Cline (it looks great!). Special thanks go to a Community Service crew from State Correctional Facility – Greene County (SCI-Greene) for spending a week here cleaning the Trolley Display Building, Wexford Station, our operating streetcars, our trolley line between Museum Road and Allison stop, repairing ruts under the trees along Museum Road, painting waiting benches and setting up the game area for Bunny Trolley! They were able to accomplish all of this just before we opened!

We are very pleased to announce that we continue to receive operating support through General Operating Support Grants from the Pennsylvania Historical and Museum Commission (PHMC). We received \$8,755 in 2018 and \$7,507 this year. Both grants are part of the PHMC’s History and Museum Grant Program, which is funded entirely by appropriations from the Pennsylvania General Assembly which are approved by the Governor. We thank the Commonwealth of Pennsylvania for their continued support of our

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Voting members in good standing are invited to attend Board of Trustees meetings which are held on the fourth Wednesday of each month. Meetings are held in the Events Room at the Pennsylvania Trolley Museum and begin at 7:00 PM.

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Annual Membership dues:

Family \$75 Couple \$60 Regular \$40 Associate \$30 Student \$20
 Address changes should be directed to: businessmanager@patrolley.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.

programs! We have also been awarded a \$15,000 marketing grant to cover costs for Dinosaur Train in September 2019 and Daniel Tiger's Weekend in

May 2020 from the Washington County Tourism Promotion Agency. We appreciate their continued support of our events!

From the Front Platform

By Christopher Golofski, President

Allow me to introduce myself for the benefit of those of you who don't know me. I started volunteering at the museum back when it was known as the Arden Trolley Museum. That goes back to the late 1960s and early 70s.

I remember years ago, we would sit around and dream of someday extending the track past County Home Siding, beyond that first half mile. We jokingly laughed about "someday" getting our track across Main Street. Some said it would never happen. But it did! Obviously, we've accomplished that, and so, much more.

I volunteered for about ten years back then, but work took me away. I got a job driving a bus, yes a bus, for Continental Trailways. I drove those neat "Eagle" buses, which was kind of cool even if it was a bus! I worked the extra list, and therefore, was on call 24/7. Keep in mind that was in the days before cell phones. When I worked, I would be frequently away from home for days at a time. It didn't leave a lot of opportunity to be involved at the museum; remember, we were only open for public operation on Sunday afternoons.

As the Trailways name faded into history, I moved into management working at several private, charter, tour bus companies. Eventually this led me into management working for a tourist/shortline railroad. During that time, I worked as a driver but mostly as an operator on the "T" for Port Authority of Allegheny County. I was there when the last PCCs ran up the old "Valley Line" through Overbrook.

After 25 years, I retired and decided to, once again, become active at what is now the Pennsylvania Trolley Museum. And now, here I am sitting at the head of the table, wielding the coveted gavel.

I would like to thank our outgoing President, Bob Jordan, and the members of the Board of Trustees who have recently stepped down - Tom Rooney, J. Bracken Burns, Sr. and Lee Gregory – for the wonderful job they have done. Also, I welcome those newly elected onto the Board: returning members – Kevin Zebley and Fr. Jack Demnyan – as well as a new member, Arthur W. Ellis (*Artie*). In addition, a warm welcome is given to newly appointed members, Tom Sterling, who comes to us from Highmark, one of our generous sponsors, and Ed Moraczyczk, a well-known businessman and attorney from the

Washington area. I'd also like to thank all of the department managers and those who have served on the various committees for a job well done. I am deeply honored to be allowed the privilege to serve as President.

At one time, Bob Jordan, our past President added the tag line to his column in Trolley Fare, "Get In, Sit Down, Buckle Up, and Hang On! We're on a Wild Ride and we're picking up speed!!" Boy, was he ever so right! There's so much going on; it's hard to keep up. Some of the activity you'll physically see, while a great deal is going on in the background that's not so visible from the outside. We have so much to prepare for in the future; it's almost overwhelming.

We've made it through

Operator Requalification and New Operator Training. Our student operators for this year are; Christopher Bick, Mark Smutny, Jennifer Shaeffer, and Robert Breight. As an instructor, I participated in two of the four classes, and the students showed a lot of potential; we will be looking forward to working with them in the future.

Work is progressing at the Fairgrounds Platform. We're hoping to be able to resume operation



PTM President says hello to his Easter Bunny VP.

Valery Rosenwald photo



New operator class for 2019. Four great new candidates who have stepped up to take many shifts! Bruce Wells photo

to Arden around Memorial Day, although the Power and Signals department still has a lot of work to get everything back to normal with the signals. A ribbon cutting ceremony is planned for August 9 for both the platform and new entrance to the Fair.

We've entered into an agreement with LLI Engineering / LLI Construction for construction of the new Visitor's Center, playground, parking lot, and related development at the East Campus. If everything goes according to plan, you'll see dirt flying this fall. We're also working very closely with the Carnegie Science Center for development and construction of the exhibits to be contained in the new Welcome and Education Center and in the Trolley Display Building. Incidentally, you'll see major changes taking place in the Trolley Display Building as well. We're hoping to be able to open the doors of the Welcome and Education Center (W&EC) at the beginning of the 2021 season.



Frontier Railroad Contracting in the early stages of laying new track at Fairgrounds siding view



Fairgrounds Platform - Artist's Rendering.

J. Craig Thorpe illustration

The Trolley Museum is "On Track to the Future"! The new Welcome & Education Center is just one aspect of the changes on the horizon. Things are also happening behind the scenes. As a whole, we must be mindful that we are no longer a "club" made up of a handful of members playing with trolleys, hoping the few donations will keep us running; we are a full-fledged nonprofit 501(c)(3) business. As humans, we tend to resist change. We like to be complacent, we like to be comfortable, and in many ways we have become set in our ways. To move ahead and be successful, changes are necessary and must be made. We look to your help to move Pennsylvania Trolley Museum to the next level.

We've set the date for the Annual Membership Meeting as Saturday September 14 at 7:00 PM in the Events Room. I strongly urge you to attend if you want to know what the future of the Pennsylvania Trolley Museum holds. 



Kevin Zebley works to adjust the new overhead wire at Fairgrounds on M210. Scott Becker photo

2018 was certainly an electrifying year at the museum, and we look forward to even more excitement in 2019. Staff and volunteers are hard at work gearing up for another great season. Check out all the activities in the education department.

Trolley Simulator Exhibit: The Trolley Simulator is ready for its full season debut. We invite visitors to try their hand at operating a trolley and try three different scenarios, filmed on PTM’s own track, to get a feel for the controls, practice crossing the road, and even braking in time to save Daisy the cow!

Field trips: Field trips include a guided tour of the Trolley Display Building, where we spark student’s imagination and curiosity about the Trolley Era, and a scenic four-mile round trip trolley ride. Our programs align with Pennsylvania Standards and encompass history, culture, and STEM topics.

Scout Days: Merit Badge Workshops will be offered on June 8 and November 2, 2019. Programs on June 8 include Electricity, Railroading, and Personal Management (Eagle)/Financial Literacy (Girl Scouts).

Archives Update-The Quay Collection

We are very honored to report that the Pennsylvania Trolley Museum has received a major archival donation from Robert Quay, Jr. This donation consists of his father’s R. Robert (Bob) Quay’s extensive collection of Philadelphia trolley and transit photos, memorabilia and documents. It literally includes hundreds of photos, slides, documents,

Bob Quay was a Red Arrow trolley operator and later ran cars on the Philadelphia & Western Norristown Line for both Philadelphia Suburban and SEPTA. What made Bob unique was his keen interest in his job he actually took his camera to work! He extensively photographed everyday life along the trolley line as well as behind the scenes photos that trolley fans would not ordinarily have access to. Just as importantly, he preserved all the paperwork he received from the company, carefully archived in 3-ring binders. This included mimeographed orders to the operators, timetables and training materials.

What follows is a biography put together by Bob Quay, Jr:

R. Robert Quay was born September 3, 1923 and lived until Christmas day 2007. Between those dates he lived the 20th Century American blue-collar life.

He entered the U.S. Army 3 February 1943 leaving Philadelphia on his way to boot camp at Ft. Eustis, Va. and was discharged 26 January 1946 after 2 years, 11 months and 22 days. Between those dates he saw service in both the European and Pacific theaters.

After the war, and ignoring his father’s advice, dad went to work for the Philadelphia Suburban Transportation Co., far better known as the Red Arrow Lines. Dad operated everything: A Bullet cars on the P&W, the various cars on the Media, Sharon Hill and Ardmore trolley lines, as well as every bus route they had up until his retirement. He was the motorman of preference for young fans on the

Space is limited and pre-registration is required.

Group Tours: Join us for a ride into the past! Groups enjoy the orientation film, pictorial exhibits, a guided tour of the Trolley Display Building, and a scenic ride on antique trolleys. Trolley enthusiast and history fans will enjoy the behind the scenes tour offered with the Deluxe Group Tour.

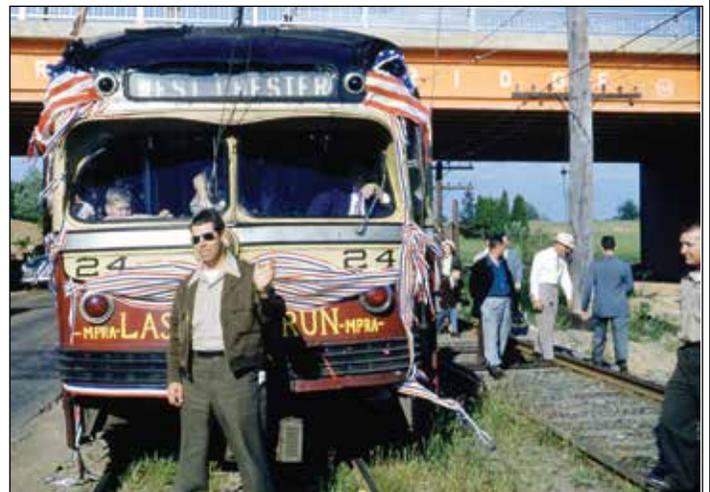
Courthouse Tours: PTM partners with Washington County to present historical and architectural tours of the Washington County Courthouse. Learn about the history of Washington County and the journey from a two story log structure over 230 years ago to the “People’s Palace” of today. Tours available by reservation only.

Coming Soon: Informational kiosks in the Trolley Display Building. Stay tuned for more information in an upcoming article.

We look forward to seeing you soon at the museum. Please note the change to my email address: education@patrolley.org. 

by Bob Quay Jr. and Scott Becker

timetables etc. from Red Arrow, Philadelphia Rapid Transit, Philadelphia Transportation Company, and the Southeastern Pennsylvania Transportation Authority. It also includes very early material from the Philadelphia & West Chester Traction Company collected by Bob Quay’s father, who worked for the company almost from the very beginning.



Bob Quay, Sr. with Car 24 on the last runs to West Chester, PA in June of 1954. Collection of Bob Quay, Jr.

P&W and according to one young fan, "including letting me stay on the operator's platform and also riding to the turnback stub at 69th St."

A bit after dinner on January 22, 1964 he said to me, sort of out of nowhere, Get your camera."

I'm thinking it's nighttime; what? But dad urged me along to the car and drove us over to the Bryn Mawr P&W station where we stood by the outbound track and froze for a while.

"Dad, why are...?" "Just wait for it now."

The chill was instantly dismissed at the sight of newly rebuilt Liberty Liner Independence Hall silently gliding into the station. Freshly painted and with protective paper still on the bar car floor, stopped right there in front of us. The doors opened and dad and I rode the inaugural ride from Bryn Mawr to Norristown and back again. The pictures are on file prove it.

As years passed he rose on the seniority list allowing him to get greater and greater choice of "runs" until, at the end he was at the top of "The List" and had his pick of them.

An early riser he'd always choose a run that started out at the crack of dawn and was leaving the house at an hour I had always considered more fit for coming home.

One of the bigger events in his life came on 6 June 1954. That was the last day the trolley cars made the trip between 69th St. terminal and West Chester Pennsylvania. The last regularly scheduled trip had run two days before on the 4th, the last day fares were collected on the West Chester line. Then the rails and overhead fell silent for the first time since 1895 when John Lawrence Burnley took the first trolley out of 69th St. to West Chester.

The silence lasted two days. On the 6th the line came alive again when every trolley fan club within reach of West Chester chartered a car and had the whole line all to themselves for the entire day.

The transit utopia in West Chester had come to its end, the last movement being a trolley train operated by Clyde Ard (inbound) and Bob Quay (outbound), making Ralph Robert Quay, (operator # 43) the last man ever to operate a trolley car in West Chester Pennsylvania, or on the West Chester line for that matter.

His last few years, and the ones I most remember, found him behind the wheel of a bus.

On the day Red Arrow #14 was rolled out of the Pennsylvania Trolley Museum barn looking as if it had just arrived from the factory, dad was there to see it. It was I think one of the last of the great memories he would have until the end. That day he once again met Merritt Taylor, his old boss, and he got to do something he hadn't done in a very long time. He took his old # 14 out to the end of the track, switch ends, and brought it back thus re-qualifying on the car for the first time in half a century.

Even when too frail to do much moving around he never lost interest in local history and events as well as anything trolley that came his way.

The Museum's long-time archivist Ed Lybarger, characterized the Quay Collection as one of the most important that the museum has received as it really delves into Philadelphia area transit operations in ways found in no other. It nicely complements the Red Arrow material donated by Merritt Taylor, Jr. some years ago and PTM's extensive Red Arrow

collection of equipment.

The size of the collection is such that it will take some time to curate and for an inventory to be created. Meanwhile, some items from the collection will be illustrated in upcoming issues of Trolley Fare.

We thank Bob Quay, Jr. for this generous and important donation! 

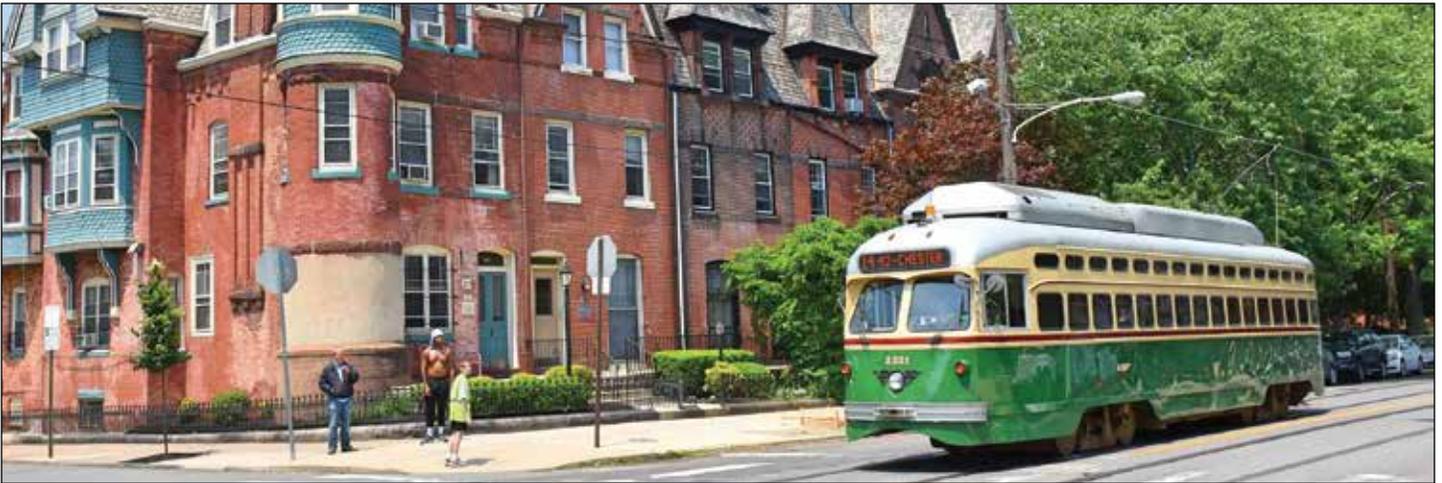
Philadelphia Notes

By George Gula

From Friday, January 25, through Sunday, January 27, 2019, 8:00 p.m. to 5:00 a.m., nightly, construction caused a closure of the Center City Trolley Tunnel. Routes 11, 13, 34, and 36 were diverted to 40th and Market Streets and Route 10 was diverted to 40th & Filbert Streets where riders transferred to the Market-Frankford Subway-Elevated line to continue to or from downtown. At the same time, other construction caused the temporary closure of the westbound stop at 36th and Market Streets with no indication of how long the station would be closed. Woodland Avenue Bridge replacement work continues to affect trolley

service on Routes 11 and 36 and no streetcar service is operating on Woodland Avenue between the 40th Street Portal and 49th Street. Both routes continue to detour over Chester Avenue and 49th Street.

Thirty people were injured February 5 in West Philadelphia in a crash involving an SUV, a Paratransit van and Route 13 car 9055. None of the injuries, which included the SUV driver, the trolley operator and 27 trolley passengers, appeared to be life-threatening. The accident occurred about 11:25 a.m. when the SUV and a CCT Paratransit van with only the driver aboard collided at 41st Street and Chester Avenue. The SUV then ran



PCCII #2331 on a resent fan charter.

Bill Monaghan photo

into the trolley that was operating inbound toward center city. The accident forced the closure of the Center City trolley tunnel and trolley passengers were advised to use the Market/Frankford Line to access center city, boarding at 40th Street to get in and 13th Street to leave.

Riders were lovestruck upon boarding Route 15 PCC car 2337 as SEPTA operator Gary Mason struck again. He and his 25-year old son Telvin spent much of a day decorating the PCC car to celebrate Valentine's Day. Normally known for his lavishly decorated Christmas trolleys, this was the first time in three years that Mason, a 33-year veteran operator, has decorated a Route 15 car. Gary said he appreciates having his son giving him a hand because doing himself is beginning to become a little tiresome as he ages. Asked about his part, Telvin said, "It's always fun. I get to spend time with my dad, listen to music, eat snacks, talk about sports and decorate and see this beautiful thing come alive," he said. For the week of Valentine's Day, Mason decorated both the exterior and interior of his trolley with lights and garland and hearts. A lighted heart framed the solitary headlight on the front of the car with an arrow seemingly piercing the headlight. Inside, passengers were greeted by the sounds of love as soft rock, R&B, and little Motown here and there played. Gary said he did not originate the idea of a decorated car. About 25 years ago, he noticed an Elmwood Depot operator who was decorating his trolley. "And, when he stopped doing it, I was inspired by him doing it and I took over and started doing it," Mason said. "I've been doing it ever since." Mason's Route 15 car ran for about a week during his 12:24 a.m. to 10:49 a.m. owl shift.

In early January, the Delaware Valley Regional Planning Commission issued detailed plans to introduce new trolleys to the six City Division routes by 2024. The estimated \$1 billion overhaul rivals the proposed rail line to King of Prussia in both cost and

scope and includes stops with platforms raised above street level that would be wheelchair-accessible and longer cars that would remake the trolley system into something more like a light rail operation. The proposed new service would lengthen the distance between stops and include defined platforms where riders could board and alight, instead of the current system where trolleys stop at nearly every intersection. The current fleet is comprised of 112-53 foot-long cars that were manufactured by Kawasaki in the early 1980, along with 18 PCC cars that date to 1948 and were rebuilt by Brookville Equipment in the early 2000s (seen in the above photo). These would be replaced by 120 cars at least 80 feet in length that could hold roughly twice as many people. While the 29 trolleys operating on the two routes in Delaware County would also be replaced, SEPTA is currently focusing on its City Division where it anticipates that the larger trolleys would allow it to reduce its fleet by 39 cars.

In 2015, SEPTA hoped to be operating new cars by this year, but finding funding has slowed the process. The agency still expects to rely heavily on federal grants, but neither the procurement process for new cars, or a search for funding, has begun. Currently, almost 80,000 people each work day use the trolleys, and half of SEPTA's 10 most used routes across all modes of travel are trolley lines. The trolley modernization project is being shaped by twin demands: capacity and accessibility. The nearly 40-year-old cars are packed even in non-rush hours, and SEPTA anticipates ridership to grow by half a percentage point per year for the foreseeable future. The current cars are seven years past their expected 30-year life-span and average a failure for every 12,000 miles.

Currently, for people in wheelchairs, boarding a Kawasaki trolley is impossible and SEPTA knows that the new cars must be completely accessible for riders with disabilities. It plans to purchase vehicles

with floors about 14 inches above the ground and buttons on the outside of cars to allow people with mobility issues to automatically extend a ramp, but streetscapes will have to change in order to accommodate a plan for a service with fewer stops. If stops with high-level platforms and shelters were built, Philadelphia's trolleys would stop on average every 1,157 feet. Currently trolley stops are spaced at about every 642 feet, far closer than those on any other large city's surface rail lines. The report proposed four design models for trolley stops with wider sidewalks, bike lanes and in-street stations.

These changes have the potential to reshape streets, shifting areas where cars and bikes travel and eliminating some parking spaces and SEPTA and the city expect to hold numerous community meetings in the affected. Much of the project remains in its infancy, with specifics to be determined and money to be found. "It's early yet still," said Betsy Mastaglio, Manager of the DVRPC's office of Transit, Bicycle, and Pedestrian planning. The DVRPC report is "the framework or tool box of station design." Erik Johanson, SEPTA's Director of Business Innovation, said, "This is a game-changer for really an entire section of the city."

Beginning at 7:13 p.m. on Friday January 11 continuing through Sunday February 24, buses were substituted for all trolleys on Routes 101

Pittsburgh Points

By Chris Walker

Pittsburgh's oldest surviving form of regular fixed-route transit suffered a major blow in February.

The Monongahela Incline went out of service February 4 due to a major water main break on Grandview Avenue, right in front of the station.

The break was a bad one – buckling the sidewalk in front of station and flooding the headhouse with a damaging torrent of water at street level and sending



Fairgrounds siding south switch under construction in January.

and 102 beginning each Friday evening, Saturday and Sunday while SEPTA crews worked to repair switches, install new crossovers, replace ties and adjust overhead wire throughout the system. Riders were asked to plan for an additional 15 minutes of travel time since the buses could not completely parallel the tracks and would have to contend with traffic. All trolley service resumed each Monday morning with the first scheduled car. The affected weekends were: January 11-13, 18-20 & 25-27; February 1-3, 8-10, 15-17, 22-24; and March 1-3.

On Wednesday, February 6, SEPTA unveiled a new \$1.5 million rail maintenance car for the Norristown High Speed line. The car is equipped with a snow plow to combat heavy snow storms accumulating as high as eight inches that have wreaked havoc with schedules, impeded train service and covered the tracks and third rail with enough of the white stuff to suspend service. In addition to the plow, the track vehicle is equipped with air compressors that power equipment that can clear snow from switches and the electrified third rail. As its name implies, it will also be utilized for the delivering and picking up materials for work and maintenance projects; towing rail vehicles; replacing and repairing rails and ties; and providing supply for hydraulic, pneumatic, welding, and electric tools. 

streams through an 18 inch thick sandstone wall in the basement – part of the original 1870 structure. Needless to say, a lot of water is not good news for electronics and a lot of the electrical and computer gear that keeps the funicular running took a bath.

An interesting piece of the puzzle on the road to recovery entails the fact that the original plans for the structure are not known to exist at this point.

Port Authority staff worked with engineering



Fairgrounds siding construction progress photo showing the condition of things on February 9. Laura Wells photo

contractor Gannett Fleming to piece together a plan for a repair job, and construction contractor Michael A. Facciano came in with forces to help out.

It took over three months of hard and (at times) frustrating work, but finally on Friday, May 9 the incline returned to regular operation. Shuttle buses provided replacement service, and required herculean efforts on the part of operations staff to keep a bus bridge running for so long. So a big hats off to everyone involved in getting the oldest incline still around back up and running.

Some fun incline facts for the trivia-minded:

Power & Signals Report

By Scott Davis

Time marches on, just like the P&S Dept! Since the last installment, the ballast has been spread and tamped which clears the way for the signal phase of the work.

Over the course of this past winter many components have been prepared and parts ordered from suppliers. Such equipment like signal heads, masts, and relay cases have been refurbished. Parts for the new grade crossing



Kevin & Doug Zebley set a new crossing flasher mast while Jeff King runs the auger truck. Scott Becker photo



Young volunteers are dedicated to connecting up the overhead and signal wiring working into the night to accomplish this. Sarah J. Wells photo

Neither Monongahela Incline station building is the original. The current upper station was built in 1884, while the lower station dates from 1905.

The Monongahela Inclined Plane Company was independently operated right up until the Port Authority takeover in 1964. The company office was located on the second floor of the lower station.

The operating cost per passenger on the Mon in 2017 was \$1.71, which is the lowest for all of the Port Authority's modes (\$5.64 for bus and \$8.11 on light rail). The incline carries about 600,000 passengers every year. 🚂

signals were ordered and delivered.

There's still a lot more work to be done before Fairgrounds Siding can be operational. If it wasn't for the volunteers we have none of the progress we've made so far couldn't happen. Many thanks to the following: Jeff King, Doug and Kevin Zebley, Armand Latour, Laura and Sarah Wells, Mike Buchta, and Scott Davis 🚂



Installation of wire progressed forward to the north end of the Fairgrounds siding on February 10, thanks to the effort of our volunteer crew. Scott Becker photo



R. Scott Davis shows off a wired signal relay panel he prepared for use on the Fairgrounds siding project. Scott Becker photo

Our “off” season began with unusually mild conditions but more brutal weather arrived late in January. This precluded car shifts but the plate I fixed late in December fed the shop forces until mid-February. By far Pittsburgh low-floor 4398 has absorbed the majority of our time. The vast majority of the effort has been to sand and repaint all of the upper windows in addition to the front and rear platform windows. Each of the windows, normally worked four or five in a group, entailed a six-step process beginning with scraping then sanding the loose paint, followed by masking off all adjacent areas. This was followed by three painting sessions, one prime coat and two color or finish coats. The final measure was akin to any project, unmasking, clean-up and quality assurance inspection. Unfortunately one of the upper windows required removal for joint repairs. The upper windows are fixed in place, emphasis on “FIXED”! The lower, movable or “operating” windows were in better shape as several had already been repaired over the years. 4398 has been in regular service for eight years and the windows were likely painted three years prior to being placed into service.

Onward and upwards, several hours were spent (and then some) on the roof of the car tending to the roof boards. The boards were the familiar treated yellow pine which do not take or hold paint very well. Repainting would be a straight forward job except for the roof-mounted accessories needing removal in order to do an adequate job, pole bases being the most formidable. So what’s involved in unbolting a pole base? First the pole needs to be removed which

is virtually impossible to do indoors and ill-advised outdoors as the pole would be normally vertical and most awkward to do. At least some poles have locks or “pole-locks” (the non-ethnic types). All do not have this feature so we’ve learned to fabricate some variations that work on the various bases. Even the use of these is not entirely foolproof as the powerful springs are still quite tensioned even with the adjustment at the minimum. Our evolved procedure is the back off the spring adjustment with the pole “hooked,” then deploy or insert the locking device, unhook and remove the pole which would be at a slight incline and moderately comfortable to handle. Then we move an empty pallet with the forklift as close to the roof boards as possible then manually lift the base and place it on the pallet, lower to the ground, then “dis-arm” or remove the locking device by wedging the base in the truck of a car and inserting a jacking bar into the empty pole socket, tensioning the springs, removing the lock and carefully and totally relaxing the springs. Roof board painting time is most opportune to disassemble and clean the pole bases and in the case of 4398, an opportune time to scramble for replacements for the long-obsolete tall roller bearings, one of which had expired. I obtained five of these from our contract machinist Dan DeWald. We also replaced the tensioning springs with ones closer designed to the originals allowing a lower pole tension of Operators to deal with. Interestingly a 6% reduction in the wire diameter of the springs resulted in a 25% decrease in the spring rate. I should point out that the pole bases were Nuttall US-13, same as what is on car 5326 and were we’re working through them plus additional bases from the APB as the calendar quarter turns.

Returning to the original gist of the topic, the roof boards receive a four-step process: cleaning, sanding, grinding whatever old paint one can get to, then one prime and two finish coats of paint. All of which are done while trying to keep the roof fabric protected. A drop cloth is helpful but I found that strips of cardboard slid under the cleats (the wooden cross-members beneath the roof boards) are a great help. Also requiring attention are any fasteners in the treated lumber. Normal steel or zinc plated fasteners are quickly corroded by treated lumber and compromised ones were replaced. Another roof repair item that was accomplished from our platform ladder was replacement of a six foot long copper rain diverter that was fatally damaged by a dangling span wire early last season. With the help of Scott Becker we obtained a full sheet of



Bearing that Bernie had made for pole base by Dewald Machine in West View.



George Greenbaum and Bernie Orient along with George's son Brent reinstalled the motor in 66 in record time.

Bob Jordan photo

16 ounce copper. Copper is graded by weight per area rather than thickness like most other metal sheet materials. With the material in hand I easily fabricated the shape at my former duct shop.

A third challenge and perhaps the driving force behind the previously discussed three repair adventures was the repair of the annoying door leaf that kept loosening on the taper-fitted clevis. The obvious solution was to replace the shaft and the taper clevis although the removal was quite obscure or even obtuse. The shaft and door were supported by a single open ball bearing at the top and aligned by a non-bearing sleeve at the bottom. To allow the



Bernie working to rebuild Nuttall US 13 pole base.

Bruce Wells photo

ball bearing to withstand a thrust load, a thrust collar was inserted at the top of the bearing. This is not new to us as the same hardware is encountered in folding step mechanisms. The bat in the belfry in this case was that the thrust collar had been welded to the long door shaft making a straightforward job quite complicated. The bulky door engine, one of two in the upper compartment, had to be unbolted

and moved to the side. At least one engine bolt was beneath a door roller track requiring that to be removed. The final acts were to remove the door and cut the shaft below the thrust collar in the blind with an angle grinder.

Most door hinge plates are normally "U" shapes that are mechanically fastened to the shaft but these were individual plates thoroughly welded to the shaft. Rather than replacing the entire shaft I opted to cut back the old shaft below the upper hinge and splice in a section of step shaft, of which we had an ample supply. Evidently this was not a novel idea, as the shaft section we removed had a splice in it. A quick check of the a new taper-clevis fit on the step shaft, using dye, showed at least a 50% contact, compared to a single line contact of the former slipping one. So we cut the step shaft to the correct length, drilled the center of both the new and the remaining door shaft, chamfered the ends, inserted a pin and tack welded. Next we attached the shaft, still missing the top hinge plates, to the doors and fitted the hinge plated to the doors and tack welded them to the new section of shaft. Next the shaft was again removed from the doors and the welds completed ground and painted. Then we installed the shaft sans door into the bearing, attached the door and all other accessories removed previously and tighten the correctly indexed tapered clevis on to the repaired shaft with appropriate spacers above the thrust collar to dial in on the precise elevation.



George Greenbaum his son Brent and Bernie Orient reinstalled the motor in 66 in record time.

Bob Jordan photo

And, yes, re installed a new bearing! All told, 4398 received 307 volunteer hours of repairs this winter. The car looked swell in the cool and occasional bright sunlight for Operator Requalification.

PCC car 2711 was also treated to extended maintenance with the rebuild of the accelerator drum. As most of you remember the car had been exhibiting annoying lurching or power surge

episodes. I diagnosed the intermittent malady as a mechanical issue as the accelerator drum always seemed to bind up at a specific point of rotation. We had previously noted that the lower contact ring of the accelerator drum had indentations at each of the 99 fingers and the variations of the indentations and the finger width and a minor eccentricity of one of the “spider” wheels and the rotation of the drum was anything but smooth. Kris Rosenwald, our Business Manager, had arranged a buy for the copper ring segments and a complete set of 99 contact fingers shortly before Jeff King determined the power surge was caused by a unit switch (M2) coming in intermittently but the underlying cause was never found. The drum rebuild was a first for our crew. Prior to leaving the shop on February 16 we treated the front step well with two coats of new paint including anti-skid granules. We also did some minor body touch-ups. The exterior car had been redone in 2004 by the former Adtranz Corp.

The gear cover for the M551 truck is complete. As this endeavor is one of opportunity it has frequently been side stepped for more pressing issues. Virtually all in the Maintenance section worked on this project. Kevin Zebley provided some perfectly plasma cut plates to finish off the job.

Rio open car 1758 was parked in the shop throughout January and February. Besides the work reported in the last newsletter we replaced many of the solid bronze seat back bumpers with brass ones having replaceable rubber bumpers. We also sanded the inner or upper wooden step that had peeling paint in places and gave it a fresh coat.

Red Arrow 66: Suffered a severe motor problem during the last hours of operations for 2018. The #2 traction motor spewed smoke and there was a marked loss in power. Once the car was limped back to Richfol I did a visual a digital inspection of the armature and field coils (or at

least what I could get to from the motor cover), and found things cool and clean. The armature bearing box was quite a contrasting story having much heat and the unpleasant odor of burning waste but a correct level of oil in the reservoir. This motor had been overhauled in 2004 but not installed until 2016 and had the opposite side bearing overheat and bind on the test run. Bob Jordan and Dave Moffat did the car shifting for 1758 vice 66 track 22 on March 9 and we removed the problem motor on March 13, having it aboard United Industrial Group’s truck by 2:30 that day. Thanks to George and Brent Goldbaum for an assist. While in the shop Wayne Wicks is attending to several loose seat backs and the car will have scheduled maintenance. Motor repairs were complete by March 29 but the install story will need to wait until the next newsletter.

West Penn 832: Time was of the essence for the removal of the remaining three traction motors. A mandatory prerequisite for the extraction was a dry day, not all that common for this time of year. This was necessary for the half-painted 4398 to rest outdoors for the duration. Feb 22 looked good



John Habak and Fred Cooley work to rewire the controls on West Penn 832. Bob Jordan photo



Fred Cooley and John Habak work to rewire the controls on West Penn 832 for 600 volt operation.

but an “off” day, Friday. I was able to recruit four volunteers for the Friday effort. This included Bob Jordan, John Habak, Fred Cooley, Eric Weinbrenner and Wayne Wicks. All went well, completing the job plus the co-lateral activities in 41 volunteer hours. The increased efficiency was due in part to lowering the motors to the pit floor rather than lifting from the top, a first for PTM. The next day Fred Cooley and John Habak prepared the motors for shipment to have remedial work accomplished. While disconnecting the brake rods from the trucks I observed a leaking brake cylinder which had been repacked in June of 2015. We replaced the packing cup again on March 6. I found the leaking cup had deteriorated similar to the one we had replaced after one month in car 78 last year.

Boston 3618: Extended maintenance on this car had been complete in late December of 2018. Fred revisited the car in the carhouse to replace more of the reverser fingers with recently acquired new ones. Each K35GG controller uses 13 of these and about ½ of our entire supply were faulty. The car was tested in heavy use on March 19-20 by hauling many full

loads of ballast stone from McClain to Fairgrounds. I found one controller ailing and serviced it but the two hot journal boxes will have to wait until there is no further need for the car this year.

Volunteers not specifically mentioned in this article include Eric Weinbrenner, Brett Freithaler, Ken Ringer, Quinn Blasch, Lucas Ellis, Mike Butcha, Art Rizzino, Tim Donovan and Bob Powischill.

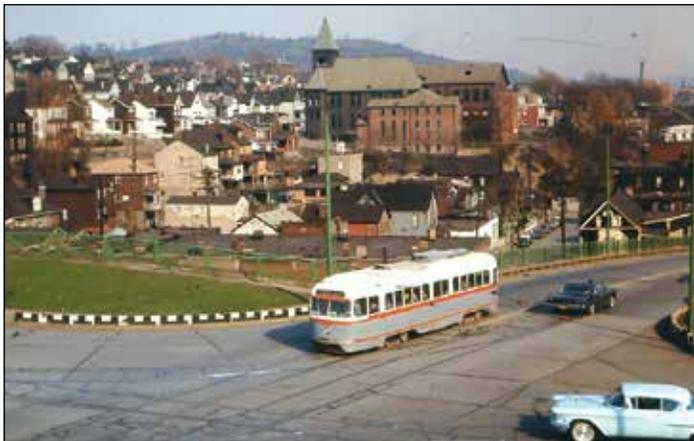


For several weeks leading up to work on Fairgrounds siding PAT tamper 880 was overhauled on track 22 of the shop.

Growing up with Streetcars

By Christopher J. Golofski

Way back when I was a young lad, I loved riding streetcars. I would take every opportunity to go with my father when it meant riding a trolley. I grew up in Braddock, a busy mill town southeast of downtown Pittsburgh. My father hated driving and we didn't have a car until I was sixteen and old enough to drive. We went everywhere by streetcar unless we could ride the train. We lived about three blocks from the Baltimore and Ohio Railroad station, but the schedule for the trains wasn't always convenient for our travel plans, so we relied a great deal on the streetcars. There were a number of bus routes traveling through Braddock, but they rarely went to where we wanted to go. We would occasionally ride them just to see where they went...joy-riding.



A car bound from Braddock Avenue to the Rankin Bridge 1965. William James photo, PTM Miller Library.

Most often we would end up riding an air car PCC. The main route we rode was the 55 which traveled along the main street, Braddock Avenue. This route would take us to our most frequent destination, downtown Pittsburgh. We would visit the three big department stores, but mostly it was Kaufman's and Gimbel's. And of course there would be the obligatory hamburger at Sun Drug Store, usually sitting at the counter. Sometimes we'd go to the Oyster House to get a fish sandwich and my dad could get a beer.

I would always try to convince my father to let me pay a visit to Bill and Walt's Hobby Shop on Smithfield Street, near The Boulevard of the Allies. Sometime we made it, other times not. It was a little out of the way when we rode the trolley, but when we went by train we walked right past it. My dad thought they're prices were too high and he preferred to go to Matt's Hardware down on Liberty Avenue which sold Lionel Trains at a discount and he would always haggle with them to get a better price.

Sometimes as we waited for the trolley, a 1700, all-electric car would come along. That was always a treat, mainly because they were different from what I was used to. I liked the neat sound the doors made when they opened and closed. The sound of the electric motors as opposed to the air operated doors on

the other cars. I also liked how all the seats faced forward. I don't ever seem to remember the fact that the windows didn't open bothering me on the hot summer days. I was just happy to be riding a streetcar. I also remember other idiosyncrasies of the different series of cars. Of course I was young and I really didn't understand the what and wherefore of these differences. I remember some of the cars has painted stanchions and seat frames. I learned later those were the 1500's, built during World War II when stainless steel was in high demand for the war effort. At the time Glenwood Carhouse had a lot of 1500's, and that's where the 55 cars ran out of. I also remember cars that had different light fixtures. Instead of the glass lenses, they had a metal grill-work protecting the bulbs. I seem to recall that these cars didn't have the usual fare register above the windshield on the left side, instead they had an electric register behind the operator just below the ceiling. They made a clicking sound instead of the familiar ka-ching when the operator pulled the cord.

The biggest treat of all was being able to ride a low-floor car. When I was old enough to remember riding the cars, they were only used on the shuttle lines which didn't have loops to turn around. In Braddock, we had the Corey Avenue line which traveled from the top of Corey Avenue, where it ended, down the hill to Braddock Avenue. Then through the business district, past all the five and dime stores to beyond Thirteenth Street, along the side of road private right of way to the mill entrance for Edgar Thompson Steel Works. At that point, it crossed over, changed ends and went back.

I would ride that with my mother who would frequently go to check on my grandfather who lived up the hill off Thirteenth Street. We could always ride the 55 and a PCC, but if the Corey Avenue car came first, that was our ride. It seems more often than not,

it was the low floor cars on the Corey Avenue route.

I love those rickety old low floor cars. As soon as the doors opened, the white porcelain stanchions and the unique smell of hot grease, sand and who knows what else beckoned me. Thursday evenings, my mother would go to the Sacred Heart School hall to play bingo. It was about two blocks from where we lived and back then a very safe walk in the evening. But my father would always walk her to the hall with me in tow. After we dropped her off, my dad and I would head up Sixth Street, across the B&O railroad tracks to Braddock Avenue. Miller's Drugs was on the corner and we would always stop for a Coke or maybe some ice cream at the soda fountain in the back of the store. After that, we would stand on the corner and wait until we saw a low floor car coming down Braddock Avenue. I never mattered which direction it was traveling because we were just going for a ride. We climbed aboard and rode back and forth from one end of the line to the other until it was time to meet my mother after playing bingo.

It seems like it was just yesterday, hearing the grinding of the gears, the hard clunking as we rolled over the switches at Library Street and just the tremendous amount of noise compared to the PCC's, I loved it!

Now, I get to experience that all over again every time I'm at the Museum and riding on 4398. Which, incidentally, may have been one of the cars I actually rode on that Corey Avenue line which worked out of Glenwood Carhouse. After World War II, 4398 was assigned to Glenwood and no doubt those cars were rotated among the various shuttle routes working out of Glenwood. Over time, prior to the abandonment of those routes, I managed to ride every one of them.

Who would imagine that over sixty-five years later, I would actually be operating that same low floor car! 



The 2019 Museum Volunteer's Winterfest was held 2019-02-16 at the New York Museum of Transportation in Rush NY.

Sarah J. Wells photo



Modified P & W Strafford Car 161 drops participants off for the train ride during Winterfest at the NY Museum of Transportation in Rush, NY.

Scott Becker photo



Art Ellis has successfully repaired the surface sander acquired in 2016. It will be used in upcoming woodwork on Mon-West Penn 250. Currently Art has teamed up with Bernie Orient in work on the dust collection system for this machine. Upcoming work on 250 will include paint stripping and letterboard replacement. Current exterior letterboard planks are cupped and separated from the car. Wood is on hand for the replacement of these boards. Roof repair and then replacement of the roof canvas will follow this work. Dave Buechler is teaming up in this restoration effort. The goal is to have 250 as a very handsome exhibit in the Trolley Display Building when the new visitor and education center is opened in 2021.



Work is pressing ahead on the restoration of sole surviving Rochester Subway car 60. The work is being performed at NYMT's the neighboring Rochester & Genesee Valley Railroad Museum. Sarah Wells photo



Art Rizzino is becoming our air brake expert for restoration projects. Art needed a pipe rack for connecting valves so he got together with John Habak and they put together the necessary connections needed for our variety of valves.



Here Art and John are working at the air brake bench in March, utilizing their first creation. They have since expanded its capabilities to handle a larger variety of valves. Together with Bob Jordan, Art has perform testing and rebuilding of the valves for West Penn 832. Scott Becker photo

President's Day weekend a PTM contingent traveled to Rochester, NY for Winterfest 2019. This annual event is sponsored by the North East Association of Trolley Organizations (NEATO). The annual meeting provides a great opportunity for networking, trading, and keeping up with the knowledge needed to keep trolley history alive for our visiting public.

The New York Museum of Transportation (NYMT), was the host and over 80 people from trolley museums in Ohio, Pennsylvania, Connecticut, Maryland, Maine, New Hampshire, New Jersey, New York, Ontario, and Quebec attended.

The event featured special guest trolley operations on former Philadelphia & Western Strafford car 161, good food and a diesel train ride to the neighboring Rochester & Genesee Valley Railroad Museum (who shares their tracks). Special thanks go to Carlos Mercado and Charlie Lowe at NYMT for organizing the event!



Barrie Baker leads large crowd during Bunny Trolley event.
 Scott Becker photo



April 20 George Greenbaum, Justin Sheldon, his daughter and Jeff King worked with Kevin Zebley, Sarah Wells and Laura Wells to connect wiring to the new US&S signals at the new Fairgrounds siding. Look for more on this story in the next issue.

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Remembering Frank Chickis

By Scott R. Becker

Frank “Fritz” Chickis, age 71, passed away on Feb 25 after a long illness. Frank was a very active volunteer at PTM, particularly working in the Museum Store and Special Events where he was DJ for our car and truck shows. Frank was also a Port Authority trolley and bus operator and had many good stories to tell. My favorite was the time he was operating a PCC streetcar and the car was hit by lightning. He said there was a bright light and loud bang as the lights went out in the car and all the fuses blew! Luckily no one was hurt but it was an event he never forgot. He also was the operator of a streetcar just behind the streetcar that lost it brakes in the Mount Washington Transit Tunnel in 1987 and saw the whole accident unfold.

Frank was a decorated Vietnam veteran with 3 bronze stars. Frank and his wife Judy have been our DJs at our car and truck shows for many years.



Frank Chickis takes a break from the disc jockeying to give Bernie Orient a turn at the mic during the Truck Show in 2009.

Scott Becker photo

