

TROLLEY FARE

Volume 67 Number 1

First Quarter 2020



Coping with the Covid-19 Pandemic

By Scott R. Becker, Executive Director

I hope you are all well and getting by with the restrictions we all face during the Covid-19 Pandemic! Our thoughts and prayers go out to those that have been greatly impacted by this crisis and support those essential workers that help to keep supplies moving and people healthy. The Museum is trying to do its part to help with the Corona Virus Health Emergency. Washington Hospital had sent out a plea for businesses to donate respirators and gloves. Bruce Wells, the Museum's Restoration Manager, located four cases of new 3M N95 Respirators and four new boxes of nitrile gloves we had in stock and they were delivered to Washington Hospital in mid-March. These masks and gloves are normally used by our volunteers when they restore trolley cars. The folks at Washington Hospital were extremely appreciative! They publicized the donation with the hope that it will encourage other businesses to do the same thing.

Since the Museum has been deemed a non-essential business by the Commonwealth of Pennsylvania and it has been closed by Governor Tom Wolf's order. Regular security checks are being made (thanks Bruce Wells, Jeff King and Larry Lovejoy!) and the grass is being cut (thanks Dan Bower and Katie Imler!). With all special events, regular operations, group tours, birthday parties cancelled this spring, the Museum has suffered a significant loss of revenue. Expenditures are being kept to a minimum. The Museum has been



Tom Wilson with our large display at Locomotion Weekend at the Carnegie Science Center. Scott Becker photo.



Contractor Keith Bray works on PTC 8042.

Scott Becker photo.

awarded a Small Business Administration Payroll Protection Plan loan under the recently implemented CARES Act. This can be converted to a grant if we keep our employees on the payroll and can be used to cover much of our operating costs – including paid staff costs, utilities and rent (Accutrex offices) for eight weeks. Thanks to Walt Pilof for putting significant effort into applying for these funds and to Key Bank for processing the request! Grants are also being applied for to help cover costs.

I also want to thank those that recently have made financial contributions to the Museum. This will help us get through these tough times! For those considering donating will be pleased to know

that The CARES Act will allow you can claim the brand new “above the line” deduction up to \$300 for cash (including check or credit card) donations made to the Pennsylvania Trolley Museum this year for those that take the standard deduction on your 2020 tax return (the one you will file in 2021) For your convenience, the Museum has an on-line donation form that can be found on the “GIVE VOLUNTEER” tab on the PTM website (www.patrolley.org). Your support would be most appreciated!

Despite the Museum’s physical site being very quiet, lots of work is being accomplished off-site. This work involves developing a more robust virtual

TROLLEY FARE

is the quarterly publication of the Pennsylvania Trolley Museum Inc.

1 Museum Road, Washington Pennsylvania 15301

Phone: (724) 228-9256

Fax: (724) 228-9675

Email: ptm@pa-trolley.org

Online: patrolley.org

(ISSN 1041-9632)

OFFICERS 2020

President: Chris Golofski
 Vice President: Laura A. Wells
 Treasurer: Jim Herrington
 Corporate & Recording Secretary Ralph Ciccone

TRUSTEES:

Don Bailey Dennis Bockus
 Jack Demnyan Arthur W. Ellis
 Robert A. Frank Jim Herrington
 Jeff King Armand Latour
 Ed Morazyczk Walt Pilof
 Tom Sterling Kevin Zebley

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.

DEPARTMENT MANAGERS

Archives & Publications Christopher Walker
 Archivist Emeritus Edward H. Lybarger
 Buildings Mary Jordan
 Chief Electrical Engineer Dennis Bockus
 Education & Interpretation Mike Ziviello
 Engineering: Lawrence G. Lovejoy P.E.
 Grounds, Way & Track Daniel J. Bower
 Mobile Equipment Dave Hamley
 Newsletter Distribution & Pre-press Cindy & Bruce Wells
 Operations Kevin Zebley
 Power & Signals Robert Scott Davis
 Restoration and Shops Bruce Wells
 Trolley Maintenance Bernie Orient

STAFF:

Business Manager Kris Rosenwald businessmanager@patrolley.org
Development Assistant Jessica Garda development@patrolley.org
Educator Sarah Lerch education@patrolley.org
Education-VSM Assistant Kristin Fredricksen assistant@patrolley.org
Executive Director Scott R. Becker director@patrolley.org
Museum Host & Store Specialist Diana Myers store@patrolley.org
Research Librarian Carrie Wardzinski librarian@patrolley.org
Visitor Services Manager Madelon Cline visitorservices@patrolley.org
Volunteer Coordinator Kaylee Horvat volunteer@patrolley.org

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.



Above: Art Ellis finalizes work on traction motors. Below Bernie and Roy work to return completed traction motors to the truck.
Bruce Wells and Scott Becker photos

presence on our website and social media so we can stay connected with our visitors, volunteers, members and friends. PTM staff and volunteers have been working on a number of these projects from home. To help keep you connected; we are sending out this Keep on Track email at least twice a month and have added new areas to the Website. These include a scavenger hunt on the main page as well as a number of new areas in the Learn page under Education. Please visit <https://pa-trolley.org/education/learn/>. A number of new field trip programs are being worked on for debut in the fall 2020. They include: It's Electric!, Trolleys in our Town, Trolley Tech, Roads to Rails and Ride into the Past. They continue to develop new programs and exhibits that can be fully implemented when we are allowed to open. Thanks to Ken Fornof, Walt Pilof and Bob Jordan, a VPN network was set up so staff can access files remotely. Zoom has been utilized for twice a week staff conferences and other meetings for committees and Departments. The Board held its March meeting by phone conference and plans to use Zoom for the April meeting. Volunteers and staff continue to work from home on the East Campus Development, Fairgrounds Canopy Project, bylaws revisions and strategic planning.



Washington Financial check presentation Feb 3, 2020

Sarah Lerch photo

          ---> **On Track to the Future** ---->



Drilling for platform roof support caissons. Dave Moffett photo



Pouring concrete caisson for platform support columns. Dave Moffett photo

Before the shutdown, three of the vintage 1935 canopy Tee columns, originally from the Pittsburgh & Lake Erie Railroad Station (now Station Square), plus related skeletal steel framework for the roof system, were installed at Fairgrounds Stop by Bioni Drilling. This steelwork had been refabricated and restored by Wexford based Camber Corporation at

their plant in Butler. The installation went very well. The next step will be installation of a roofing system. Construction will continue as funds allow and coordinating with other activities.

The work to date has been made possible by funding from the Washington County Tourism Promotion Agency, Emory Rail Heritage Trust, the Fairbanks-Horix Foundation, Epic Metals Charitable Trust, and individual donations. PTM Volunteers have been deeply involved in design, engineering oversight, and physical support of the project.

Fairgrounds Platform Phase III is a project to install a 50-foot long canopy over a portion of the platform (constructed during Phase II) to provide shelter to trolley riders during events at the Fairgrounds. Pennsylvania Trolley Museum (PTM) has been donated nine (9) historic Pittsburgh & Lake Erie RR canopy support columns from the P&LE RR's Pittsburgh Station (see attached photos) by Station Square/Forest City Realty Trust. These vintage 1935 supports were long stored adjacent to Duquesne Incline lower station and were relocated to Camber Corporation in Wexford where they were cleaned, and three of these supports have been installed at the Fairgrounds platform.

The remaining six canopy supports will be used for our Trolley Street Project. The Fairgrounds Platform is where we utilize vintage trolley cars to transport fair-goers from an outer parking lot and the Museum lot to the Fair's events. The Fairgrounds platform has been completely rebuilt using contractors and volunteers and over 5,000 people rode the Museum's historic trolleys during the week of the Fair in 2019.

Design and estimating work has continued on our East Campus Development. Considerable effort has been put into complying with township ordinances regarding storm water management etc.



Setting first Canopy Support.

Bioni Drilling photo

and getting the design and specifications to the point that we can get actual construction bids this summer so that we. The Carnegie Science Center staff, working from home, has been working with PTM staff, also working from home, to continue designing the interactive exhibits that will be a key part of the Welcome & Education Center. Special thanks go to Washington Financial for committing to a \$25,000 sponsorship to our Fares & Schedules Exhibit and to EQT Foundation for a \$25,000 sponsorship of our Trolley Talk: Decode Bells Exhibit.



*PTM Staff try out new Carnegie Science Center exhibit demos
Scott Becker photo.JPG*



Installing roof support - closeup Bioni Drilling photo.



Installing a roof support.

Bioni Drilling photo



*Canopy supports installed at Fairgrounds Platform
Bob Jordan photo*

As we look further into this year we are making plans for the fall. Please mark your calendars for the following events. Saturday September 12 we will hold our Annual Meeting at the Museum and are planning some special activities around this. Tuesday November 17 we will be holding a special fund raising event at the Hilton Garden Inn Southpointe called "Cheers to 66 Years: Honoring the Past, Embracing the Present and Celebrating the Future." Long time PTM volunteer Dave Hamley will be honored for the Past, PTM Steering Committee Chairman Ray Betler for the Present and PTM Vice President Laura Wells for the Future. Highmark Blue Cross Blue Shield, Range Resources, The Meadows Casino and Racetrack and the Chicago Transit Authority Heritage Fleet have already committed as sponsors, and the Observer-Reporter is our media sponsor.

Please stay well and I hope to see you at the Museum later this year! 🚃



Here's a photo showing everything completed to date and taken on a rare sunny day...2020-05-04 15.06.20

CuZinBPhoto

From the Front Platform

By Chris Golofski, President

My last visit to the Museum was on Saturday, March 14th. Everyone was getting ready for the season's opening on April 3rd. Bernie Orient and his crew was busy working on side dump car M551. Bruce and his crew were working on Philly car 8042 while Dan Bower was getting ready to paint motor car 396. Tom Pawlesh was busy working on the much abused play trolley 225 and nearby Michael Buchta was finishing up the rub rails on Shaker PCC 94. At the East Campus, Scott Davis was getting things ready for the overhead crew to do some work prepping for Trolley Street construction. The trolleys were all cleaned and waiting for opening day. Then things came to a crashing halt!

Who would've known we would be in this awful situation. Of course I'm referring to the devastating Covid-19 pandemic. As I write this, I'm hoping that everyone is safe and healthy and maintaining proper social distancing. The Museum is closed. We were forced to cancel Bunny Trolley and all other activities. Scheduled birthday parties were

cancelled and as of this writing we're not sure if we can reschedule the Daniel Tiger Event. The trolleys are silent, no one is working in the shop and everything is on hold. Right now, we don't know when things will be back to normal. The staff is working at home. One of the projects being worked on is trying to keep the members, volunteers and potential visitors engaged and keeping our presence on social media. It was a very difficult decision to close the Museum. But then, it was out of our hands when Governor Tom Wolf announced that all non-essential businesses be closed. However, it was necessary for the safety and well-being of the volunteers and staff.

While the Museum is closed, that doesn't mean we're just sitting around waiting for the opportunity to reopen. Committees are still meeting via teleconferencing. Plans are being made in how we will deal with the requalification of operators, training new operators and a myriad of other details that will be necessary once we get permission to reopen.

I especially want to thank Walt Pilof, Chairman of the Finance Committee, for all the effort he put in to completing the application process for the CARES Act which allows us to keep our paid staff working (although at home). Walt also did all the set up allowing us to continue having meetings via teleconferencing, including our Board of Trustees meetings.

While I'm thanking people, thanks go to Bruce Wells, Scott Becker, Jeff King and Larry Lovejoy who are constantly checking on our property to make sure everything is safe and secure. I don't

want to forget Dan Bower and Katie Imler for keeping the grass and brush cut on a regular basis. Scott Becker gets a lot of credit for continuing to seek ways people can support the Museum in these difficult times. He's also been doing a great deal of leg work, picking up the mail every day, getting checks signed to pay the bills and keeping everyone on track.

Please keep the people who are providing essential services in your thoughts and prayers. And, remember the many people who have been affected by this terrible crisis.

Cleaning, Covid19 and Celebrating Volunteers! *by Kaylee Horvat, Volunteer Coordinator*



Preparing for the Pennsylvania Trolley Museum's (PTM) opening day is challenging every year, for both Museum volunteers and staff, but this year seemed particularly challenging. There is always so much to arrange, coordinate and make

ready, and this year many changes were planned for the Museum as well.

Staff had already met multiple times trying to decide the best way to communicate changes and new Museum information to prepare all volunteers for opening season. Little did we know that volunteer, Bob Popey, would drop the solution right into our laps. Bob was interested in planning a day for volunteers to prepare the trolleys and the Museum for opening day in the form of a Spring Cleaning. Aha! Why not make an entire day out of preparing volunteers, trolleys, and the Museum for opening day! A preparatory training for volunteers and cleaning of the trolleys and Museum seemed like a great idea not only for this year, but every year. Thus, the idea emerged for the First Annual Spring Cleaning and Training at the Pennsylvania Trolley Museum.



Clean up Day group in the Events Room for training presentation presented by Staff members. ????photo

The morning of Saturday, March 7th, 2020 was like any other for most, but not for about 30

volunteers at the PTM. These individuals gathered at 9:00 am at the Museum to participate in the First Annual Spring Cleaning and Training Session. We were all pleasantly surprised and grateful that these volunteers were able to give so many trolleys the proper scrub down they needed for opening day.

Bob Popey, who was the leader of the Spring Cleaning portion of the day, explains that the strategy was to divide and conquer. He describes, "We had a split crew, one in the Founders Car Barn (FCB) and one in the Trolley Display Building (TDB). CJ Bick had done a lot of work on the cars in the FCB prior to our work day. Rob Popey did the windows of the cars, and Wayne Young and Ned Apalakian headed up the crew that moved the cars and cleaned the barn itself after the installation of

the new insulation." Bob continued to explain that the crew at the TDB, "...wiped down all interior surfaces mopped the floors, and vacuumed seats and anything else we could." While thanking this hardworking group on a Facebook post, Bob proudly exclaimed "Virtually every car we run and some new ones to show are cleaned."

In fact, not knowing how many volunteers were available to attend, or exactly how much time it would take to accomplish tasks, another cleaning day was scheduled for the following Wednesday. However, the second day was canceled. As usual, PTM volunteers stepped up and, as they say, many hands make light work.

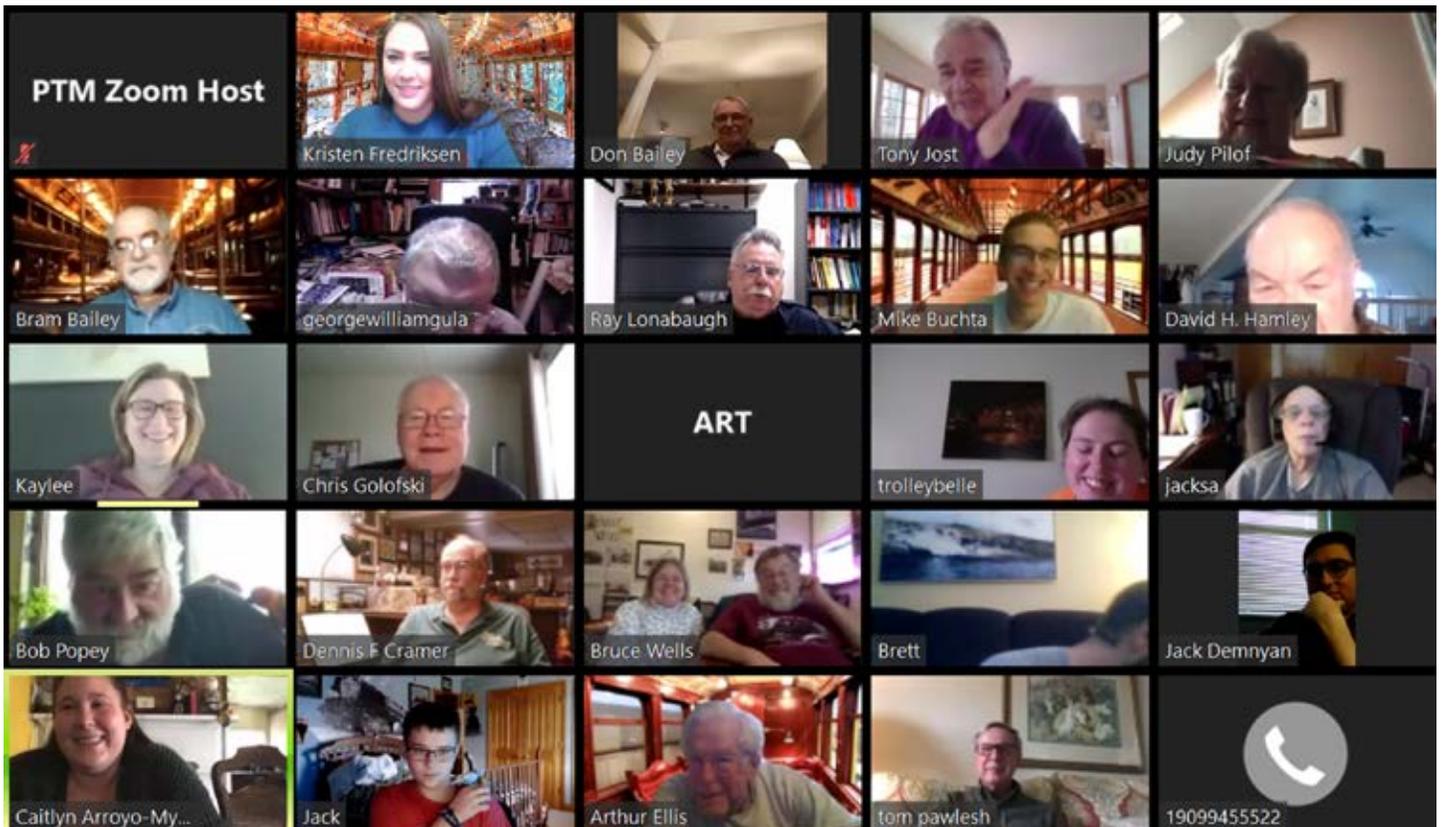
Following three hours of cleaning, volunteers gathered for a luncheon/social hour. After which



Bob Jordan photo 2020.1 issue-7.JPG



Bob Jordan photo 2020.1 issue-5.JPG



the training began. It was great to see nearly every department represented with volunteers interested in learning the exciting new things planned at the Museum for 2020 as well as important material all volunteers should be aware of. In an effort to strengthen communication with Museum volunteers, this pre-season primer was a fun way to get together and prepare volunteers for the opening of the season.

Little did we know, at that time, the season opening would not take place until much later in the year. The virus, Covid-19, would unfortunately temporarily close the Museum. Many events have either been canceled or postponed, including the Volunteer Appreciation Dinner, which we are

planning some type of replacement for later this year.

While the Volunteer Appreciation Dinner has been postponed, the Museum made sure our volunteers were still celebrated during National Volunteer Week (April 19-25). Museum staff had fun coming together, virtually, to create a video thanking volunteers for everything they do. A virtual volunteer Coffee/Happy hour was planned for volunteers to chat with one another. Thirty volunteers joined and had fun sharing and talking about trolley artifacts and photographs. Volunteers contributed to a Trolley Trivia Quiz, where they could try to stump one another with difficult, interesting, and fun trolley facts. Also during the

United by a common passion: 86 years separate

Art is member #5 at the Museum. He turned 100 years young last year. He started volunteering in 1954 and enjoys it so much he decided not to stop.

ART ELLIS

National Volunteer Week

JACK JOST

Jack started volunteering in February. He turned 14 years old this year. When he gets started volunteering for the day he enjoys it so much he won't stop.

Meet PTM's oldest and youngest volunteer

PTM

Art and Jack...The oldest and youngest!

week, the Museum's social media profiles shined a spotlight on various themes such as celebrating volunteer Department Managers, Women who volunteer at PTM, PTM's youngest volunteer (Jack Jost) and Oldest volunteer (Art Ellis), and PTM's families who volunteer. Lastly, an entire issue of "Staying on Track", the Museum's e-newsletter, was dedicated to showcasing various department volunteers, and long distant volunteers.

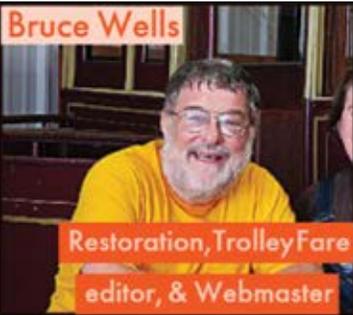
When the Museum once again prepares for opening season this year, it will likely be different than the First Annual Spring Cleaning and

Training. In light of Covid-19, there will once again be changes and new information that will be necessary to communicate to all volunteers. Unfortunately, we will not be able to have a large gathering for training. However, Museum staff is committed to communicating with volunteers and making sure everyone is prepared. With these unprecedented current events, a lot is unknown. But we do know one thing. No matter what, Museum volunteers will come through to help the PTM with whatever new needs are in store. And that's why we don't just appreciate volunteers during National Volunteer Week, we appreciate volunteers every day! Again, thank you volunteers for everything you do, we couldn't do it without you! 

Zoom Meeting Volunteers to share. Zoom meeting screenshot/grab/capture is thanks to Kristen Fredriksen.



Kevin Zebley
Kevin is a tech ed teacher. He has volunteered at PTM since the 1990's.



Bruce Wells
Bruce is a retired tech ed teacher. He has been a volunteer for PTM since the 1960's.



Celebrating PTM Department Managers



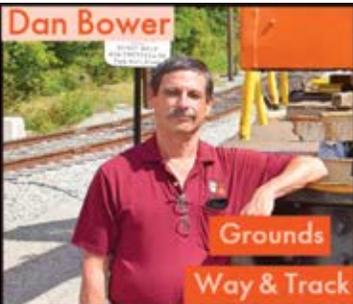
Bernie Orient
Bernie is retired from the USAF-PAAir National Guard. He has volunteered at PTM since the 1990's.



Mike Ziviello
Mike is a retired public school educator and assistant professor. He has been volunteering with PTM since 2000.



Scott Davis
Scott is a retired transit signal maintainer. He has been volunteering at PTM since the 1970's.



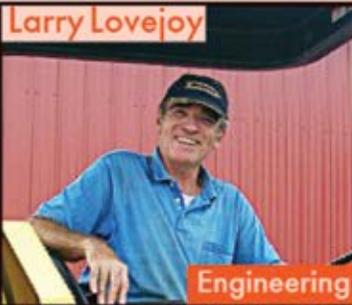
Dan Bower
Dan is a transit software specialist. He has been volunteering for PTM since the 1970's.



Celebrating PTM Department Managers

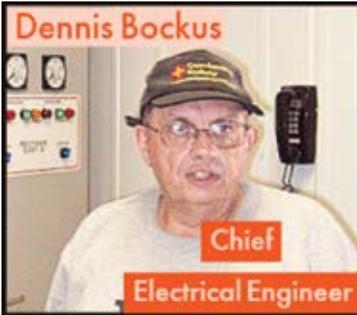


Larry Lovejoy
Larry is a semi-retired civil engineer. He has been volunteering at PTM since the 1960's.



Dave Hamley
Dave is a retired electrical engineer. He has been volunteering at PTM since 1960.





Dennis Bockus

Chief

Electrical Engineer

Denny is an electrical engineer. He has been volunteering at PTM since 2000



Cindy Wells

Newsletter Distribution

Cindy is a homemaker. She has been volunteering at PTM since the 1960's.



Celebrating PTM Department Managers



Mary Jordan

Buildings

Mary is a bookkeeper. She has been volunteering at PTM since the 1960's.



National Volunteer Week

PTM Families

- The Semerod Family
- Father & daughter George & Larissa Gula
- Grandparents Wayne & Nancy Young
- Granddaughter Nicole Pletho
- Husband & Wife The Herrington's
- Husband David Black
- Wife Kathryn Black
- Father Doug Zebley
- Son Doug Zebley
- Sisters Jordan & Caitlyn
- Man Art Riggins
- Man's Best Friend Payton

Whether you have donated
1 hour or hundreds of hours...



National Volunteer Week

Celebrating the WOMEN
who volunteer at PTM!

The Ellis/Wells Family



Bruce Wells



Cindy Wells



Grandpa Art Ellis



Uncle Artie Ellis



Patrick Wells



Sarah Wells



Laura Wells



You made a difference!

Everyday we wake up and look at our phones, computers, television or listen to the radio. We are immediately connected to the world around us! This connection is what keeps us human, especially for those who may not have human companionship. The want and need for human interaction is an innate part of who we all are.

This biological need for connection has occurred for thousands of years. It has been a catalyst for many of the inventions that human's have created. Since the early explorers to the tech companies that exist today, the goal was to communicate with others, to tell stories, and thus establishing a connection between people. The Pennsylvania Trolley Museum houses an entire collection of streetcars that illustrates the technological advances people have created to stay connected. We have come a long way from walking hundreds of miles on foot and lighting fires to communicate. That's why PTM is so proud to be able to communicate to its supporters on a daily basis through social media, email, in person visits, telephone and the list goes on.

As an institution, PTM understands that there are times when individuals wish they could be physically at the museum, but are unable visit. That's why a big goal for the museum in 2020 is to stay connected



with our supporters in many different ways. The Education and Visitor Services team has been busy creating digital content for PTM's website. Supporters will now have a place to connect with educational resources, activities, videos and the list goes on. As these items are developed, the museum will share updates on our social media platforms.

While PTM staff and volunteers continues to create content for the online resources and social media, we will occasionally have a call-to-action for supporters to provide feedback or helping with content development. Have you ever had the urge to share your story with the Pennsylvania Trolley Museum? Know of a great activity that could be online? We will want to hear from you! So never hesitate to contact us through email, social media or phone.

To make sure that you continue to stay connected, please like us on Facebook and follow us on Instagram and Twitter! 





PTM is pleased to introduce the Museum’s newest online educational tool: LEARN! This online learning page is designed to further connect with visitors and support remote educational experiences. Pop on over to patrolley.org/education/learn/ to start exploring Trolley Era Resources, Activity Guides, the Trolley Wire, and Voices of the Museum.

**Check out PTM’s featured topic:
That’s Fare!**

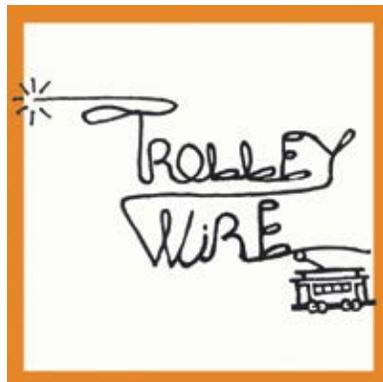
Learn about trolley tokens, tickets, and transfers, design your own trolley token and ticket, and practice calculating your fare to see if you can travel from Washington to Pittsburgh, all under Activity Guides.

That’s Fare!



Passengers must pay a fee to use public transit. The ways we pay our fares have changed over time – **challenge yourself** to create your own token or ticket and find out if you’ve got the fare to travel across Southwest PA!

Interested in learning more about the Trolley Era and the history of electric transportation? Head over to Trolley Era Resources and Voices of the Museums to gain insight into a transformative period of American history.



Ready to explore the cultural, social, and technological changes throughout the Trolley Era and beyond...visit the Trolley Wire for posts from staff and volunteers sharing their knowledge and favorite stories from the Trolley Era.

PTM staff are staying on track to create and present more fun and educational resources and activity guides for the LEARN page. Keep checking the website for updates! 

Museums, archives, and library professionals across our country have been serving others for as long as they have existed. This is true as much now as it has been throughout history's defining events: during the Civil War, through the Industrial Revolution, through two world wars, and through numerous recessions and one very long depression. And they continue to serve now, through this pandemic, in sometimes unique and innovative ways. I want to share some of the ways that our nation's professionals have been continuing to serve despite not being able to access their buildings, their physical collections, and sometimes, their patrons.

The Cleveland Museum of Art has launched an online tour of its holdings. The gallery utilizes something called ArtLens, an augmented reality (AR) technology. ArtLens is tied into the museum's database that contains metadata and other information about the pieces, which allows the viewer to view the artwork and learn about it simultaneously. This is one example of museums making their collections available during this time, but there are thousands of other museums doing similar but smaller endeavors to serve others, including our own. Check out PTM's website and social media accounts to see how staff members have created online programming that carries out the mission of the museum: to tell the story of the trolley era to the public. Even though our physical site is closed, the museum is always open to the public virtually.

Archives are also responding to the pandemic in unique ways: by collecting images, letters, diaries and journals, and ephemera that detail coronavirus life. Archives ranging from the National Archives and the Library of Congress to the Atlanta History Center and Wright State University in Ohio are

documenting everyday life during this pandemic. They are reaching out to those in large cities like New York City and Las Vegas, those who live in rural areas, those who are marginalized (Native Americans, particularly those living on reservations; Black and People of Color; Latinx), and those on the front lines like nurses and grocery store workers. Locally, the Heinz History Center is documenting life for those in western Pennsylvania. It is an important and worthwhile endeavor to capture this moment in history.

Libraries are also serving the community. For those working at colleges and universities, librarians are continuing to assist students and faculty with reference questions and research questions. They are also helping students by teaching them how to use the online databases often readily available to them. Public libraries are doing everything from virtual story times for children to online knitting groups. They are trying to bridge the digital divide by setting up mobile wifi hotspots in communities without reliable access to the internet. And librarians in medical, manufacturing, and corporate settings continue to work to provide information to nurses, doctors, pharmacists, chemists, engineers, and others that are still working during this.

It is evident from these anecdotes – and the thousands of others being shared on the internet, in newspapers, and elsewhere – that museum, archives, and library professionals care deeply about the communities that they serve. They want to share their collections – whatever they may be – with you. They want to provide a bright spot in your day through their art, their stories, their books, their music, and whatever else piques your curiosity. The Trolley Museum is no different. We want to fulfill our mission in whatever way we can, and maybe make a few people smile along the way too. 



Dave Hamley and Dick Rhoton pitch in to help.

Kristen Fredriksen photo



SEPTA LRV #9037 is at 49th and Baltimore Ave on March 23, 2020.

Bill Monaghan photo

On March 6, Pennsylvania Governor Tom Wolfe reported the state's first two confirmed cases of Coronavirus, with one in SEPTA's service area in Delaware County and the other in Wayne County. The virus spread quickly, not only throughout much of the state, but also throughout Philadelphia and its surrounding counties (Bucks, Montgomery, Delaware and Chester). On March 13, Governor Wolfe closed all schools for at least two weeks and on March 19 he issued an order closing all non-life-sustaining businesses, including gyms, salons, all stores except for food stores and pharmacies, gyms and bars. Thousands began working from home. All gatherings were forbidden, closing sports activities, arenas, festivals, the Reading Terminal Market and similar activities and venues. With the recent announcement that continues these closures through the end of April, SEPTA ridership is being severely affected.

By March 18, General Manager Leslie Richards announced that overall ridership had dropped 64% and Regional Rail ridership had plummeted by 88%. That number was later changed to 94%. Anticipating increasingly lower numbers throughout the months

ahead, she stated that although the Authority had been operating with a \$7.3 million surplus for the first eight months of this fiscal year, she now expected it to finish with at least a \$150 million loss. By March 19, the Authority had announced it would begin operating all Regional Rail, trolley and bus routes and the Norristown High-Speed Line on an enhanced Saturday schedule beginning Monday March 23, reducing service by 25%. According to SEPTA spokesperson Andrew Busch, subway service would operate 24 hours a day to provide service to area hospitals and for essential workers who had to commute to their jobs. "We're doing everything we can to keep things running for essential workers," said. But "anybody who absolutely does not need to travel right now, should not be on the system." Philadelphia resident and historian Father Ed Casey reported that Elmwood Car House would reduce its runs from 112 to 49 seven days a week.

With losses mounting, SEPTA began to examine all areas where costs could be reduced. To begin with, Richards and her executive team took a 10% pay cut. Other measures included the elimination of overtime,

a freeze on new hires, eliminating marketing efforts where possible, eliminating all non-essential employee travel and considering further service reductions on both the Regional Rail and transit. All options are being continually assessed.

On Wednesday April 1, with Philadelphia now under a stay-at-home order, SEPTA began boarding and exiting its riders through the rear doors on all its buses, trolleys and the Norristown High-Speed cars. The only exception was people with disabilities, who needed to utilize the front doors. On the same day, the Authority suspended all fare collection until further notice in an effort to keep the general public at a safe distance from the operators. Operators began counting the number of passengers boarding the cars and buses in an effort to enforce social distancing, limiting the number of riders on buses to 20 at a time, 25 on trolleys and 30 on the Norristown High Speed Line. When the maximum number of passengers is reached, service is limited to drop-off only.

Two SEPTA employees had already tested positive for the virus and that number was expected to grow. SEPTA General Manager Leslie Richards wouldn't address those two specific cases or say where the exposure took place, but she did say they were doing what they could to reduce potential exposure. She pointed to the barriers already are in place on buses, the regional rails and subways, but not on the

trolleys. By the end of the week, she expected newly manufactured enclosures to be installed to protect those operators. She also indicated that SEPTA was looking at fixed facilities, where it might install barriers to protect more employees.

On March 31, SEPTA and PATCO both announced additional reductions to its services, as the coronavirus crisis continued to impact ridership. SEPTA spokesperson Andrew Busch said Regional Rail ridership fell 94% that week. Bus, trolley and subway ridership was down 70%. To counter this loss, both Red Arrow Division trolley lines stopped operating rail service. On March 30, overnight service was suspended on the Market Frankford and Broad Street Lines between 1 a.m. to 4:30 a.m., with Saturday schedules in effect at all other times seven days a week to allow time for additional cleaning. Ridership was "very low" during the overnight hours, SEPTA said.

On April 1, shuttle buses replaced trolleys on Route 101-Media, serving all stops, Route 102 Sharon Hill line service was discontinued with no bus replacement. Route 101-Media, was replaced by buses because the LRVs do not have center doors for the passengers to board the vehicle. Beginning Sunday April 5, SEPTA announced it would reduce its Regional Rail service to an "essential service schedule." Service on most lines will run every two hours. The Airport Line will run every hour. All



The "Love Trolley" was decorated by SEPTA operator Gary Mason for Valentine's Day, LRV #9094 is seen at 39th & Lancaster Avenue.

Bill Monaghan photo



Happy Valentine's Day! SEPTA "Love Trolley" #9094 has been decorated by SEPTA operator Gary Mason. The car is seen at 13th and Market Streets in the Philadelphia Subway-Surface Tunnel on February 8, 2020. Bill Monaghan photo

Regional Rail lines will operate seven days a week, except for the Cynwyd Line, which will operate Monday through Friday. "We are pleading with our customers — if you don't have to ride, please don't," said SEPTA General Manager Leslie Richards. "We need to reserve space on our buses, trains and trolleys for those who need to get to essential jobs, or access life-sustaining services." Most of SEPTA's buses, subways and trolleys will continue to operate on Saturday Schedules until further notice.

Richards conceded that more service adjustments were coming, but she was adamant that there would be no suspension of service, because of the critical mode of transportation. She was quoted as saying "During the COVID-19 crisis, SEPTA will remain focused on providing transportation for essential workers, and for customers who need access to health care, grocery stores and other life-sustaining services. For everyone's health and safety, we ask that all others refrain from using SEPTA until further notice". Richards says management isn't ruling out employee pay cuts or even layoffs to slow the financial losses the transit agency is suffering.

SEPTA announced that it would receive \$643 million in federal stimulus relief to help stem its losses from the coronavirus pandemic and keep service operating. The money would be used over the next 12 to 18 months, according to Spokesperson Andrew Busch. SEPTA projects at least a \$300

million loss of revenue through the end of June 2021. The transportation authority is also bracing for at least a \$250 million hit to subsidies, with the remaining \$93 million to help supplement further losses. SEPTA has budgeted a \$1.53 billion operating budget for fiscal year 2021, with \$480.6 million coming from passenger revenue and \$779.4 million from state subsidies.

James C. McConnon, 93, formerly of Wynnewood, a Philadelphia patent lawyer who was chairman of SEPTA for a decade, died Monday, March 16, of cardiopulmonary failure at Thomas Jefferson University Hospital. Appointed SEPTA's board in the mid-1960s, he was chairman of the regional mass-transit agency from 1968 to 1978. During that time, he pushed to improve the rolling stock by ordering 100 new buses and settled a transit workers' strike by giving small pay hikes to drivers. He was often quoted in local newspapers, vying in the early years with then-Philadelphia Mayor James H. Tate. "He dealt with unions, politicians, everybody from the officials to the people who operated the vehicles," said his son James Jr. "A lot of people respected him for that".

His leadership style was to think through a problem as if it were a puzzle, and then to release his solution for others to critique. As board chairman, he pushed to make sure Philadelphia and the surrounding counties got their fair share of transit funds. 

This quarter got off to an ambitious start with a hefty list of deferred maintenance jobs plus an aggressive annual maintenance check for eight service cars. In reality we need to average three maintenance checks per month but winter weather, hence car shifting, can be unpredictable. In retrospect weather was essentially a non-issue, we plowed through a whole bunch of work only to see this part of our world closed down due to a foreign virus.

PRT 5326 had already been in the shop as the



Art has started on the second pair of motors, work interrupted by the Covid Crisis. He and Bernie have discussed the work and Art intends to re-use the bearings instead of making new. He is setting up at home to line the shells with Babbitt bearing metal.

calendar flipped to 2020. Two important deferred items that were closed out were the headlight change-over switch and the inconsistent door operation. Eric Weinbrenner installed a two-pole change over rotary switch for the headlights. This corrected several years of operating with both headlights burning continuously. Bob Powischill cleaned and shimmed the floor hatches. Art Rizzini tackled a leaky valve puller. The door “engines” on 5326 are smaller versions of the rack and pinion mechanisms found in PST 66. The movement of a sector gear (pinion) depends on which side of a piston (rack) has air pressure. The emergency feature is simply the loss of air pressure input, from the emergency pipe, to the piston. As the directional valve is integral with the door motor the valve puller provides a clever work-around for more complicated and extensive piping. On January 10 we shifted 5326 for 78. 78 got scheduled maintenance as part of the Philadelphia-Car fleet. Eric Weinbrenner and Ken Ringer serviced all of the bearing reservoirs. I noted failed paint, only five years old, on the roof boards, and added that job to a new “Deferred” list for a later date. An on-going repair item is the steel rope-rub rails at each end of the roof. Bob Powischill took detailed measurements, cut a plywood template and

began fabricating new ones. The gear case cover punctured in last November’s derailment, was installed at this time.

Car 78 left the shop on January 22 as part of a multiple shift that resulted with Rio 1758 open car and PAT PCC 4004 in the shop, and M551 dump car in the car house. M551 did not leave on its own volition and more on this later on. We did annual maintenance on 4004 and found one Ni-Cad battery cell leaking. Wayne Wicks replaced the



damaged plywood base of the battery compartment as the alkaline electrolyte is quite fond of forest products. I replaced the leaking battery cell. Scott Becker obtained a new set of four- eight cell lead-acid batteries, our present protocol for PCC batteries. Fred Cooley made up new shunt wires with appropriate ring terminals. The replacement project wound up on the new deferred list as I wanted to forge ahead with other cars. Fred and Eric installed a color-matched wood seat back atop a badly cracked plastic one, the third so far. Bruce and Wayne later fabricated and painted material for four additional covers.

4398 replaced 4004 in the shop on January 25. We did annual service, finding some loose bushings on some brake hangers and a close brush on motor #1. I was able to tighten the spring-loaded brake links to the point where the bushings would not spin and Eric replaced the brush.

On February 1 we traded 4398 for its slightly younger cousin 3756. During work on this car in 2018 we had to saw out a section of conduit to replace some questionable motor leads. John Haback was able to get a new section of heavy-wall conduit bent for us and we installed it. The trolley pole base had not been off the car since I’ve been at PTM so I

tackled that task. At the last maintenance session I had put penetrating oil on the base mounting bolts on the hope they would spin off at a later date. These were installed nuts-up, a bit unusual. Good fortune ensued, the nuts turned easily, and I traded the old base for a stock rebuilt Nutall #13 but not before painting the wood beneath, which was in surprisingly good condition. As time permitted we refurbished the old base. Major wear was confined to the pivot shaft which was heavily corroded. Wear in the fulcrum piece and bowl were modest enough to require only a light bore job and we used a 1/16" oversize pin. The expensive caged roller bearing was in fair condition and got re-used. The shaft holding the pole-lock cams was really frozen in place but persistence prevailed, it came out and we replicated and replaced it. On February 16 Brett Freithaler gave 3756 road test, gave a group of wayward visitors a ride and switched it for PCC 1711.

By now you are probably wondering about the seemingly rapid pace of cars through the shop. My objective was to get as many of the cars that were scheduled for the Friends of Philadelphia Trolleys event, actually two lists, one of Philadelphia cars and a second of mainly Pittsburgh cars. At this point in time all events were a "go." This plus motors #3 and

#4 for 1758 were nearing completion and we needed pit space at least momentarily, to install them. 1711 was scheduled for accelerator drum repairs and would be immobile for several weeks. So I'll back-track a bit to cover the 1758 work.

Rio 1758 is not an easy car to jack due to the over-hung car-length steps. It had been absent from the shop since last August having been shifted then to the TDB and more recently to the Founders' car house for quick access. This time we proactively removed sections of toe-kick board that we knew would interfere with the steel beam insertions. Ken, Wayne and Eric took care of this chore and we had the carbody elevated by January 29. We removed motors #1 and #2 on February 1, transporting them to the north "motor" shop via John Habak's and Eric Weinbrenner's pick up trucks. On February 16 we installed motors #3 and #4. New volunteer Jack Josh helped with this exercise. For the next few weeks we made multiple shim adjustments with the support bearings in between welder test-runs to achieve minimal current draw, bearing heating, and gear noise.

About this time we welcomed volunteer Roy Scandrol to the team. Roy is a retired engineer from Canonsburg. I've been able to have both Roy and



New volunteer Roy Scandrol works on Union Railroad motor 396.



Using the table saw outfeed table to do repair on greasy things.
Bob Jordan photo



PTM GE diesel 89 pushes M551 to the back of track 11 following its initial visit to the shop January 22.

Jack get hand-on experience in several areas like replacing an aged oak resistor grid support beam under M551 dump car and pole base work. Both in addition to Wayne lent a hand on Dan Bower's 396 motor car project.

When we reconditioned the accelerator drum bottom on car 2711 last year I sourced enough copper segments to resurface the lower drum on 1711, which had similar wear although not the annoying operational problem. So Fred Cooley began work on it on February 19. Things went a lot easier than the 2711 job with only one ribbon support to replace.

A number of fingers had broken shunts and were replaced. Another point of interest were the cam switches hidden above the rotating spider. There are two banks of maybe five switches each that need to be loosened to remove the cylindrical cam drum. Two of the switches had mis-shaped rollers and were replaced. Eric educated Jack on some PCC service nuances while Roy lent assistance to Fred as needed. Brett installed the air damper blank off plates to direct resistor heat to the interior. Jack and I adjusted the rear track brakes using our new transmission jack. Our original one began to hemorrhage during a previous 1758 exercise. A new unit was cheaper than anticipated repairs to the old one that had served us for possibly 20 years. Krissy Rosenwald came up with the new jack in her normal quick order to which we've been accustomed. Fred did a road test on 1711 on March 7 and all was swell.

So now we're back to M551 dump car. Only motors #2 and #4 took power when we tried to move it back in January plus the air governor was somewhat uncooperative, which Bob Jordan and Fred convinced to function properly. We towed M551 to the car house with GE 89 loco. Later on



Art Rizzino and his trusty guide Peyton. Art is a valuable member of the shop team using his great skills to refurbish intricate parts such as door motors and compressor governors.





George Greenbaum assists in the repair of parts from motorcar 396, I think...

Bob Jordan photo

Bruce and Laura Wells towed it to the TDB at the start of the Car House renovations as many of the cars stored within needed to be evacuated on a daily basis. Dan and Katie towed it from the TDB to the main shop on March 8, part of a bartered plan to move Union RR motor car 396 into the shop annex.

I had been searching for any kind of documentation, specifically wiring schematics, for the modified controllers used in both M551 and relic 3487 for some time but none could be found at PTM. So I reached out to two other museums that were suspected to have similar equipment and Fred Walters from Connecticut TM sent me a diagram for a K-6 GE controller with a two motor car. It turned out the K-6 characteristics closely matched what we had in the car. From this I was able to ring out the reverser circuits and found one of the motors that did not take power was incorrectly labeled and created a short circuit, neutralizing its paired mate. From this information Fred Cooley located a K-6 drawing using four motors from a 1905 publication. This plus “later” information from 1907 closely matched the intended resistor grid configuration. Subsequently Bob Jordan and I discovered two resistor wires apparently shorted together although we don’t know where. This, no doubt, accounted for

the very aggressive controller action that provided only two different resistance points besides full series out of the six advertised points. I found a failing splice in the main feed wire to the front cab. Fred replaced this wire from the affective area to the bonnet switch.

Other shop activities included a head light bucket fabrication for B73 locomotive and new fire-resistive backings for controller covers. The bucket was my mission of opportunity which always takes more time than one would expect. Doug Kirkpatrick and George Greenbaum assisted with the welding and Mike did the paint. I basically followed a relatively composted pattern mixed with a lot of imagination. As to the controller backings, specifically one from M210 Line Car mentioned last issue, our normal MO for controller service includes recoating of arc burns on the cover with Glyptal insulating varnish. This is helpful in spotting future arcing issues. Glyptal varnish has been a legendary electrical insulating coating. We’ve learned the varnish component is not flame proof as highlighted by M210. I found a latex based flame retardant paint which proved to be as good as advertised plus has excellent electrical insulating properties. Concurrently I found a vermiculate



Bob Jordan photo 2020.1 issue-11.JPG

coated fiberglass fabric and flexible ceramic-based cement that makes an excellent replacement for less popular materials. Eric removed the incinerated fiberglass backing from the M210 cover and John Haback did an excellent job applying the replacement fabric. Brett finished off the job with a coating of the flame proof latex paint. This will seal out dirt plus provide a chalkboard of sorts to document future arc strikes.

Art Rizzini is in the midst of rebuilding a National Air Governor. This quite old item is used on M551 dump car and others in our fleet. Art and John also refurbished two somewhat more modern Wabco S-16 governors that can be used as universal donors (I call them type O-positive) for cars to remain



Bob Jordan photo 2020.1 issue-3.JPG

in service while the original units are repaired.

We removed the ventilation fan in the Founders Car House on January 15. This was a non-maintenance group effort activity. The fan was installed a while back to mitigate condensation but it did not live up to expectations. We removed the fan to avoid costly and unnecessary framing. Wayne palletized the fan and Larry Lovejoy filed it away in the APB for possible future use.

As I recanted much wholesome, enjoyable and purposeful work in this article, most all came to a halt on March 23 with off-limits orders because of the Covid-19 pandemic. As I close out this article there are glimmers of hope that the restrictions will be eased soon. Hope to see you on the other side. 🚃



Bob Jordan photo 2020.1 issue-10.JPG

It sticks somewhere back in the further depths of my mind that there was once a column in this esteemed newsletter which used this title, at least the potpourri part. Perhaps back in the early 70s when Patty and Larry Schwartz took over editing from Bob Jordan.

A big potpourri thing this issue is the Annual Meeting notice for September 11 posted here:

ANNUAL MEETING NOTICE – September 12, 2020

The Annual Membership Meeting of the Pennsylvania Trolley Museum will be held on Saturday, September 12, 2020 at 7:00 PM in the Museum’s Education & Events Room. This meeting is open to all voting members of the Museum (regular, couple and family memberships). The agenda so far is:

- Update on the status of the Museum and the On Track for the Future campaign.
- Presentation of the slate of candidates for election to the Museum Board of Trustees
- Acceptance of nominations from the floor for additional candidates for election to the Board of Trustees.

Please note that in order to be on the ballot for the Board of Trustees, the individual must have been a member for a minimum of three years, the individual’s membership must be in good standing and the individual must accept their nomination.



To celebrate “Leap Day” Michael Buchta got out the white paint and touched up Bob Alexander’s handywork on the wheel treads of open car 1758’s trucks.



Michael Buchta located several missing pieces and has been fitting and attaching the rub rail channels to Shaker Heights 94. He also restored and installed the operator’s right side mirror.



Bill Fronczek & Dave Buechler assembled new window frames produced years ago for Mon-West Penn locomotive 3000.

Scott Becker photo



Keith Bray is seen working on one of the dash apron pieces to get holes drilled for installation. 2020-02-18.



John Habak worked very diligently to locate positions for metal supports for the brake valve mounting base and the Peacock Staffless hand brake. John also carefully positioned the controller to fit in its original location. Keith Bray's arrived February 18 and worked to fine tune positioning and attachment of these items to the car.



2020-02-18---8042 in the shop as Keith worked to fit the new dash apron pieces. There are several photos showing this in various phases of installation

This is John Habak as he worked to install platform components. To the right of John's head you see the careful work he did to restore the fuse box and switches on the front platform wall. Steel cabinets enclose these items in the final installation.



John Habak works on M551's controller cover. Scott Becker photo



In addition to the bearings for the open car Art took on the job of making new switch flags for the switch machines that the track crew will be installing for the Enterprise Wye at the east campus. Our friends at Industrial Gasket and Shim (IGS) laser cut the metal to specifications created by Art using Solidworks software. Art frequently provides detailed production drawings for the parts we need like the new dash panels used on the West Penn 832.



Working from the original dash apron piece, Keith works with a tool he fabricated to roll the flange in the top of the piece. This flange allows the compound curved piece to attach to the dash of the car as shown in a previous photo.



During the week which Keith was in the shop the crew from ACA Unlimited got started installing wood stringers on the poles of the Founders' Car barn which served as anchor points for the fiberglass bats that now insulate the building on three sides and the roof. 2020-02-25.



On March 16 as shelter in place took hold Kevin, Jeff and Michael got started stringing span wires at Enterprise wye.



Elmer Herbert "EJ" von Dullen



Elmer-poses with Bruce Wells, Tony Desensi & Dave Procupp on a parts expedition to New Orleans 1992.

Elmer on a visit to PTM in the Spring of 2007.



Elmer "EJ" Herbert von Dullen, Jr. went home to be with his Lord and Savior Jesus Christ on January 24, 2020 at the age of 83. He was the beloved husband for 58 years to the love of his life June Boyer von Dullen. He was the loving father of their two sons Robert and Ken and the devoted and proud grandfather of Victoria 'Tori' von Dullen, daughter of Robert. He was preceded in death by his parents, Elmer von Dullen, Sr. and May Kerne and his brother, Richard von Dullen. Elmer served in the Army National Guard for 8 years as a Radar Maintenance Technician.

He was a private pilot and flew his airplane out of St. John Regional Airport. He was a member of the American Legion and played in two American Legion Bands for 60 years. Elmer worked for the Regional Transit Authority for 52 years and was the Superintendent of the Streetcar Maintenance Dept. at the Carrollton Shop. Later he was also the Superintendent of the New Streetcar Construction. He and his crew built the Canal St. Streetcars and returned them to Canal St. after a 40 year absence. He is known around the world as the world's authority on streetcars and light rail vehicles. He was a great friend to many of us in the Trolley Museum community, throughout North America and he will be sorely missed.



*We Thank our
Generous
Corporate Sponsors!*

