

TROLLEY FARE

Volume 67 Number 2

Second Quarter 2020



*Getting back to work
at the Museum*

Going Green

By Scott R. Becker, Executive Director

When we think of “Going Green” one usually thinks of being energy efficient or installing solar panels on the roof. In 2020 Going Green means that some Covid-19 restrictions have been lifted and we venture into a new phase of the Pandemic. Washington County entered the Green Phase on June 5 which means that staff and volunteers could re-enter the property and begin preparations for reopening to the public in July. A re-entry and re-opening strategy was developed and accepted by the Museum’s Covid-19 Task Force which meets or exceeds state requirements and CDC guidelines. Thanks to hard work by PTM staff, volunteers and contractors, the Museum has been a beehive of activity preparing for our July 2 opening. We plan to be open to the public Thursday-Sunday 10 AM – 4 PM. Many ties have been replaced between County Home Siding and Redman Wye, trolleys have been serviced, buildings cleaned, grounds maintained and our website has been upgraded.

I also want to thank those that recently have made financial contributions to the Museum. Special thanks go to The Treadway Foundation for their \$18,000 operating grant, WesBanco Bank for their \$1,400 grant for touchless faucets, and other grants and individual donations totaling over \$15,000 so far. As part of the Washington County Heritage Alliance, we are receiving part of a \$50,000 Covid-19



Way & Track volunteers replace ties 6-20-20

Scott Becker photo



New high quality picnic tables were assembled by volunteers 6-22-20.
Scott Becker photo

grant from the Richard King Mellon Foundation. These funds will be used for sanitation materials, stanchions, signage and a group marketing effort. Those considering donating, you will be pleased to know that the CARES Act allows you to 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. This applies to those who 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 in the “GIVE VOLUNTEER” tab on the PTM website (www.pa-trolley.org). Your support will be most appreciated!

The Fairgrounds Canopy Project continues to

chug along. Thanks to an additional allocation of \$4,145 from the Washington County Tourism Promotion Agency, the Museum has enough funds to complete work on the canopy using mostly volunteer labor. Thanks also go to the Washington County Agricultural Fair for donating 24 galvanized steel beams that had once been median guardrails installed along Interstate 70 in the early 70s. Kevin Zebley and Michael Buchta have modified them for roof purlins for the canopy. Thanks also go to Lowe’s for supplying roofing materials at a substantial discount!

A tip of the hat goes to our car maintenance volunteers who have finished extensive rehab work on former Port Authority Side Dump Car M551! This rare side dump trolley was built by Differential

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Annual Membership dues:

Family \$75 Couple \$60 Regular \$40 Associate \$30 Student \$20
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Mission Statement

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



Newly reburbished PAT M551 Side Dump Trolley 6-20-20
 Scott Becker photo



Kevin Zebley welds donated guide rail beams for Fairgrounds Canopy as Michael Buchta assists 6-6-20.
 Scott Becker photo

Steel Car Company (later called DIFCO) in 1922. It was used by Pittsburgh Railways and Port Authority before coming to the Museum in 1984. The current project dates back to September 2014 when M551's trucks were transported to Lyons Industries in Ebensburg PA to be rebuilt for use under Crane Car M283. Work on M283 was completed in 2017 and M283's trucks were re-purposed for use under M551. These trucks were designed by DIFCO trucks for use under their specialty work cars. DIFCO founder H. Fort Flowers designed and built three types of specialty electric railway work cars starting around 1914. The original side dump cars were built under contract by St. Louis Car and JG Brill as business increased they established their own dedicated factory in Findley, Ohio We are proud that our collection has one of each type!

I am very pleased to report that the

Pennsylvania Trolley Museum is receiving a Charity of Excellence Award from the Washington County Community Foundation (WCCF). This includes an unrestricted \$5,000 grant to the Museum! We are one of 25 organizations to receive this honor and we thank the WCCF for their continued support. This is a clear reflection of all the hard work and professionalism of our volunteers and staff at the Museum who have helped make this award possible! Thanks to all of you!

Please mark your calendars for WCCF Gives event on Thursday, September 10 between 8 a.m. and 8 p.m. All gifts made to participating charities, such as the Pennsylvania Trolley Museum, via www.wccfgives.org and all designated WCCF Gives check contributions received by 8 p.m. on that day will be increased by part of a \$100,000 bonus pool. This year WCCF will also cover up to \$50,000 in credit card fees for those donations via credit card. ALL funds go the charity!

As we look further into this year we are making plans for the fall. Please mark your calendars for the following events. September 12 we will hold our Annual Meeting virtually. Tuesday November 17 we will be holding a special fund raising event also virtually 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 🚃 I hope to see you at the



Tom Pawlesh & Dave Buechler clean Wexford Station 6-20-20 .
 Scott Becker photo

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



Dave Moffett leads a requalification group at Fairgrounds on June 20.

Scott Becker photo

Museum this year!

This has certainly turned out to be an interesting year! The Coronavirus pandemic has impacted our lives and changed our daily routines for now and for the foreseeable future. It has certainly had a significant effect on the Pennsylvania Trolley Museum's operations and finances. The staff was working diligently at home during the quarantine period on plans to meet the CDC guidelines for our eventual reopening. On June fifth, Governor Wolf moved our area into the "Green Phase", meaning we could finally open for the volunteers and then prepare to open for the public. A number of volunteers returned to work, following strict protocols to protect everyone's safety. It's not easy, but it shows the dedication of our loyal volunteers as we get used to the "New Normal". Plans are to open to the public on Thursday, July 2 We will be open Thursday through Sunday at least for now with plans to reassess the schedule if necessary.

While during the pandemic, we needed a way to reach out and keep our members engaged. Maddy Cline, Visitor Services Manager, kept everyone informed as to what was going on in the PTM world with her regular news updates. Trolley Fare went online only, and Sarah Lerch, Museum Educator, and Kristen Fredriksen, our Events and Programs Assistant, put several Zoom programs together which proved to be a big hit.

Since the start of the pandemic, we've been holding virtual meetings to conduct business using Zoom. Seeing the potential of this, the Museum purchased a second Zoom account for educational and programming purposes. Sarah and Kristen worked to put four programs together using Zoom to reach the members and interested people in the community and potential new members. The programs, presented by Scott Becker, George Gula and Dennis Cramer more than exceeded our expectations. The audience of these programs came from fourteen states and two countries (USA and UK). A number of organizations were also represented, among them: Age of Stream, Allegheny-Kiski Valley Historical Society, Baltimore Streetcar Museum, Friends of Philadelphia Trolleys, L&WV Chapter NRHS, Southern California Railway Museum, Railway Restoration Project 113 and others. These were held in addition to several informal "Chat" sessions which enabled members to just get together and visit virtually.

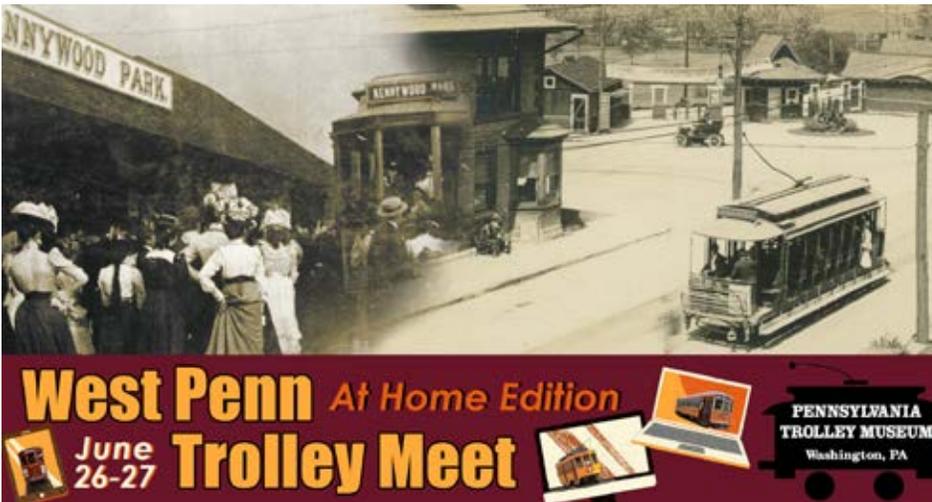
The icing on the cake was the Western Pennsylvania Trolley Meet. We were scheduled to host the biennial event this year at the Museum. We host on even numbered years in cooperation with the East Penn Traction Club who host a similar event on their side of the state on odd numbered years. However, coronavirus put a real wrench in the works for that. Undaunted, Kristen Fredriksen turned the event into: The “Western Pennsylvania Trolley Meet at Home Edition”. It featured nearly all day Zoom virtual programming on Friday, June 26 and Saturday, June 27. In attendance were representatives from other trolley museums, PTM members and guests showing how we can all work together during this crisis. In addition, Kristen managed to get presenters from several trolley museums as well as two programs from Port Authority of Allegheny County. It showcased what is possible to do using this platform for virtual programs and a lot more is going to be coming. Stay tuned!

It is with deep regret that we are saying goodbye to Kaylee Horvat, our Volunteer Coordinator. Kaylee will be taking a job at her local library, which is practically within walking distance of her home in West Mifflin. As you may well know, driving

from West Mifflin to the Museum is no easy task, especially for part-time work. Kaylee has been with us over a year and has done excellent work organizing the membership roster, PA mandated child clearance records, and helping deal with volunteer issues. She’ll be missed and we wish her the very best.

Kaylee’s departure is causing some realignment of duties in the front office. A new job title has been created for Kristen Fredriksen: “Coordinator of Volunteers, Public Outreach and Programming”. With approval of the Board of Trustees, Kristen will take on some of the responsibilities of Kaylee’s position in addition to the great job she has been doing with the outreach programming she has been involved with. Kristen is also looking forward to becoming a qualified operator to assist with operations when necessary. I am sure everyone will help Kristen in any way they can to make this transition as easy as possible.

I want to remind everyone about the Annual Membership Meeting to be held on Saturday, September 12. This will be a virtual meeting using Zoom. The main topic of this meeting is to have the nominating committee present their slate of candidates for the 2021 Board of Trustees election and to update you on our “On Track for the Future” capital campaign.. 🚃



“Visual Storyteller” is a term borrowed from well known social media and describes someone who tells stories with pictures. I selected photos that I shot during the shutdown and decided to build an article around them. Read on to learn more about this past 3 months as the museum was locked down through the preparations for re-opening that happened during June.

The photo at the right shows the Fairgrounds canopy April 3 when a small contingent from the



Fairgrounds canopy from afar. 2020-04-03

contractor (including children) came down to prepare for pouring concrete around the column supports, which is where the story left off in the last issue.

The photo on the left shows the high water level of the retention pond next to the Artifact Preservation Building near the end of April. The level got higher after this and flooded the land around the trees to the left. Many of the trees have succumbed, drowned by the high water. A power failure in the line above the pond is another issue we dealt with during this time. April 9, I discovered that we had lost one phase.



Really flooded pond at APB. 2020-04-27

The next series of shots are a kind of ‘still life’ in the shop during the shutdown. Next to the pit I found this nice rebuilding job on a remote motor reverser used in Pittsburgh (PRC/PAT). This unit is used in 3756 and crane M283. Pittsburgh used a distinctive type of Westinghouse HL control that was magnetically actuated rather than pneumatically. According to our protégés at the other trolley museums this is a departure from the norm. We acquired four of these units from Port Authority just prior to the move from Tunnel Car House (South Hills Junction) to CSMA (Car Storage and Maintenance Area) at South Hills Village. This project was in suspended animation until the return...



Rebuilt reverser 2020-05-08

To the left (p6) and right (p7) are views of open car 1758 up on our SEFAC lifts in the second position of track 21 where it was partially over the pit. This illustrates the arrangement of jacks and supports which Bernie has discussed for lifting the open car from its trucks in previous issues. The motors were removed from the first truck (closest truck in the photo on the left) and rebuilt by Artie Ellis who produced new armature bearings. This was discussed in the 2019 fourth quarter issue (Oct.-Dec.). The first pair of motors were completed and then reinstalled in their truck. Art has been working on parts for the second pair of motors at home during the shutdown.



Rio de Janiero open car in shop. 2020-05-09

shutdown. Dan Bower had applied a very nice coat of paint to the car while Steve Hudspeth, Fred Cooley and George Greenbaum had ministered to welding and wiring on the underside of the car for many hours just prior to this. Bernie was in the process of fabrication and in installation of a new metal shield to protect the resistor grids from falling rocks. Dan also welded patches on the dump body to keep rocks where they belong.

Bob Jordan documented the wiring on the car and Fred Cooley worked with a variety of helpers to get it connected properly.

Shaker Heights (Cleveland suburb) Rapid Transit



Shaker Heights 94 in the shop. 2020-05-09

Unfortunately John Habak will not return soon out of concern for his family and an abundance of caution. I am being cautious too by working in the shop on other than Wednesdays and Saturdays when the regular maintenance crew is there. As reported in the last issue Keith Bray was on site for a week at the end of February and accomplished considerable reassembly of the front end of the car including the dash to bumper transition pieces known as the “dash apron”. After that we worked on a proposal for Keith to come back and stay considerably longer to work on the rebuilding of the remainder of the body. Our new



Open car from the south facing end. 2020-05-09



Dump car M551 over the pit. 2020-05-09

94 sat gleaming for those many weeks after the hard work of Ned Apalakian and Ron Ivanick. Michael Buchta, our all purpose, enthusiastic young volunteer from right here in the community took an interest in wrapping up all the final parts of the rehab locating the missing pieces of the lower side “rub rail” and completing the installation. He also restored and installed the outside operator’s mirror. Since mid June he has completed touch up painting and took a ride on the car when it was shifted back to the TDB.

There’s a lot to report regarding Philadelphia 8042 which sat as you see it here during the shutdown.



8042 from the rear. 2020-05-09

agreement adds several component jobs to the front platform work that he will be completing.

With the new agreement Keith arrived July 12 and proceeded to final fit the dash apron. His first step, under the new agreement, has been to remove the panels on the rear of the car (seen in the photo) and begin mapping out what is required to rebuild the back end of the car. New corner posts, acquired as part of the front platform phase, are on hand for this work and he is pressing forward working on his own.

In preparation for his arrival Keith requested that we provide space near the car to store items

removed from it, including the items already inside and underneath the car. To that end I designed shelf supports which hang from the building posts and support shelves three feet off the floor and going up the posts in 13" increments. That work was started in June and is currently on hold due to strained muscle in my leg.

The total contract for the work includes the rear platform rebuild, new upper sash dimensioned to the specifications of the originals, re-sheathing of the entire roof including the front and rear bonnet sections. The roof will receive new tacking strips around the perimeter which will allow our crew to apply the canvas and install the pole base supports and and wiring. Inside the car Keith will fabricate



Kevin welding up holes in the beams. 2020-06-05

resumed work on the canopy for the station. After receiving considerably higher than expected bids for fabricating and installing roof for the station Engineering Guru Bill Piper, Kevin and Larry Lovejoy put their heads together and worked a deal with the Fair executives to use salvaged steel from I-70 center guard rails, stored on the fairgrounds site, for purlins (cross-supports). Kevin formulated the plan for preparing and installing the beams and how to fabricate and apply a roof with beaded board ceiling. Inside the Artifact Preservation Building Kevin, Michael and Laura Wells prepared the wooden panels that will cover the roof. The panels are a combination of 3/4" exterior plywood and a 4x8 sheet of decorative beaded board laminated together to form a panel. A generous deal from our friends at Lowes provided the corrugated metal sheathing that will provide the exterior roof covering. The photos show the initial steel work in progress, with Kevin, Doug and Michael in sorting the beams to find the ones in best condition and then piling them separately to be primed and then painted black, for final installation. For the

and install a new ceiling which reincorporates the roof ventilators. Several years ago Bernie Orient fabricated new vents and they will be applied after canvas is in place. Hopefully by that time John Habak will be back on board and can wire the interior lights using the plan he has already developed. Finally Keith will produce new sliding doors for the center of the car and folding doors for the end so that the platform can be completed. That's the summation for what to expect for 8042, stay tuned! We continue fund raising so that when the body is complete we can tackle the trucks so that the car can be made operational. Your generous support will be appreciated.

Over at the Fairgrounds station Kevin Zebley assisted by his father Doug and Michael Buchta



Rolling over the beams for further welding. 2020-06-07



Kevin and Doug move beams to working pile. 2020-06-07



Michael rolls primer on beams. 2020-07-01



2020-05-20

latest photographs showing progress on the platform canopy visit <https://trolleyology.blogspot.com/>

At the East Campus the Wexford station had suffered considerable bird residue which splattered large sections of the walls. This was due to the absence of human disturbance again during the shutdown. Coincidentally I took a couple of photos I called ‘Bird Poo Station’ on May 20 and posted on the trolleyology blog. The next photo at the top shows Tom and Dave working hard to clean up those stains exactly one month later. Scott Becker was the spark plug for this effort and Tom brought his own pressure washer from home. More photos of this effort are found elsewhere in this issue.

Out on the track Dan Bower, Steve Hudspeth, Michael Buchta, Katie Imler, Larry Lovejoy and George Greenbaum are featured in the photos of the effort to replace worn out crossties on the section of the line constructed new in 2002 to get us from the old Pittsburgh end of the line past the TDB site and along the parking lot and pond to the future entrance of the McClane School loop which was constructed two years later. The effort lasted through the opening day with a short section of the line from Redman Wye to McClane closed pending completion of the work.

During the shutdown the grass cutting was faithfully executed by Katie with help from Dan and probably a host of others. The end of the shutdown brought back familiar faces doing familiar things illustrated here with the photo Scott Davis taking care of the burn pile where scrap metal was rendered from its original form. Thanks to Larry Lovejoy for tamping the scrap dumpster so that it could be taken and emptied of its thoughtful and generous contributions.



Tom Pawlesh and Dave Buechler scrub Wexford Station 6-20-20
Scott Becker photo



Michael, Steve and Dan work with the tie extractor-inserter.
2020-06-13



George, Katie and Larry and crane car M283. 2020-06-13



Scott Davis cleaning up. 2020-06-13



2020-06-29 12.49.41.jpg



Lettering and numbers completed on M551, 2020-06-29.



as possible that applied by Port Authority when the cab ends of the car were rebuilt in 1976. The car was placed back in service in 1976 and acquired by the museum in 1984.

M551 new cab 1976 @ Tunnel Car House @ South Hills Junction. As I recall the M was made with black electrical tape. The numbers are an actual font and the M is what was adapted.



2020-07-01, 5326 was ready to carry passengers as PTM opened the doors to the public the next day!



Trolley dropping off passengers at Kennywood, 1949.

Miller Library collection Pennsylvania Trolley Museum

For many Pittsburghers, a summer season is not complete without a trip to Kennywood! Originally opened as a trolley park in 1899, Kennywood has served as an iconic Pittsburgh destination for summer fun for over 100 years.

Trolley parks were established in the early 1900s as picnic and recreation areas along or at the end of streetcar lines in many cities throughout the country. Trolley companies built and operated parks near their line to generate additional revenue during the summer months and weekends. Precursors to the amusement parks, trolley parks consisted of picnic areas and pavilions with entertainment such as music and fireworks. Before cars were the primary form of transportation, families could pack a picnic lunch and ride the trolley to one of the many trolley parks in Pennsylvania including Kennywood Park in Pittsburgh, Dorney Park in Allentown, Lakemont Park in Altoona, and Waldameer Park in Erie (all still operational today!)

We are fortunate to have collections and archives to help us connect the people, places, events, and stories of the past to us today. These images show us what going to Kennywood looked like over the years.

While summer may look different this year, PTM is creating digital programming to help support learning and summer fun. Visit <https://pa-trolley.org/> for more information. 🚏



Lake in Kennywood Park postcard, Pittsburgh, Pa.1907, collection of Miller Library, Pennsylvania Trolley Museum



Motorman standing in trolley 5429 at the Kennywood yard and loop, August 24, 1941

Charles J. Dengler photo, Collection of Miller Library, Pennsylvania Trolley Museum



Postcard of Old Mill Kennywood Park, Pittsburgh PA, 1909, Back text reads The girls thought the violets were lovely and having a fine time. Loretta.



10 WEST VIEW car lays over at West View Park upper station after changing the headsign for the inbound trip through Bellevue. The station was located at Lakewood & Center Avenues served the Park's locally famous Danceland, the blue and white building in the background with the similarly famous "Dips" coaster.

William James photo

Philadelphia Notes

By George Gula

On the morning of Friday April 3 around 9 a.m., local radio station KYW reported a diversion of the Route 10 Lancaster Avenue trolley to 40th and Filbert Streets due to a water main break in University City on 36th Street. Riders were transfer to the Market-Frankford Subway-Elevated line to continue their trip between there and Center City. This diversion continued until Monday April 30 when a check of the SEPTA website showed that the diversion had been lifted and that Route 10 cars were again operating through the subway. On April 17, both the Broad Street and Market-Frankford lines operated with 15-to-20 minute delays and on May 2, Route 10 service was operating with delays of up to 15 minutes in both directions. No reasons were given for any of this. On April 3, SEPTA announced it would receive a large chunk of the seven hundred million dollars of emergency stimulus funding being sent to Philadelphia, which would be used to keep the transit authority in operation. SEPTA has brought in \$6.3 million less in fare revenue so far than it had budgeted in the current fiscal year, which began in July. SEPTA relies on passenger revenue to provide almost a third of its nearly \$1.5 billion operating budget. Much of the rest comes from state subsidies. By April, the massive spread of Coronavirus throughout SEPTA's 5-county region had caused a huge drop in ridership, leaving the "Essential Service Schedules" for the Regional Rail lines remaining in effect. Under it, Airport trains ran every hour and trains on the other lines operated every two hours. Other SEPTA services, including city and suburban buses, trolleys, the Market-Frankford Subway-Elevated, the Broad Street Subway and the Norristown High Speed Lines, operated on a continuous Saturday schedule. Shuttle buses continued to substitute for Route 101 trolleys and Route 102 trolley service remained suspended until further notice. All bus, Norristown High Speed Line and trolley passengers continued to board through the rear doors, with front door boarding allowed only for riders with disabilities and Senior Citizens requiring boarding assistance. After 9 p.m., access to Jefferson and Suburban Stations was limited as follows: At Jefferson Station-10th Street and Filbert Street stairs and elevators. At Suburban Station-15th

Street and Market Street and 17th Street and JFK Boulevard stairs and elevators. All other stairways and entrances to both stations were closed. The open entrances at both locations were sometimes manned by police who restricted entrance to SEPTA customers and employees only. The SEPTA Key Senior & Reduced Fare Card processing programs at 1234 Market Street, Concourse Level and the Accessible Travel Center at Suburban Station were closed.

On April 7, SEPTA announced its first three employee deaths from COVID-19. Transport Workers Union Local 234 President Willie Brown had confirmed these the night before, shortly after Mayor Jim Kenney announced the first death of a city employee, Lt. James Walker, of the department's traffic division. One employee was an air conditioning specialist at the Elmwood Trolley Depot, another fueled buses at Southern Depot in South Philadelphia and a third worked at Midvale Depot in northwest Philadelphia. In addition, 46 other transit workers had tested positive for the virus. Later that day, Brown, in a message on the union's website, demanded that the transit agency do more to protect workers on the front lines by providing more protective equipment and

establishing better social distancing protocols. Accusing SEPTA of not taking the situation seriously enough, he also said his members should receive hazard pay. SEPTA pointed to its policies of rear-door boarding, the limiting of the number of riders on vehicles and its distribution of hand sanitizer to front-line employees. The agency has been trying to buy 10,000 masks for its operators, but says it can't afford hazard pay, even including any grant from the Federal Transit Administration, because ridership has dropped precipitously, and much less money is being collected. On the following day, April 8, SEPTA announced it would begin limiting its service even more due to the coronavirus outbreak by placing a "lifeline service schedule" into effect.

These changes, effective Thursday April 9, were designed to help protect employees and passengers who needed to make essential trips. Bus and trolley service was pared down to 60 core bus and trolley routes. Included in the suspended service was subway-surface trolley Route 34 Baltimore Avenue and Trackless Trolley Route 59 Bustleton Avenue. Subway service continued to operate on a Saturday schedule 7 days a week between 4:30 a.m. and 1:00 a.m. between 1:00 a.m. and 4:30 a.m., service was suspended so cars could be cleaned. Ten Market-



The Media-Elwyn line in the good old days.

William James photo

Frankford Line stations (Church, Tioga, Somerset, York-Dauphin, 2nd Street, 5th Street, 13th Street, 56th Street, 63rd Street and Millbourne) and eight Broad Street Line stops (Tasker-Morris, Lombard-South, Spring Garden, Fairmount, Susquehanna-Dauphin, Wyoming, Logan and Chinatown) were closed; six Regional Rail Lines (Chestnut Hill East and West, Cynwyd, Manayunk/Norristown, West Trenton and Wilmington/Newark) were suspended and two more were truncated (Paoli/Thorndale). Service would only operate between Center City and Malvern and Lansdale/Doylestown Service would only operate between Center City and Lansdale. Airport Line service was reduced from hourly to every two hours.

Select trolley subway stations in Center City and West Philadelphia were closed (13th Street, 19th Street, 33rd Street and 36th Street). The Route 101 Trolley would continue to operate with bus service, and the Route 102 would remain suspended. Service continued to operate on a Saturday schedule 7 days a week. The Norristown High-Speed saw no changes to its schedule. The agency also requested that all public transit passengers wear a mask or face covering. The stations and lines that remained open will give people access to hospitals, grocery stores and other life-sustaining places. According to a statement,

“SEPTA police will engage customers to ensure that they are traveling for essential purposes.” On April 26, the Norristown High Speed Line began operating on a Saturday Schedule. On Saturday, April 11, Gov. Phil Murphy announced an additional 3,599 positive coronavirus cases, bringing the state total to 58,151 and 251 additional deaths and signed an executive order directing NJ Transit and all private carriers to cut passenger capacity on all trains, buses, light rail vehicles, and paratransit vehicles to 50% maximum. NJ Transit and private carriers began giving their workers face coverings and gloves. This affected connections with SEPTA trains.

After three long months, the Philadelphia region gradually began emerging from its coronavirus restrictions, with some mass transit service beginning to be restored in late May and early June. On May 17 and 18, regular service returned on all Bus, Trolley, Market-Frankford, Broad Street and Norristown High Speed Lines, using the timetables in effect before the COVID-19 crisis began. Routes 204, and the LUCY GOLD and Green Routes continued to operate on a reduced schedule and Route 91 remained suspended. Trolleys returned to Route 102 and Route 101 went back to rail service on Monday, June 1, 2020. On Monday June 29, SEPTA reopened seven stations



Operator Clavon Nedd pauses SEPTA LRV #113 at the “Aldan Historical Commission” at the corner of Woodlawn Avenue & Providence Road in Aldan, PA on SEPTA Trolley Route 102 on its first day of operation since April 2020. Bill Monaghan photo



During Covid-19 SEPTA closed down 13th Street, 19th Street, 33rd Street and 36th Street, SEPTA LRV #9094 is at 19th Street Station in the Subway Surface Tunnel on June 1, 2020. Bill Monaghan photo

on the Broad Street and Market-Frankford lines that had been closed since April for COVID-19. These were Tasker-Morris and Wyoming on the Broad Street Line, Chinatown on the Broad Street Spur, and York-Dauphin, 13th Street, 63rd Street and Millbourne on the Market-Frankford Line. Susquehanna-Dauphin on the Broad Street Line and 5th Street on the El remained closed for ongoing construction. On that day, service was also restored on all but two Regional Rail lines. The Chestnut Hill West and Cynwyd lines remained suspended. On transit vehicles, front door and fare collection went into effect and riders began exiting through the center doors. Vehicle capacity rules and social distancing were continued and all riders were urged to wear a mask or face covering. SEPTA continued to urge that all travel be limited to essential trips. Regional Rail trains have not been crowded. Rail ridership had been steady, averaging between 34 million to 35 million trips annually the last three years — a more than 50% boost compared with two decades ago. At the height of the stay-at-home orders, when many people began working from home in March, ridership was hardly a sliver of its former self. Since then, it has been slowly trickling

back. At the beginning of June, there were about 16 riders per train. That grew to about 36 passengers by the third week of June.

SEPTA announced in late June that riders could expect hourly weekday service on most lines, while the Airport and Paoli/Thorndale Lines would operate every half hour. The Chestnut Hill West and Cynwyd Lines will remain suspended. It's a big improvement from the severe changes of April, when some lines were not running and trains on others pulled into stations every two hours. Still, SEPTA's General Manager Leslie Richards says she doesn't know if ridership is going to bounce back and doesn't even know if it will be even across all modes. "Much will depend on businesses' reopening plans and the suburban workers who discovered the practicalities of working from home", she said. "We definitely know that the majority of our riders on transit don't have other alternatives, and so that ridership trajectory and projection looks different than Regional Rail." Richards said reaching 80% of normal ridership until there's a vaccine for the coronavirus would be "a good scenario." But she also knows SEPTA is entering a phase where nobody really has a clue what the other side of it is going to look like. No



SEPTA LRV #120 has just stopped at MacDade Boulevard on Route 102 on its first day of operation since April 2020.

Bill Monaghan photo

one is going to flip a switch and have everyone will return to their offices. On May 1, SEPTA announced its Southwest Connection Improvement Program, designed to rebuild the mainline infrastructure of the Media/Elwyn Line between 30th Street Station and Arsenal Interlocking, located just south of Penn Medicine Station. Portions of this line date back more than 80 years. This track also supports SEPTA's Wilmington/Newark and AirPort Line

services making it a critical rail connection between Center City Philadelphia, southwest Philadelphia and Delaware County. The scope of the extensive work includes the reconfiguration and replacement of the existing Arsenal Interlocking, removal of the existing Walnut Interlocking, rail realignment in this area, the creation of a new Interlocking and turn back tracks near Penn Medicine Station, the replacement of the overhead contact system and the



SEPTA LRV #9029 is at 36th Street Station in the Subway Surface Tunnel on May 19, 2020.

Bill Monaghan photo

overhead catenary support structures, the repair and upgrade of retaining walls and structural elements inside Walnut Street Tunnel and the repair of the drainage system. To accommodate all this work, a special construction Regional Rail timetable was placed in effect for the Wilmington Line Service; the Airport Line began operation as a Shuttle Bus service with a special construction schedule; and service on the Media/Elwyn Line was temporarily suspended. 

Power & Signals Report

By Scott Davis

Day by day progress continues on the Power and Signal front. Since the museum is open again volunteers have begun building the roof of the new Fairgrounds canopy. By the time you get this issue of Trolley Fare, the project should be complete.

Moving on, preparations of materials for Trolley Street continues. Currently we are working on dismantling traffic signals from the 30s to the 50s that will be sandblasted and repainted. These signals are a donation from the city of McKeesport and were deemed obsolete, and will be in service at each end of Trolley Street.

Many thanks goes to the volunteers who make this progress possible. 

Operating Fleet Maintenance

By Bernie Orient

As stated elsewhere, PTM activities this past spring have been limited due to the Covid-19 Pandemic. Lawn and landscape care made the short list of the approved activities at PTM during the Red and Yellow Phases of Pennsylvania Covid-19 restrictions and that's where I'll begin my article. Motor car 396 had been in the north shop (shop annex addition 1997) since last year for body work, glass replacement and a paint job. We had drained the fuel from the tank as the presence of gasoline-powered vehicles in the shop has long been discouraged. Union Railroad 396 is an integral part of our Grounds Department as it is used to ferry the lawn tractor to Arden loop for lawn mowing needed there. On April 11 I assisted in moving the car from the shop back to the operating line. George Greenbaum later noticed a low oil level in the rear gear case and filled it. One week later it was empty again. So after much car shifting we got 396 over the Track 31 maintenance pit and on May 23 and found the leak to be between the right angle case (rear-end) and the reversing-transfer case that was bolted to it. George removed the flanged axle bearing housings, one at a time, and was able to tighten the internal fasteners that held the gear boxes together. Hopefully this repair will survive until such time the boxes can be completely removed. Since that time 396 is side-lined with a fuel system issue. In June Washington County entered the state's pandemic Green Phase and shop activities resumed.

GE Locomotive 89: After due consideration we concluded that the pulley on the alternator was too narrow and entirely too small in diameter to work with a "B" dimension V belt. George Greenbaum successfully sourced a more proper pulley. I located an "A" dimension belt and the overly complicated replacement process was completed in a mere 28 volunteer hours. Jeff Jost later lubricated all of the binding engine compartment door latches and checked electrolyte levels in the behemoth battery array.

M283: The crane car had been used for emergency clean-up of fallen trees, one natural the other purposely cut and left by the tracks, blocking mowing activities. Although the boom functioned flawlessly this day it failed to rotate for tie-removal duty on June 5. The problem was found to be a failed resistor tube. This particular one was part of a four-tube set replaced in 2002. A spare could not be located and failure to repair was not an option this day. I spied a tubular-type heater element during my search for a legitimate replacement and found the electrical resistance was close to the failed one. A possible plus proved was that the heater tube could reject heat better than the ceramic resistor. This MacGyver repair, although agricultural to an extreme, worked through the day and the next. I decided to try our collective hands at fabricating a better replacement tube. A ceramic tube or rod proved quite pricey and would be as fragile as what had failed. I got a stainless tube, non-magnetic, wrapped it with a piece of vermiculite-fiberglass cloth we've been using for controller cover backs, liberally coated it with the high-resistance ceramic cement used a stainless threaded rod, some high temperature plastic and garolite shapes for centering. Finally I had been hoarding an electric strip heater, and the spring-shaped wire elements matched the resistance of the failed unit. Roy Scandrol wrapped up the job by securing the wire around the tube. It closely resembles a factory product.

1758: Our open car had been on track 21 in the shop up on jacks since January 22. Traction motors #3 and 4, repaired by Art Ellis had been installed and run tested with my Lincoln Welder. Progress

on motors #1 and 2 had been slowed by Covid-19 restrictions. During the lull I obtained two new bronze wear discs for the center bearings from DeWald Machine to replace the original steel discs. The truck center bearing halves to 1758 have a grease fitting in them but inspection after eight years of action revealed the grease had not been getting to the disc surfaces, only the edges. So the bronze should wear before the steel or cast iron mating parts. As shop space was needed for work on operable cars it became time to once again re-truck Rio and move it out. By June 11 we the car lowered and subsequently moved it to the Car House July 1.

Forklift: Our normally highly reliable Yale electric forklift required attention over the lockdown. We had been noting occasional oil drips where it was parked but that condition accelerated into pools of oil wherever it had been parked. Oddly enough it appeared to be parked in several different locations at nearly every wellness checks with accompanying pools of oil. I arranged for a meet with a Tech from Trupar Equipment who ascertained a leaking lift cylinder. The following day I met with Trupar's tilt-bed truck

and loaded the lift. Scott Becker was able to oversee the return delivery. The lift cylinder and the side-shift cylinders were rebuilt. No more puddles to deal with.

M551: Bob Jordan documented the internal connections of the B-8b controllers used in this car as well as in PRC 3487 as no such intelligence was located in the Archives. Fred Walters, of the Connecticut Trolley Museum, provided a wiring diagram for a K-6 controller for a two motor car and Fred Cooley located a similar one for a four motor car. This data enabled us to uncover the motor mis-wiring. After some exploration I found that not all of the motor leads exiting the traction motors observed the orientation advertised by the Westinghouse drawings, likely because latter day technicians did not have this information. As luck, not good in this case, had it I had used this data when we removed the trucks from M551 to mark the body lead wires. Fred Cooley completed re-wiring the resistor grids. One of the six sections tested quite high and was eliminated in light of two of the six wiring connections were compromised by a short circuit. Among all the data collected I devised a work around within the controllers that avoided one of the shorted wires plus accommodated



Shop volunteers Roy Scandrol, Fred Cooley, Bernie Orient and Brett Freithaler pose with newly refurbished PAT Side Dump M551 June-20-2020. Scott Becker photo.

the missing resistance point. It all came together on June 20 when we oiled up the pit tracks to allow free wheel spinning, applied the power and got the motors to spin the same way. By early afternoon M551 moved to the Car House under its own power after a five year five month thirteen day saga. After the car was moved to the Trolley Display Building Bruce Wells administered the all important numbering.

Of course nothing leaves the shop without having the track spot filled. Line Car M210 filled that void and scheduled maintenance plus a pole base replacement ensued. We noticed a fairly deep gash into the choke-coil, part of the lightning protection equipment. We've begun the process of remanufacturing it by convincing a woodworking hobbyist to fabricate the curved wood pieces. 



Way & Track volunteers replace ties June 20, 2020.

Scott Becker photo



Dan Bower & Michael Buchta lay out ties near Redman Wye June 13, 2020.

Scott Becker photo

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 on Zoom. This meeting is open to all voting members of the Museum (regular, couple and family memberships).

IMPORTANT NOTE: Due to the Covid-19 Pandemic, this will be a virtual meeting held on Zoom.

Pre-registration is required. You can pre-register at: <https://patrolley.formstack.com/forms/amr>

The agenda, so far, includes the following:

- Nominations for the Board of Trustees (see below)
- Updates on the status of the Museum, the East Campus Development, and the On Track for the Future campaign.

Nominations to the Board of Trustees

The Pennsylvania Trolley Museum's Nominations & Elections Committee is soliciting the Museum's membership for potential candidates for the Museum's Board of Trustees (BoT). Each year, the Museum elects four persons, drawn from the pool of eligible Voting Members, for a three year term on the BoT. A Voting Member is defined as a person who holds either a Regular, Couple, or Family membership and is at least 18 years of age.

The following are criteria considered by the Committee when evaluating potential candidates.

•Persons who have been Voting Members in good standing for at least 36 continuous months prior to the date of installation as a Trustee, and

•Have made significant contributions of their time to Museum activities, and

•Have a reputation of being workers as opposed to just talkers, and

•Have demonstrated an interest in Museum governance through active participation on Museum committees, heading a Department, and/or attendance at BoT meetings, and

• Are willing and able to play an even more active role in Museum governance as a Trustee.

The Museum's Bylaws stipulate that no Museum employee or their spouse/partner may simultaneously serve as a Trustee. In addition, no two persons from the same household or immediate family may serve simultaneously as Trustees.

The role of Trustee is not to be considered lightly. The Museum's BoT is a working board, not an honorary position. In addition to participation in monthly BoT meetings, plus occasional special meetings, Trustees are expected to "roll up their sleeves" and actively participate in the very much non-fun management of the Museum's business. Particularly with the Museum's imminent expansion on the East Campus, the workload obligations on the Trustees is increasing.

If you are interested in running for the BoT, please make your interest known to the Nominations & Elections Committee no later than August 31. The Committee will then scrutinize the resulting long list of candidates, speak with each of them to be certain they understand the seriousness of the assignment, and then generate a shortlist of interested and qualified candidates for presentation at the Museum's Annual Meeting, which will be held on Saturday, September 12th, 2020. While additional nominations from the floor will be entertained during the Annual Meeting, so as to ensure a smooth and fair election process, it is strongly recommended that interested potential candidates contact one or more members of the Nominations & Elections Committee well in advance of that session.

The following are the members of the Nominations & Elections Committee:

Rev. Jack E Demnyan, Chair jdemnyan@yahoo.com

David T. Moffett dtmoffett@verizon.net

Lawrence G. Lovejoy, P.E. lovejoy3314@outlook.com

Ballot packages for the BoT election will be mailed to Voting Members on or about October 15th and will be counted in mid-November. Details will be provided in the ballot package.



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