

TROLLEY FARE

Volume 67 Number 3

Third Quarter 2020



*Back in Business! The Museum reopens for visitors July 2. Here Bob Popey conducts tour in Trolley Display Building.
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Summer of Change

By Scott R. Becker, Executive Director

With the Covid-19 Pandemic continuing, this truly has been a summer of change! Last issue we discussed “Going Green” on June 5. Thanks to a major effort by our staff and volunteers we successfully reopened to the public on Thursday July 2. Prior to reopening ties were replaced, trolleys were inspected and serviced, new exhibits installed, operators were re-qualified, new signage and sanitizer stations installed and procedures were put into place to meet Covid-19 regulations in a short span of time. WOW! July attendance was light but doubled in August as people became more comfortable to venture out. August seemed strange without a Washington County Fair but we did have a filming at the Museum during what would normally be Fair week. Markee Productions used Red Arrow 66 and New Orleans 832 for filming a YouTube commercial for a new book. Thanks to Laura and Sarah Wells for assisting.

I am pleased to report that we have received a \$100,000 Emergency General Operating Support Grant from the Allegheny Foundation, a \$25,000 Covid-19 Cultural and Museum Preservation Grant from the Commonwealth of Pennsylvania and a \$7,000 CARES Grant from the Pennsylvania Humanities Council. We thank these funders for supporting us during this challenging time since their grants will help us with some revenue shortfalls due to Covid-19 restrictions.

Thanks to a mix of volunteers and contractors, the Fairgrounds Canopy Project has moved closer to completion. Kevin Zebley led an effort to convert 24 galvanized steel beams, donated to us by the Washington County Fair, and once used as median guide rails on Interstate highway 70 into roof purlins. They were modified and installed to form the support for the roof sheeting by Kevin Zebley, Michael Buchta and Laura Wells. Steel

City Gutter installed the gutters and downspouts and RKES electricians installed the canopy lights. Kevin and Laura assembled new platform benches. Final touch will be to install station stop signs. The new canopy really makes the platform look more like a trolley stop!

Another change this summer was the need to move out of the space we have leased at Eaton Crouse-Hinds in their office building nearby. This has been the home for both our Archives and the Miller Library for over 30 years. It was also the repository for many other materials such as special

events items, restoration materials, shop equipment, office furniture and tons of trolley parts. Due to the building's deteriorating roof, and the large cost to repair it, Eaton has decided that this building will be phased out while the adjacent factory will continue to be utilized by Eaton. Thanks to incredible volunteer and staff effort, we have moved our materials off of the second floor with much of it moved to existing PTM buildings and even to our two remaining refrigerator cars. As for the future home of the Archives and Miller Library, a number of alternatives are being examined. We thank



Kevin and Michael install the roofing on the Canopy 7-27-20.

Scott Becker photo

TROLLEY FARE

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Annual Membership dues:

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



Mission Statement

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



Movie shoot with New Orleans 832.

Scott Becker photo

those that have helped us including many PTM volunteers, staff, and especially All Ways Moving & Storage from Washington, PA. All Ways provided a crew and truck that got us off of the second floor!

As part of the move out from Eaton we have found new homes for items not relevant to our mission. The Age of Steam Roundhouse Museum runs a very fine operation near Sugarcreek, Ohio. They have purchased our old Monongahela hand car and we traded a number of other railroad items to them for transport of a pair of Pittsburgh Railways B-2 PCC trucks from Ohio to PTM. We had purchased these trucks from a private collector and parts of these trucks will be utilized in broad gauging the Shaker Heights Rapid Transit #94's standard gauge trucks so it can eventually be operated at PTM. Special thanks go to Pete Jedlicka at the American Industrial Mining Museum, Tim Sposato at the Age of Steam Roundhouse Museum, long time PTM volunteer Dave Hamley and individual donors for making this important acquisition possible. In related news, our



Pennsylvania & Washington County Fair Queens at PTM July 20, 2020.

Scott Becker photo

ice cooled steel refrigerator car that we had sold to Age of Steam Roundhouse Museum, recently was transported to their Museum from Canonsburg. Thanks to our friends at Pennsylvania Transformer Technologies for loading it on a flatbed truck for the move. We are glad to see it go to a good home!

The WCCF Gives event on Thursday September 10 was an outstanding success with 65 different people donating \$61,920, the most ever for us from this event and the third highest total for any group in Washington County! These donations will be matched by the Washington County Community Foundation (WCCF) and will support the general fund as well as a number of Museum projects. Thanks to all of you that participated! We have also been awarded a \$1,000 grant from the Malcolm L. Morgan Community Fund at the WCCF. This grant will help pay for new camera equipment that will be used to improve our Distance Learning Program. It is appropriate that we receive a grant from this fund since Max Morgan was a great supporter of our Museum and assisted in securing the lease from Washington County for the right of way up to Arden. Stay tuned for more and



Jake Greene of Steel City Gutters installs gutters & downspouts on the Fairgrounds Canopy 8-26-20.

Scott Becker photo

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

improved Trolleyology programs as well as virtual programming for school groups.

As we look further into this year we are making plans for the fall. Tuesday November 17 we will be holding a special fund raising event 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, Wesbanco, The Meadows Casino and Racetrack the Observer-Reporter and the Chicago Transit Authority Heritage Fleet have already committed as sponsors, and we are also receiving support from Sarris Candies, South Hills Toyota and Liberty Pole Spirits.

We have reconfigured our Christmas holiday event to meet Covid-19 protocols with an event called "Santa: A Gift of Four Seasons." Many have missed camera ready memories throughout the seasons and that's why Santa has brought a special gift of four seasons to the Museum's visitors. This event has been carefully designed to meet Covid-19 protocols and will be fun for the whole family! It will feature the Easter Bunny, summer and fall themed areas and a Winter Wonderland that includes Santa! The event runs Saturday and Sunday Nov 21-Dec 20 and Friday Nov 27. Thanks to Sarris Candies for being the sponsor of this event!

We really appreciate your continued interest and support and ask you to consider volunteering, as well as sending a year end donation that will help us to get a head start on the 2021 season. Please stay well and I hope to see you at the Museum this fall!

From the Front Platform

By Chris Golofski, President

Summer is over! It certainly was a different summer this year; no County Fair; no in-person meetings; no getting together and visiting with other volunteers. But we were open for visitors, on a limited schedule, and surprisingly despite all the restrictions imposed by Covid-19, quite a number of visitors came to the Museum. Thanks go out to the dedicated volunteers and staff who made it all possible. The shop was busy keeping up with one issue after another. Because of Covid-19, we had a limited number of cars available for use by the operating crews. The shop made sure enough cars were always available. Plans for the East Campus and the new Welcome and Education Center are coming along and as you read this, we should be getting ready to ask for bids for construction.

On September 12 the Museum hosted our first ever virtual Annual Members Meeting. It was held using the Zoom on-line platform and was well attended. Because of Covid-19, it was decided to hold it virtually. Everything went smoothly and presentations were made by Jack Demnyan, Chairman of the Nominating Committee, where the slate of candidates of the 2020 Board of Trustees election was announced. More about that later. Ray Betler, Chair of our Capital Campaign Steering Committee, updated everyone on the Capital Campaign; Walt Pilof, Chairman of the Finance Committee, gave a presentation on the state of the finances and Scott Becker, our Executive Director, talked about all the progress made over the summer as well as the challenge of moving our Archives and Library. Members time for questions followed before adjournment.

The elections for the Board of Trustees are coming up. The Nominating Committee for this year (Larry Lovejoy, Dave Moffett and Chairman Jack Demnyan) did an outstanding job of rounding up a terrific slate of candidates. You will need to choose four candidates from a slate of seven to serve for the upcoming three years. The choices are: Chris Golofski, Jim Herrington, Armand Latour, Ray Betler, Mike Kendlick, Bob Popey and Art Rizzino. Please choose carefully. Remember, the election is not a popularity contest. We are looking for people who will work and serve the Museum in a positive and forward-thinking manner. Decisions made by the Board of Trustees affect the future of PTM.

In addition to voting for members of the Board, you will also receive a copy of revised Bylaws to consider. You will be asked to vote, whether you approve their adoption. This has been a project I've championed since becoming President almost two years ago. The existing Bylaws have served the Museum well since they were written many years ago. However, since they were written, we have evolved and grown. The PTM that they were written to serve no longer exists. Changes are necessary as times change and we grow into the future. The Bylaws Committee, chaired by Ed Morascyzk, Esq. and Kathy Sabol, assisted by Laura Wells, Jim Herrington, Walt Pilof, Scott Becker and myself spent many hours drafting the proposed revisions. Many people in addition to the Committee were involved in this project. Ray Betler, Larry Lovejoy, Kevin Zebley along with Noland Cheung, Esq., Chairman of the Carnegie Science Center Board, who helped immensely. The final draft was reviewed and edited by Christie Tilapaugh, Esq., the top-rated Non-Profit/Tax Exempt Organization Attorney in Pittsburgh and member of the Denton, Cohen and Grigsby law firm. The final draft will be approved by the Board of Trustees before being sent to the members for final vote. I hope you

read them carefully and support these important changes.

Since the last issue of Trolley Fare, I am sad to announce that Jessica Garda, our Development Assistant, has left the PTM organization. Many of you may not know her. She spent most of her time working with Scott at the Accutrex office. She did work on our website and concentrated on fund raising efforts of the museum. Even fewer of you may know, Jessica operated a highly successful wedding planning business and was even featured in an article appearing in Pittsburgh Magazine. Her growing business and caring for her two young children did not allow her enough time to continue working with the Museum. She will be missed, although I am sure she'll be back to visit with her lovely children.

Archives & Library

By Bob Popey

I was recently asked to serve the Museum as Archives Manager and to introduce myself to the membership in Trolley Fare. I have a Bachelor's degree in Communications, have a management background and have been a volunteer, primarily in Operations, for a number of years. So far, my time at the Archives has been a very interesting and challenging experience. I accepted the position on a Monday and learned the very next day that the Archives would have to move completely out of the building. Many of you are aware that the Archives are generously housed by Eaton Corporation in a building adjacent to our trolley line. Eaton has been an exceptional host for us, but the building that houses the Archives is not part of their corporate plan. Maintenance has been an afterthought, and conditions have deteriorated such that we must vacate the premises. The collection was spread out over two floors. The second floor housed not only Archive materials but also large, heavy artifacts and equipment. An added complication is that the freight elevator safety certificate expires at the end of October and so will be unavailable afterwards.

We have had several work days in which both Archives and general Museum volunteers have participated, and have nearly completely emptied the second floor. I anticipate that no Museum materials will remain on that level after September 28. Second floor materials have been moved to the first floor



Volunteers gather at the entrance to Eaton for a session to move archives items to the first floor of the building.

Kristen Fredriksen photo



Cindy Wells, Mary Jordan, Bret Frethaler and his Mom Kim carefully folding drawings.

Bob Jordan photo

and are on pallets awaiting the movers. We have started packing up the first floor materials, which include the Library and main Archives collection. While much has been accomplished already, the real fun begins now. We still have yet to pack the photograph collection, models, assorted pictures and miscellaneous items. Until everything is boxed and ready to move, work days will occur every Tuesday and Saturday, with entry at 10:00 AM. If you would like to learn more about the Archives by helping to box them up, please contact me at archivesmanager@patrolley.org or Kristen at volunteer@patrolley.org. I look forward to seeing you at the Archives! 

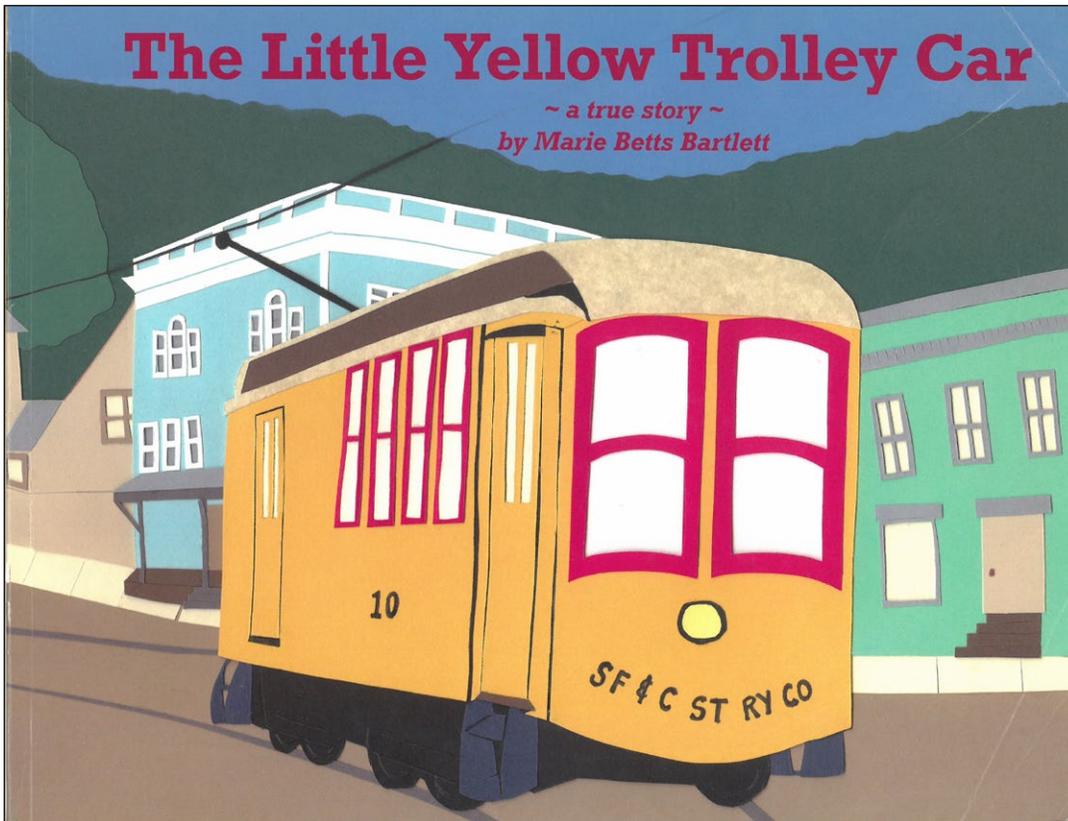


Ray Janosko was one of several volunteers who turned out to help move archival items from the 2nd floor. Bob Jordan photo

This year the Pennsylvania Trolley Museum is proudly participating in the Allegheny County Library Association and Heinz History Center Affiliates Program’s “Be a Tourist in Your Own City” Experience Kits. This program provides access to and encourages exploration and visitation to some of the most popular cultural intuitions in and around Pittsburgh. Sarah Scott, Reference Librarian at Whitehall Public Library, started the Experience Kits program in 2017 and has partnered with Bob Stakeley, History Center Affiliates Program Coordinator at the Heinz History Center to continue growing the program. In addition to borrowing a book or movie, library patrons now have an opportunity to check out a kit featuring educational and recreational resources related to the site and a free admission pass for up to four guests.

The five historical sites featured this year include the Heinz History Center and associated sites, Air Heritage Museum and Aircraft Restoration Facility, Lincoln Highway Experience Museum, McKeesport Regional History and Heritage Center, and of course the Pennsylvania Trolley Museum. While Covid has impacted many aspects of visiting historical sites, Sarah Scott and Bob Stakeley joined forces to create a digital program series so patrons could experience the museums from the comfort of their own home. On Tuesday, September 8 participants from around the Pittsburgh area (and even as far away as Vermont!) learned about the Pennsylvania Trolley Museum’s past, present, and future in a Spotlight Lecture.

Our littlest learners then joined on Thursday, September 10 for a reading of “The Little Yellow Trolley Car” by Marie Betts Bartlett based on the true story of a restored streetcar at the Shelburne Falls Trolley Museum in Massachusetts.



After hearing the story, the children learned about trolley fare, featuring images from PTM’s current exhibit *That’s Fare!*, and had the opportunity to design their own ticket and token. Learn more about the “Be a Tourist in Your Own City” Experience Kits and view PTM’s virtual history kit on the Whitehall Public Library website. Keep checking PTM’s website at patrolley.org for new learning opportunities this fall. Fall Friday programs include themed tours, children’s activities, and community outreach donations. Sign up today and we hope to see you soon at PTM! 

Do you consider yourself the Martha Stewart of home décor? The Chip Gaines of building? Or maybe you're the ultimate party planner? Then we want you!

As the Pennsylvania Trolley Museum continues to grow, so do our events. Each year, the museum runs 7 major events, 3 park-n-ride services, and numerous birthday parties/rentals. These all require special planning, setup, and for some, decorating. Since 2020 has caused the Museum to cancel a majority of our special events, we haven't had as many event volunteer opportunities. But we are always looking to add to our list of volunteers and different activities that they can participate in.

Event Volunteers come from many different backgrounds, but they all agree, they love preparing for events because they know how much our visitors appreciate them! Some of the activities included in preparing for events are: woodwork, painting, pamphlet folding, cleaning and decorating. Do you have an interest in joining our team of Event Volunteers? Contact our Volunteer Coordinator at volunteer@patrolley.org

While we are unsure of what physical events we will be able to hold in 2021, we still have ways that you can participate and help the Museum. Our staff members would like to start a digital initiative where those who have visited the Museum can submit their favorite photos of their families and friends during their visits.

The images will be collected from members and volunteers. This is your chance to share your images of visits to the Museum. We want to see your smiling faces, we want to read your stories and we want to use these images to be shared on our webpage, social media pages and print materials. Help us encourage our team of volunteers to grow and promote new visitors to make memories at our museum! To submit photos, please contact visitorservices@patrolley.org or share your image with us on Instagram @PennsylvaniaTrolleyMuseum or use #PaTrolleyMuseum. At the end of the day, we want you to be a part of our growing Museum! 



WE WANT YOU
TO VOLUNTEER AT THE
PENNSYLVANIA TROLLEY MUSEUM





Old Overhead Maintenance Vehicle

Jeff King photo

Port Authority's New Overhead Maintenance Vehicle

By Jeff King

As those of you who frequent the South Hills may have noticed, there is a big new yellow machine sitting outside of Port Authority's South Hills Village Rail Center. This machine is Port Authority's New Overhead Maintenance Vehicle (or OMV, for short), aptly named as it will be used to inspect and repair the overhead lines along the Light Rail System which

power the vehicles. This machine represents years of collaborative efforts between departments within the Authority to identify needs, define what capabilities the new machine should have, and write detailed specifications to solicit bids. The new vehicle, which as of this writing does not yet have a number, will replace M4, the current OMV, which was built in



New Overhead Maintenance Vehicle

Jeff King photo

1994 to replace Pittsburgh Railways Line Car M210 (built 1940) which still sees frequent use at PTM.

The new OMV was built by Plasser-American of Roanoke, Virginia and features a diesel-hydraulic drive system. In addition to performing inspections and making repairs, the new OMV also has a multitude of other capabilities. For starters, it is equipped with a large platform mounted to a hydraulic boom which can be raised, lowered and rotated in nearly every direction to allow overhead maintenance personnel safe and efficient access to all of the components of the overhead contact system as well as access to other various power distribution systems. Second, the new OMV is equipped with a hydraulically-operated crane which will be capable of lifting spools of wire, poles and other materials and is also equipped with an auger attachment, which will allow the new OMV to dig holes and set poles with the same machine; a process which previously required the use of two pieces of equipment. Moreover, as you may have noticed, the new OMV is not one vehicle, but two which are semi-permanently coupled together. The second vehicle is essentially a trailer which will allow the OMV to carry several spools of wire, poles, and other materials to the job site. Additionally, the cable spools are hydraulically driven, which will allow the new OMV to remove worn contact wire and replace it with new in one seamless motion, which will save a considerable amount of time and effort. The new OMV is also equipped with a cab at each end, one on the power car and one on the trailer to allow the machine to be operated in both directions with full visibility. The cab on the power car also is equipped with a small workshop with a bench, vise, drill press and an abundance of storage locations for the myriad of parts necessary to maintain the overhead. Furthermore, the new OMV features a novel automated catenary inspection system which utilizes lasers and a video recording system to identify potential trouble spots. The data collected from this system will be used to track wear patterns and trends to assist Authority maintenance staff with making decisions regarding replacement of various components.

In addition to the aforementioned maintenance activities, the new OMV is also designed as a recovery vehicle for Light Rail Vehicles which may need to be towed when overhead power is not available, as may be the case during an ice storm or other event. Speaking of ice, the new OMV is equipped with a sleet-cutter pantograph to remove ice from the overhead contact wire.

As of this writing, the new OMV is currently undergoing a series of tests to check clearances and performance and should be in-service by the time you read this. Be sure to be on the lookout for Port Authority's new "Swiss Army" tool making its way throughout the light rail system! 🚂



M210 is loaded on Jim Lilly's trailer in the parking lot at the South Hills Village Shop in the Spring of 1995 ready for it's trip to PTM after replacement by M4 that itself is now being replaced. Bruce Wells photo

On July 1 we moved P&WCT (Philadelphia & West Chester Traction) 78 into the shop for roof repairs. The request to address leaking roofs on this and Cincinnati 2227 came in last fall. We started with 78 by removing both poles and pole bases and Roy Scandrol sanded off the loose paint that was only six years old and applied primer and two coats of black paint. The pole bases, Nuttall type 24, were disassembled, cleaned and inspected for wear. Only one pivot shaft required replacement. Roy then recoated the canvas portion of the roof with black roof coating.



Bernie Orient moves forklift into position for removing trolley bases from Cincinnati 2227. Scott Becker photo

We completed the partial floor replacement in New Orleans 832 by July 3 except the cast-iron “nose” piece edging the step between the platform and the passenger compartment came up missing. As the car was among those cleared for use by the Covid-19 committee we fabricated a plain steel replacement to get the car in service. The car ran for merely two days before a tension spring broke on one pole base. Fortunately, in 2016, we had rebuilt four pole bases of this Ohio Brass form 1 model, including new springs. The spares had been moved to the Artifact Preservation Building to make room for the wood shop project. Unfortunately these bases missed the final inventory update so the search for the bases included three expeditions. On the third I brought along an extension ladder to access the highest shelves as items along the floor precluded use of the wheeled platform ladders. The pallet was located on my second ascent to the highest shelf where it was not visible from the floor. We had the base changed and the car back in service on July 11. Along with the two rebuilt bases the pallet also contained a set of four new springs. Eventually we installed these on the base that we had removed and

will keep it at the main shop for the time being. The missing cast iron step nosing was also eventually located and installed by Bruce Wells.

We did some maintenance on Red Arrow center door car 66 in the Founders Car House on July 15. This car hadn’t seen much action since the 2019 Santa Trolley but was now seeing frequent use. The trolley pole at #1 end was five inches shorter than the other and the rope would snag on the end of the rub rail when looping at Arden. I had the Operating Crew move 66 into the shop prior to their normal activities on August 29. This provided an opportunity not only to replace the pole but to swap out both pole bases, Nuttall type 6. The two original units that were rebuilt in 2011 and stored in PST 73, which happened to be parked in the shop

on the adjacent track. We had an opportunity to disassemble the used bases and found no wear in any of the pieces. With the bases off the car Roy cleaned up the roof boards with the belt sander and applied some fresh paint. The boards are still in fair condition. An unintended collateral job was a choke coil replacement. The old one had rotted wood ends, not a show-stopper, but the heavy wires pulled from their connections when I attempted to move it enough to paint under it. We had a spare wood form from the M210 choke coil project so Fred Cooley wound a new coil, he and Roy installed the new coil (shown above) and the fresh pole bases on September. 5. Bob Jordan followed up with a system-wide road test with 66 on Sept. 9 and all was swell. Some more minor touch-ups to the roof canvas are still in progress.



A motor lead on PST 14 failed July 22. This was a repeat occurrence of an issue from September of 2016 with a motor lead being stretched against the truck frame on tight turns. At the time I concluded the lead was too short for the amount of truck swivel so we added several inches to the lead. Evidently the wire continued to rub on the truck and eventually rubbed through the insulation. This time we relocated the spring hanger that supported the wire away from the truck frame. Fred and Roy did the repair in the Founders’ car house on July 25. By mid August operators reported problems with



Bernie Orient & Bob Jordan assess the M283's crane boom elevation motor after removal.

Scott Becker photo

the #1 end harp and pole. PST 14 uses shoe-type current collectors and the poles are fitted with a bayonet-type attachment that allows quick removal of the harp. The harp floated about quite a bit as the attachment developed excessive clearance (read: wore-out) but replacements were scarce. On a trip to the storage facility, Dan and Kate didn't find any but brought back four trolley poles for shop stock. Bob Powischill and Wayne Wicks straightened and painted these. We're well into fabricating bayonet attachments. My plan is to install a fixed shoe harp on a pole and install it to clear the issue then

fabricate some after-market bayonet attachments.

West Penn 832 encountered several issues this season as it enters regular service for the first time since its arrival in 1954! A door interlock failed July 11, a retriever on July 15, door lights that stopped working and a failed head gasket on the compressor. All of these ailments were dealt with quickly. As one maintenance team completed the repairs to PST 14 in the car house the compressor issue was discovered so we quickly loaded a rebuilt DH-16 compressor which we had overhauled for such a need. The compressor was taken from the shelf in the shop annex with the Yale forklift and proceeded to the Founders' Car House. The forklift is the tool of choice for compressor replacement as the units are normally hung at the edge of cars. We had the job complete in four hours with Bob Jordan wrapping up the wiring connections. As the car was no longer needed for service this day he and Brett proceeded to diagnose and repair the door light issue. Five days later there was a controller problem as one tip and segment had burned. This is an occasional problem with all K-type controllers and is normally dealt with within an hour or less. In this case we had no spare parts for the K-75 controllers used in West Penn 832. The car sat out all of August while I had some manufactured. Bob Jordan did the install and put the car back in service on Sept. 5.



Removing the motor from M283 using fork extensions.

Bob Jordan photo

Back in January we found some leaking Ni-Cad battery cells in PCC 4004. The high cost of Ni-Cads led to a decision to replace them with lead acid units in the future. The replacement happened on July 15. This car as well as PCC 1711 have not been used in service since reopening because of inadequate ventilation. A subsequent car shift on a very warm July 18 exchanged 4004 for 2227.

Cincinnati 2227 was moved into the shop for scheduled maintenance, brake lever modifications and roof paint. We quickly determined that the roof and pole base support boards had to be removed to do a proper job and to caulk around the cleats. The old boards were split and otherwise compromised. I tried to source untreated yellow pine scaffold planking as it is mostly clear, straight and holds paint. However all scaffold planking is now treated but I was able to have a local contractor mill it down to the typical 1-1/4" thickness. We removed, disassembled and inspected the unique trolley pole bases, identified as Nuttall type 22. Ray Scandrol applied three coats of paint on the roof and two coats on the clerestory



Jack Jost and Fred Cooley work on 4004's batteries. July 2020. Scott Becker photo.

area. Jack Jost assisted in installing the new roof-walk boards. Fred Cooley noted a controller segment that had a low spot burned into it. Like the K-75 adventure, we had no spare segments for the K-40 controller. C2227 is also not in regular service car because of the rattan upholstery so the delay was



Wayne Wicks and Bernie use the deck of crane M283 to assemble a resistance box being prepared for use in possible emergency repairs. In the upper right Wayne shows off a cleaned and restored resistance plate. Robert L. Jordan photo



Roy cuts roof boards for replacements for the broken ones found on 2227. Scott Becker photo.



Roy Scandrol painting the roof of Cincinnati 2227 Kristen Fredriksen photo

not an issue. I sent some segment samples out with the K-75 parts for replication. Both of these projects wrapped up by early September. The aforementioned brake lever modification consisted of fabricating slightly longer dead levers to increase the clearance between the brake adjusters and the brake beam in order to get a wrench on the jam nuts.

Our Difco Crane Car M283 had seen a busy spring and summer and Dan Bower brought it into the shop on August 1 for scheduled maintenance. He reported problems with the boom elevating motor. It would emit an impressive shower of sparks when powered. So much so that a 40 pound fire extinguisher had been located in the tub. The crane uses one motor for each function, five in total. Three are floor mounted; two of these having been reconditioned in 2012, and the other two are “ceiling” mounts. The problem motor was “ceiling” mounted, actually it was hung from the side of the boom directly over the operator’s head, about two inches below the tub roof, presenting a significant challenge for removal. A quick check with our Yale forklift revealed the forks were shy of reaching the motor. Way back in my military experience I recalled extensions being fabricated to extend the reach of forklift tines, although not recommended as it could compromise the stability of the forklift, but useful in a bind. Considering the relatively short, maybe 18” extension and the relatively light (less than 500#) load, I deemed it acceptable, although agricultural. Jeff Jost and I fabricated a fixture that provided the extension plus a custom cradle to hold the motor from common “C”

channel plus other in-stock steel shapes. The plan worked well. Roy Scandrol and I sat on a section of brand new (no splinters) scaffold plank spanning the tub sides and unbolted the motor while Fred Cooley’s steady EMT hands were at the forklift controls. The extraction went well. Sadly the oil soaked motor will require significant and costly repairs, which are in progress. Fred proceeded to take care of some wiring indiscretions, one of which being a five foot length of wire that had three repair splices. Yes, we installed the in-house manufactured resistor tube mentioned in the previous newsletter.

In closing you can see we’ve successfully adapted to our new work restrictions and regulations. The operating fleet has been reduced to seven of the thirteen available cars and in turn this has reduced scheduled maintenance activities. 🚚



Jack Jost and Roy Scandrol work to overhaul the pole base for Cincinnati 2227. Robert L. Jordan photo

Work on Philadelphia Transportation 8042 kicked into high gear July 13 with the arrival of Keith Bray from Virginia. Keith has been contracted to provide his services and materials to further rebuild the car to include the three additional phases that were identified in 2018. This work includes the complete rebuilding of the rear end and blind side of the car up to the area surrounding the bolster. Resheeting of the roof and bonnets with new tongue and groove whitewood, new upper sash windows and new passenger folding and sliding doors.

After an extended Covid-19 break, Ned Apalakian arrived July 30 with project supporter Bob Humanchuk to finally solve the mystery of removing the windows from Shaker 94. Bob brought his valuable expertise to the job which will now enable the crew to clean the frames and replace now opaque Lexan glazing with fresh safety glass. This will also allow for cleaning and painting around the window posts.



John Habak working on the platform of 8042.

Kristen Fredriksen photo



Keith Bray working on PTC 8042 August 5, 2020.

Scott Becker photo



At Keith Bray's request Bruce Wells built shelving in Restoration Area next to car 8042 in July 2020.

Scott Becker photo.



Red Arrow 73 was recently brought into the shop for a make-over and Michael Buchta has already rebuilt two of the marker lights.

Kristen Fredriksen photo



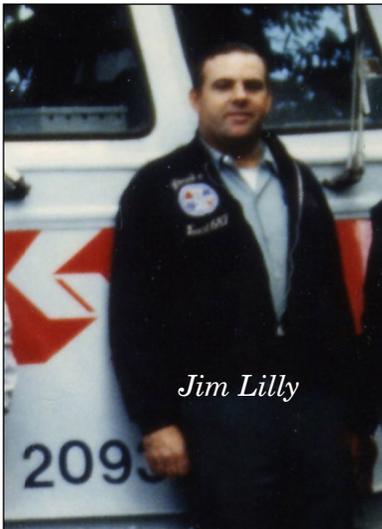
Ned Apalakian and Bob Humanchuk pose with windows removed from Shaker 94.

Bruce Wells photo



Dave Buechler & Bill Fronczek work on new destination signs for Monongahela West Penn 274.

Scott Becker photo.



Jim Lilly

Our old friend Jim Lilly (left) called a month or so ago reminding me that PTM was coming up on the fiftieth anniversary of the acquisition of Red Arrow 66. He had a photo which he shot as the car left Llanerch. His favorite photo (below) shows 66 after crossing under the Red Arrow, Naylor Run Viaduct in late December 1970.

The story of acquiring the car is a bit of a saga but the “Reader’s Digest” will have to suffice here. Following the SEPTA take over of Red Arrow lines a decision was made to dispose of 3 of the “Side Door” (as they were called) cars on the new division. Author and museum friend Ronald DeGraw was in charge of the division and cars were offered to museums for \$500. Car 61 was purchased by the Railways To Yesterday group (now Rockhill). Car 63 was acquired by the Magee Museum (Bloomsburg) for parts and our group was offered car 66. A fourth car #62, restored by the Philadelphia Suburban Company for President Merritt Taylor, was used for the January 1970 hand-over ceremony and then donated to Seashore Trolley Museum in Maine.



John Bagiensky coordinated with President Reynolds Galbraith and Treasurer Harold Baxter to set the wheels in motion and the car was purchased. With ownership in hand the next step was getting the car moved to Washington PA. It was determined that with railroad access to the Llanerch site the best way to move a car of these dimensions was by rail and we had founder Bob Brown working in Philadelphia for the railroad so John set out to coordinate with Bob. Meanwhile Bob Jordan arranged to get materials to build a ramp transported to the site and we decided on the long Thanksgiving weekend to do the work.

John and I had Thanksgiving dinner at my house and left from there. Larry Schwartz and Bob Jordan drove separately, Lee Gregory rode the Greyhound bus, Larry Lovejoy came down from Villanova and Bob Brown drove in from Paoli. Friday the car was loaded onto a cast iron frame flat car with a largely rotted wooden deck from a parallel wide gauge track which we were given permission to dismantle. We worked into the evening with 5 bulb cluster lights hung from the overhead wire and grounded to the rail. The lights were provided by the crew in the car house. We liked them so well that we built a couple of them for use at the museum and dubbed them Llanerch Lights. We spent the balance of the weekend boarding up the windows and attempting to tie the car down but our efforts were ultimately not accepted by the car inspector. Jim came in at



Loading car 66 onto the PRR flat car at Llanerch Friday November 27, 1970. Jim Lilly photo

this point and worked with the car inspectors coordinating with Bob Brown to build what was accepted. Close to the Christmas holiday the car was ready to ship and Jim took these photos of it departing on the Newtown Square branch. I recall it was December 27, 1970 when Bill Fronczek and I went to the Canonsburg station to find 66 on a siding, awaiting the cash on the barrel payment before it could be delivered to the Museum. Harold Baxter arranged the payment by taking the \$750 out of his own pocket as the treasury was bare. The car was there on December 30 and we unloaded it late into the night on New Years Eve.



Penn Central crew coupling up with 66 to get the move underway.



Jim Lilly photo



66 on flat car in Canonsburg awaiting payment.

Bruce Wells photo



Sprung from captivity, 66 arrives on our siding.

Bruce Wells photo

Jim Riedel

by Bruce Wells



Jim had a lifelong interest in streetcars both as a modeler and in the 12" to the foot variety having grown up in Beaver Falls PA. once served by the BVT lines, the Harmony Route and Patterson Heights Incline.

Jim and his wife were attendees at the Arden Trolley Museum ribbon cutting in 1963 and he became a regular volunteer in 1975. We learned of Jim's passing just before our regular Friday Family Zoom call on what we had dubbed UnFair Week the annual get together where we could always depend on seeing Jim. Appropriately we had Rod and Ellen in California as well as buddy Tom in New Jersey on the call.

Jim's passing was a sad shock at this annual time of year when he would always make a point to visit. Rest in Peace...our Dear Friend!



We Thank our Generous Corporate Sponsors!





Bob Jordan photo of Dick Rhoton working on the shop forklift.

This issue there is lots of miscellaneous happenings from around the Museum that don't necessarily fit in any of the other compartmentalized places. The first photo is Dick Rhoton working on mobile equipment which he has taken over from Dave Hamley. Dave and Dick are long time friends (I think from work). Dick has been splitting his time between the APB (Artifact Preservation Building) and the Car Shop annex (north end, at the right end of the Visitor Center with the big door). Bob Jordan provided this photo and lets you see how many batteries are involved in moving this very useful tool.

As I understand it, Dave Hamley has taken a sabbatical as he exercises an abundance of caution due to medical concerns in his family. I'm pretty sure he plans to come back after the pandemic settles. Missya Dave.



Dan and George with rebuilt carburetor for #396. Scott Becker photo

In the same vein this photo shows Dan Bower and George Greenbaum in the restoration area with a rebuilt carburetor for Union RR motor car 396. George, Dan, Steve Hudspeth and Larry Lovejoy are a team that concentrates on track projects. The motor car is a key part of both the track efforts and the movement of the lawnmower so that Arden Mines Loop can be manicured properly. For that job Katie is the go-to person.

The motorcar received a thorough exterior make-over in the late winter and was devoid of markings when it was finished. A couple years ago I bought a vinyl cutting machine that connects to my computer and my daughter Sarah has become proficient using it. So, working together, I produced the computer files and Sarah worked her magic with the machine to produce the cut outs (vinyl decals). After that I applied transfer tape and placed 3 items to the car on way back on August 14. The last emblem will be applied as time permits. (See photos p18)

The same is true of AERy Locomotive 89. Dave Hamley specified how he wished to have numbers applied to the loco to go with the emblems that Laura designed and had fabricated. Sarah prepared the decals as digitized by me. I eventually got around to placing the number on one side of the cab of the loco as shown in the photo. I've got 89s ready for the front and rear but neglected to note that the front has no room/space for six inch tall digits. When all the excitement caused by the need to move out of the Eaton building which included tools, machines and line material in addition to the huge volume of archival material. Here's hoping for our prospects for the future as we move forward into 2021.



Both sides of the cab are done now.

Bruce Wells photo



396 URR then and now portrait photos. New logos are smaller due to size limitations of the vinyl cutter.



After installing new car cards in New Orleans 832.

Scott Becker photo

the scans back together using Photoshop and then shared the files with our friend at Branford. With the Johnstown car finished I applied the same process to the New Orleans car and included scans of cards Bill Fronczek got from Elmer Von Dullen (New Orleans Shop Superintendent) back in the 90s. With everything printed out and laminated 832 was all filled up, I relaxed and Scott Becker snapped my photo. That evening they filmed the commercial. So far I have *re-carded* several operating cars in addition to New Orleans 832. These include Philadelphia 5326, West Penn 832, Red Arrow 66, Pittsburgh 3756, 4145 and 4398. In addition (as seen detailed on page 7) we have an exhibit for the visitors featuring ad cards. Check out the images Woodson Savage has made available in his book [Streetcar Advertising in America](#).

Tom Pawlesh is an accomplished pilot with many years of experience. Around the Museum he pilots our streetcars on a regular basis but he also takes on important “dirty jobs” as shown here. Last issue we featured him working with Dave Buechler and Scott Becker cleaning the bird-doo off of the TDB and Wexford station. In this issue we feature him cleaning windows and using his trusty pressure washer to scrub the sidewalk and wall along the shady north side of the Founders Car House where algae was coating damp surfaces. He is also responsible for refurbishing our play trolley as featured in previous issues. The Play Trolley is sidelined due to Covid19 concerns but the paint is waiting and the #225 decals are ready. The PT founder and Chairman of the Fun Arthur S. Ellis turns 101 (one hundred one years old) November 15.



Tom Pawlesh pressure washing.

Bob Jordan photo



Tom Pawlesh cleaning windshield 14-Kristen Fredriksen.



Frank the Cat's Memorial

Walt Pilof photo



Fred Cooley installing Mister Rogers framed photo in the visitor center.
Scott Becker photo

Minutes from the Past

Transcribed by Ralph Ciccone

Another piece of Visual Storytelling can be words from the past minutes of our organization's meetings (so prepare for lots of text) that provided interesting perspective on where we have been, through decisions and when they were made. A further look at Jim Lilly's photo and the story of the acquisition of Red Arrow 66. Going back 50 years let's look at who and what was involved as the group authorized acquisition of the second piece of rolling stock from the Philadelphia area. Many thanks to thank Ralph Ciccone for electronic preservation of the documents of our group's heritage!

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION, INC.

Minutes of the September 23, 1970, Board of Directors meeting.

The meeting was called to order by Vice President Jim Kubanick in Room 712 of the Penn Central Station at 8:17 PM.

The minutes of the August Board of Directors meeting were read and approved. The minutes of the September regular members meeting were read for the information of the Board members.

The Treasurer's report was presented by Harold Baxter and it showed an August 31 cash balance of \$854.91.

The following committee reports were presented:

MUSEUM: The following progress was reported: Ballasting and installation of the new road crossing guard rails was completed. The steps to the combine have been primed, gears of the following cars have been greased, 3487, 4398, and 832. Work continues on #3000, painting of the box car has been completed, rail joints have been bonded on the new standard gauge siding, rest room doors have been painted, rain downspouts are completed on the wood shop, a new light fixture has been installed on the ceiling of the wood shop and the brakes on the motor car have been rebuilt.

SALES: Bruce Wells reported a number of new items for sale at the museum. These include paperweights bearing the emblems of various railroads, electric and steam railway tie clips, key chains and ERA trolley calendars.

PUBLICATIONS: Mac McGrew reported that his work continues on the incline book and he will have more details as time goes on. It was also reported that due to the difficulties in running the new Arden folders, the present design will be

re-evaluated for next year. It was also reported that we do have a fair supply on hand to give us a start next year without encountering the problems or running out. Mr. McGrew also announced that Ray Chilcott is resigning as public relations director.

MEMBERSHIP: The applications of Raymond W. Mackenzie and Gloria Ann Cowan were read by Harold Baxter. It was moved by Bob Jordan and seconded by Larry Podwoski that these applicants be granted membership in the organization. Unanimously carried.

New Business:

Phila. car 66: *Bob Jordan reported the following news concerning the new car. To date \$131.25 have been collected. The car is under cover at the barn and apparently has not moved in some time. Red Arrow division has promised to pull the car out and test it to be certain it is in operable condition. Red Arrow has agreed to replace the missing parts and windows. The woodwork on the car appears to be in good condition. The car interior has not been modified and it still has brass fixtures and bare light bulbs. Two moving costs have been solicited so far. One being the rate by rail flat car and the other by tractor-trailer. The rates are \$500.00 by rail and \$1400.00 by truck. Rail is probably the best way to move it. An ideal situation that exists is that a rail interchange and barn trackage meets at Llanerch Shops. However, the rail siding being unused for such a long period of time will probably require an inspection before authorization to move a flat car up the siding can be secured.*

A motion was then made by Bob Jordan and seconded by Larry Schwartz to authorize Harold Baxter to pay the Red Arrow division of SEPTA \$500.00. Unanimously carried.

John Bagiensky suggested that the Board set up a car acquisition fund, which could be tapped when necessary when a car becomes available.

The idea was tabled for the night and more was promised to be discussed at the next BOD meeting.

The meeting was adjourned at 9:40 PM. Respectfully submitted, Larry Schwartz, Secretary.

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION MINUTES OF THE REGULAR MEMBERSHIP MEETING OCTOBER 8, 1970

The meeting was called to order by President Reynolds Galbraith in the Boy's lobby of the Golden Triangle YMCA at 8:05 PM.

The minutes of the September regular members' meeting were read and approved.

The Treasurer's report was presented by Harold Baxter and it showed a September cash balance of \$626.89.

The following committee reports were presented:

MUSEUM-Ray Windle reported the following new information. Rail bonding on the newly laid standard gauge tracks, Sept. 26, a chapter of the NRHS held a charter at the museum, 68 people attending. John Bagiensky continues to work on WP 832 and the floor in the #1 end is being torn up. Some track work was done in order to clear the way for the arrival of #66.

Bob Jordan reported news on the status of the moving of car #66 at Llanerch. Bob Brown, on a recent inspection of the siding, discovered that a switch had been spiked shut and one switch tie is badly rotted, otherwise the line looks in fairly good condition. Crews are needed to go to Philly to help build the ramps. Upon arrival of the car at the museum a similar crew will be needed to build the ramp and help unload the car. Museum people are now negotiating with the Atlas RR Construction Co. in order to get some extra ties to build the ramp.

MEMBERSHIP-John Baxter reported that the membership applications of **Raymond Mackenzie** and **Gloria Ann Cowan** were approved at the last Board of Directors meeting.

SALES-Patty Schwartz reported that some new items have been added to the gift shop in the combine. Railway tie clips, key chains and calendars have been added and the supply is selling very well.

PROGRAM-The program tonight will be presented by Art Ellis on New England electric lines. For the December meeting the museum crew has a special surprise show.

At this time President Galbraith appointed the following persons to the nominating committee: Mr. Ray Chilcott, chairman, Ed Lybarger and Robert Jordan, committee members.

PUBLIC RELATIONS-Mac McGrew requested that persons who put up the Arden advertisement cards in the windows of various business try to retrieve as many as possible.

The meeting was adjourned at 8:34 PM.

Respectfully submitted, Larry Schwartz -Secretary

This photo from 1976 shows the December Board of Directors meeting held at the home of Lou Redman to illustrate the location referenced in the minutes from December 1970 excerpted on pages 21 and 22.

Bruce Wells photo



PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION, INC.

Minutes of the December 30, 1970, Board of Directors meeting.

The meeting was called to order in the home of Mr. Lou Redman, 251 Dickson Ave., Ben Avon, PA, at 8:17 PM. The minutes of the November Board of Directors meeting were read and approved as corrected. The minutes of the December Regular members meeting were read for the information of the Board members.

The Treasurer's report was presented by Harold Baxter and it showed a cash balance to date of roughly \$325.00.

The following committee reports were presented:

Museum: *Ray Windle reported that we are instituting a system of purchase orders at the museum. They are a three-part form and will be required for all expenditures at the museum. The forms were a donation of Ed Lybarger. At this time Bob Jordan was asked to give a report on the status of car 66. He reported that the car should be arriving very shortly at the museum. The car has been sitting in Canonsburg for the past day and a half, waiting for full payment of the freight bill. At this time the freight bill has been paid and the unloading will begin this coming Friday, the ramp having been already built. The car has been inspected in Canonsburg and except for some loose tie downs and a couple of broken windows the car seems to be in good order.*

Membership: John Baxter read the applications of Thomas Ebright and Matthew J. Walsh. Both applications carried the necessary signatures of a regular member. They were then acted upon and approved by the Board of Directors.

At this time President Galbraith announced the formation of a new committee to be headed by Lou Redman and have as its first member, Harold Baxter. This committee will be in charge of investigating possibilities of financial assistance from Foundations.

Sales: Bruce Wells reported that there will be in the February issue of "Trolley Fare" a questionnaire to query the general membership on what should be sold at the Museum and to receive suggestions for improvement. Bruce also announced that tonight Duquesne Incline jewelry, and trolley calendars would be offered for sale. It was also reported that mail order sales are going quite well under the leadership of Ray Wyman.

Public Relations: Ray Chilcott had several announcements to make before his actual report. He announced that he was dropping his position of program director. Some discussion then followed and finally President Galbraith asked Russell Cashdollar and Lee Gregory to co-sponsor the program committee. They both accepted. Next Mr. Chilcott reported that he has so far been unsuccessful in locating alternative meeting places in the downtown Pittsburgh area. President Galbraith suggested that the Chamber of Commerce Building may have suitable quarters, and Mr. Chilcott promised to check into it. Mr. Chilcott then reported that we have had a good year public relations-wise and he hoped that a similar campaign can be started this spring. He also reported that next year we will have another press day at the museum.

Publications: Mac McGrew reported that he has secured a preliminary bid of \$500.00 for printing 2000 copies of the Pittsburgh Pictorial publication. The subject of the Arden folders was brought up and Mr. McGrew stated that the present two-color design was beyond the limits of the club's printing equipment to meet this problem. Mr. McGrew suggested two alternatives, either having the color cover commercially printed or reducing the cover to a single color. A general discussion then followed and it was decided that due to the depleted state of our treasury we would best forego the commercial job and plan to simplify and print the Arden folders on the club's multilith. A great deal of discussion then followed on what changes should be made and if changes should be made in the color of stock and ink. It was also suggested by Bruce Wells that some of the interior photographs be replaced as they have seen several years use, and he suggested the use of pictures of new acquisitions to help generate additional interest in the museum. It was finally decided that a new front cover consisting of one color and white stock be accepted as a suitable new design for the Arden folder. At this time President Galbraith announced that there would be one major change in the makeup of the Publications Committee. The chairman of the committee this year will be Ed Lybarger. Other members of the organization were invited to participate on this committee.

It was then pointed out that publication of the proposed Pittsburgh Pictorial may have to be temporarily delayed due to lack of funds. John Baxter then announced that he would be willing to lend the organization the amount necessary for publication, and that he could be paid back out of the proceeds from the sale of the publication. It was then moved by Lou Redman and seconded by Mac McGrew that the Board accept John Baxter's offer to lend \$500.00 to the organization to publish the proposed Pittsburgh Trolley Pictorial and that he be paid back from the proceeds of the sale of the book. Unanimously carried. Ed Lybarger reported that Bob Brown is donating material and the necessary funds to reprint a three-page article concerning Pittsburgh low floor cars. Mr. Lybarger presently has the material in his hands.

President Galbraith then announced that there is presently a Pullman passenger car at the museum site. The car apparently having been brought to the museum without his or the Board of Directors having any knowledge of the action. The Secretary was then asked to read a letter written by Mr. Galbraith on this subject. Mr. Galbraith then asked the board for its opinion on the subject as a means of solving certain unresolved problems namely Mr. Brown's intended use of the car. Several opinions were then voiced and it seemed that the general consensus of the museum workers was that Mr. Brown had placed the car on the property for the mutual convenience of both himself and the museum workers. It was then agreed that Mr. Brown should write or appear at a future Board meeting to go on record as to his intentions for the use of the Pullman car. It was then moved by Lou Redman and seconded by Mac McGrew that the organization accept, for temporary storage, one Pullman passenger car belonging to Mr. Robert Brown until he can write or attend a future

Board meeting to present his version of the future use of the car. Unanimously carried.

Lou Redman then brought up the fact that we have no permanent legal adviser and he urged future Board action on this problem.

Bill Fronczek then gave a short report concerning the donation of a 36-foot refrigerator car by the GATX Co. He reported that probably the only expense would be transportation charges from Chicago. It was then moved by Jim Kubanick and seconded by Bob Jordan that the organization accepts the donation of one GATX refrigerator car as museum property. Unanimously carried.

Bob Jordan then brought the fact that the scope of authority of the various officers was vague under the constitution. A short discussion followed and it was decided to table the problem and reopen it in the near future.

The meeting was adjourned at 10:12 PM.

Respectfully submitted, Larry Schwartz, Secretary. December 30, 1970

New Operator Training

by Kristen Fredriksen

Sometimes they're standing, sometimes they're sitting... sometimes they're using their hands, sometimes they're using their feet, and sometimes they're using both! Watching the refined choreography of a PTM volunteer operator moving a trolley along our 4-mile round-trip ride when you have no idea how to operate a trolley yourself



makes you want to learn just exactly what is going on with all those handles and valves and pedals and buttons and switches. I recently had the chance to participate in the Pennsylvania Trolley Museum's New Operator Training class as a student trainee, and though it'll be a while until I'm any kind of expert, I can now tell you what most of those buttons and handles do – and so could you!

Twice in a typical year, PTM invites those interested in operating trolleys to attend a four-day class as the first step to becoming an operator. No previous knowledge of streetcars is required, but with 15 required training days as a student, most who sign up are committed to learning the ins and outs of trolley operations.

Instructors and Operator Trainees visit the substation during New Operator Training

Photo by Kristen Fredriksen



Trainee Michael Buchta puts up the pole as Operator Bob Popey looks on.

Kristen Fredriksen photo

My classmates ranged from Michael, a recently-graduated high school student and future college student, to Bob, an author and a tour guide for Pittsburgh sports teams and stadiums. That’s the great thing about our operators – there is such diversity in backgrounds! Quite a few come from the transit industry, like my classmates Dale (bus training) and Adam (power & signals), but there are also pilots, police officers, priests, teachers, salesmen, metalworkers, and so many more. My background is in transportation museums – I’d previously run a 1940s diesel locomotive, so operating an electric streetcar felt slightly familiar at first, but PTM’s experienced instructors were quick to fix my railroad habits.

PTM’s operating instructors are determined to help the new students succeed. They even held part of the classroom portion on Zoom so that those of us working from home didn’t miss anything. And while there are times during training when we are sitting down going through the rulebook, customer service training, safety, or timekeeping procedures, most of the experience is hands-on. We learned how to give compelling tours thanks to Educator Sarah Lerch, visited the substation to learn more about the power system, and, of course, spent lots of time getting to know the personalities of each of PTM’s trolleys.

We’re lucky at PTM to have so many different trolleys that actually run – but I found the idea of remembering where the various controls are on every single car to be quite daunting. Pro tip: even some of the operators who have been around for YEARS don’t have these things memorized, and there’s always a copy of the Operations Manual available for reference. Plus, with practice, everything gets easier!

Watching my classmates complete their training days and get closer and closer to becoming qualified operators is immensely gratifying. The trolley operators of the Pennsylvania Trolley Museum are a huge, essential part of the visitor experience, and it’s very exciting to have a new group of public-facing volunteers share their collective knowledge and unique backgrounds with our guests!

Stay tuned to patrolley.org and PTM’s social media for information about upcoming New Operator Training classes.

One thing we’ve learned during the pandemic is that we don’t need to be in the same place to talk face



New Operators Adam and Dale observe a guided tour as part of training.
Kristen Fredriksen photo



New Operator Training Classroom Session.
Kristen Fredriksen photo



Laura Wells conducts instruction on Philadelphia PCC 2711.



Kristen Fredriksen photo

to face. With the surge in popularity of video conferencing platforms like Zoom, museums have had the opportunity to connect with volunteers, members, and virtual visitors both near and far like never before.

In May of 2020, the Pennsylvania Trolley Museum began hosting virtual presentations via Zoom in a series called “Trolleyology” during which presenters discuss local transit history topics or tales of the PTM collection. By hosting these programs online, PTM has been able to reach people as far Oregon, Georgia, England, and even Australia.

Trolley historians are a passionate bunch, and many have already put together slideshows which have been shown previously at monthly member nights or at various organizations’ meetings. With a little practice and preparation, it is possible to share these slideshows with an audience on Zoom.

So far, PTM has hosted programs about the Allegheny Valley route, Wexford Station, Pennsylvania trolleys during WWII, trolley parks, the Friends of Philadelphia Trolleys, and more. PTM will continue to host programs like these as long as presenters are willing to share their programs! An autumn season of Trolleyology shows will be followed by several more slideshows in early 2021.





Support-a-Trolley



Pennsylvania Trolley Museum December 2020



GENERAL FUND: Our General Fund is listed first since it is the most in need of support! Due to the Covid-19 Pandemic, we were not able to start the 2020 season until July 2 at a reduced capacity and have had to cancel special events for much of this year in order to follow state guidelines. The lack of earned revenue has put a severe strain on Museum finances. We are grateful to those who have supported us so far this year, to help make up for lost admissions, with our last appeal totaling \$26,287 from our members and friends. This includes money received through the WCCF Gives Event on Sept. 12. As we move to complete the 2020 season, we still have expenses we need to cover, and anticipate lost revenue in 2021 as the pandemic continues. We are grateful for your consideration of contributing to the General Fund at this time!

ARCHIVES – NEW HOME: As reported in this issue of Trolley Fare, the Museum is no longer storing items in Eaton Crouse-Hinds. Our volunteers and staff have worked hard to get items relocated and have packed up the Archives and Miller Library so it can be moved by the end of the year. We have identified a property nearby at 320 Reliance Drive to purchase which we hope to do in early December. The end result will be a permanent home for our Archives and Miller Library as well as providing other important uses for the Museum. The purchase of land and moving of materials also comes with a cost and we are grateful that several supporters have already stepped up. Please consider joining them as we make a permanent home for our materials!

PHILADELPHIA 8042: This car continues to receive a lot of attention in our restoration shop from restoration specialist Keith Bray and a number of volunteers. Since our last appeal, over \$8,919 has come in from members and friends including through WCCF Gives and the Friends of Philadelphia Trolleys. Thanks for everyone's help in meeting our goal!

RED ARROW FUND: Red Arrow Center Door Car 73 is in our restoration shop to finalize a scope of work for the car. Car 73 will be great for expanding Santa Trolley, enhancing rides for visitors in wheelchairs, and providing two-car trains during the Washington County Fair. The Friends of Philadelphia Trolleys produced a nice YouTube video to raise funds for this project.



<https://www.youtube.com/watch?v=5CDelp1IQ9E>

Please help build the fund to get Car 73 into the operating fleet!

SUPPORT PTM USING IRA FUNDS: You can also make charitable gifts using IRA funds without tax complications. If you are over 70½ you must make a required minimum distribution which could have tax consequences. The IRS allows donors to "roll over" part of their IRAs to make charitable gifts without having to report the amount withdrawn as taxable income. For further information on this opportunity go to the irs.gov website or talk with your tax accountant.

NOTE: Those considering donating will be pleased to know that The CARES Act will allow 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 if you take the standard deduction on your 2020 tax return (the one you will file in 2021). Those donating \$250 or more will receive our Allegheny Valley Trolleys book. Those donating \$150 to \$249 will receive a 2021 Western Pennsylvania Trolley Calendar. Donate \$100 to \$149 and receive our Museum Guidebook. Just check the form below! Thanks to all who have supported us so far this year!

TO MAKE YOUR CONTRIBUTION FILL IN THE HANDY TEAR OFF BELOW AND SEND IT WITH YOUR CHECK TODAY.

Here's My Donation to the:

GENERAL FUND \$ _____
 PHILADELPHIA 8042 \$ _____
 RED ARROW 73..... \$ _____
 ARCHIVES – NEW HOME \$ _____

Donors to the above funds may select from the following:
 \$100 level _____ Guidebook /Trolleys of Armstrong County
 \$150 level _____ 2021 Western PA Trolley Calendar
 \$250 level _____ Allegheny Valley Trolleys book

Make your check payable to: PTM Inc. (12/20)
 Pennsylvania Trolley Museum, Treasurer
 1 Museum Road
 Washington, Pennsylvania 15301-6133

Name _____

Address _____

City _____

State _____ Zip + 4 _____

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