

TROLLEY FARE

Volume 68 Number 1

January-February-March 2021



WCCF Check Presentation Ceremony

WCCF photo

Washington County Community Foundation Grant Received!

By Scott R. Becker, Executive Director/CEO

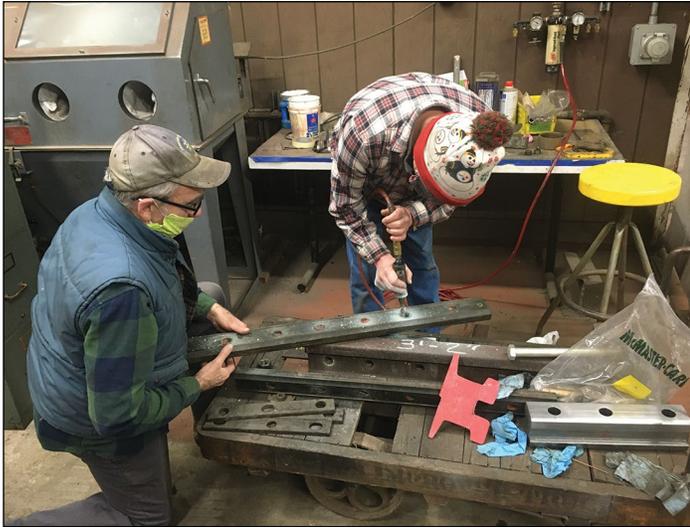
We are pleased to announce further support for our On Track for the Future Capital Campaign! A \$100,000 grant has been received from the Washington County Community Foundation (WCCF) to sponsor the Trolley Platform as part of our East Campus development. We sincerely appreciate the continued support we have received from WCCF over the years and their excitement in our future! We also want to thank Dollar Bank for their \$50,000 sponsorship of our Pittsburgh Railways Map exhibit to be installed in the new Welcome and Education Center.

Thanks also go to the Capital Campaign Steering Committee chaired by PTM Secretary Ray Betler. This committee has been extremely active seeking more funds to help complete the East Campus development so we can open the facilities in 2022. Their effort comes at a great time since construction work at the East Campus has ramped up dramatically with the hiring of Waller Corporation as the project's General Contractor. They are a minority owned business based in Washington, PA that we have a long association with going back over 25 years. This includes being the prime contractor on the Founder's Car House renovation in 1997 and the Track 22 Restoration Shop Project, as well as the project manager for the Trolley Display Building in 2005. They bring with them a number of sub-contractors we have worked with over the years such as S.E. Schultz Electric, Frontier Railroad Construction and Tracksource. Their selection was made after a very competitive bid process that included seven prominent construction companies from Southwestern Pennsylvania last fall. Special thanks go to volunteers of our East Campus Committee that have spent many hours working closely with LLI Engineering, our construction managers, on this detailed process.

Once the winter weather receded, the project got off to a fast start in March. Frontier Railroad Construction has completed building the Enterprise Wye and has connected our mainline track to the Artifact Preservation Building. Power and Signal volunteers have begun trolley wire installation as well. Waller Corporation and their subcontractors have been busy with site work preparing the building site as well as drainage and other site work around the campus. We have a groundbreaking ceremony planned for May 6. We expect the site to change dramatically over the next few months.

Stay tuned for regular email updates on this exciting project and please mark your calendars for Saturday August 28 for our Welcome Back event to experience our progress first hand. If you aren't getting these updates, please get your email address to us at businessmanager@patrolley.org.

Our other big project is the Reliance Building that the Museum acquired on December 4. As announced last issue, we moved the archives into the building at the end of 2020. Since then significant upgrades have occurred in the office area through a mix of volunteers and contractors under the direction of Archives



Larry and Dan work on track parts for Trolley Street. Scott Becker photo



Power & Signal volunteers set traffic light posts at East Campus. 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 preserve and perpetuate its collection of historic transportation equipment, artifacts and archives and utilize the collection and other resources to provide an unparalleled immersive experience that brings the technology and culture of the Trolley Era alive through entertaining, educational and diverse programming.

Vision Statement

The vision of the Pennsylvania Trolley Museum is to enhance the knowledge of transportation technology and culture to educate and inspire future generations of innovators.



Bob Popey cuts ceiling panels at Reliance offices.

Scott Becker photo

Manager Bob Popey. The transformation has been remarkable with wall surfaces cleaned and painted, flooring cleaned and replaced in places, new ceiling and upgrades to the HVAC ductwork. Special thanks go to Lowe's and Architectural Lighting for supplying building materials at a substantial discount. Kevin Zebly, using the Museum's recently acquired man lift, has closed up ventilation leaks in the roof to reduce heating losses and natural gas consumption. We plan to move some of the more sensitive archival material into the office area this spring and this will be made easier by the donation of gently used library shelving from Allegheny General Hospital. Thanks to AGH as well as All Ways Moving & Storage for donating the transportation of this shelving!

Due to the hard work of many volunteers and our paid staff, we successfully opened the 2021 Season on Friday April 2 with our "Spring Fling with the Easter Bunny" event. Working within Covid-19 PA



All Ways Moving truck with shelving at Reliance 3-19-21.

Scott Becker photo

Dept. of Health Guidelines, we were able to welcome over 440 people over the 2 day event. Thanks to volunteers and staff that made this event a success! This goes beyond the people that actually worked the event but also to those that cleaned and maintained the cars, tracks and buildings & grounds so that we were ready to open. After a "real" winter, this was no small feat! I also want to recognize Grande Jr Pizza Express for sponsoring our tickets this year. They are located not far from the Museum on Racetrack Road and have great food!

I am also pleased to announce that we have received a \$72,947 Payroll Protection Program (PPP) loan through the Small Business Administration. Thanks to Treasurer Walt Pilof for applying for this loan which is expected to be forgiven. Special thanks also go to the Jack Buncher Foundation for awarding a \$10,000 operating grant and to the Pennsylvania Historical and Museum Commission that grant us a \$7,709 General Operating Support Grant as part of the PHMC's History and Museum Grant Program, which is funded entirely by appropriations from the Pennsylvania General Assembly which are approved by the Governor. We thank the Commonwealth of Pennsylvania for their continued support of our programs! We have also been awarded a \$7,500 marketing grant to cover costs for Dinosaur Train this September from the Washington County Tourism Promotion Agency. We appreciate their continued support of our events!

Sarah Lerch and Kristen Fredriksen, working with our Operations Department, have put together a number of special programming days through August, particularly on Saturdays. A list is enclosed with this Trolley Fare. Taking operator input into account, we have gone back to the old summer schedule of Tuesday-Sunday 10-4 in June, July and August. We have already seen good visitor interest in the few days we have been open this year and expect a strong summer. I hope to see many of you at the Museum this year and sincerely appreciate your help!



A Forklift for use at Reliance was acquired early in January. Ralph Ciccone is seen using it to move archives materials from Bay 3 to Bay 1 at Reliance.

Scott Becker photo.

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

I am excited to say that in 2021 we will see amazing progress on a number of areas of the Museum and I encourage you to support

our efforts through financial donations and volunteering. Sincere thanks for your continued interest and support! 

From the Front Platform

By Chris Golofski, President

Exciting things have been happening at the Trolley Museum since our last issue of Trolley Fare. In the past, you have been hearing about how much has been going on in the background. But unfortunately, there has been little to actually see. That has changed with the milder Spring weather. Dirt is flying and track is being laid at the East Campus, at last. Tangible proof that progress is being made. Track has been laid from Enterprise Wye up to the Artifacts Preservation Building and the track work is starting to progress toward Trolley Street. Line poles are up, the overhead wire has been hung and the aroma of fresh creosote permeates the air. Dirt is moving in the area beside the Trolley Display Building. It is really worth a trip to come down and see the progress that has been made in this short a time. However, please do not drive down to the site. The contractor is working, and heavy equipment is constantly moving around. You may even find work taking place on weekends. I suggest coming down on a day we are open and riding a trolley down to the Trolley Display Building for the best view of the action. For your own safety, stay out of the construction area itself.

Our opening weekend, April 2 and 3, we hosted our first event of the 2021 season, Spring Fling. It was a huge success, being sold out several weeks in advance. We are now open Friday, Saturday and Sundays for regular operation and starting Memorial Day, we will be open every day except Monday until September. Come down if you have a chance and see the progress on the East Campus. It's worth the trip. Better yet, help out if you can. Volunteer a day. There is always something you can do.

With the start of the new year several new committees were established. Along with several existing committees, planning and work is being done to prepare for the opening of our new front door. The Capital Campaign Committee, led by Ray Betler has been working overtime to raise the funds to see the East Campus to completion. The Strategic Planning Committee, headed by Lori Andrews is addressing staffing and the new organizational chart which will be the template of how we manage the future of the Museum. An Informational Technology (I.T.) Committee is handling the needs of computer technology and how we can integrate new systems in the Welcome & Education Center and the Reliance Building with the Archives Department and offices which will be

located there. The plan is to tie all buildings at the different locations into one cohesive system.

A new face at the Trolley Museum is Bill Croyle. Bill has been appointed as an Assistant Treasurer to the Board of Trustees. His presence is thanks to Ray Betler, who worked with Bill for many years at Wabtec and its subsidiaries. Bill has extensive knowledge in handling finances. His role is to oversee the budget and work with the Project Manager on the East Site construction. He reports to Walt Pilof, our Treasurer. So far, Bill has been a great help allowing Walt to work on other aspects of our financial activities.

A new Mission and Vision Statement for the Pennsylvania Trolley Museum, Inc. was approved and adopted at a special executive session of the Board of Trustees on March 24, 2021. These statements are the template for the future of the organization and are shown below. As the Museum has evolved, along with our goals, it was felt that this change was necessary. We now emphasize the importance of education as well as the visitor experience and preservation as part of our mission. They will now be a permanent part of the Trolley Fare masthead on page 2 of each issue.

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Vision Statement

The vision of the Pennsylvania Trolley Museum is to enhance the knowledge of transportation technology and culture to educate and inspire future generations of innovators.

This will be a year of significant change for the Pennsylvania Trolley Museum. Our past President, Bob Jordan used to like the phrase, "Hold on to the bar, it's going to be a wild ride". He was so right. This is going to be the year of the "Wild Ride". So many things happening; the new Welcome & Education Center, Trolley Street, and the Reliance Building. Things, that a few years ago we only dreamed of are happening now. We are all a part of it! 

We have been quiet at the Archives but certainly not idle. On December 29, we completed our exodus from the Eaton building. We started the New Year with demolition in the new office space in the Reliance building, removing carpets, acoustic tile ceiling and a couple of interior walls. The removal of this room created a large open area for future library space. The Museum's head of Trolley Maintenance, Bernie Orient, evaluated the HVAC ductwork and determined that significant improvements needed to be made. He then obtained all the necessary materials and he and Roy Scandrol installed them, so that we could have a comfortable, healthy working environment. All new LED lighting was installed by a museum contractor and volunteers.

Jeff King, Kevin Zebley and Beau Miller tracked down a faulty wire that turned out was a problem from long ago. ServPro of South Washington County performed extensive deep cleaning of the entire office space. This resulted in elimination of a serious aroma problem and left the building cleaner than it has been in quite some time. Don Greer Flooring of Washington installed new flooring as required in each area. Replacement of the ceiling, installation of new data lines and painting of walls commenced. These activities were accomplished by our wonderful volunteers. By the end of March, we had brought the renovations to 99% complete and are preparing to move archive materials into the new space. We will soon be back to doing real Archives work and will embark on the most challenging task ahead, which is to catalogue and enter into a database everything in our collection.



ServPro team cleans Reliance offices.

Bob Popey photo



Duct Cleaning at Reliance 2-17-21.

Scott Becker photo



Tracy Popey and Jonathan Muse remove old partitions in the basement of the Reliance building office area.

Scott Becker photo



Larry Lovejoy removes old office carpeting at Reliance.

Scott Becker photo

PTM kicked off the 2021 season on Friday, April 2 and Saturday, April 3 with Spring Fling! Visitors hopped on down to the Museum to visit with the Easter Bunny, view the spring train layout, explore the trolley collection, and everyone's favorite-ride a trolley! Even though it felt more like winter than spring, the sun was out and shining. Thank you to the wonderful volunteers that helped us welcome back visitors to PTM! Visit patrolley.org for our spring and summer hours. Hope to see you soon! 



SUMMER FUN-SARAH LERCH

2021 Public Programming

Pittsburgh Days

April 10-11, July 30-31

From horsecars to the T, Pittsburgh has a long history with streetcars and electric transit. Enjoy a ride on a Pittsburgh “yellow car” or PCC streamliner.

Philadelphia Days

April 17-18, June 12-13

Join us for a ride on streetcars from across the state!

Foot controlled vs. Hand controlled

April 24-25, May 29, June 19, July 10

Operating a trolley isn't much like driving a car!

Ride a streetcar of each type and spot the differences between cars with pedals and cars with handles. No steering required!

High Floor vs Low Floor May 1

Big step up! Ride on both a high floor and a low floor car to see the difference in design and technology.

Decades Day May 15, June 26, July 17

What a difference a decade makes in streetcar design. Take a ride and experience the change for yourself.

PCC StreamlineDay May 8

Ride in 1940s style on PCC streamliners!

Fred Rogers Weekend May 22-23

PTM honors the life and legacy of Fred Rogers and joins all of Pennsylvania in celebrating 1-4-3 Day (“I Love You”) and Day of Kindness. Learn about Rogers’ visit to PTM in 1983 and see the cars featured in the episode. Families can enjoy children’s crafts and games from 11:00 AM-3:00 PM.

Christmas in July July 24-25 11:00 AM-3:00 PM

I'm dreaming of a...green Christmas! Celebrate the festive season during a summer day with a ride on the “no horse open sleigh” and a Christmas craft.

Science Saturdays – May 1, May 15, June 5, June 19, July 3, July 17, August 7 – 11:00 AM-3:00 PM

Join PTM staff and volunteers for STEM activities and learn about the electrifying tech behind trolleys! 



Bram Bailey cleaned up the right of way 2021-03-30.

Preparing for the Season

By Kristen Fredriksen

Each year, the museum closes to the public after the winter holiday event and reopens on a spring weekend leading up to Easter. During the off season, museum volunteers continue to work in the shop on maintenance and restoration projects, on power & signals and way & track (when it's warm enough), in the Archives, on engineering plans, mobile equipment, operations training, and much more.

Volunteers played a major part in preparing the museum to open for the 2021 season. First of all, the car-cleaning crew helped make the trolleys shiny and spiffy for the season's first passengers. CJ Bick stopped by several days after work to clean out the interiors. He wiped the windows and mopped and swept the aisles. In front of the Founders' Car House Jack Demnyan assisted by Dave Woods cleaned the exteriors of several operating cars. Proving that washing a streetcar is a little trickier than washing a regular automobile, Jack tackled the exterior cleaning with a scissor lift and pressure washer.

Next, Bram Bailey spent a day collecting trash from alongside the tracks. To do this, Bram took out a



Father Jack washes 66 and many others with Dave Woods help!

trolley and stopped every couple dozen feet along the line to get out and gather litter. Discarded face masks were a good portion of what he collected this year. In all, Bram collected 3 bags of trash aboard his "classiest garbage truck ever" in Philadelphia Suburban #14.

A small group of volunteers including Sarah Wells, CJ Bick, and Michael Buchta aided in museum beautification efforts by repainting some of the yellow curb markings in the parking lot and at the boarding platform. They also added fresh paint to the blue line that guides visitors from the museum store up to the trolleys. In an unexpected clean-up effort leading up to opening day, a team of volunteers led by Kevin Zebley cleared a large tree that had fallen across the tracks and wires only two days before we opened. The line was back in service the same day.

These highlights only touch the surface of the team effort involved in reopening the museum and keeping it open throughout the season. Anyone looking to lend a hand can reach out to PTM's Coordinator of Volunteers, Public Outreach & Programming at volunteer@patrolley.org! 



Sarah Wells captures the renewal of paint stripes.

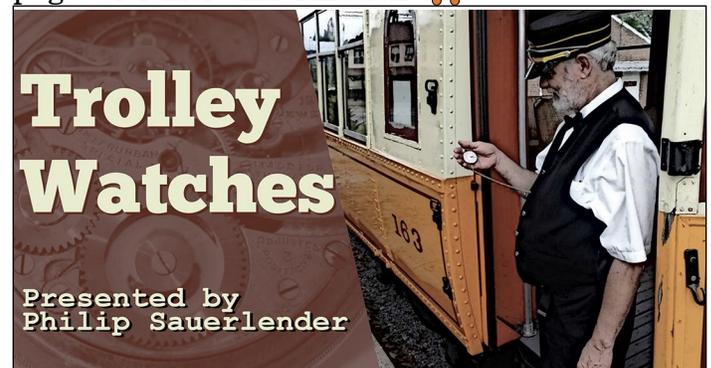
Trolleyology Virtual Programs

By Kristen Fredriksen

Virtual presentations in the "Trolleyology" series continue regularly at the Pennsylvania Trolley Museum. These programs feature Pennsylvania transit history topics and stories about the Museum collection that viewers can experience from home. The museum plans to continue the series beyond the pandemic as long as there is interest and as long as presenters are available.

Many presenters have agreed to have their slideshows accessible on the PTM YouTube after the live program. To access these recordings or to sign up for upcoming presentations, visit patrolley.org/trolleyology. If you are interested in presenting on a topic related to PTM's mission, reach out to assistant@patrolley.org.

Get ready for summer fun at the Pennsylvania Trolley Museum! Enjoy trolley rides, STEM activities, and children's craft and games. Visit patrolley.org and Facebook and see the list on page 6 for more information. 



A northeaster barreled up the Atlantic coast on Monday, February 1 and SEPTA was not spared. SEPTA's announcement of Tuesday, February 2, stated that while the regional rail lines, subways, trolleys and buses were all operating, bus riders in particular should prepare for some challenges. SEPTA's Assistant General Manager Scott Sauer said "Thirty-six city bus routes and 28 suburban routes are on detour."

On January 25, SEPTA began making a number of changes on six of its Regional Rail lines. Service adjustments and some service cancellations occurred on the Chestnut Hill East, Lansdale-Doylestown, Manayunk-Norristown, and Trenton lines. Fox Chase service was increased by the additional of two trips: an early-morning and late-night train. SEPTA's Andrew Busch said, "That's being done to provide additional service for essential workers at the Fox Chase Cancer

April, the new metal work had been completed on 2328 and it was being sent to the paint booth.

The I-95 Girard Avenue Interchange project has been completed. On February 25, two Kawasaki City Division cars, 9099 and 9084, made a test run using the new Route 15 track east of Frankford Avenue. The cars operated along the new track on Girard Avenue and Richmond Street and through the new Richmond-Westmoreland Loop to check the track gauge and the overhead wire. The two operators, John Gatling and Frank Conti, carried a contingent of SEPTA instructors, supervisors and engineers. Because several hundred feet of overhead between 34th and 38th Street near the Zoo has been removed during bridge construction over the Chessie System, the two cars needed to be pulled through that section by a line truck. This the first time that a trolley has operated here since 2012.



SEPTA PCC III 2332 came out of the paint booth on March 9, 2021 at Woodland. SEPTA employees are doing a Great job on rebuilding the cars. The car still has a lot to be completed including trucks, and the interior. March 23, 2021.

Bill Monaghan photo

Center and also at Temple University Hospital Jeanes Campus". He indicated that SEPTA is willing to make similar changes on other Regional Rail routes if asked. On the Wilmington-Newark line, Busch said SEPTA is re-introducing service to the Churchman's Crossing and Newark stations. "This is being done to help alleviate congestion and traffic that would be impacted by the reconstruction of I-95," Busch said. He also indicated that crews are beginning some much-needed reconstruction work to replace and upgrade overhead wire at various locations.

Gary Mason decorated 9098 as the 2021 Valentine's Day car, with lighted hearts showing in the side windows. On March 9, 2021, PCC-2 2332 emerged from the paint booth resplendent in green and cream PTC colors. PCC 2337, the fourth PCC car to begin the rehab process, saw work begin on it as of April 6. On February 26, 2328 was photographed in the Woodland Heavy Repair Shop being repaired and reskinned. By

On February 10, while operating along Lancaster Avenue at Belmont Avenue, City Division Kawasaki car 9100 was hit by an automobile that ran a red light at high speed and slammed into the front door area of the trolley, completely knocking it off both rails. The car had been moved into the Woodland Heavy Repair Shop within a few days of the accident. Work on the car began in February and by mid-March, the car was well on its way to being repaired.

SEPTA Regional Rail's Chestnut Hill West Line, one of two lines that were suspended due to COVID 19 last spring, returned with a "restricted service" schedule on March 9. With trains running from around 6:30 a.m. through 7 p.m., SEPTA announced that service would not be running hourly, as it had in pre-pandemic days, but "several trains" would be running daily. The Chestnut Hill West and Bala Cynwyd Lines, which have some of the lowest ridership on the Regional Rail system, had remained suspended after SEPTA had begun to return trains to service following the initial outbreak of the pandemic last April. Before the pandemic, the Chestnut Hill West Line had carried about 4,400 weekday riders, while Cynwyd carried only about 500. SEPTA said that it had kept the Chestnut Hill West line closed due to work being performed by Amtrak along its mainline, work that would have made commuter service unreliable at best. In March, the Authority was still experiencing depressed ridership amid the COVID-19 pandemic, with levels down about 85% from normal on Regional Rail and 65% on buses, trains, trolleys, and subways. The Authority pointed to its Route 23

bus service along Germantown Avenue, as well as the Chestnut Hill East Regional Rail Line, as alternative additional service from the area to downtown. As of this writing, no specific information had been made available on scheduling.

There have been some complaints voiced by Philadelphia transit advocates over SEPTA's proposal to spend about \$40 million in federal economic relief funds, mostly earmarked to help transit agencies operate buses and trains during the pandemic, on design and engineering work to advance the King of Prussia rail project. These advocates are concerned that this expenditure will make it more difficult to maintain the levels of service needed to prevent overcrowding on city buses, potentially endangering passengers and operators. Nat Lownes of the Philly Transit Riders Union was quoted as saying, "The maneuver is not illegal, but it looks shift-y when they could be spending money on keeping more buses running." SEPTA has vowed that the move will not cause any service reductions. Richard Burnfield, Deputy General Manager for SEPTA said, "This reallocation of funds should have no effect on our ability to transport our riders safely." He said service levels are adjusted as ridership bounces back from the lows of last spring, and city bus routes are operating on pre-pandemic weekday schedules, with enough buses on the streets to allow passengers to maintain social distancing. Burnfield indicated that SEPTA leases track owned by Amtrak to operate some of its rail lines, with the money coming from the capital budget. In the CARES aid legislation, the federal government paid Amtrak \$21.7 million directly toward SEPTA's yearly lease bill, leaving the authority with a balance of just over \$39 million. SEPTA wants to use some of its remaining CARES money for the track leases, freeing up about \$40 million in its capital budget to finance the next phase of design and engineering for the King of Prussia project. That work will take two years, at which time the proposed four-mile extension of the Norristown High Speed Line will be eligible for federal construction grants. The project has an estimated cost of \$2 billion and would require substantial additional federal funding.

Burnfield added the reallocation is "consistent" with the CARES law, which authorized and paid for transit agencies to lease track. SEPTA leases track from Amtrak for operation of its Trenton, Wilmington/Newark, and Paoli/Thorndale Regional Rail service, as well as portions of the Chestnut Hill West, Airport and Cynwyd rail lines. The King of Prussia extension has been sought by SEPTA and regional planners for years as a way to link one of the fastest-growing areas in

the state with the Norristown Transportation Center and the 69th Street Transportation Center in Upper Darby, offering connections to Center City. The timing just happened to line up nicely to enable the agency to avoid a delay in progressing on the King of Prussia project. SEPTA has a remaining operating cushion of more than \$250 million in unspent CARES money.

CARES Act money was intended to "ensure essential workers were able to safely commute during this crisis, not so SEPTA can extend engineering and design-work contracts," said Daniel Trubman, a transit rider and member of the 5th Square advocacy group. He said the money should be used to increase the frequency of service to alleviate crowding on some bus and trolley routes, to provide free masks, and for continued operations.

SEPTA has tweaked its schedule to run more buses when there is overcrowding and has been able to maintain city transit service at 85% to 90% of pre-pandemic levels on buses and subways even though ridership has fallen to 35% of what it was. This is according to Jody Holton, the agency's Assistant General Manager for Planning.

In February, the South Jersey Transportation Authority provided \$200 million in funding to accelerate the Camden to Glassboro line, a proposed 18-mile passenger line that would run from Glassboro to Camden, where it would connect with other rail and bus services. Its cost estimate is between \$1.6 billion and \$1.8 billion. This proposal has been slowly plodding along for the past two decades, but the completion of the project's environmental impact statement has now allowed for the financing of the next development phase of the line, including preliminary engineering design and project management through bonding, though no financing has yet been implemented. The final environmental impact report varied little from the draft study except for the addition of public comments — some of them opposing the line — and consultant responses.

The proposed project would use existing Conrail track in Pitman, Sewell, Mantua, Deptford, Wenonah, Woodbury Heights, Woodbury, Westville, Brooklawn and Gloucester City. Some new, additional track would need to be constructed, such as into South Camden from the Walter Rand Transportation Center in the city's downtown area. So far, the project has been a joint effort between the Delaware River Port Authority and NJ Transit, which would operate trains much like those on the River Line along the Delaware River between Camden and Trenton. The DRPA is serving as the project manager. John T. Hanson, the DRPA's CEO indicated that when built, the line would effectively extend the Philadelphia-Camden metropolitan area.

The I-95 reconstruction project has been completed on the Girard Avenue interchange in Philadelphia. This will allow the route 15 trolleys to start operating once the repairs are complete on the 18 PCC III cars. On February 25, 2021, SEPTA operated two LRV Pilot cars to Richmond and Westmoreland Loop to check the track gauge and overhead that has just been installed. All page 10 photos credited to the author.



The overhead was taken down between 34th to 38th and Girard for a CSX Bridge that is under construction. The LRVs had to be towed by a SEPTA tow truck to get through this area.

Bill Monaghan photo



6246_ LRV #9099 is seen at Girard and Lansdowne Drive; the LRV has just unhooked from the two truck and is on its way to Richmond and Westmoreland Loop.

Bill Monaghan photo



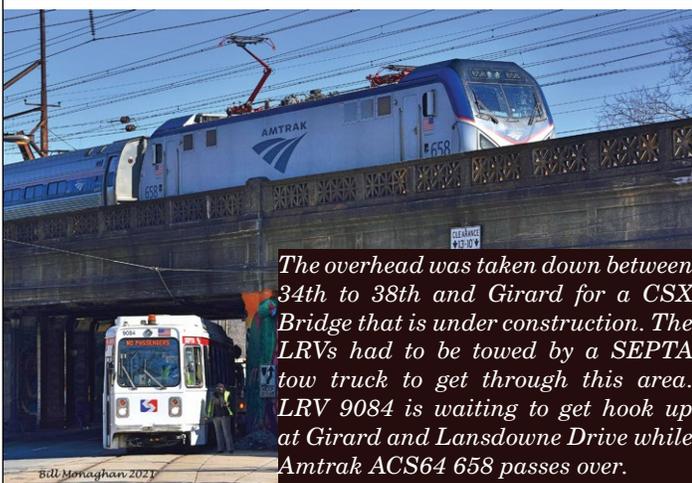
LRV #9099 was the first trolley to operate into Richmond and Westmoreland Loop since 2012 on February 25, 2021.

Bill Monaghan photo



LRV #9099 and #9084 are seen inside the new loop at the new passengers stop.

Bill Monaghan photo



The overhead was taken down between 34th to 38th and Girard for a CSX Bridge that is under construction. The LRVs had to be towed by a SEPTA tow truck to get through this area. LRV 9084 is waiting to get hook up at Girard and Lansdowne Drive while Amtrak ACS64 658 passes over.

Bill Monaghan 2021



LRV #9099 and #9084 are on Richmond Street at Cambria Street, this part of Richmond Street between Ann Street and Westmoreland Street was reconstructed.

Bill Monaghan photo



LRV #9099 is on SEPTA route 15 at 8th and Girard with a Silverliner IV passing over.

Bill Monaghan photo

As we opened 2021 we saw no letup in Covid concerns, however, Trolley Maintenance Volunteers continued to push ahead with shop work. We were still in the midst of seat repairs and refinishing inside Philadelphia double ender 5326 and West Penn 832 was in the shop for scheduled maintenance plus repairs to a leaky door engine. The 5326 seat repair project wrapped up on January 22. All of the beautiful woodwork in the seating area was sanded and given two coats of varnish. The door engine repair went well in W-832. I found an extremely hard “O” ring that would no longer seal. Bob Jordan figured out the size and configuration of the rings (we actually used “X”) rings and that issue was solved. Both controllers were in need of work. Beneath the car I found both arc chute plates compromised in the line switch and fabricated two temporary replacements until I could source better insulating materials. Bob Jordan and I studied the aftermarket carbon brush arrangement on the axles. These were added probably concurrent with roller bearing journal box retrofits. Previously Jack Jost removed these to clean the somewhat rusty and pitted axle surfaces and noted paint on surfaces that were part of the ground return circuit around the roller bearings. We relocated the ground wire, or negative lead closer to the carbon brush spring. The fingers used to make up the full-series circuit were burned somewhat and were replaced. Bob and I took the car out on Jan. 20 in an attempt to measure controller currents as it was notched up. Things went bad quickly with a traction motor going up in smoke. Once we limped the car back to the shop using the motor cut-outs we found that a brush holder had dropped into the commutator causing the armature to short and incinerate. Repairs are underway.

Wire replacement on PRT 8042 saw the entire Maintenance Team pitching in on Jan 13. Fred Cooley and John Habak were renewing the motor lead wiring from the controller to the junction boxes over the traction motors. The rear section of the car had been removed for reconstruction and the openness provided the window of opportunity to rig a come-along for the pulling out the original wire out of the conduits but, this proved to be a tough go. At one point we had one of our trucking chains rigged to one of nearby PST 73’s trucks to secure the winch. Eventually the wires began to emerge from the conduit, each of the four revealing perfectly-made splices within their lengths. These splices no doubt



Recalcitrant Splice-2021-01-19.

Bruce Wells photo

contributing to the recalcitrance. Fred then cleaned out the conduits as best he could then pulled through a cloth through the conduit coated with wire-pulling lube. The new wiring went through rather effortlessly, considering it had no splices as that shown below. We also assisted in removing the resistor grid wire runs that were much less challenging.

PTM’s Archives move last December was featured in the last Trolley Fare. Although I only assisted on the first and last day of the move, examination of the office area HVAC ductwork provided not only an opportunity to contribute to the “Move” in an oblique way but also opened the door for a new adventure. The building’s two HVAC systems used “ceiling plenum” returns, the plenum being the large volume of space above the ceiling system. This was a popular procedure back in the day but allows entrained dirt in the air stream to settle out on more surfaces than one can imagine in traveling back to the air handler. I was able to recruit Roy Scandrol from the Trolley Maintenance team for assistance and in a mere 274 volunteer hours we installed return air ductwork and grilles for both systems plus all new supply ductwork and diffusers in the system at the west end of the building. All of this activity was scheduled on off-shop days.



The new archives at the Reliance building has had extensive work including the ductwork seen ongoing in this photo.

In the previous newsletter I touched on some looming upholstery repairs needed on some of the seats in car 4398. The rattan “fabric” is no longer popular in the industry but I succeeded in obtaining a small sample of material. Slightly more difficult was finding a person willing and able to do the work and found such an individual in not-so nearby Swissvale, PA. Two roll-over seats re-upholstered, reinstalled by March 24. The long 11 ft. longitudinal seats will be done in house by yet-to-be assigned volunteer team.

A rare visitor to the Maintenance Shop was PST car 24, was towed in on Jan. 30. Out of regular service since 2004, car 24 sees irregular action on



The airtanks after testing. 2021-02-14

special and spontaneous events. However the car would no longer hold air pressure. We lifted up the car but found no air leaks in the piping or the four brake cylinders. We removed the air tanks and hydro-statically tested them. The tanks were good and still have their 1948 ID tags on them. We moved a derelict air dryer which no doubt was a restriction in the air flow. We installed a DH-20 compressor,



Mitsubishi-Compressor installed on 24.

somewhat higher capacity than the original DH-16 unit, but a Japanese-Mitsubishi version (like the one installed on sister car 14 in 2004). I thank Dan Bower for extracting it from the APB and the late Dave Shore for arranging their acquisition from Japan in the early 2000s. We “bench-tested” the DH-20 in the shop annex after changing the aged oil. We also replaced the air governor with a rebuilt unit. Although the air system held pressure, other as yet unresolved issues exist in various door valves and motors.



Coincidentally, disintegrated portions of one door leaf fell to the floor while the doors were being tested. Roy and I located one suitable “spare” in the group of door leaves (shown at the left) and Jack Jost did much of the replacement work

and paint. Once the car was lowered onto the trucks we ventured to the roof and found composted cleats beneath the ends of both sets of roof boards plus pockets of rot in selective areas of the roof boards themselves. So I re-enacted the scaffold plank routine accomplished on Cincinnati 2227 last year and Roy had the number one end portion (the poorer of the two) complete and painted just past the temporal restraints of this article. The pole base, Ohio Brass Form 10, had a broken spring so it was taken apart and other minimal essential internal repairs were administered. Some loose body panels were secured and some really ugly body blemishes were attended to. The final exiting condition will have to wait until next issue.



Roof work on car 24 getting underway - 2021-03-21.

Pittsburgh Railways 4145, one of our more “mature” cars, was through the shop for scheduled maintenance. We addressed some loose and missing bolts at the front drawbar pocket and a twisted ground wire. We installed a mud guard by the resistor grids. I spent considerable time with the front step. The wearing surface was some sort of ceramic material but was fractured and covered with a piece of lumber I had fashioned a couple of years ago. I removed all of the pieces of masonry, mainly chips at this time, and found that all was supported or contained by a piece of aluminum flashing material. Scott Becker arranged for fabrication of a heavy gauge steel plate at nearby Accutrex and I added some stock angle and flat structural reinforcement at the step perimeter.

Late in March, the 27th to be precise, we had Operations switched out 832w and brought in 2711. PTC 2711 had not seen any official action during 2020 but we quickly confirmed that corrosion does not observe pauses in usage. We accomplished all routine scheduled maintenance plus attended to rust issues at the foot-control box area and in the air ducts at the rear of the center doors. Corrosion here mimics the conditions beneath car 1711 repaired in 2020. Again, work on this car extends past the newsletter timeline so stay tuned! 



Mitsubishi built (WABCO) DH-20 air compressor being prepared for application to SEPTA #24.

Scott Becker photo



Jack Jost and Michael Buchta look on as the Mitsubishi compressor is positioned under Red Arrow 24.

Bob Jordan photo

Visual Storyteller

By Bruce Wells

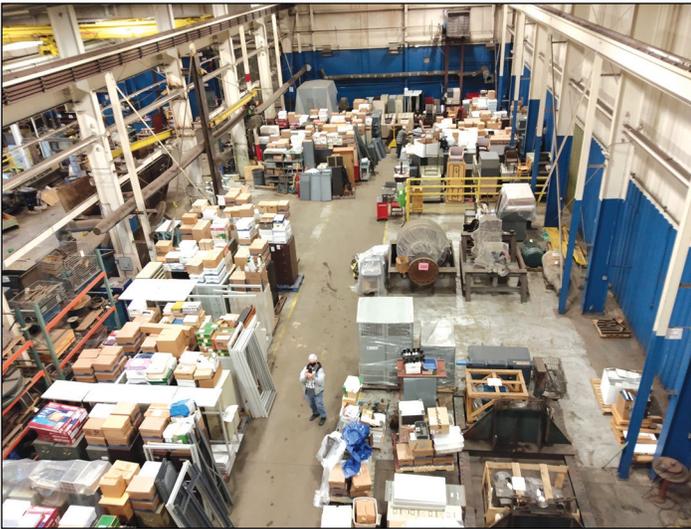


We start off with this eye catching drone photo taken by new volunteer Beau Miller in November 2020 when our friends from Philadelphia were visiting to make a fundraising video for car 73.

Last fall Friends of Philadelphia Trolleys representatives visited PTM to produce a fund raising video for Red Arrow center door car 73. Scott Becker provided the narrative for this video with the goal of raising funding to reactivate this car and make it suitable for wheelchair access.

As part of the occasion of the visit the Red Arrow Louie train was put together in the evening as shown in the photo above. Here's a link to the video on [YouTube](#). Check out both of Logan's well produced videos support our ongoing Philadelphia trolley restoration projects. See the [8042 video here](#).

Next item on my list is the manlift that was purchased for use at the Reliance building. The test run for the lift was January 28. On the following page are a series of photos of its first day in operation. Following that are photos of progress on Philadelphia Transportation car 8042. Considerable progress has been made on this car since the new rear panels were applied before Christmas. 🚃



Kevin Zebley took this view (likely obvious) from the bucket of the lift as he went up to inspect roof vents



Here's a close up view of the Genie lift which was obtained for use at the Reliance building.



January 28 the new (to us) Genie Man lift was tested at the Reliance building. The lift is necessary due to the height needed to inspect and maintain lights, roof vents, and overhead cranes.



January 6, Keith Bray returned to work on 8042 and began applying the new woodwork made for the rear of the car. In this photo the new crown beam and left corner post are in place. See more photos in the online edition. Uncredited photos are those of the author.



John Habak and Fred Cooley have been working diligently to prepare the lighting and wiring on 8042. These guys spearheaded the effort to replace control wiring described in Bernie Orient's article. John is shown here preparing the light fixtures for 5 bulb string operation.

Bob Jordan photo



John Habak and Fred Cooley spearheaded the rewiring of car 8042, beginning with the control wiring. Fred then worked back through the car replacing light fixture wiring, door interlock and compressor wiring. John concentrated his efforts restoring unique motor wire connection boxes located under the floor access hatches.



The rear of 8042 was framed in by January 11 when Keith applied the new letterboard metal. John Habak has restored the distinctive battery marker lights used in the subway.



January 14 Keith Bray added roof vent framing was added in order to proceed with the application of the sheathing to the roof. Bruce Wells photo



Keith Bray installs began the process installing new roof sheeting on PTC #8042 1-20-2021.

Scott Becker photo



February 12 Keith Bray was wrapping up work on the front platform bonnet. In May Keith is coming back to complete closing in of the roof after producing new upper sash and doors.



February 4 Art Ellis turns the crank to roll the metal sheets while Walt Dryburg handles the sheets.. End panels for 8042 were produced by our friends at IGS in Meadowlands. They have been primed and painted. They will be applied to the car after the rear seats are installed.



In March Bruce Wells paints renitent window posts for 8042. Renitent is a patented Brill feature of cars built in the late teens and 20s. They are produced from spring Brass and together with the window edges hold the windows in position when opened. These same posts are found on PRT 5326 and both Red Arrow center door cars 66 & 73. On those cars the posts are natural finished brass. Kristen Fredriksen photo



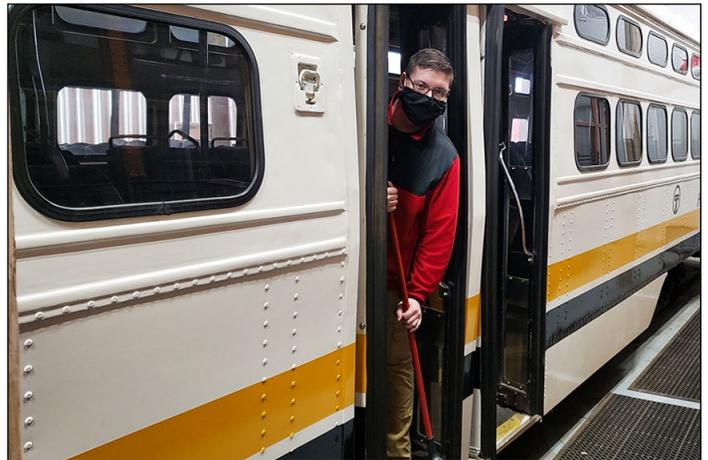
Tim Moffat works on Pittsburgh Rys PCC 1138 door linkages.
Scott Becker photo



Brett Freithaler performs maintenance on 3618.
Kristen Fredriksen photo



Michael Buchta has been rebuilding PST #73's unique marker lights.
Scott Becker photo



2021-03-12 CJ Sweeping Cars.
Kristen Fredriksen photo



Michael Buchta is refinishing cherry wood panels for PST #73.
Scott Becker photo



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