



Groundbreaking group poses at the ceremony on May 6.

Tom Pawlesh photo

Groundbreaking Event

By Scott R. Becker, Executive Director/CEO

I am pleased to announce that we held a ceremonial groundbreaking event for the construction of a new 21,000 square-foot Welcome and Education Center and related amenities on Thursday, May 6. Approximately 70 people were in attendance and a number watched on Zoom while it was live streamed. This construction is a key part of the *On Track for the Future* Campaign to expand the Museum's east campus to increase programs and events. Speakers were: Governor Tom Wolf (via a videotaped message); Department of Community & Economic Development Secretary Dennis Davin; Matt Mackowiak, Field Director for Congressman Guy Reschenthaler; State Senator Camera Bartolotta; State Representative Tim O'Neal; Washington County Commissioners Larry Maggi and Nick Sherman; and Museum officials. Recorded remarks were also presented by Washington County Commissioner Diana Irely Vaughan. Considerable infrastructure work has taken place on the site by Waller Corporation, our Washington, PA-based general contractor. A combination of both contractors and PTM volunteers have completed the track and overhead work for Enterprise Wye that now connects our main line to the Artifacts Preservation Building. Next up will be to continue track construction for Trolley Street. Dollar Bank has made a \$50,000 sponsorship of the Pittsburgh Railways Map and Koppers is making a \$100,000 donation to the Campaign. Herzog Railroad Services, Inc. has made a \$25,000 donation. Also, thanks to Jim McQuade, President of Dollar Bank, and Leroy Ball, CEO of Koppers, Inc. for serving on our Capital Campaign Steering Committee!

It is my great pleasure to welcome Elizabeth Hosier as our first-ever Manager of Visitor Experiences. Elizabeth grew up not far from Erie, Pennsylvania and was Manager of Interpretation and Visitor Services at The George Washington Foundation in Fredericksburg, VA. She has extensive experience in both Museum interpretation and the visitor experience. She is responsible for all activities regarding visitors including regular visitation, group tours, rentals and special events. I am also pleased to report that Kristen Fredriksen has been promoted to Assistant Manager of Visitor Experiences and will be working closely with Elizabeth. Joe Sabolek, a student at Waynesburg University, is helping as Programing & Store Clerk intern position for the summer and Connie Clutter has been hired as a part time Store Clerk.

Sarah Lerch will be leaving the Museum at the end of July for another Museum position in eastern Pennsylvania. I am most appreciative of the job Sarah has done as Educator over the past 3½ years and the intellect she has brought to the position. We wish her well in her new position!

Since December 2018 the Museum has leased office space at Accutrex Products, just down the street at 75 Museum Road. Due to the Museum's acquisition of the Reliance Building, and after many volunteer and contractor hours overhauling the Reliance office area, we were able to move out

at the end of May with help from Allways Moving & Storage who once again donated their services. At the same time they moved the toy train layout from the Events Room to Reliance for storage. In addition, fiber optic wiring was run by our volunteers along the poles of our trolley line from the West Campus to Reliance and to the East Campus as a key part of our IT network so we have internet and phone capability at Reliance that is connected to the Museum's network.

We had a very busy opening weekend in April and visitation has been strong ever since! Working with the Friends of Philadelphia Trolleys, we hosted a \$25 day on June 11-12 which was sold out and raised over \$2,000 for Red Arrow Center Door Car 73's rehabilitation. On June 20 we partnered with the Washington County Heritage Alliance and Washington County Tourism to host a Free Museum Day which was also well attended. I want to thank our volunteers for making storm damage repairs and general maintenance to keep the Museum looking great!

Thanks to many of you that have given to the General Fund. Your support helps us to cover expenses and make more improvements to the Museum. Also, we have three big events this fall and would really appreciate your consideration to volunteer. Please contact Kristen at volunteer@patrolley.org.

TROLLEY FARE

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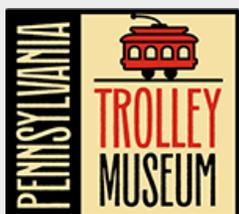
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Annual Membership dues:

Family \$75 Couple \$60 Regular \$40 Associate \$30 Student \$20
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History that connects us.

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.



Chris Golofski speaks at Groundbreaking. Tom Pawlesh photo

As you may (or may not) know, the new Amended and Restated Bylaws which were approved in November of 2020 changed the way the Board of Trustees meets. In the past, the Board met every month on the fourth Wednesday. The new Bylaws provided for the formation of an Executive

Core Values:

Customer First Orientation: We make decisions and measure every outcome based on how well it meets our customer's, member's and or visitor's needs. We achieve this when we create, communicate, and articulate a clear WHY statement; make low-cost performance key to survival; analyze customer wants and needs. This will provide positive customer feedback, both internal and external.

Teamwork & Collaboration: We achieve more and greater success when we collaborate and work together. We should think and work as one team; cooperate; build bridges across departments and teams. This will cause us to trust increasingly in ourselves and in one another.

Effective Communication & Listening: We understand that communication starts by listening and understanding different perspectives. This means we understand that communication starts by listening and understanding different perspectives. We should get all information before deciding; solicit help; obtain counsel; do not gossip; value different views; ask for clarification; seek buy-in; participate in meetings; repeat key messages. Increasingly hear and you will then be heard.

Proactive Leadership: Do the right thing while achieving success by enabling others. We should hire and assign tasks carefully; provide training; model learning behavior; agility; relentlessly pursue success; innovation; reward and recognize; focus on quality; encourage creativity; do not blame for mistakes; simple measures. You will know you are succeeding when you can fully integrate continuous improvement into your everyday work life.

Committee. The Board of Trustees now meets every other month on the even number months, February, April, June, August, October, and December. The Executive Committee meets during the other months or whenever business dictates. The Executive Committee is made up of myself, Chris Golofski, President; Ed Morasczyk, Vice-President; Ray Betler, Secretary; Walt Pilof, Treasurer; and Bob Jordan, Immediate Past-President. The idea behind the formation of the Executive Committee is to handle business that may come up between the regular Board of Trustees meetings. It's a lot easier to get a group of five together than the entire Board should the need arise. The authority of the Executive Committee is limited by the Bylaws and if necessary, business will be referred to the full Board for action.

In the last issue of Trolley Fare, I discussed the new Vision and Mission Statement. This time I would like to present the Core Values which were approved by the Board of Trustees on July 13, 2021. Core Values are adopted by organizations to build and sustain the right culture. Values must be actionable, and everyone should be held accountable to ensuring they are acted upon. It's the combination of what we value and how we act that sets the culture of the organization. These are necessary if we are to grow and become the organization necessary to build, operate and maintain the Museum we all envision in the future.

I want to thank Ray Betler, our Corporate Secretary and member of the Board of Trustees. Ray's vast knowledge of the corporate world guided the idea behind the drafting of Core Values.

Respect: We value everyone and treat people with dignity and professionalism. Understand self-worth; seek self-knowledge; show concern; support and appreciate others; never bully; adhere to ethics; recognize life responsibilities; see the lighter side; accept challenges. Following this rule we will increasingly recognize our own and others self-worth.

Trust: We believe in each other and do what we say we will do. We should seek and share truth; rely on others; understand self-worth; seek self-knowledge; exercise proactive leadership; serve those who serve you; relationships build trust and with trust comes loyalty. Likewise, this will cause us to increasingly recognize our own and others worth.

If we embrace these Values, we will become stronger in everything we do, not just at the Museum, but in everyday life! 

Greetings and Salutations from Visitor Experience *By: Elizabeth Hosier, Manager of Visitor Experience*

I would like to start by thanking everyone for the warm welcome to the Pennsylvania Trolley Museum. As the new Manager of Visitor Experience, there is a full slate of to-do's over the next few months as we come into our busy event season. I still have a lot to learn but I am excited to be a part of the team. For those of you I haven't gotten the chance to meet yet, let me introduce myself.

I am originally from just over the border in New York and grew up as an avid Pittsburgh Sports fan. I received my BA from Canisius College in Buffalo, NY and my MSED from Saint Bonaventure University in Olean, NY. My first museum job was with the National Park Service at the Eisenhower National

Historic Site in Gettysburg, PA. I have spent almost a decade in Virginia working in the homes of our early presidents including Mount Vernon and Montpelier. Most recently, I was working as the Manager of Interpretation and Visitor Services for the George Washington Foundation which owns two historic sites. Throughout my museum career, I have experienced several different operational philosophies and learned a lot about what works and what doesn't. A key to any great museum is a reliable and enthusiastic staff and volunteer core. Just from my first few weeks, I can see that we have some amazing volunteers here.

One of the main reasons I was interested in working at PTM is the excitement and optimism of building the new Visitor and Education Center. A museum in growth and transition is a museum that is also exciting and challenging. I am hopeful that we can all work together to create a holistic approach that combines the expert knowledge that so many of our volunteers and staff members carry with our mission of creating "an unparalleled immersive experience". Visitor Experience, to me, is about interpretation, exhibits, and events, but it is also about bathrooms, parking, friendliness of staff, and so much more. From the moment a visitor makes a choice to come visit, their experience with us as a museum begins. Our goal is to make that experience engaging, educational, and rewarding. With all of that in mind, I look forward to meeting more of you and learning about your ideas, passions, and even concerns regarding the museum. Feel free to email me anytime at visitorservices@patrolley.org.

In addition to my arrival, I must take a moment to acknowledge that with Sarah's (unfortunate for us, fortunate for her) departure, we will be losing a valuable asset here at PTM. I have only known Sarah a short time, but she has been instrumental in helping with my onboarding and from what I gather, has been invaluable as an employee. I invite everyone to join me in wishing her luck on her new adventure. 



Elizabeth Hosier, our new Manager of Visitor Experience.



Sarah Lerch departed PTM with the legacy of her efforts in creating STEM activities for the Welcome & Education Center. This electricity learning module funded by First Energy Foundation is just one example. Scott Becker photo



Jack, always busy in the shop Ayden overhead lines and shop



Clair and Connor, work on the overhead lines.

Spotlight on Teenage Volunteers

By Kristen Fredriksen

Our youngest volunteers are no longer Millennials – they’re a part of Gen-Z, born between about 1997 and 2017. Gen-Z is even more active in the digital space than Millennials like me are, so it’s thrilling to report that we’ve had quite a few Gen-Z-ers join the ranks of Pennsylvania Trolley Museum volunteers lately!

When a 14 or 15-year-old reaches out and says they want to volunteer at a trolley museum, some may ask what someone so young could possibly contribute. After all, a majority of our volunteers are 55+, maybe even 65+. Today I’d like to spotlight just a few of our teenage volunteers here at PTM and highlight some of the meaningful projects they work on. At PTM, teenagers can begin volunteering at age 14. We’ve got teenagers working in the Power & Signals, Social Media and Marketing, Maintenance, Restoration, Way & Track, and Operations departments to name a few!

Jack (15) started working at the museum in 2020 as soon as he turned 14. You can find Jack in the shop at least once a week working on keeping the trolleys running. He’s also very talented in the restoration department and has cosmetically restored several fare boxes.

Ayden (16) has been around the museum since he was very young and recently helped replace a section of track down near the Trolley Display Building. He’s also spent some time on PTM’s line car stringing wire with the Power & Signals team

at the new Enterprise Wye. He’s in the welding and metal fabrication program at his school.

Clair (18) and Connor (18) recently graduated from high school and began working with the Power & Signals team when their teacher (who just happens to be PTM’s Operations Manager) invited them to come down to help at the museum. They’ve helped clear trees, string overhead wire, prepare the diesel locomotive to power our trolleys, and more.

Michael (19) is currently PTM’s youngest qualified trolley operator. He doesn’t just give tours and run the cars – he also works on restoration projects and has recently repainted and cleaned up several artifacts from Red Arrow 73. Michael helps out in other departments when he’s home from college and spent a lot of time in 2020 on the new Fairgrounds canopy.

Owen (14) is one of PTM’s newest volunteers and is contributing to the museum’s social media efforts by taking and editing video footage of the trolleys out on the line and museum visitors enjoying themselves. Owen’s popular YouTube channel “Pittsburgh Line Railfan” showcases his video skills and we look forward to sharing his film efforts soon!

It’s so important to continue recruiting young people – they are literally the future of heritage and tourist railways and museums like the Pennsylvania Trolley Museum. If you see any of these volunteers around the museum, stop and say hello! 

My time spent at the Pennsylvania Trolley Museum has been an eventful one for sure. Despite only working here for two months, I have discovered that the museum is a place where quality people exist. One of my first interactions came with Joe Brandtner. At the time I simply knew I shared a name with him but, as my first day went on, I heard the many stories that he told, like his interactions with Mr. Rogers, the various personal stories shared with guests, and how he urged me to take operator training so I could take some “Electric Therapy”. Although I have only worked with Joe a handful of times after this, I think he could not have set a better precedent as to what was to come at the PTM. The volunteers are what make the Museum a very special place to visit and work at. Everyone has a different story that comes in and a unique memory they make. Countless people have come up to me in my time here and simply talked about the trolleys they rode in Pittsburgh or through SEPTA, and how their faces light up as they discuss younger days and how the museum has helped them relive those fantastic memories. The community that has been built by the many volunteers is what has surprised me the most; I felt welcome almost immediately by people like Diana, Dave Woods, and a variety of others. The camaraderie between the people in this museum is unparalleled in my opinion, and it is no surprise that the PTM is on track for expansion.

It doesn't matter if I'm helping out in the gift shop, doing office work, or leading tours -- all of the different roles I do are extremely interesting, and I could not have had a better internship. Surely my favorite moment from the summer is the free museum day, when I gave my first tours and did a whole ton throughout the day; it was an awesome experience and I hope that we can do it again. Finally, I'd like to give a “thank you” to Scott and Sarah for the opportunity and to ALL of the volunteers and staff at the Pennsylvania Trolley Museum. This was most certainly my most enjoyable internship so far! 🚃



Manager of Visitor Experience Elizabeth Hosier and Intern Joe Sabolek work the Museum display at the Whiskey Rebellion Festival in early July. Joe was a great addition to our staff during the busy summer months. Kristen Fredriksen photo

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Work Car Demo Day.

Scott Becker photo



Westinghouse SURE takes a Deluxe Tour at PTM.



The Education Department recently hosted a tour refresher training.



Tours were at full capacity as the busy summer season began.



The Carnegie Science Center staff trains PTM education staff and volunteers on how to use our new STEM kits.



Staff and volunteers reassemble the train tables in preparation for summer operations.

Kristen Fredriksen photo



PTM Staff and volunteers represent the museum at the Whiskey Rebellion Festival.

Kristen Fredriksen photo



The Weekend of Kindness at PTM celebrated the life and legacy of Fred Rogers.

Kristen Fredriksen photo



Kristen gives tours of the Washington County Courthouse during the Whiskey Rebellion Festival as part of PTM's partnership with the County.

Kristen Fredriksen photo

We'll start off by closing out our work on PST 24. I had mentioned problems with the small doors at the Operator's left refusing to open, although once pushed open they would close as advertised. We removed the solenoid valves and they tested good. So this led us to a new adventure investigating the bowels of the Differential Door Engines and to establish a supply of reconditioned units for future quick-turn repairs on the five cars we have running that use them. There was quite a collection of used engines and parts in stock plus some leather packing cups. I obtained some tech data from Walt Stafa and Fred Walters. Wayne Wicks took over the task of rebuilding the engines. Meanwhile I moved Car 24 to the pit area on April 17 and we serviced everything we could under the car that we hadn't been able to reach before. Jack Jost drained the gear case oil, which was probably older than he was, and refilled the cases. All else was in reasonable condition. Dan Bower operated the car from the shop to the Car House. The car took power and stopped properly. When Wayne completed the first two door engine rebuilds Roy and

Jack installed them in the car and they performed perfectly. Also Roy installed some narrow Plexiglas panels in the re-worked door leafs. That last item was a new trolley rope for #2 end that Jack and I installed early in June. Ideally Car 24 will perform adequately for the season and we'll attend to the second half of roof board replacement next winter. Oh yes, we now have a supply of six differential door engines on the parts room shelf ready to go, thanks to Wayne's efforts.

A second item to close out was work on PTC 2711. As mentioned before there were rusted areas in the air duct that needed cut out, cleaned and patched. We also discovered and removed a vast amount of debris that had accumulated between two equipment boxes. A late observation was the small oil reservoirs at the axle tube ends near the wheels. Each contained a small amount of gear oil, maybe a pint, which I drained and replaced. I also treated the line switch with a new box cover as an insulating piece had fallen off the old one. I noted tattered canvas bellows above the traction motors. These will be addressed next winter. All



The maintenance crew gets the tow bar ready to move 1758.

Kristen Fredriksen photo

else appeared to be serviceable. Car 2711 left the shop on April 18 and was replaced by Boston 3618 dump car.

Following on the heels of PST 24 maintenance was a need to attend to snow sweeper PST 4. This

a new cylinder packing, fabricated a new brake lever, several pins and bushings and installed all after three sessions at cleaning the cylinder bore. Work was completed on June 30.

Boston Elevated Railway hopper dump car



With no car parked over it, the pit gets a good cleaning from Jack.

Kristen Fredriksen photo

car has seen no maintenance except for a trolley rope decades ago. I got a Condition Report citing no air brakes and a failed compressor head gasket. A maintenance contingent visited the car in the TDB on May 8. We removed the GE air compressor head, suctioned out the majority of the aged compressor oil, removed the major brake lever, non-pressure head and the air cylinder piston. The rubber packing cup was essentially decomposed, the cylinder bore filthy but not scored or corroded, and the brake lever bent in both axes. All worst seen to date. Fred Cooley made a replacement head gasket and on May 22 he installed it and tested the compressor and essentially the air system. Of course I had installed a shop safety valve as the indigenous one had not yet been tested and treated the crankcase to fresh oil. I should point out that the air compressor essentially sits on the car floor so draining is not a straightforward operation. Over the ensuing weeks we installed

3618 had been residing in the Founder's Car House since April 5. In addition to being due for annual maintenance it was required for ballasting duties for the new track construction that would complete the Enterprise Wye and new trackage to the APB. While awaiting shop space Brett Freithaler and I did extensive service work on #1 end controller while in the Car House. We also removed both sand boxes from the cabs to allow better access to the controllers. I'll replace these at the end of Trolley Street track construction next year as ballasting work is not kind to the controllers. So once into the shop we cared for the second controller as Dan Bower and George Greenbaum serviced the dump hopper doors. Jack Jost replaced some garden variety clevises with some heavy duty figure 8 chain connectors. I spent considerable time with the ancient Westinghouse D-2 air compressor. These units exist on cars 3487 and 4145 and I had been somewhat intrigued with the large circular

case to the back which obviously contained either a chain or some very large gears connecting the motor section with the pump section. It had a drain plug but no fill plug as would be typical on similar cases. Dennis Pacelli, from Shoreline Trolley Museum, confirmed it was a gear drive and the lubricant supply was actually internal from the pump section. So I drained the case and within a few cycles the oil level was re-established. All other normal maintenance was completed, including a trip to the roofs to care for the Simplex pole bases. I also had Jack pump the pooled oil from the journal boxes which included some water. The car performed sort of adequately for the ballasting exercise. Fortunately it only carried ½ capacity rock loads and only derailed once as we later discovered a cracked truck bolster and a broken spring. Fred Cooley serviced both controllers again on May 22 at the TDB.

A backwards glance at Vol 68 (First qtr 2021) Trolley Fare, page 7, depicts Father Jack Demnyan pressure washing the roof of PST 66. Actually he took great care and ran at reduced pressure as he observed a section of missing paint on the roof canvas. As the paint is actually the waterproofing of canvas roofs the condition needed to be dealt with before the underlying boards begin to deteriorate. On April 18 we got 66 into the shop, center position. Bruce Wells sourced oil based black paint and we scrubbed the entire roof while locating all of the compromised areas and removing neighboring loose paint. I found all black paint is not the same hue. This discovery led to a two coat application over a base coat of bare spots plus re-coating both end bonnets which were recently painted by Roy Scandrol. I should note that Roy would have been the actor of choice for the entire paint job but he was wearing a protective boot for a broken bone rehabilitation at the time and was not up to high altitude tasking.

Responding to multiple Condition reports citing roof leaks on PCC 1711 Jack Jost and I visited the roof on May 12. By cleverly pouring a pint or so of water above the exit location marked by the Operators we concluded the leak was beneath a 2" x 2" length of wood that had been bolted to the roof atop a small stainless steel strip at the end of some rubber matting. Although I anticipated a much worse scenario, I had Jack unbolt the wood and he discovered there were unused holes through the roof. Once the wood had deteriorated enough to allow pooled water to pass beneath there was a clear path to the interior of the car through the extra holes. The expedient repair was to get shorter bolts, make up rubber gaskets and plug all of the holes and relocate the wood to the parts room. I later learned from Restoration Manager Bruce Wells that the wood pieces had a purpose, being a safety support for Operators and Route Foremen endeavoring to replace damaged trolley poles with ones originally carried on the roof of the car. So the wood has historical significance and will be re-installed at some point. Although satisfied as I was with the quick turn I evidently poked a hornet's nest as the car experienced multiple operational failures the following week and was pushed to the TDB by locomotive 89 piloted by Jeff King. Breakdowns are never convenient and this one occurred mere hours before the main line trolley tracks were to be removed at the east campus for drainage work. I was able to enlist the aid of Steve Kuznetsov in troubleshooting the situation on May 23. Aside from ailing limit relay contacts and a questionable cam switch, probably not fatal, we found an open edge wound resistor having multiple taps whose purpose in life was to regulate the speed of the pilot motor, different in both "on" and "off" directions. The failure was in the "off" section so the accelerator drum advanced to full on and stayed there. Steve also found a bad cam switch within the master controller but was unsure of its function as it did not appear on the wiring diagrams we had. Fortunately I quickly located a substitute wire-wound resistor unit having identical electrical characteristics as the failed one although not similar physical parameters. Read this as it worked but wouldn't fit in place of the other one. We did a sequence test with battery power and all seemed swell. During the following week Fred and Brett replaced the cam switch, lubricated the accelerator drum, reconfigured the heat ducts and put the box covers back on. They also confirmed 1711 as being the source of a track brake shoe found along the right-of-way. The moment of truth came on June 9 when Larry Lovejoy and Bob Jordan applied the 600 volt power and the car accelerated, coasted and stopped as advertised. Bob did a successful full orbit test run and backed 1711 into the Main shop pit at access the back track brakes safely. Roy, Jack and I removed both rear track brake magnets that afternoon, the one opposite the failed one was looking poorly as well. Attempts to access spare magnets was challenging due to a forklift failure but with help from Dave Hamley and Kate Imler we got three spares to the main shop. The following week Larry Lovejoy and Steve Hudspeth removed the old, rusted attaching bolts plus modified other protruding nuts such that the older magnet versions would fit the slightly younger carriages on 1711. Bob Jordan tested the magnets with our 36 volt battery charger and found one unit to be faulty. Wayne Wicks and Jack Jost cleaned up the other two for installation on the car at such time when it is available.

As 1711 underwent repairs at the TDB facility, attention turned to Rio 1758 open car. That afternoon Ops personnel shifted it into the shop, center position. The car's previous assignment was to pose outside the Car House for photo opportunities. The Rio de Janeiro open car had been out of service since July 12, 2019 because one of the armature bearings had failed and the others were suspect. The Collections Committee elected to have Artie Ellis do the remedial work in-house in light of the estimated \$10K floated by the original repair shop. We had the kick boards removed and the car jacked by May 26. In preparation for normally a full day's work installing traction motors, I shifted loco 89 to track 22 and PST 66, ready for service, to the upper portion of track 21 rather than simply having Ops take it away. This turned out to be a fortuitous decision, as we'll soon see. The motor install went unusually easy, myself on Pettibone 029 crane, Jack, Roy and Mike Buchta just inside for the bolt-up. As Roy and I had previously detailed the axle diameters and axle bearing bores I had a good idea on the required shim requirements, and had them placed. Things went so well that both motors were installed, thrust collars installed and the truck rolled back on the pit, by hand, before

lunch break. The following week we jacked and run-tested both wheel sets with a welder for one hour in each direction. On June 19, we powered the car, moved it to the pit and connected the brake rods, brake pull-off (shepherd's hook) springs and did some scheduled maintenance not done since 2019. After a few very short test runs the original failed armature bearing seized in the #4 motor so we get to repeat much of the described exercise and Art will arrange to have the motor armature turned and modify the new bearing he had made.

PST Car 14 had split a switch right at Museum Road crossing, both wheels of one axle on the ground. So all Maintenance and Restoration personnel as well as the full contingent of the still dining Track Department instantly mobilized for the reraillment exercise. With one exception, all rail traffic was blocked. In all ten people participated, with the wheels back on the rails in 90 minutes. The track switch repair went on for another 90 minutes. As the position of Car 14 prevented any cars to exit the Car House or the yard, the serendipitous parking of PST 66, earlier mentioned, became the money maker of much of the afternoon as it had maybe four feet to spare to switch from the shop lead where I had parked it to the main line.

Visual Storyteller: Photos of other happenings

By Bruce Wells

Look for these and many more additional photos of quarter 2 events in the online edition.



Beginning on Tuesday, June 8, all weekday Route 36 trips became bus operated between Eastwick Loop and the 40th Street Portal due to major sewer line repairs on Elmwood Avenue between 61st and 62nd Streets that were being performed by the Philadelphia Water Department. Passengers had to transfer to Route 36 trolleys or other routes for the ride from the 40th Street Portal through the subway to 13th Street in Center City. All Route 34 pull out and pull in cars heading for Baltimore Avenue, which normally used Elmwood Avenue, were diverted to use Woodland Avenue instead. The Irvine Apartments, located on Route 34 along Baltimore Avenue, paid to have SEPTA Kawasaki car 9093 wrapped as an advertisement car on April 17, 2021. The work was done at Elmwood Depot. PCC 2332 became the first completely rebuilt car done by Woodland Shop. Work included all new metal and new wiring. The car has been repainted in its PTC color scheme. Buses are replacing Route 10 trolleys between 33rd and Market Streets and 63rd Street and Malvern Avenue in both directions until Saturday, August 28. SEPTA is advising passengers to transfer between trolleys and the buses at the 33rd Street Station and to also allow extra travel time. The trackwork being rebuilt is along 40th Street between Girard Avenue and Callowhill Street, which is used for Route 10 and Route 15 pull-in depot cars. The cars normally used on Route 10 have been moved to Elmwood Depot over the summer. It is assumed they will be used on the other four trolley routes to keep them in shape.

SEPTA's proposed 12 year \$203 million trolley system modernization program was stymied at the end of March, when its long-time plans for a new car house in South Philadelphia, capable of maintaining new and larger light rail cars, was derailed by Amazon, when the huge online retailer placed a bid on the same property SEPTA had been eyeing for years. SEPTA had actually submitted a \$5.7 million offer on the 6901 Elmwood Avenue site

in July 2020 and then began to take some initial steps to condemn the land. In October of 2020, the authority publicly announced its intention to secure the huge site, a former General Electric plant that encompasses about three full city blocks. In January of 2021, it was still filing the massive amount of paperwork necessary to redevelop the site. Then, in the spring, came Amazon with its proposal for a 140,000 square foot logistics center to be built on the same property, effectively outbidding the transit authority, and forcing it to return to square one in its attempt to locate an appropriate site for a new rail maintenance center. The site's owner, the New York-based Property Exchange Agent LLC, had indicated in February that they were actively



First rehabilitated PCC to emerge from SEPTA Woodland Shop seen at Elmwood Depot on June 4, 2021. Bill Monaghan photo



Kawasaki LRV 9093 in service on Elmwood Avenue 2021-04-19. Bill Monaghan photo

advertising the land for development as a location for a warehouse or logistics center. Vincent Thompson, a spokesperson for City Council member Kenyatta Johnson, said Amazon had made a better offer than SEPTA. "SEPTA was looking at the lot, but Amazon offered more money," he said.

Thompson then suggested that SEPTA simply expand its existing site. But that would affect the community. The site is hemmed in by Elmwood Avenue, Island Avenue, Amtrak's mainline and Seventy-Third Street. But expanding means taking 73 Street and Greys Avenue, including at least one business, and a large number of homes on both Streets. SEPTA officials have made assurances that they would consider the surrounding community before moving forward. Locating the maintenance site along Elmwood Avenue made sense due to the proximity of connecting tracks to Woodland Avenue and the ease of operating its pull-ins and pullouts from the depot. SEPTA may now have to see if they can locate a site near the end of Route 36, which would lengthen its off-road operations and add to its cost of operations. This would mean knocking down Penrose Plaza, which contains a ShopRite, the neighborhood's only supermarket.

Neighbors were furious that SEPTA didn't use its power of eminent domain to just take the property. Stephen "Steph" Drain, a lifelong neighborhood resident and a community organizer in Southwest Philadelphia with the Working Families Party, a progressive political organization, decried a "corporatist deal" he said is all too common in the city. "It's not right, and it's frankly elitist" for activists who live elsewhere to scoff at Amazon jobs. I've lived here my entire life, and I'm disgusted" he said. He complained that SEPTA never pushed back. General Manager Leslie S. Richards responded that "It was an ideal location," but Amazon's interest in the site drove up the price of the property exponentially, and believed that if SEPTA attempted to take it, the courts would likely make it pay a much higher price. She estimated that it could have cost SEPTA over \$30 million, even using the process of eminent domain, which allows government agencies to take over private property for public purposes by paying a fair market value, as determined by courts". The fair market value can start to change as developers get involved or other circumstances change," Richards said. "I think there was a misunderstanding that ... we could lock in ... around that \$5 million price. But that just wasn't the case." SEPTA may have difficulty locating another suitable site in the area. Its consultants had conducted an exhaustive,

multiyear site study in the Eastwick neighborhood of the flooding and drainage conditions in Southwest Philadelphia. While the former GE plant location is on relatively high ground and can safely store a \$1 billion trolley fleet, much of the Eastwick neighborhood is in a floodplain, including the area along Island Avenue and Route 36. Any site located there would have to be raised and hardened against damage by flood waters, requiring a substantial outlay of additional funding.

SEPTA's most recent \$689 million capital budget, which begins July 1 and runs through June 30, 2022, includes \$30 million for its trolley project. Next year's money for trolley modernization will go to another site or sites for the new trolley barn, as well as engineering work and the strengthening of trolley bridges and the trolley tunnel between Center City and University City. "We are moving forward, figuring a way," said Leslie S. Richards, SEPTA's general manager. "This program is vital."

Other highlights of the capital budget and 12-year capital program include \$97.3 million for the replacement of 200 Market-Frankford cars by 2033. Robert Lund, deputy general manager of SEPTA for operations stated that the roughly 25 year old aging cars would require an expensive and extensive overhaul and a lot of creative work to keep them running in a safe condition. He felt that it would be more cost-effective to simply purchase new equipment. Also included was \$25 million for bus route infrastructure to be spread over 12 years, including new shelters, benches, heating, and other amenities.

All of this, and more, hangs in the balance. If Harrisburg lawmakers cannot or does not produce a plan to provide a source of stable funding for public transit by fiscal 2023, its current allocation of \$450 million provided annually from the Pennsylvania Turnpike will come to an end and the funding of the state's transit systems will revert to the bad old days when every year's transit budget was a crap shoot and a fight to obtain enough money to just fund general operations.

Beginning Saturday June 5 through Sunday August 29, buses will substitute for Routes 101 and 102 trolleys while track upgrades are carried out, including the installation of new switches, new crossovers, tie replacement at various locations and overhead wire installation and adjustments. Buses will board passengers from the trolley platforms at 69th Street Terminal. Because the buses cannot entirely parallel the trolley lines, SEPTA is cautioning trolley passengers to allow an additional 5 to 25 minutes per trip. 

Remembering Chris Golofski

by Scott Becker

It is with great sadness I report that Chris Golofski, President of the Pennsylvania Trolley Museum, passed away Wednesday September 8 at age 73. He had a number of medical issues he was dealing with and put up a good fight. He was the husband of Rosemarie "Rose" (Paulik) Golofski; father of Susan (Richard) Senovich of Saegertown and David (Ashley) Bennett of Shelbyville, KY; grandfather of Timothy Senovich, Megan Senovich, Natalie Blumer, Colin Bennett, Felicity Bennett, Logan (Faye) Bennett and Cody Bennett.

Chris was born in 1948 and grew up in Braddock where he had fond memories of riding the low floor streetcars downtown. He often got to ride the double end low floor cars and would help the operator change ends at the end of the run. This made a great impression on him and he spent almost his entire career in public transportation. He started that career as a bus driver for Continental Trailways, then a driver and later Operations Manager for Lenzner Tour & Travel, and finally 20 years as a bus driver and trolley operator at the Port Authority of Allegheny County.

He was a member and volunteer at the Museum going back to the late 1960s and had been very active in the last few years serving on the Board and as President as well as volunteering as a trolley operator. Chris spent a lot of time helping to manage the Museum's growth and its plans for the future. He had a strong vision of what that would be and was very encouraging to both staff and volunteers. He inspired people to do their best and that was very evident from the "From the Front Platform" articles that he wrote for our Trolley Fare newsletter. He was a very good listener and was also a great story teller. He was very humble and modest. Chris quietly and gently got a lot done. He was involved with everything and almost everyone at the Trolley Museum. He was quick to recognize and thank people. He was slow to accept recognition and appreciation for his own work. He was the kind of Leader more organizations could benefit from; someone who focuses on the good in people rather than the bad.

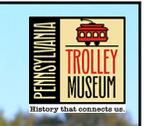
In remembering Chris, Ed Morascyzk, the Museum's vice president said, "Chris was a friend to all at the Museum and a skilled leader". While at the controls of the Museum, with an infectious smile, he kept the Museum on the track toward a bright and exciting future. I will miss the opportunity to stand beside him at the ribbon cutting ceremony for the Welcome and Education Center but I know he will be with us in spirit, cheering and applauding." To properly remember Chris, the Museum's Board of Trustees has approved the naming of the Gazebo, to be built in Barry Stout Park, in his memory. Chris will be greatly missed!



Christopher Golofski receives Operator of the Year award from Kevin Zebley. Photo by J. Bracken Burns



Chris holds the Kevin Zebley award at the 2021 Annual Meeting August 28. Kristen Fredriksen photo



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PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION

MINUTES OF THE BOARD OF DIRECTORS MEETING JULY 24, 1968 MEMBERSHIP REPORT

- (1) Chairman Jim Chrestay reported 37 paid regular members and 168 associate members.
- (2) Two applications for regular membership were presented to the Board and approved, those of James Mullins and Christopher James Golofski.

I don't exactly remember when I met Chris but I did find this in the organization's directors' minutes. In those days he was the most enthusiastic of public operators and worked a great number of the shifts, which was only on Sunday's in those days. Chris and I became friends at the Museum and took a road trip together to Boston at the end of my career at Beverly Pharmacy in Mt. Lebanon at the end of the summer of 1968. We drove there in Chris's 1967 Chevelle sedan and rode a 3 car Boston Street Railway Association fantrip. We drove all night, I guess to save money, and I had my first Dunkin' Donuts and coffee on that trip near Allentown. After the fantrip we drove to Maine in the evening and bunked at Seashore. Chris had a job and had to return to Pittsburgh but I wasn't starting college until October so I stayed on and met Bill Savage who drove me to Boston where I stayed at the Huntingdon Avenue Y and took more photos. It was an opportunity that I have long remembered. I bumped into Chris while taking photos the next summer and we chased dump car M551 down the Library line and I got film of it filling a washout near Logan Rd.

In 1982 Rod Fishburn organized a fantrip in Philadelphia for a last ride on Red Arrow conventional cars. He made the arrangements through Lenzner and reported back that their driver was Chris. A couple years later I got on the T and a voice called "Hey Bruster", and it was Chris. Fast forward to a few years ago at PTM when Dave Moffett let me know that Chris wanted to come back and volunteer and it was great news and worked Chris as hard as before. We will all miss his hard work, patience, kindness and storytelling skill. Rest in Peace my Friend. 



Chris Golofski being interviewed by Trib Total Media.

Scott Becker photo.



Katie Imler planting flowers at the Harmony stones.

Scott Becker photo.



Enterprise Wye track construction 4-6-2021.



Frontier Railroad Construction connects Enterprise Wye to Artifact Preservation Building.

Scott Becker photo



Foundation prep for new Welcome and Education Center.

Scott Becker photo



Open car pushed to Track 11 5-12-21.

Scott Becker photo



June 11 found Sarah Wells, Laura Wells, Bruce Wells and Artie Ellis tying down the gas forge that Bruce purchased and donated. The forge will allow blacksmith metal working to be performed at our new shop in the Reliance facility as shop set up progresses in the next couple of years.



After celebrating a birthday at Fusion Steakhouse 2021-06-14, Beau Miller, Laura and Sarah Wells clear fallen branches resulting from a storm earlier that day.



This page features a variety of volunteers including Katie Imler, Dan Bower, Larry Lovejoy and Ayden Kendlick working on the job of replacing the pipe draining the storm water retention basin next to the TDB and then replacing the track removed for the job. This work involved the usual tie replacement, spiking jacking and tamping to restore the crossing at the sewage pumping station.
Scott Becker.photos





Art Ellis unloads the new to us Hardinge lathe at the Reliance building June 24.

Bruce Wells photo



Shop machinery set for use at Reliance.

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION

Minutes of the regular members meeting April 14, 1971.

The meeting was called to order by President Reynolds Galbraith in the Boys' Lobby of the Golden Triangle YMCA at 8:08 PM.

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

The following committee reports were presented:

Museum--Museum Director Ray Windle reported that much of the work effort has been expended on the center door car 66. The roof has recently been painted and now it appears that very shortly the car will be operative. It was also reported that Bob Jordan is continuing his work on 5326. The report was then supplemented by several remarks by Bob Jordan. He announced the first training day will be May 8 and this date will be for new motormen. This year we will also try to get people signed up for the other necessary jobs as barn guides, conductors and sales people. The museum staff is also planning to conduct a poll this summer to get public opinion of the museum.

Publications--Mac McGrew reported that is absolutely necessary that we have the questionnaire sent out in the February "Trolley Fare" returned, as this is necessary for completing of the roster.

Public Relations--Ray Chilcott reported that Peter Weiglin has moved to Denver, Colorado, and as far as anyone knows, the responsibility of completing the large Pittsburgh trolley book continues with Ken Douglas, the original co-author. More information is planned for the next meeting.

Meeting Programs--Russell Cashdollar reported that tonight will be model night and that some operating model trackage has been set up for operation. The next month's program will be presented by Donald Anderson of the Transit Awareness Committee who will present transit views of his organization.

Lee Gregory then announced that the Allegheny County Commissioners have voted to donate the horse car now in storage in South Park to Arden Trolley Museum. This must be cleared by the County Law Dept. before action can be taken. Russ Cashdollar gave a short history of the 1893 Stevenson horse car.

The meeting was adjourned at 8:40 PM.

Respectfully submitted, Larry Schwartz Secretary--PRMA

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION

Minutes of the regular members meeting May 13, 1971.

The meeting was called to order by President Reynolds Galbraith in the Boys' Lobby of the Golden Triangle YMCA at 8:06 PM.

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

The Treasurer's report was presented by Harold Baxter and it showed an April 30 cash balance of \$550.00.

The following committee reports were presented:

Museum--Ray Windle reported that the Philly Red Arrow center door car 66 is now fully operable. He invited those present to come to Arden to see the car and to put in a day of work at the museum. He announced that this summer the museum staff will make a concentrated effort to get car 722 on its trucks and a full restoration program started. To date the car has been cleaned up, and various tools have been cleaned up and rearranged. The report was then supplemented by Bob Jordan. Mr. Jordan reported that we have completed two weeks of operation at Arden. Poor weather conditions the first week was responsible for a turnout of only six paying customers. However, the second week was much improved as 52 people rode the cars. He also pointed out the need to have members present on Sunday to help with the operations. He announced that if some effort is not expended on 722 it is doubtful as to the worth of restoration of the car. President Galbraith asked Lee Gregory to give a report on the acquisition of the horse car. Mr. Gregory said that we have heard nothing from the County Law Dept. and word would probably be weeks away as there is a primary election later this month.

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The Irvine wrapped car described in the Philadelphia Notes article.

Bill Monaghan photo



Bill Monaghan
June 12, 2021

The photo shoot started at 3 p.m. and featured operation of several museum Philadelphia cars along with a variety of Antique automobiles provided by their owners.

All photos by Bill Monaghan



Night photo shoot at the Museum on June 12, 2021, orchestrated by Bill Monaghan who provided these three photos. The day sponsored by Friends of Philadelphia Trolleys was a fund raising event for Philadelphia area cars in the PTM collection. Cars represented in these photos. Thanks go out to Dan Bower and the other antique car owners.

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Publications—Ed Lybarger reported that the Pittsburgh Trolley Pictorial should be printed and made available within a week or two. The Pittsburgh Low Floor publication is also scheduled to be available at the same time.

Sales—Patty Schwartz stated that prints of 66 will be offered for sale during the break.

Meeting Programs—Russell Cashdollar reported that tonight's program will be presented by Donald Anderson of the Transit Awareness Committee on that organization's views of rapid transit for Allegheny County.

John Baxter read the regular membership applications of William A. Huston and Bernard Olney Barnham. The meeting was adjourned at 9:40 PM.

Respectfully submitted, Larry Schwartz, Secretary--PRMA

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION

Minutes of the regular members meeting June 10, 1971.

The meeting was called to order by President Reynolds Galbraith in the Boys' Lobby of the Golden Triangle YMCA at 8:04 PM

The minutes of the May regular meeting were read and approved. The minutes of the May Board meeting were read for the information of the general membership.

A Treasurer's report was given by Harold Baxter and it showed an approximate cash balance to date of \$330.00.

The following museum committee reports were presented:

Museum--Museum Director Ray Windle reported that work is proceeding on all major projects at the museum and the turnout of workers at the museum has been very good recently. Bob Jordan announced that the total income from the past two weeks of operation has been \$178 less \$48. Mr. Jordan stated that the Commonwealth of Pennsylvania has approved our request to run trolley wire to a tie-off across N. Main St. on our extension.

Publications—Ed Lybarger reported that copies of the Pittsburgh Trolley Pictorial will be available for sale at this meeting. Mr. Lybarger also said that there have been some snags in the publication of the Pittsburgh Low Floor booklet. The annual report is also expected to be ready soon. Mac McGrew stated that the Pittsburgh track maps have been ordered.

Sales—Bruce Wells reported that we are awaiting the arrival of china similar to the items that were sold last year at the museum. Mr. Wells also said that copies of the Steam Passenger Directory will be on sale at the conclusion of the meeting.

Meeting Program—Russell Cashdollar said that tonight's program will be presented by Arthur S. Ellis consisting of movies of New England trolley operations.

Bruce Wells announced the second annual open house at Arden will be Saturday, June 26. He expressed hope that the membership will take this opportunity to come to the museum and view first hand the progress that has been made.

The meeting was adjourned at 8:49 PM.

Respectfully submitted, Larry Schwartz Secretary--PRMA