



Larry Lovejoy oversees ballasting on Trolley Street.

Dan Bower photo

Trolley Street Moves Forward

By Scott R. Becker, Executive Director/CEO

Tremendous progress continued in the fall to complete track and overhead wire work for Trolley Street. This included ballasting and tamping the track and adjusting overhead wire. This was a mix of both contractors and PTM volunteers. Additional progress was made with the masonry contractor building brick walls for Barry Stout Park and Falconi Plaza, which is completed and looks great! The brick wall at east end Barry Stout Park features imbedded Harmony Freight Station stones which have for years adorned the entrance walkway at the current Visitor Center. These historic stones were salvaged years ago from the former Harmony Freight Station in Beaver Falls before it was demolished. Work is now focused on getting a working gas line on the property as well as installing foundations for the Welcome and Education Center. Structural steel for the Welcome and Education Center is expected to arrive this spring as well as brick for Trolley Street. We received a \$75,000 grant from the Katharine Mabis McKenna Foundation for our Capital Campaign. This is their third grant to us which now totals \$300,000 and we most appreciate their continued support!

I want to again thank all the volunteers and staff that helped make last year a success! The Museum successfully operated its 2021 season despite no major special events until the August Washington County Fair and reduced group tours due to the continuing Covid-19 Pandemic. We welcomed 23,674 visitors in 2021 (pre-COVID 2019 exceeded 30,000), which is way up compared to 3,498 visitors in 2020, and we finished the year with the most popular Santa Trolley ever!

As we look towards expanding visitor activity at the East Campus, we are focusing on the Trolley Display Building (TDB), our largest public building. Bob Popey has led an effort to clean up the TDB and a lot of material has been moved to Reliance. Thanks to Bruce Wells, Bill Fronczek, Bob Popey, Ralph Ciccone and

a community service crew from State Correctional Institution-Greene for helping make this happen in early January. Bob is also leading a committee to recommend trolley car placement in the TDB and other buildings. All this work will allow us to improve the visitor's experience at the TDB including the introduction of self-guided tours to supplement guided tours when the Welcome and Education Center opens.

Considerable work has gone on at our Reliance Building. Kevin Zebley, working with Dennis Bockus has greatly improved the building's insulation to and thus the performance of the heating system. Mobile Equipment and other items were moved out of Bay 4 to other parts of the building so our new tenant, S&A Industrial, could begin to occupy Bay 4 starting in January. They have signed a 3-year lease with its proceeds helping to pay for the building's mortgage and operating costs.

I am very pleased to announce that the Pennsylvania Trolley Museum was awarded 1st Place in the Family Amusement and Museum categories at the Observer Reporter's Official Community's Choice Awards Best of the Best event held at the Hilton Garden Inn! This is the fifth year of the awards and the fifth time the Pennsylvania Trolley Museum received 1st place in the Museum category. These awards are reflective of all the effort our volunteers and staff put into making the Trolley Museum the BEST it can be! Thanks to all!

As we look towards 2022 I am pleased to welcome two full-time staff members. Jocelyn Farrell is our new Manager of STEAM and Education Programs. She comes here with plenty of experience from the Carnegie Science Center where she was an instructor for 7 years. She has lots of ideas to improve our educational outreach and develop new education programs including summer camps. Kevin Zebley is our new Director of Facilities, Operations and Safety. Kevin has been an active PTM volunteer since 1995 and is our current Operations Manager. He will continue to do that as well as oversee maintenance and upgrades to our many buildings spread over 3 campuses as well as serving as the Museum's Safety Officer.

Diana Myers who worked in the Museum Store for the last 8 years has retired. We thank Diana for her years of service! Connie Clutter, who began work in the Museum Store last May, assisting Diana, has been promoted to Diana's position. We welcome Connie in her new position!

Thanks to the many who donated to our annual appeal. Individual donations are a key part of the Museum's ability to operate and grow the Museum. We have a great line up of events in 2022 including the Western Pennsylvania Trolley Meet on June 3 and 4. For those who haven't come down recently, please consider volunteering. Thanks again for your continued interest and support! 

TROLLEY FARE

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1 Museum Road, Washington Pennsylvania 15301

Phone: (724) 228-9256 Fax: (724) 228-9675

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Business Manager Kris Rosenwald businessmanager@patrolley.org
Manager of Visitor Experience Elizabeth Hosier visitorservices@patrolley.org
Ass't Manager of Visitor Experience Kristin Fredriksen assistant@patrolley.org
Manager of STEAM and Education Programs Jocelyn Farrell education@patrolley.org
Store Manager & Mail Order Specialist Connie Clutter store@patrolley.org
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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.



Katie Imler & Larry Lovejoy shovel ballast while Dan Bower runs tamper on Trolley Street 10-15-21. Scott Becker photo



Harmony Freight Station installed 11-11-21. Scott Becker photo.



Falconi Plaza progress 11-4-21 Larry Lovejoy photo



Falconi Plaza looking west with capstones 12-16-21. Scott Becker photo.



Kevin Zebley takes on a new position as Director of Facilities, Operations and Safety. Kristen Fredriksen photo



Connie Clutter is our new Store Manager, Museum Host and Email Order Specialist. Joe Sabolek photo

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

As you will see in many of the articles in this edition of Trolley Fare, the fall of 2021 was a very busy time at the Museum. The Museum thrived in a very trying environment. The staff, officers, members of the Board and volunteers are to be applauded for their determination and commitment to the Museum. Led by the example set by Scott Becker and the Museum's outstanding staff, challenges were identified, faced and overcome. To all involved, you deserve to be recognized. I wish I could name everyone individually but it's simply not possible. Thanks, to everyone who went above and beyond in 2021, rest assured that your efforts are appreciated. You epitomize what makes the Museum unique. Let's carry that same spirit into the future.

Before closing the book on 2021, I want to next acknowledge the incredible generosity of the Museum's donors. The Museum wouldn't be the same without your help. Please continue your support, as the Museum is on tracks leading to an exciting future. December saw the expiration of the terms of a handful of dedicated members of the Board of Trustees. I want to acknowledge these trustees who have dedicated countless hours to the Museum. Those leaving the board in December were Dennis Bockus, Arthur W. Ellis and Kevin Zebley. Don't worry, we're not going to let them ride off into the sunset, they will continue to be consulted and will remain integral parts of the Museum. Saying thanks isn't enough but it's important. I want to welcome to the Board, the new members of the Board, who were elected through the 2021 election, including: Bob Jordan, Mike Kendrick, Art Rizzino and Joe Warkany. They know what's ahead and have agreed to roll up their sleeves and help. Welcome aboard. Re-elected to the Board for another three-year term is Father Jack Demnyan. As part of the December meeting, the 2022 Officers were elected and they are: Ray Betler, Vice President; Jim Herrington, Secretary; Walt Pilof, Treasurer and I was elected as President. I consider it an honor and privilege to be president of this organization. I firmly believe that with Scott, the staff, the Board, Officers and the incredibly generous donors, the Museum is well positioned for the future.

While typically I don't wish for time to move quickly, by the time you're reading this article, 2021 is in the past and I'm happy to see it go. 2021 will be remembered as a year dominated by the impact of Covid and its related challenges. As noted above, the Museum not only weathered the storm but is positioned for an exciting future. All those involved with the Museum should look forward with optimism and enthusiasm. This segment of Trolley Fare is

appropriately titled, "From the Front Platform". While we should learn from the past and appreciate the hard work that it took to get to this point, let's focus on where these tracks take us.

Just one example of forward thinking is the creation of a Facilities Master Plan Committee. This recently formed committee is populated by members representing diverse interests and has been tasked with the responsibility of developing a comprehensive 10 year facilities plan. The idea is to assess all aspects of the Museum as it exists today and project how it will evolve and exist in the future. What an exciting, daunting project. The committee will be analyzing input from staff, department managers, volunteers, longtime members, consultants, etc. The committee will continue working on this project as long as needed. This project will run concurrently with the development of the new Welcome and Education Center, East Campus project and the Reliance Project. As you can see, there are many exciting things happening at the Pennsylvania Trolley Museum. This trolley ride, which started in the 1950s, has a lot more track ahead. Thanks for joining Museum on its journey! 🚃



Santa Trolley - Mailing a letter at Wexford Post Office

Kristen Fredriksen photo.

Pittsburgh: Streetcar City

By: Elizabeth Hosier, Manager of Visitor Experience

Over the past several months, we have been working hard to help publish a book written by our wonderful volunteers. The book, entitled Pittsburgh: Streetcar City, was written by several volunteers in an effort to summarize and detail Pittsburgh's Trolley Era. While the text and photos were a collaborative effort, the driving force was longtime volunteer Christopher Walker. Recently, I was able to ask Chris some questions about the book and the process of creating it.

Q: Can you start by giving us a little background on yourself and tell us what the book is about?

CW: I've been an active volunteer with the museum for 22 years, and have served in a number of capacities - most recently as Archives and Publications Manager. Our new book, "Pittsburgh - Streetcar City" is a capsule history of the street railway era in the Pittsburgh region, from 1859 to the present day.

Q: What inspired you to write this book on this topic?

CW: This book is the definition of collaboration. It has been written by more than half a dozen individuals over a period of decades! The story actually begins more than 20 years ago when PTM member Larry Lovejoy sought to update a book on Pittsburgh the museum had published in the late 1960s. Our publications team began working with the manuscript, and the project moved forward as time and other commitments allowed (i.e. slowly, but that's just how it goes sometimes!). In 2018, I took over as project manager and moved the book into a design phase. It took three more years to cross the finish line, but we're finally there!

Q: What part of the book did you have the hardest time writing?

CW: Most of the text was already written by the time I entered the scene, but I can say the hardest part of the project was photo selection - difficult because we have so many wonderful images to choose from in our collection! It's hard to make a decision between one or the other. For example, in the book we go on a brief photo tour of the system and no Pittsburgh book would be complete without a visit to the Fineview line, so of course we have to include it! There are so many images from that line to pick from, and we could have used a shot showing the steep hills or tight curves - but the one that grabbed me was of a car rolling through those rustic hillside neighborhood streets on a summer day. It just screamed Pittsburgh!

Q: What part of the book was the most fun to write?

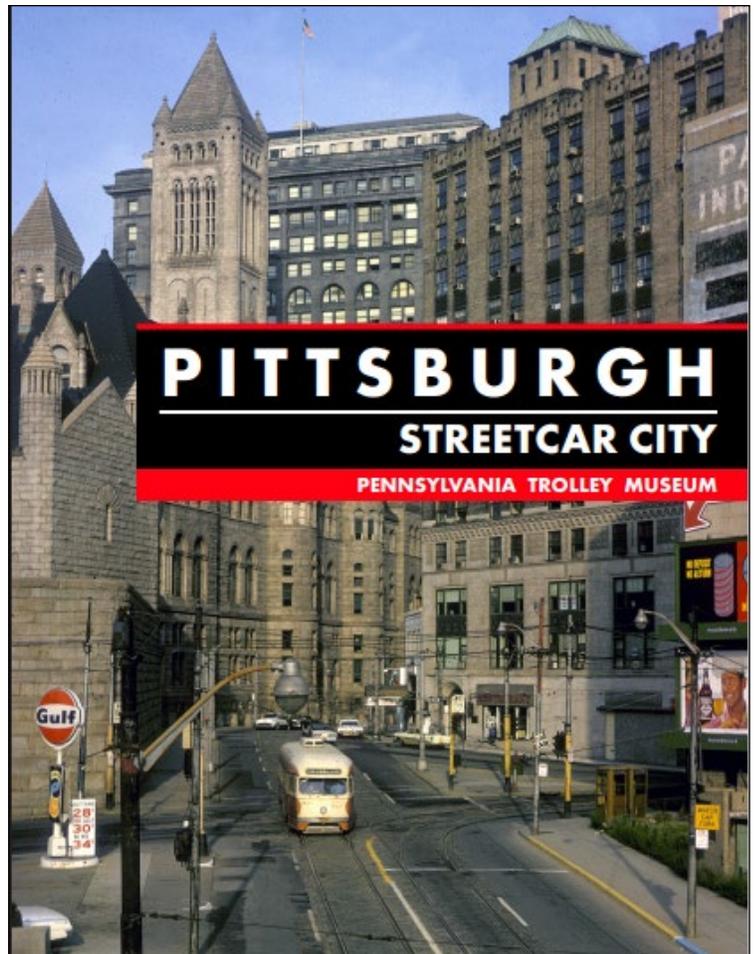
CW: Personally, the most enjoyable part of the project was seeing such a long-time collaboration come together. I hope that we have put something together that people will really enjoy.

Q: How much research did you need to do for your book?

CW: One of the benefits of Publications is having a great resource - Archives! Our Pittsburgh book is one of the first written from original source material, as PTM is home to a vast collection of Western Pennsylvania transit history records.

Chris is absolutely correct that the Pennsylvania Trolley Museum Archives have some very special materials. I was lucky enough to get a sneak-peek at the book and I can tell you that the beautiful images alone are enough to prove that point.

The book is available to purchase from our Gift Shop for \$29.95 and includes a great look into the trolley era through the Pittsburgh lens. To further celebrate the publication, the Museum will also feature a new exhibit this year that uses information and images from the book to highlight Pittsburgh's connection to streetcars. The exhibit will be installed and ready for you to visit when we reopen in April 2022. 🚃



It is such a pleasure to be writing my very first article for the Trolley Fare! My name is Jocelyn Farrell (you may hear others call me “Jocie” as well - I answer to either!), and I am the new Manager of STEAM and Education Programs here at the Pennsylvania Trolley Museum. I am very excited to be here! Thank you so much for the very warm welcome into this amazing organization. For those of you who I haven’t yet had the pleasure of meeting, I’d like to take a moment and introduce myself.

I’m a Mon Valley native who grew up (and still lives in) Charleroi. I spent almost every summer growing up visiting the museum during the Washington County Fair, and in high school was one of the lucky local band kids who got to paint a school bus the week before the School Bus Demolition Derby. Even into adulthood, I always looked forward to my annual end-of-summer trolley ride and 4H chocolate milkshake!

I earned my BS from California University of Pennsylvania in Secondary Education, Earth and Space Science. While in school, I worked summers at Jumonville Camp & Retreat Center as a “ginger-of-all-trades” who was a cabin counselor, adventure staff, song leader, AV staff, assistant dean, and arts & craft leader. I still volunteer there when I am able to do so - summer camp and youth ministry have a very special place in my heart! I was a substitute teacher for a few years in several different school districts. In addition to this, I also worked seasonally at Triple B Farms as a Field Trip Instructor.

Eventually, I found myself working as a Full Time Instructor, then later as the Education Coordinator and Interim Education Manager at Carnegie Science Center. I dove into the world of informal STEM education and fell in love with museum education! Over the years, I was able to oversee the development and implementation of preschool programs, home-school STEM workshops, Girl and BSA Scouts merit badge workshops,

sleepovers, and of course, summer camps. I’ve made hundreds of gallons of slime, dropped dozens of eggs off of balconies (and almost all of them survived the fall), programmed robots, coded animated short videos, and dabbled in designing three-dimensional art. I am a big believer in the power of play, inquiry based learning, and student-centered teaching. In my experiences, I have found that kids (and adults, too) learn best when they can dive right in and DO, whether it’s playing with a simulator, making a model out of dough, or using the Engineer Design Process to figure out the best way to build a bridge that can support the weight of 100 pennies.

When I heard that PTM was building a brand new Visitor and Education Center and looking to revamp their educational offerings, I was extremely excited. The thought of being involved in the start of something brand new and having an opportunity to build a brand new core set of educational programs that will bring in

Jocelyn Farrell poses next to with 2711. Kristen Fredriksen photo



--->Our Volunteers are the Best--->



Dan Bower gives group tour 10-16-21.

Katie Imler photo



Wayne and Nancy Young build the Toy Train Layout Nov 2021.

Scott Becker photo

a whole new audience to PTM is both a daunting and inspiring task. I am also looking forward to getting a chance to meet with anyone who may be interested in sharing ideas they might have and/or assisting with any future programming. Feel free to email me at education@patrolley.org, or stop by and visit in person.

I am looking forward to taking everything that I have learned over the years and helping to create educational programs for kids and adults of all ages that will motivate, excite, educate, and delight!



Science-Technology-Engineering-Arts-Math

Awarding our Volunteers!

By Kristen Fredriksen

On August 28 during a “Welcome Back!” event, PTM celebrated its volunteers by handing out annual awards for service. This year, the Pennsylvania Trolley Museum has become a certifying organization to hand out an award that recognizes volunteer service at a national level. This is not a new award, but it’s the first time we’ve given them out here at the museum.

The President’s Volunteer Service Award Program was established in 2003 to recognize the important role of volunteers, and the program has continued under each administration. This award honors individuals whose service positively impacts communities in every corner of the nation and inspires those around them to take action, too.

To earn this award, volunteers have to serve a certain amount of hours. First, the bronze level: to be in this group you donated at least 100 hours of your time to the Museum in 2020, up to 250 hours. Recipients of the President’s Volunteer Service Award at the bronze level are: Brett Freithaler, Dave Hamley, Dave Woods, David Moffett, Donna Becker, Katie Imler, Nancy Young, Richard Rhoton, Stephen Hudspeth, Tom Pawlesh, Wayne Wicks, and Wayne Young.

Next, we have the silver level. These volunteers donated between 250 and 500 hours of their time in 2020. Remember – the museum was completely closed to volunteers and staff for two months in 2020, so this is quite an achievement! Our recipients of

the silver level of the President’s Volunteer Service Award are Alfred Cooley, Jr., Art Rizzino, Bob Popey, George Greenbaum, Jeff King, John Habak, Robert Jordan, Roy Scandrol, and Tony Jost.

If you’ve logged over 500 hours in one year, you’re in the gold level. Plus: one really neat thing about the President’s Volunteer Service Awards is that volunteer hours from teens and young adults are REALLY valuable – teens ages 11-15 hit the gold level at only 100 hours, and young adults ages 16-25 hit the gold level at 250 hours. Our gold-level recipients of the President’s Volunteer Service Award are Bernie Orient, Christopher Golofski, CJ Bick (youth), Dan Bower, Dennis Bockus, George Gula, Jack Jost (teen), Lawrence Lovejoy, and Michael Buchta (youth).

In addition to presenting the President’s Volunteer Service Awards, PTM also recognized those who volunteered during the pandemic and awarded individuals for exceptional acts of service in 2019 and 2020. Here’s the list:

- 2019 Executive Director’s Award: Dan Bower
- 2019 Executive Director’s Award: Katie Imler
- 2019 President’s Award: Kevin Zebley
- 2019 Rookie Award: Richard Rhoton
- 2019 Operator of the Year: Bob Popey

continued on the next page



*Pumpkin Trolley operators are ready to greet visitors .
Kristen Fredriksen photo*



*Bernie Orient installs new gas line connection for Wexford Station
Scott Becker photo.*

2020 Executive Director's Award: Bob Popey
2020 President's Award: Edward C. Morascyzk
2020 Rookie Award: Roy Scandrol
2020 Youth Award: Jack Jost
2020 Special Events Award: Nancy & Wayne Young
2020 Operator of the Year: Katie Imler

Special Recognition Award: Ray Betler
Special Recognition Award: Walt Pilof
Thank you to everyone who volunteers their time at the museum, whether it's 10 hours or a thousand! 🚃

Upcoming Events -

By Kristen Fredriksen



The first weekend of June 2022 will see the return of two exciting events at PTM: the Western Pennsylvania Trolley Meet and Anything on Wheels.
Tom Pawlesh photo

We are looking forward to this year the first weekend of June 2022 will see the return of two exciting events at PTM:

- **The Western Pennsylvania Trolley Meet**
- **Anything on Wheels.**

On June 3 and 4, traction aficionados from around the country will share in the hobby with others during the two-day meet – the first in-person here since 2018. Activities will include traction and model railway vendors, presentations, guest operations (outside of operating hours), night photo shoot (Saturday night), visiting model railway clubs, a food truck, unlimited trolley rides, and more! Admission is free for PTM Members. Stay tuned to patrolley.org for registration information.

Calling all car clubs, truck clubs, and interesting vehicles! Anything on Wheels returns June 4 and 5. We're in search of both classic and vintage vehicles, plus all sorts of other odds and ends – spread the word, and reach out to Kristen at volunteer@patrolley.org if interested! Construction vehicles, buses, tiny homes on wheels, tractors, motorcycles, fire trucks, limousines, carriages, mail trucks, taxi cabs, pods... we're hoping to have it all! More information will be available at patrolley.org. 🚃

Philadelphia Notes

By George Gula

In September, SEPTA announced that, in addition to the normal Sunday night diversion of trolleys from the subway to 4th & Market from 10 p.m. to 5 a.m., the cars would also be diverted to 40th & Market Streets on Mondays during the same time. This move was to facilitate track maintenance, and as of December 31, this was still ongoing.

On October 10 at around 3:30 a.m., a westbound Route 10 trolley traveling along Lancaster Avenue collided with a vehicle which was traveling north on Powelton Avenue, hitting it on the passenger side. The driver of the auto, 30-year old Justin Reaves, was trapped inside the car, and he had to be extricated from the vehicle. Both Reaves and the streetcar operator were then transported to Penn Presbyterian Medical Center, where Reaves was pronounced dead at 3:58 a.m. The operator of the trolley suffered non-life-threatening injuries.

On Saturday and Sunday, December 4 and 5, buses were substituted for trolleys on Route 101 Media and Route 102 due to track construction and other maintenance. The trolleys returned

on Monday December 6. Because the shuttle bus route did directly follow the trolley tracks, SEPTA advised its customers to allow up to 15 minutes of additional travel time.

On December 9 around 8:30 a.m., Route 11 inbound Kawasaki car 9070 struck or was struck by a passing CSX freight train at the crossing at Main Street near 6th Street in Darby Borough, Delaware County. An operator and 20 passengers were on the car at the time of the accident, and of these, the trolley operator and six passengers required treatment at a nearby hospital. The EMT's deemed at least one of the injured to be in critical condition. By the time news photos were taken, they showed the trolley stopped back several feet from the tracks with the gate crossing arm atop its roof. However, the photos also showed that the right front of the trolley was badly damaged, and the front glass of the windshield was shattered. Route 11 trolleys were delayed in both directions while officials from both SEPTA and CSX conducted their investigations at the scene, and shuttle buses were used to transport passengers in both directions between



SEPTA LRV #9074 was decorated for Halloween by Callowhill operator Gary Mason and his son Telvin Manson, LRV #9074 has just exit 36th Street Subway tunnel on October 23, 2021.
Bill Monaghan photo



SEPTA LRV #9074 has been decorated inside and outside for the Holidays by Callowhill operator Gary Mason LRL 9074 is at 37th and Lancaster Ave on December 18, 2021.
Bill Monaghan photo



Ed Springer and Gary Mason pose in front of the decorated LRV 9074 at 63rd and Malvern Avenue Loop on December 18, 2021.
Bill Monaghan photo



The interior of #9074.
Bill Monaghan photo

Darby Loop and the intersection of Island and Woodland Avenues. Streetcars turned around one block away at the loop at Island and Elmwood Avenues near Elmwood Depot.

This year's Christmas car was 9074, beautifully done up inside and out by Gary Mason. Blue lights outline the exterior windows on all four sides of the car.

In August 2017, Norristown High Speed car 155, running to 69th Street Station from Norristown, failed to stop as it approached the terminal and collided with an empty car parked on one of the terminal's three tracks at 12:11 a.m. Forty-three people were injured. In December 2021, the National Transportation Safety Board concluded its investigation by finding the operator of the car not at fault. The board said that the mishap was caused by an intermittent anomaly in the braking system. The NTSB preliminary report indicated that it had been raining lightly and there had been warnings of slippery rail along the route prior to the crash. Performance

data recorders aboard car 155 "showed 10 wheel slides during the 45 seconds before the accident". The final report concluded that "On the night of the accident in wet weather, car 155 exhibited sudden intermittent and frequent wheel spin/slide events accompanied by substantial and unexplained reductions in acceleration and deceleration". The NTSB also indicated that there had been similar slippage four days before the accident. Immediately following the accident, SEPTA reduced the maximum speed of trains from 70 to 55 mph, reduced train speed to 45 mph or lower while passing through stations and reduced the speed limit to 30 mph for trains traveling between Township Line Station and 69th Street terminal. When approaching 69th Street, the train speed was dropped to 15 mph. These reduced speeds are still in effect. SEPTA has not identified any systemic concerns with its fleet of 26 cars, no significant mechanical defects have developed with the cars, and similar braking problems have not reappeared since the crash.



This year's Christmas car was 9074, beautifully done up inside and out by Gary Mason. Blue lights outline the exterior windows on all four sides of the car. Bill Monaghan photo



SEPTA LRV #9032 is on a route 34 pullout with its dentation sign reading "Happy New Year" at 49th and Warrington Ave on December 31, 2021.

At its December meeting, SEPTA's board approved the purchase of 222 hybrid buses from New Flyer of America, Inc. at the cost of \$178 million. The remaining 133 diesel buses should be retired within two years in favor of the new hybrids, a milestone on the path to the agency's goal of a zero-emission bus fleet. SEPTA will continue to study new options for battery electric models. The authority wants a zero-emission bus fleet as quickly as possible to meet sustainability goals and the battery-powered models have been the preferred option. SEPTA bought its first 25 such coaches in 2019 for service on Routes 29 and 79, but they were sidelined in February 2020 after cracks were discovered in their frames. Proterra, the manufacturer, continues to work on correcting the issues. According to Jody Holton, SEPTA's Assistant General Manager for Planning, becoming an all-battery system would require significant charging infrastructure in place. For electric buses to become a viable replacement for its current fleet, new investment in transformers, substations, and links to the electric grid at its eight bus depots would be necessary. In addition to charging stations at its depots, some routes may require those stations at points along its routes. She estimated that the cost could add as much as \$300 million. SEPTA is also studying hydrogen power as an alternative.

In mid-December, Willie Brown, 58, longtime president of Transport Workers Union Local 234 which represents 5,000 bus, trolley, and rapid-transit operators in the city, as well as mechanics and other workers, resigned as the president of SEPTA's largest labor union. Brian Pollitt, his executive vice president for 10 years, replaced Brown as president. Brown is leaving

so he can focus on his new role leading the Transit, Universities, Utilities, and Services Division of the Transport Workers Union of America. He was elected to that post at the union's international convention in September, said Jamie Horwitz, spokesperson for Local 234. The Philadelphia native has a 30-year career in public transportation, beginning as a trolley operator in 1987. While the union's president, Brown was known as a tough negotiator, pushing back against the transit authority to obtain favorable contracts for his members, even if it meant a strike. He led the union on a six-day strike in 2009 that won an increase in pension contributions, along with raises and a bonus. Unseated as Local 234 president in 2010 after losing reelection by about 200 votes, he again became union president in 2013. In 2014, he averted a strike, but the union walked for six days in 2016, a move that ended a cap on retirement benefits. During the 2021 contract negotiations, Brown made it clear that the union was willing to strike once again, and union members unanimously voted to authorize a strike. That strike was averted when, two days ahead of the contract's expiration, a tentative agreement was reached on a contract that included annual raises, parental leave, and a one-time pandemic hazard bonus. Brown and Pollitt had refused to budge on these items during talks. Brown will be based out of the Transport Workers Union of America headquarters in Washington and will lead a division representing bus and train operators, engineers, mechanics, supervisors, cleaners, ticket agents, and other positions in cities like New York, San Francisco, and Philadelphia, where he will continue to reside. 

I begin this article with the report of a rare duplicate item failure within a fifteen minute time frame. On September 25 West Penn 832 returned from a run with a tripped trolley rope retriever that the pole sprung over the front of the car. While I studied this situation I overheard a radio call from PST 14 that one of its retriever had tripped and was jammed tight. Retriever issues have become commonplace with approaching cold weather but this situation was a noteworthy occurrence in my book. I had to cut the trolley rope on West Penn 832 to free things up and was able to rewind the retriever spring. The retrieving device had evidently tripped while the pole was down or being lowered and the hefty spring ran out of rope, slamming the pole tightly against the roof. On car 14 a cast steel pawl had broken and jammed the internal workings. No other retriever problems were reported for the remainder of the season so this situation was better than previous years.

Philadelphia car 5326 had seen action during the Halloween event, however it was plagued with recurring brake issues. Dispatchers noted that after a few runs the brakes would drag and the car would not coast well. However when I checked the car there was what appeared to be adequate clearance between the brake shoes and the wheels. We did several tests with the car including installing an air pressure gauge connected directly to the brake cylinder to assure the air was being released completely, which it was. We also checked for binding in sharp curves, an easy observation with 5326 as we could remove the floor hatches and watch.



Georgia volunteer Don Bailey removes paint from 73.
Kristen Fredriksen photo

No movement of the brake levers was ever noticed. While I never solved the mystery, I remain skeptical that one or more air brake valves are at play. I was able to obtain a rebuilt “B” type relay valve at a reasonable price and will keep it at the ready for future use if needed. Car 5326 also has structural issues with the roof which we may attend to given the opportunity.

On November 3 we towed Rio Open Car 1758 to the TDB. The car had been on jacks and beams since the armature bearing seizure last June. I decided to put the indoor space and the jacks to better use. The armature shaft had subsequently been repaired and was back at the museum on Dec. 10 and is awaiting Art Ellis to make modifications to the bearing he previously fabricated.

Pittsburgh Railways (PRCo) low floor car 3756 replaced Rio in the shop. There were multiple air leaks in both front door engines and we had the time and wherewithal to tackle them. In fact, Roy Scandrol and Jack Jost removed the three quite heavy door engines on Oct. 30 and handed them off to our pneumatic specialist Art Rizzino. Art completed the rebuilds in short order. The door engines had not (*never*) been out of the car for at least the 23 years I’ve been around. We removed lots of accumulated dirt and greasy debris from the overhead compartments.. I decided to replace the aged wiring between the right side door and the center door compartments as well as attend to a copper tube air line with multiple kinks. This line was one of many copper tubes that will need reconfigured if and when an integral headlight is installed. So I chose a more direct and much less noticeable route and used rigid steel piping. Moving under the front platform I decided to cover a myriad of patches with yet another patch, more substantial, as the hand brake windlass and a pulley were only marginally secured by earlier corroded efforts.

By the end of November the repairs on car 3756 were complete and the shop spot was reassigned to SEPTA Red Arrow Car 24 on December 17. Plans for this car include replacing the #1 end roof boards (we did #2 end previously), recondition the pole base and install an air drier. There are several new-old stock units on hand and inboard air tanks are not apt to be drained on a regular basis. As 2021 grinds to its end we’ve removed the trolley pole base and began demo work on the boards.



Volunteer Wayne Wicks rocks the tape measure suspenders.
Kristen Fredriksen photo



*Bernie Orient takes a break from work on Pittsburgh Rys 3756.
Scott Becker photo*

We've worked through much of our air-brake fleet calibrating and or replacing air pressure gauges. So far we've tended to M210, 3756, 66, and New Orleans 832. Fred Cooley had prior experience with the calibration and John Habak has been successful in repairing small leaks in the movement bellows that were found in a few units.

Pittsburgh Railways PCC 1138 has been a fixture of the shop since February 2015. A series of discussions focused on moving ahead with repairs began this spring. Subsequent meetings and inspections resulted with all propulsion and control wiring being condemned. A committee was formed to ensure replacement work progressed and I was placed in charge of the project. On November 17 we positioned the electric jacks at the car and raised it. On November. 20, Jack Jost and I removed the first of many wires. the ones for #2 motor. Although a modest accomplishment, we dispelled the long standing legend that the re-wiring was impossible without first removing a section of the car floor. Buoyed by our quick success, a larger team worked under the car throughout the day on the 27th and removed all but one of the enclosed cables. Through the efforts of our Archives Department and Steve Kuznetsov I collected several wiring diagrams for the car dating from

1937. As we close out the year we've installed all of the traction motor and track brake wiring under the car, reconditioned numerous electrical components and identified other areas in need of attention. The estimated 75 pieces of 12 gauge (control) wire are being threaded among 10 unit contactors, eight cam switches, the line switch and the master controllers. A number of components have been reinstalled.

The 2021 Christmas Santa program spanned four weekends so I arranged for midway car servicing. Cars 14 and 78 spent a few hours in-between operating days in the shop and I attended to 66 in the car house.

In our spare time we've been involved in the on-going process to convert the furnace at the Wexford Station from propane to natural gas. To be sure this was far from simple as heat was required in the building even though the large propane tank had to be removed for construction purposes and the natural gas line for the complex was a ways from completion. On-going delays among contractors and inclement weather precluded resolution of this otherwise straightforward operation past the timeline of this article. Larry, Dan and I have replaced the 100 pound "temporary" supply several times so far. This practice was abandoned by year's end and portable electric heaters were placed in the main floor and basement areas. Bob Popey and his crew moved temperature-sensitive artifacts to the Archives.

Speaking of heating, I was tasked to locate a contractor willing to install two infra-red tube heaters in Bay 4 at our new (to us) Reliance Building. The installation was a tad complex because the overhead cranes in the bay preclude the "simple" chain-type suspension from the ceiling. I devised steel stand-off brackets to provide two continuous 60 ft long support elements for the heaters below the crane rails. George Greenbaum, Katie Imler, Roy Scandrol, Doug Kirkpatrick, Dan Bower, Larry Lovejoy and Brett Freithaler helped with this effort, which wrapped up on Dec 23.

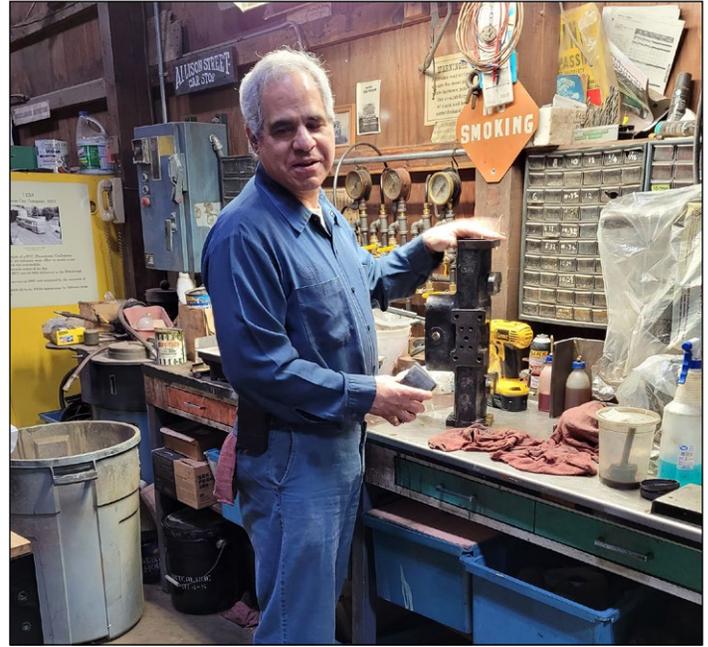


Work on 1138 ramped up as winter began.

Kristen Fredriksen photo



*Just another Wednesday in the shop featuring volunteer John Habak as he presses ahead with wiring and control on 8042..
Kristen Fredriksen photo*



*Pneumatic Specialist Art Rizzino works on door engine from 3756 as detailed earlier in this article.
Kristen Fredriksen photo*

Winter provides us the opportunity to catch up on deferred maintenance items, such as a broken window in New Orleans 832, a new accelerator drum pan and back-up switch for 2711, and possible roof repairs to 5326. One other item is to install a resistor tube array beneath car 4398 designed to

reduce inrush current to the light bulbs. By far, this car has had the most lights-out write-ups this year. Hopefully this will help. Volunteer hours this quarter for the Maintenance Department totaled 894, and the 2021 total was 3076.5! 🚂

Thanks for your support!

Facilities, Operations and Safety Report

by Kevin Zebley

I am very excited to be now working full time at the Pennsylvania Trolley Museum. For the past 14 years I have been a technology education teacher or shop teacher to older generations. I have always had a love of teaching others and plan to continue doing that in my new position. The North Hills of Pittsburgh has been my home for my entire life, and I have always had a love for trains, trolleys, and all things mechanical. My home is actually on Harmony Drive and I can say that our Pittsburgh Harmony Butler & New Castle Railway car 115 ran right past my house. I have been a volunteer at the Museum since 1995. The very first project that I remember working on was the Arden loop. Since then I have been involved in many projects at the Museum, and have led the Operations department for the past 5 years. Before being heavily involved in the operations department I spent most of my time volunteering with the Power and Signals department where I worked on such projects as, TDB overhead, signal upgrades, Fairgrounds overhead, signals, substation upgrades, Trolley Street overhead, and countless smaller projects.

In the summer of 2020 I directed the construction of the Fairgrounds waiting shelter.

I have had a great love for the Museum for many years. My goal is to do everything I can to make the Museum successful, and to do as much as possible to help all the staff and volunteers achieve their goals.

Facilities

Much work has been happening around our buildings. The East site is a flurry of activity with ongoing preparations for the New Welcome and Education Center. During the colder months we have been concentrating on work inside the recently acquired Reliance building. Our first concern has been to make the building more airtight. A lot of time has been spent insulating and sealing off old roof vents and fixing insulation throughout the building. In recent weeks, Diesel's Heating and Air Conditioning, Inc., installed 2 new tube radiant heaters. While they were working on installing the 2 new heaters, Museum staff and volunteers worked to relocate existing working heaters to locations where they were needed. Volunteers also installed 14 new

smart thermostats to better manage and control natural gas usage, leading to less consumption and therefore reduced cost. Our goal is to get the building as energy efficient as possible.

In addition to the Reliance work, we are simultaneously working to make more usable space for our archives. The current plan calls for making the old break room into storage for our file cabinets, which are full of important documents and artifacts. This room will be roughly 1000 sq ft.

Some of the projects that need to be accomplished to make this happen are: Remove all old furniture. Remove kitchen cabinets and sink. Remove all plumbing in the room. Pressure wash all surfaces. Paint all surfaces. Remove and then install new flooring. Install Mini-Split HVAC system. Move in and place all Archives File Cabinets.

The Facilities Department has also completed many odds and ends around the Museum.

Items include: Installation of replacement light fixtures. Removal and scrapping of 2 old furnaces from the Reliance building. Removed all old, unused equipment from the mechanical room in the Reliance building to make more space for the Museum Archives. Re-plumbed the bay 4 restroom in the Reliance building. Unloaded our soon-to-be scrapped boxcars. This large amount of work could not be accomplished without the help of so many volunteers. I would like to personally thank all the volunteers that helped on so many of these projects.

There are many upcoming projects around the Museum. Just a few that will be happening soon are: Convert old Reliance shower room into storage for our Flat files. Make a new shower room and restroom for Reliance building. Remodel upstairs archives restroom to make it ADA accessible. Add

insulation to the Reliance building and wall off three openings to bay 4 of the building to better accommodate our new tenant.

Operations

Our team of instructors has been busy planning Operator requalification. Jon Muse has prepared the Knowledge Test. The Knowledge Test will be offered both online or hard copy. Operators are expected to complete their Knowledge Test before they arrive for their classroom instruction. Operators are given a choice between 4 dates to attend their classroom and skills portion of requalification. The days for this year's requalification are:

- Friday, March 4th
- Sunday, March 6th
- Wednesday, March 9th
- Saturday, March 19th

We also accommodate operators from out of town with the option of requalifying the next time they come to the Museum.

This year we will be offering 2 NEW Operator training classes as well as flexible time training for people that can not make the scheduled training dates. If you, or anyone you know, is interested in becoming an Operator, please let me know by emailing me at operations@patrolley.org. We are in great need of new Operators!

The dates of new Operator training for the spring session are:

- Saturday, April 23rd
- Saturday, April 30th
- Saturday, May 7th
- Saturday, May 14th

Classes will be held from 9 am to 4 pm. Operating our trolleys is not only fun, but it is a



Ralph Ciccone poses with the Zebley Truck decked out for the 2021 Houston Pumpkin Parade.

Scott Becker photo



1920s couple takes a selfie during Distilling the Trolley Era event.

Kristen Fredriksen photo

rewarding experience sharing your knowledge and time with Museum guests. We look forward to working with anyone who enjoys the trolley era, or who just wants to learn a new skill and spend time with others. Consider joining PTM in its success as we move into our new visitor center.

Safety

At the Pennsylvania Trolley Museum we take employee, volunteer, and visitor safety very seriously. I will be serving as the Museum's Safety Officer. PTM recently revamped the Museum's Safety Committee to be made up of representatives from each department. This committee will meet monthly and will be charged with many tasks to further improve the Museum.

Some of the tasks the committee will tackle: Conduct Safety/Housekeeping inspection(s) of at least one department at each meeting. Review and update safety rules and safe operating procedures. Review all reported accidents and "near miss" incidents since the last meeting and discuss means for preventing future occurrences. Convey, review, and discuss safety suggestions submitted by Employees and Volunteers. Plan and carry out various safety promotion activities Promote safety awareness among all employees through safe attitudes and day-to-day interactions. Review safety impacts of equipment/facility changes and



Santa Trolley - Elf Kelsey joined us over the holidays to help out on the Yuletide Shuttle. Kristen Fredriksen photo

multi-shift operations. The Safety Committee members are:

- Tracy Popey
- Bob Popey
- Daniel Bower
- Larry Lovejoy
- Michael Ziviello
- Roy Scandrol
- Dave Hamley
- Elizabeth Hosier
- Scott Davis
- Laura Wells
- Kristen Fredriksen
- Kevin Zebley

If you ever have any safety concerns, please feel free to contact me or any member of the safety committee, as we are dedicated to helping the Museum continue its great safety record and maintaining a safe environment for all. You may also email any questions or safety concerns to safety@patrolley.org.

Anyone who is interested in volunteering: you are always invited to come out and join us! We are working most days and can accommodate your schedule. Why not come out and try your hand at operating, building work, streetcar repairs, track work, signal work, or overhead power line work, and more. Expand on skills that you already have or let us teach you. There is so much you can learn. We have endless volunteer opportunities and would love to have you join our team. Contact me at operations@patrolley.org and I will answer any questions you have and work with you to find activities meeting your interests.

Sincere thanks to everyone that has helped us, with a special thanks to Ralph Ciccone who has been out most days to help with work in the Reliance building. I look forward to continued success. 



Kristen, Bill, Barry Decorating the Pumpkin Patch October 13. Scott Becker photo

The Pennsylvania Trolley Museum Society

Last fall we introduced a brand-new membership opportunity – The Pennsylvania Trolley Museum Society. Please consider upgrading to this membership to further support your trolley museum!

This \$1,000 per-year membership includes:

- Unlimited admissions for you and your family to the Museum for regular and these special events:
Bunny Trolley, Pumpkin Patch Trolley & Santa Trolley
- Priority bookings for all special events
- Special recognition in the Museum's Trolley Fare newsletter
- Invitation to attend an extended tour of the Museum
- Invitation to an annual reception at the Museum
- 10% discount on merchandise offered online or in the Museum Store
- Entitled to one vote during the annual election of Trustees



We would like to thank the following who have become Pennsylvania Trolley Museum Society members:

Bram & Kathleen Bailey
Scott & Donna Becker
Ray & Joneen Betler
Thomas N. Black

Lee Gregory
Lynn Hawbaker
James W. Herrington
Constantine "Dino" Mandros

Edward C. Morascyzk



In recognition of the many donated services by All Ways Moving & Storage to the Museum over the years, PTM President Ed Morascyzk and Scott Becker present a special award to Andy Mack and Jon Hoyt of All Ways Moving and Storage October 29, 2021.

Bob Popey photo

We Thank our Generous Corporate Sponsors!

