

TROLLEY FARE

Volume 69 Number 1

January • February • March 2022

Pittsburgh-Streetcar City

By Scott R. Becker, Executive Director/CEO



With Covid cases way down in our region, we are hopeful for a more “normal” season and have made a number of visitor improvements at the Visitor Education Center at our West Campus. In the last issue we discussed our recently published book: “Pittsburgh-Streetcar City.” This book has been a huge hit with dozens of copies having already been sold. It is also the basis for a companion exhibit at the Museum which opened April 1st. The book and the exhibit take a fond look back at rail transit in Pittsburgh going back to horsecars in 1859, covers cable cars and inclines, and the large electric streetcar system that grew to a network of over 600 miles of track and 1700 streetcars at its peak in 1918. It documents the decline of the system but also its partial rebirth in the Port Authority of Allegheny County’s light rail system that runs to this day.

Many of the wonderful photos found in the book were used in a companion exhibit that was put together by Elizabeth Hosier, our Manager of Visitor Experience and Jocelyn Farrell, our new Manager of STEAM and Public Education. The exhibit introduces interactive features along with a number of photos from the book as well as a large version of the 1949 Pittsburgh

Pittsburgh-Streetcar City book, Cathedral of Learning. James P Shuman photo
Railways Route map. The exhibit production costs were covered by a donation from Bob and Tracy Popey (thank you!). Visitors will also be able to watch a 16-minute video “Last Chance Streetcar” produced by Trib Total Media. This video is a skillfully edited look back on Pittsburgh’s large streetcar system and its everyday impact on the people that used it. See the photos on page __

Since Jocelyn has arrived improvements to our education program has increased dramatically. Thanks to a grant from Janet and Dr. John Swanson and a grant from the EQT Foundation, educational materials are being acquired to make our school and summer camp programs more interactive and educational.

Speaking of grants, the Pennsylvania Trolley Museum has also been awarded a Cultural and Historical Support Grant of \$6,869 for the 2021-2022 fiscal year by the Pennsylvania Historical & Museum Commission.

The Pennsylvania Cultural and Historical Grant Program is funded entirely by appropriations from the Pennsylvania General Assembly, which are approved by the Governor. We appreciate their continued support of our programs!

Still another improvement is an upgraded Trolley Operator Simulator which was originally introduced as a test version in July 2018 thanks to a grant from Highmark Blue Cross Blue Shield. It has been very popular and we have learned a lot from that experience. Thanks to another grant from Highmark Blue Cross Blue Shield, we went back to the original contractor, The Magic Lantern in Pittsburgh. Their upgrades include adding a STEAM-related experience by challenging the operator to efficiently operate the trolley. New graphics, instructions and circuitry are provided along with a number of programming changes for the three scenarios. The new circuitry added will generate a voltage proportional to the speed of the vehicle. The updates will provide visitors with 3 different scenarios, each of which will provide the user with a unique experience where they try to drive the trolley while using the least amount of energy. This required new graphics and display instructions and results as well as new animated displays for energy consumed and time.

Progress continued in early 2022 at our East Campus development. The construction of foundations and anchor bolts for the new Welcome & Education

Center are mostly complete and installation of a natural gas line to the site was completed as well. Thanks to Bernie Orient for converting Wexford Station's heating system from propane to natural gas. The Museum's Power & Signal and Way & Track departments are continuing finishing touches on the new tracks and wires on Trolley Street. Upcoming work this spring and summer includes Trolley Street paving and delivery of the structural steel for the Welcome & Education Center.

The Christopher Golofski Memorial Gazebo project took a big step forward with the award of \$10,000 Washington County Tourism Promotion Agency Capital Grant. We have ordered the Gazebo kit and it should be delivered this summer for installation at the western end of Barry Stout Park. We are receiving a \$47,000 Local Share Account grant in the fall towards an 8-foot by 15 foot "video wall" in the 20th Century Electric Railway Foundation Theater within the Welcome & Education Center. Special thanks to go many members and friends that responded to our special fund raising appeal in mid-February. So far, over \$130,000 has arrived in donations and pledges! This included a number of donations from local business such as Peacock Keller LLC (\$25,000) and donations from Angelo's Restaurant and McKean Plumbing and Heating (\$1,000 each). Thanks to all who are supporting this effort!

TROLLEY FARE

is the quarterly publication of the Pennsylvania Trolley Museum Inc.
1 Museum Road, Washington Pennsylvania 15301

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

Email: volunteer@patrolley.org Online: patrolley.org (ISSN 1041-9632)

OFFICERS 2021

President: Ed Moraczcyk
Vice President: Ray Betler
Treasurer: Walt Pilof
Assistant Treasurer Bill Croyle
Secretary Jim Herrington
Recording Secretary Ralph Ciccone

TRUSTEES:

Don Bailey Ray Betler
Dennis Bockus Jack Demnyan
Bob Jordan Jeff King
Walt Pilof Bob Popey
Arthur Rizzino Kathy Sabol
Tom Sterling Laura A. Wells

Voting members in good standing are invited to attend Board of Trustees meetings which are held on the fourth Wednesday of every month except August. Meetings begin at 7:00 PM and are held via Zoom internet.

DEPARTMENT MANAGERS

Archivist Emeritus Edward H. Lybarger
Archives Manager Bob Popey
Chief Electrical Engineer Dennis Bockus
Education & Interpretation Mike Ziviello
Engineering: Lawrence G. Lovejoy P.E.
Grounds, Way & Track Daniel J. Bower
Mobile Equipment Dave Hamley
Newsletter Distribution & Pre-press Cindy & Bruce Wells
Operations Kevin Zebly
Power & Signals Robert Scott Davis
Publications Christopher Walker
Restoration Bruce Wells
Trolley Maintenance Bernie Orient

STAFF

Executive Director & CEO Scott R. Becker director@patrolley.org
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
Director of Facilities Operations and Safety Kevin Zebly operations@patrolley.org

Annual Membership categories:

Family \$75 Couple \$60 Regular \$40 Associate \$30 Student \$20
Pennsylvania Trolley Museum Society \$1000
Send address changes to: businessmanager@patrolley.org



Mission Statement

The mission of the Pennsylvania Trolley Museum is to preserve and perpetuate its collection of historic transportation equipment, artifacts and archives and utilize the collection and other resources to provide an unparalleled immersive experience that brings the technology and culture of the Trolley Era alive through entertaining, educational and diverse programming.

Vision Statement

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



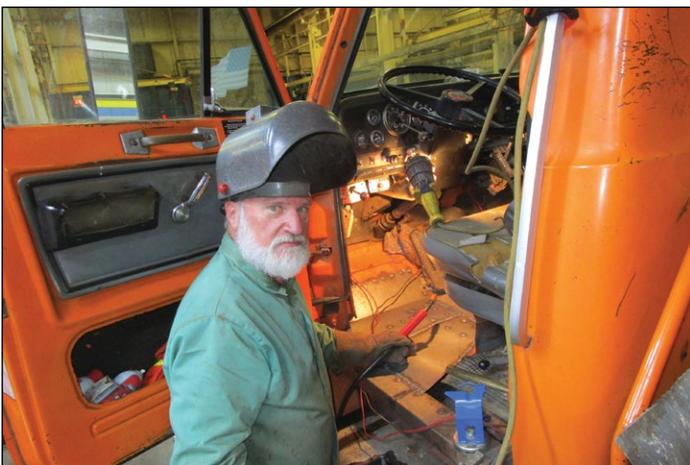
A crew from Kishmo, Inc. pour the Welcome and Education Center foundation on February-10.

Larry Lovejoy photo

Inset photo shows the results of this work with foundations completed.

Scott Becker photo.

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



Ralph Ciccone restores floor of Auger Truck.

Scott Becker photo



Ralph Ciccone working to improve the finish on 1138's bumper skirting.

Scott Becker photo

The Museum received a large quantity of good used office furniture from Washington Communities Human Services that can be used for our future expansion. Thanks also go to All Ways Moving & Storage for moving it free of charge as well as moving our train layout and Santa Trolley decorations to Reliance for storage. Ohio Valley Septic continues to donate Porta-Potty services at our Trolley Display Building and Model Cleaners now donates dry cleaning services for our special events costumes. The Washington County Agricultural Fair recently donated a dozen steel beams for use at Reliance as well. This support from the Community is most appreciated!

Cleanup and improvements continue at our Trolley Display Building (TDB), our largest public building. More materials and spare parts formerly stored beneath and behind trolley cars have been moved to the Reliance Building. Planning is well underway for a high-level platform to be built between the west end of Tracks 32 and 33 to make our three “high level” cars - Market-Frankford rapid transit car 606, Philadelphia & Western “Bullet” car 209 and Philadelphia & West Chester Traction Company freight motor 07 – accessible to visitors, including wheelchairs. This wooden platform will resemble an old-time elevated railway station and feature historic signs as well as “gooseneck” light fixtures. As part of this project, work will be undertaken to make these cars presentable both inside and out.

A number of improvements have been made at our Reliance Building. Kevin Zebley, working with volunteers, has filled in open pits with concrete in Bays 1 and 4 making this area more useable. The former break room has been cleaned out, painted and new flooring installed. This allowed all the archives filing cabinets in Bay 3 to be relocated there and a split heating/air conditioning system is being installed. 144 stacking pallet frames, acquired from Federal Surplus last fall, have been utilized to better organize numerous car parts, special events decorations and archives materials. Thanks to Ralph Ciccone for his many hours of forklift work to make this possible.

Thanks to Dan Bower our West Campus parking lot looks a lot better and to Bram Bailey for cleaning up our trolley line enhancing our “curb appeal.” Our “virtual front,” door a.k.a. our website, is being overhauled by the 412 Crew through a \$10,000 Washington County Tourism Marketing Grant and a \$2,500 Washington County Community Foundation grant. The new website will incorporate the Museum’s new logo and will be much more user friendly. This effort is being led by Elizabeth Hosier.

Thanks to many of you that continue to donate to the Museum. 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! 

From the Front Platform

By Edward Morascyzk, President

This edition of Trolley Fare covers the first quarter of 2022. I am an optimist. I always look forward to the start of a new year with excitement and enthusiasm. January 1st is the day when we close the book on the prior year and begin a new adventure. January 1st is often associated with the adoption of a New Year’s Resolution. Wikipedia describes a New Year’s Resolution as a tradition in which one resolves to continue good practices, improve problem areas and accomplish goals. Just like an individual makes a commitment to a New Year’s Resolution, the same idea applies to the Pennsylvania Trolley Museum.

The PTM staff, led by Scott Becker, the Board and officers have embraced the concepts. All around the Museum you will see examples of maintaining good practices, a commitment to making improvements where appropriate and everyone focused on the goal of making the Pennsylvania Trolley Museum “Best of Class”. For anyone reading Trolley Fare, who’s not already on board, we encourage you to join us on this special journey. There are many ways to support the Museum. Become a member, volunteer, visit the Museum and/or tell your friends and family about the exciting things happening at the Museum.

During the first few months of 2022, the Museum was officially closed to the public, but I assure you there was a great deal of work going on behind the scenes. You’ll find Trolley Fare filled with articles about construction, new programs and a drive and determination to excel. The staff and volunteers have devoted countless hours on making the Museum better.

Next, I would like to introduce our newest Board member, Jeanine DeBor, Esquire. Jeanine was appointed to the Board during the March meeting. Jeanine’s ties to the Museum start with her grandfather, Tony Desensi, who was a long-time volunteer. As a child, Jeanine, accompanied her grandfather to the Museum. She grew up with the Museum as part of her family legacy and is an experienced volunteer. Jeanine, who is an attorney, brings with her to the Board a wonderful skill set. Currently, Jeanine is the Director of Law

Alumni Relations and Development, Major Gifts for Duquesne University. Jeanine has enthusiastically agreed to join multiple committees. She makes an exemplary Board even stronger.

When you read the Trolley Fare articles, you will find a recurring theme, but in order to do it bigger and better than ever, more volunteers are needed. The Museum is in the midst of updating its policies for volunteers, including minors. Volunteering at the Museum will be rewarding. If you, a family member or friend are interested in learning more about volunteering at the Museum, please give Kristen Fredriksen, Assistant Manager of Visitor Experience a call or email her at volunteer@patrolley.org. When you're in the area, stop into the Museum and see what's new and the plans for the future.

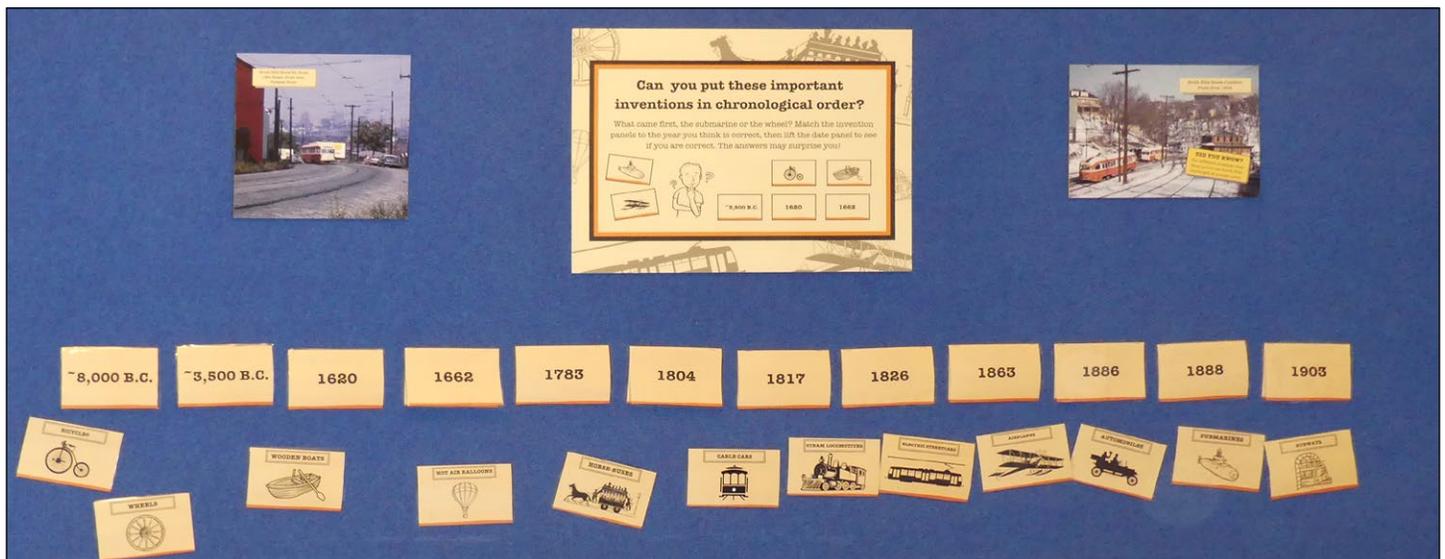
I will close by thanking all of the donors. The Museum couldn't operate without your support. As you will see in various articles in this issue of Trolley Fare, the members and friends of the Museum have stepped to the plate. We recently initiated a campaign asking members and friends to financially support the Museum and its ongoing Capital Campaign and the results were eye-opening. The success of the mailing demonstrates the widespread support for the Museum. If you haven't made a donation, please consider doing so. It will make a difference and 100% of your donation will go to improve the Museum and enhance the visitor experience. Get on board, our trolleys are scheduled for quite a ride! 

A New Season

By: Elizabeth Hosier, Manager of Visitor Experience

Even though some snow has still been blowing, we have officially moved into spring and we are looking forward to our 2022 season. The Museum might have been closed to the public January through March, but volunteers and staff were very busy preparing for the new season, planning events and programs, and looking ahead to our new Welcome and Education Center. We also added two new staff members and installed a new exhibit.

Our new Manager of STEAM and Education Programs, Jocelyn Farrell, helped me develop an exhibit based on our new book Pittsburgh: Streetcar City. The exhibit features photos and information from the book as well as educational activities for children to engage with.



Timeline activity in the new exhibit.

Elizabeth Hosier photo



Our new Director of Facilities, Safety, and Operations, Kevin Zebley, was also instrumental helping us prepare for the new season. He has helped install a new orientation video, organize and clean our spaces, and so much more. The new video is one created by TRIBLive that we shared on our Facebook late last year. *The Last Chance Trolley* is a great representation of the trolley era in the Pittsburgh region. The photo to the left shows the new setup that Kevin created which allows visitors press a button to play the video when they come into the room. This is an innovation that was long sought for the video presentation. Thank you Kevin!



First trolley down Trolley Street or the Trolley Street fan trip on March 4. Larry Lovejoy photo



Bram Bailey's hard work pays off Kevin Zebley photo

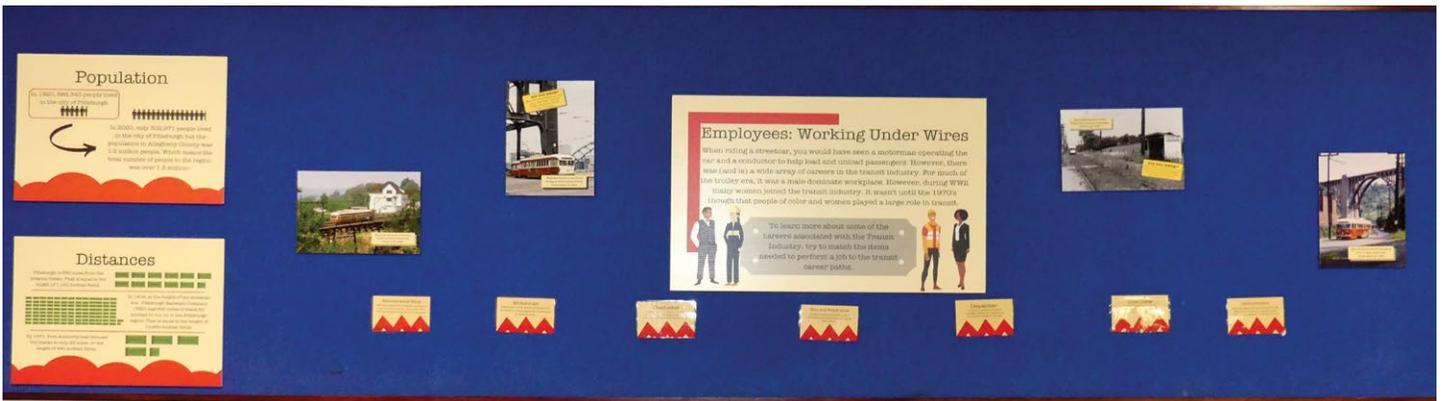
Volunteers have worked hard in the off-season as well. Larry Lovejoy, Director of Engineering, has been working hard on the East Campus. As things on that end of the track have really started to take shape and move forward, Larry is the one to congratulate. When you visit this season, he will likely be out there with his hardhat, especially once you see the building start to stretch skyward.

Volunteers have also helped clean trolleys, buildings, our grounds, and even the right away along the track – you may have seen Bram Bailey's story on our Facebook. Our off-season also meant requalifying all of our operators to ensure that visitors have a safe, fun, and educational visit this year.

The 2022 season promises to be bright with several of our favorite family-friendly events returning including Bunny Trolley, Anything on Wheels, the Western Pennsylvania Trolley Meet, Pumpkin Patch Trolley, Santa Trolley, and more. We also have a new take on our Dinosaur Trolley event, a Trick or Trolley event, and Summer Camp!



Kevin Zebley is here working with the operators in the first of many requalification sessions, getting ready for the busy upcoming season. Kristen Fredriksen photo



Additional images of the new exhibit.



The new interactive map exhibit using the map from our new publication.



March 3 our friends from Allways Moving provided a crew to clear toy train display from the Events Room as well as surplus items from the storage room as the area was revamped for the new season.



Tom Wilson represents PTM at the Greenberg Train Show at the end of February
Scott Becker photo

STEAM & Education Programs coming this Summer

By Jocelyn Farrell

This summer, it's full STEAM ahead as PTM will be hosting its first-ever summer camp programs! Summer camp programs will be available for children ages 6 – 12. There will be two camp themes: STEAM Camp and Brick Station. STEAM camp will focus on a variety of Science, Technology, Engineering, Art, and Math themed activities. Campers will be challenged to design and build strong towers and bridges, create and race vehicles, and explore what powers a streetcar by construct working circuits. Brick Station will have campers completing different LEGO® building challenges and activities while exploring geometry, investigating the power of simple machines, and planning and designing a brick city and trolley park. All camps will include tours of the Trolley Display Barn, trolley rides, and time to explore the new exhibits in the Visitor Education Center. Camps will run weekly from 9:00 AM until 12:00 PM. For more information, visit <https://pa-trolley.org/summer-camps/>.



Science-Technology-Engineering-Arts-Math

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.

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.

Riding Today's Washington Interurban!

By Paul Grether

I was visiting Kristen Fredriksen in Pittsburgh and we were working out the logistics of my planned

At this point it again became clear to Kristen that the part of my brain that would cause normal people to reconsider is short circuited. All I could think of was flashbacks to pictures in books of the Pittsburgh Railways Washington Interurban, the delivery of the first cars to PTM and my love for extreme public transportation itineraries, especially those that follow former rail lines. I want to recreate this. In 2022.



I shared my trolley excitement with Kristen as I drank a beer and contemplated a pierogi, explaining my plan and partially overcoming her skepticism. She relents.

Saturday visit to the trolley museum. I had arrived Friday evening on Amtrak train #43 into Pittsburgh Penn Station coming from New York Penn Station. We had just ordered our beer and dinner in the Strip District when the conversation around Kristen's need to be at the museum very early came up. Kristen would leave Mount Lebanon between 6:00 and 6:30 in the morning to get to the museum to assist with special event preparations. I was a weary rail traveler who had started the day on the Long Island Rail Road and transferring to Amtrak, "telecommuting" across the Alleghenies on the broad way of the Standard Railroad of the World. An early Saturday did not suit me. I expressed my selfishness, but I had an idea. It went like this:

"I'll meet you at the museum later!"

"You don't have a car."

"I'll take transit!"

"That's crazy."

Following research (Google) upon that evening's arrival in the Mount Lebanon apartment, it was clear what I needed to do and when to do it. There were two important factors, 1) I need a valid, loaded Connect Card – check; and 2) I need to arrive via the Port Authority light rail Red Line to South Hills Village no later than 10:30 in the morning to catch the scheduled outbound Washington County Freedom Transit "Metro Commuter Bus Service Saturday" – check.

It was the start of a sunny and beautiful "Mount Lebanon Chamber of Commerce" day as I made my way to the station. I couldn't help but think about how, before August of 1953, I could have caught a PCC on Washington Road in uptown Mount Lebanon to Washington Pennsylvania. Nonetheless I boarded an outbound car at the new station at the trolley replacement subway tunnel portal. I exit at South Hills Village with about ten fellow passengers. Problem. I have no idea where the bus stop is and

there are no signs. The Port Authority employee in the fare booth directs me to walk through the parking garage, up the stairs and to the stop on Village Drive, across from the mall. I think of two things during my walk to the stop, 1) I have worked in the transit industry for 18 years and I cannot figure out the fare collection process for Pittsburgh light rail; and 2) this scenery of a parking garage and mall is not at all interurban-like.

10:30 – no bus. 10:32 – no bus. At 10:35 a Gillig 35 foot transit bus in a striking black paint scheme arrives. Boarding is delayed for the operator to have a smoke break. At 10:38, following my second tap of my Connect Card we are on our way. Total departure ridership is 6 passengers.

The Gillig is set up as a commuter bus with cushioned seats and no rear door. This is the interurban of 2022. The scenery quickly changes from suburban strip malls to a less dense more undeveloped landscape. We are on Washington Road. We are not on the interstate highway. This is an interurban route! The passengers are a mix of people going from the city to a job in Washington County, local residents going home or out to shop. The stops are all flag stops (people hail the bus by waving) until we get on Pike Street in the village of Canonsburg and there are some actual bus stop

signs. After an annoying and time consuming detour off the interurban line to the Tanger outlet mall and the Meadows racetrack and casino we resume our interurban route. The bus continues until I see a building with the sign “Beechie’s Place.” This is my mark – a quick pull on the stop cord and consultation with the operator has me alighted at the intersection of Pike Street and Country Club Road. I begin my walk. Country Club Road is not designed for pedestrians but this is a small concession to prove the feasibility of my plan to Kristen.

After I cross the RCA plant parking lot there is one final link in my journey. I wait for a trolley at the Allison stop. The motorman is confused by my hail but stops. Conductor Ned Apalakian will not accept my Connect Card for fare and does not believe my explanation of this being a “transfer” but permits boarding. I promptly and efficiently arrive at the museum gift shop.

Kristen rolls her eyes.

Note: The Freedom Transit Commuter Route is only an “interurban” on Saturdays. It does not operate on Sunday, and it uses the interstate to downtown Pittsburgh on weekdays. There are three Saturday trips in each direction. The fares are based on zones, and my trip was \$5.00 – the maximum. More information is at www.freedom-transit.org 

Streetcar Maintenance

By Bernie Orient

I left off last issue with intentions of catching up on deferred maintenance and annual maintenance. Although not totally successful we managed to inspect five cars. As we turned the calendar to 2022 we had PST 24 and PAT 1711 in the shop. In for annual maintenance I quickly spotted both rear track brakes were dragging on the rails. These had both been replaced last season but both had lost the forward spring retainers. Wear marks on the magnets suggested they had been dragging for a while. The UNF threads were fine on the suspension springs so the failure remains a mystery. Wayne Wicks did the repairs including two new bushings.

Car 24 exceeded expectations as to the time needed for planned repairs. The roof boards at #2 end were replaced last winter so we tackled #1 end. The boards themselves were only rotted at the pole hook ends but one cleat was totally rotted in an intermediate location. We had all of the forest

products in stock so this should not be complicated. The pole base, Ohio Brass form 10, was mounted on a wooden sub-base with is somewhat isolated from the roof boards by conical shaped snubbers, of which two of the six were quite “consumed”. What I did not expect were rotted out sections of the roof itself near



January 19 found Bernie and Wayne preparing to install the master controller into the underside of 1138 following rebuilding work by Fred Cooley. Kristen Fredriksen photo

the outer edge of the wood section. These took several work sessions to cut out and replace. The canvas roofing was flawed in other areas as well so I obtained a 60 square feet of canvas for repairs. The second objective of the shop visit was to install a moisture separator in place of the failed one in the compressor compartment. I was reluctant to shift the car to the pit area to accomplish this with the roof repairs in progress so that update did not happen. We did re-work the pole base. The bushings had not quite worn through on the pivot pin but the fulcrum arm needed bored and bushed. The roller bearings were unremarkable, meaning they were in good shape and were reused. The springs were not in that good the eyes had been welded up. I machined some brass bushes that could be distorted to fit the irregular holes. The springs were a bit tired and barely achieved minimum pole tension. We shifted 24 from the shop on Feb 12.

Pittsburgh 4398 got annual maintenance plus a resistor box designed to reduce the voltage to the interior lights. This car had the most bulb failures in the fleet, requiring attention nearly every month. Building the box was an “opportune” project, indicating that fabrication took a long time, like 4 months. The job was completed on Groundhog Day. Hopefully the light bulb issues will subside.

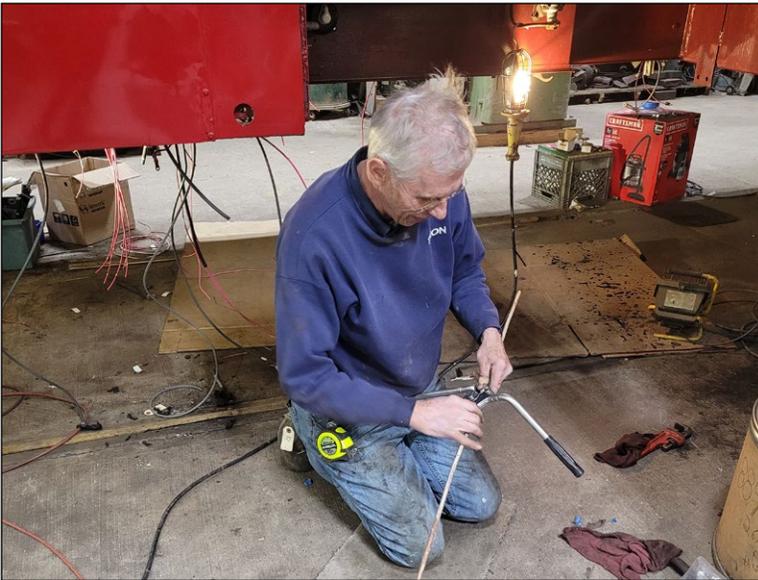
PTC 2711 had been in the shop since Jan 12 for annual service plus some deferred work. Top of the list was completion of a new accelerator drum pan. The old pan, by no means in serviceable condition, was riddled with holes last year during a drum failure. Wayne Wicks and Jack Jost did the work on this once I had the bare-bones box fabricated. In the process I learned how to fabricate new spring-loaded latches from scratch. As an “aftermarket option” we installed electrical grade fiberglass on the pan bottom, hopefully to avoid future burn-throughs. Fred Cooley replaced the back-up control switch, the former having a rounded-off shaft. I'd had my eyes on the deteriorating motor bellows for some time and decided they could endure on no longer. We took the jacks from Car 1138 and raised 2711 on Feb 12. Kate Imler removed all four bellows, appropriately so as she was to fabricate new ones. The old ones were quite agricultural in design and we had nothing in stock that would fit. Our ample stock of spring-loaded units, what I believe were from Pittsburgh air cars, were too long. A visual inspection of both 1799 and 1467 display cars indicated ill-fitting versions of the spring-loaded bellows that we had and car 2723 had ones similar to 2711. In due time Kate had her custom stitchery complete using much of the leftover canvas material from Car 24. I had some steel “picture frames” cut by Miner Steel and Roy Scandrol assembled the upper steel pieces and plywood lower pieces as they will wear on the motor cases as the trucks swivel in curves. One side bar was one of the SEPTA-era slide adapters on a body bolster was falling off so I had Dan Bower do some overhead plug welds. Another unintended activity was having new center bearing conical wear discs fabricated. We had but one in stock and our short list of associates had no spares. Our friendly contract machinist Dan DeWald studied the situation and made a fixture to easily fabricate more of these in the

future (1138 comes to mind.) I had three options to choose from. The old ones from 2711 had one surface bronze with perforations for grease and the others side coated with a polymer-like material. Ones from 1138 were entirely polymer, or at least non metallic. The sole spare we had from PAT was polymer but with bronze or brass rivets probably for grounding purposes. I went with UHMW polymer and we installed them before lowering the car on March 9.

Concurrent with the work on 2711 we had P&WCT (Philadelphia & West Chester Traction) 78 in for annual maintenance. This year I spotted some minor issues within the PC-19 switch-group. The PC-19, in my estimation, was the



Here's a photo of Katie Imler sewing bellows units for 2711. Kristen Fredriksen photo



Roy Scandrol works on an air line for 1138. Kristen Fredriksen photo

fore-runner for General Electric's PCC control system which is not at all like the Westinghouse version that I'm more familiar with. Getting to the point, The PC-19 uses four large contactors, roughly similar in use as Westinghouse magnetic HL control used in Pittsburgh and the GE ML system used on car 66. One problem were burned contact tips in the "S" contactor, not a surprise as this contact opens under load. I also noticed the pivot pin was working its way out of the armature assembly because a cotter pin had failed. Then the braided shunt had deteriorated implying fewer strands of braid carried a disproportional load leading to eventual failure. Lastly two sets of contact tips in the accelerator section where a rack and pinion device rotates cams had signs of burns and pits while the remaining ten pairs were pristine. Fortunately we had spare parts

that were close enough for temporary repairs to get us by while new components are being manufactured. After a center-bearing lube and a safety relief valve change-out 78 left the shop with in-service status on March 19. This, in turn, paved the way to move 2711 back over the pit to re-connect the wiring.

We moved 2711 by hand two people tugging on a rope and two more pushing from behind, a fairly easy although primitive method. Within a couple of hours the car was ready for a road test. The burned out back-up lights that Jack Jost had replaced worked well. Cars 2711 and 78 were replaced by cars 66 and 4145 in the shop on March 19. I should point out that March 19 coincided with a weather-related rescheduling of an Operator Requalification class so plenty of qualified shifters were available for the car moves. There is

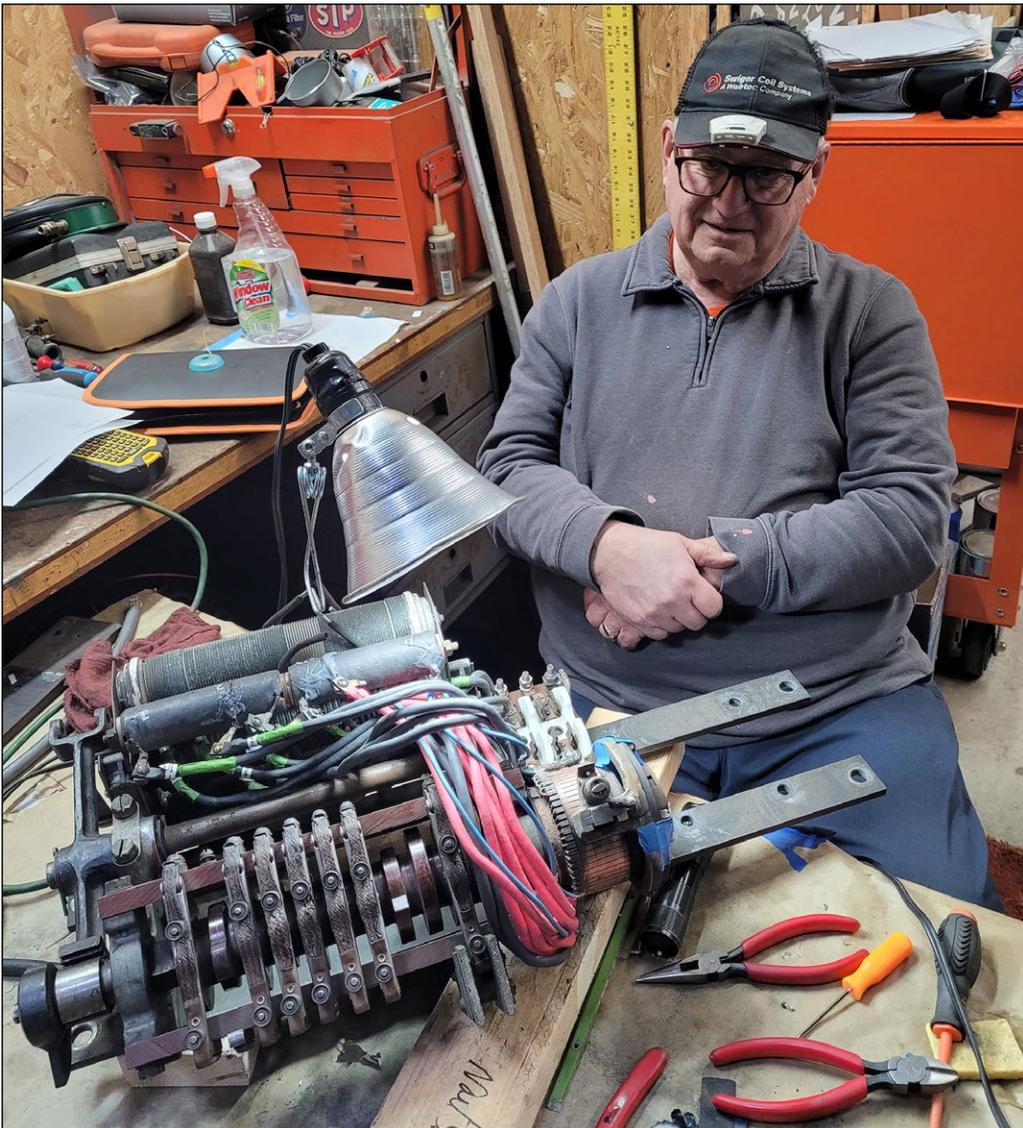
hardly ever a single car move as each shift requires a space for it and so on. Additionally car 2711 was given a road test and put back on the in-service list.

Red Arrow car 66 was brought in for installation of a Rizzino-Rebuilt door engine for #2 end Operator's door. It had been in the shop from February 16-23 for annual maintenance and door repairs. One of the door motors needed some precision bushing work so it went to DeWald Machine in West View so Art Rizzino could complete his rebuild process. Expecting a delay (which did not happen) I had 66 shifted for car 78. Pittsburgh Railways 4145 was in for annual maintenance although not before acquiring the dubious distinction of being the first road call of the 2022 season. The Operators noticed a shower of sparks coming from #4 traction motor as it was being moved from the Car House. I quickly found that the motor leads had been rubbing against a truck member and had worn through. I did a quick field repair and the move continued. 4145 will also get two new brake adjuster boxes, products of another "opportune" project that languished for months.

By and large most of our "spare" time this quarter was spent with PRC 1138. This included, to date, removing the Voltage Regulator/Auxiliary Contactor box, MG/Air Compressor unit, Ni-Cad batteries and all under-car wiring from the battery compartment to the compartment under the Operator's Seat.



Bill Fronczek describes the history of this artifact he repainted, a milk can from the Harmony Line. Kristen Fredriksen photo



After rebuilding 1138's Master Controller, Fred Cooley (seen there) tackled the Brake Controller as described in Bernie's narrative below.

Kristen Fredriksen photo

Fred Cooley has been working with as many as three wiring diagrams at once, each with subtle disagreements among themselves. Of particular interest was the brake controller. On Car 1138, while mostly a Westinghouse car has a motor generator, brake controller and voltage regulator units built by General Electric. (This was standard in early PCCs built before the WH control system was fully built out to include all components). The brake controller was in questionable condition. Earlier efforts succeeded in repairing a fractured frame member but there was disconnected wiring having no obvious terminations. Friends of Philadelphia Trolleys, co-founder Matt Nawn was able to furnish a copy of a 1941 General Electric schematic that featured a 17KC25-W braking controller that was similar enough to our B model from which Fred Cooley was able to crack the codes. Worth mentioning on the old wiring diagram subject, some of the drawings were the photo copies of original blueprint yielding a white line on black format. These are easily read but difficult to write notes on or make changes. The

color reversal on the drawings eluded commercial print shops services but our Volunteer Coordinator Kristen Fredriksen succeeded in using a Photoshop like program to do the job.

By mid March we had to slow further electrical work in order to affect more piping and structural repairs. We managed to install the brake controller on March 16 and Fred has kept busy with the wiring. To date we've logged 750 volunteer hours with an anticipated 435 to go. Ralph Ciccone will be helping with the air system and structural repairs, Art Rizzino continues to rebuild door motors, solenoid valves and the R-8 brake valve, and Tim Moffat continues his wiring work inside the car.

In other news, Bruce Wells completed the front window frame repair and replacement of a broken glass in New Orleans 832. I succeeded in re-establishing the natural-gas re-conversion to the furnace at Wexford Station on March 8.

Volunteer maintenance hours totaled 934 this quarter. 🚃

Car 9095 was this year's Valentine's Day car on the City Division. As usual Gary Mason and his son were the ones who performed the 11 hours of work needed to transform the ordinary streetcar into a beautifully lighted and decorated piece of equipment.



Interior of the Valentines Day decorated car.

Bill Monaghan photo

On Sunday February 27, Route 36 returned to rail service after work along Elmwood was completed. Bus substitution had been in place since August 29, 2022. Route 34 pull-in and pull-out cars also returned to using Elmwood Avenue. They had been using Island and Woodland Avenues to get to their regular on and off-road routing along 49th Street.

On February 13, shuttle buses were operating between 54th & Lansdowne and 63rd & Malvern due to switch problems at an unspecified location. Westbound trolleys turned short using the loop via Lancaster Avenue, 54th Street and Lansdowne Avenue to return to Lancaster Avenue.

As of February 20, Subway-Surface Routes 11 and 13 have been operating with delays due to a shortage of operators. The SEPTA website has noted that Routes 101 and 102 have also been running with delays due to a lack of required number of operators needed to handle the regularly scheduled service.

From 7:00 a.m. to 5:00 p.m., Saturday & Sunday, February 19th - 20th, opposite side boarding was in

effect on the Media line so trackwork could occur. The effected stops included Drexel Hill Junction, Huey-School Lane, Aronimink, Anderson, Drexelbrook and Drexeline.

A search on the SEPTA website revealed that the authority is scrapping the last 8 remaining AEM electric locomotives and 1 retired St. Louis Silverliner III car at its Frazer Shop, located at 32 Sproul Road, Route 252 in Frazer, Pa. It asked for bids for the full removal of this equipment, which was described as in an "As Is" condition and indicated that dismantling may occur onsite prior to removal of the rolling stock in question.

On February 16, 2022, SEPTA announced spring schedule changes effective February 27 and 28 that reduce service frequency on some bus routes and the Market-Frankford Line to accommodate changes in ridership and an ongoing shortage of bus operators. Two bus routes, including Route G running from South Philadelphia to Overbrook, will get more frequent

trips during times of heavy ridership. Morning peak G service would have a six-minute headway in the morning rush hour instead of eight. Its midday headway goes from every 12 to every 15 minutes. Bus Route 70 will receive more service on weekday afternoons when schools are letting out on the Cottman Avenue corridor in Northeast Philadelphia. Bus routes whose headways are being extended by 2 to 3 minutes include the 2, 6, 19, 20, 24, 29, 33, 45, 46, 52, 53, 57, 79, 88, 124, 125 and the L. The headways of trains on the Market-Frankford Line will change from 5-minute service to 6-minute service. This is being done to accommodate scheduled maintenance for the E1 car fleet. SEPTA used real-time data from automatic digital passenger counters to plan the changes. "It's still a very robust schedule," said Jody Holton, Assistant General Manager for Planning. "The changes are tailored to have the least impact on our customers." The schedule changes of one-to-two minutes per trip for bus routes add up to 28 fewer trips across the system. 28 drivers will be assigned to a pool to fill in for absent drivers to reduce the number of trips canceled due to a shortage of operators. SEPTA stressed that no routes or lines will be eliminated and schedules for trolley routes, the Broad Street subway, the Norristown High-Speed Line, and Regional Rail will not change.

Operator shortages are not SEPTA's only problem stemming from the pandemic. The global supply chain issues are creating shortages of critical

parts needed to maintain equipment and facilities, including computer microchips, copper wire and paint. These materials are costing 25% or more and deliveries are sporadic. In addition, a \$138 million contract for 45 double-deck passenger cars, on order since 2017 to CRRC MA, the U.S. subsidiary of China Railway Rolling Stock Corporation for the Regional Rail system has been delayed due that country's "zero COVID" strategy of aggressive lockdowns to stop outbreaks.

SEPTA is preparing to sell up to \$800 million in revenue bonds by the summer of 2022 to fund projects such as a \$35 million overhaul of the Bridgeport Viaduct over the Schuylkill on the Norristown High Speed Line, the rehabilitation of stations on its rapid transit and Regional Rail systems and a trolley modernization. It would begin to do so after July 1 due to a change in the way Pennsylvania pays for state aid to mass-transit systems that will allow the authority to borrow against its share of the money. SEPTA indicates that it has at least \$4.6 billion of deferred repair needs, as well as dozens of priority projects planned, including the replacement of aging train cars on the Market-Frankford Line.

Since 2013, the state Transportation Department has issued \$450 million yearly to the state's transit authorities. This money came from the Pennsylvania Turnpike Commission, which issued bonds backed by toll revenues to make these payments. SEPTA has not been able to use their share, about \$225 million yearly, as collateral for borrowing because it is already committed to the toll road's creditors. But beginning

July 1, transit agencies will instead get \$400 million yearly from the state's motor vehicle sales tax under Act 89. That money is not encumbered by debt. The turnpike's payment to transit, a major reason for the road's recent toll increases, will drop to \$50 million a year. SEPTA's borrowing will not be a cause of fare increases since state law says all fare revenues can be used only for operating expenses, not capital spending. 



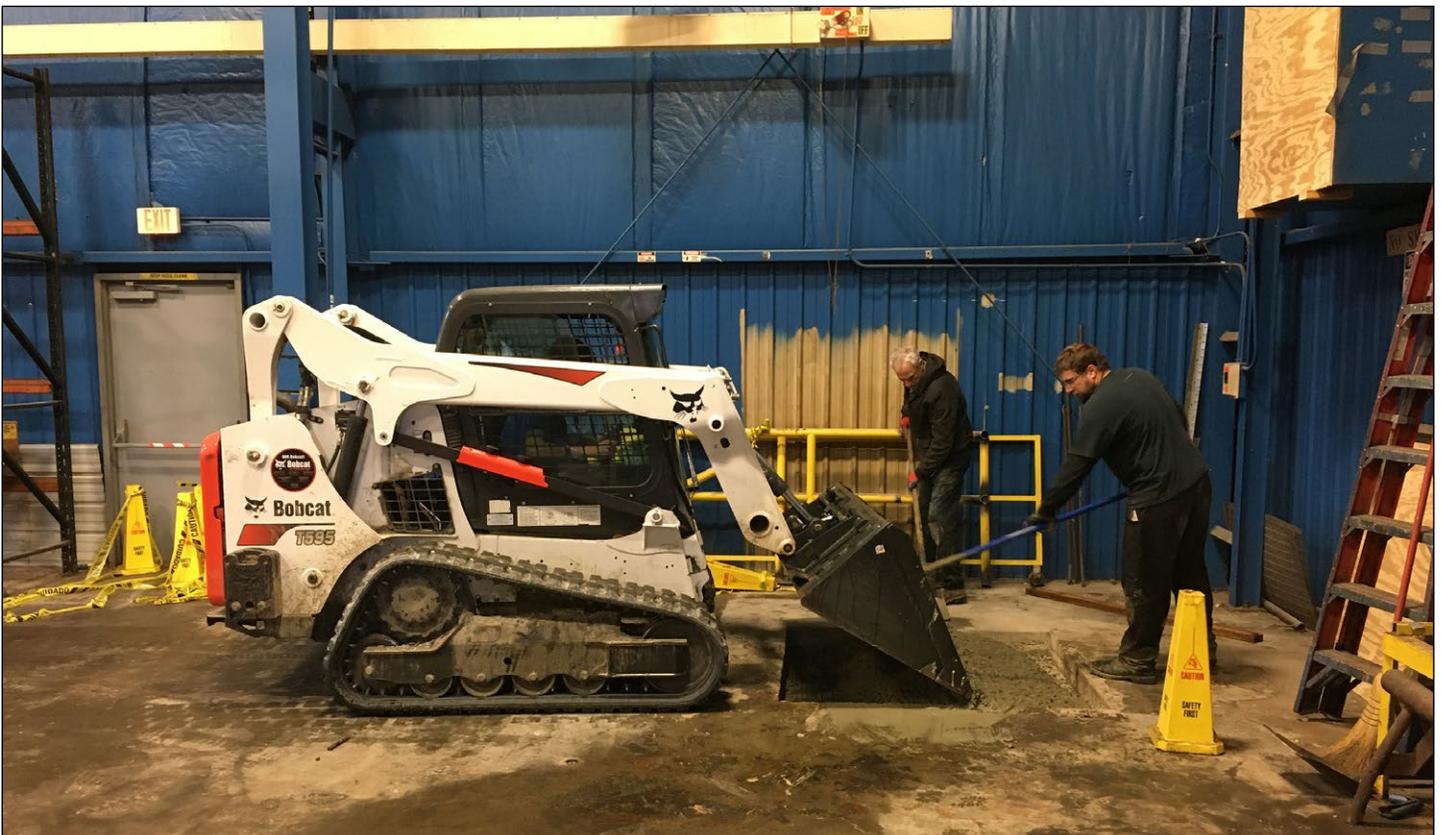
Beautifully decorated Valentine's Day Kawasaki built streetcar 9095.

Bill Monaghan photo



Early in March Art Ellis prepared to rebabbit the bearing salvaged from the most defective motor. Unfortunately while successful in this effort it was discovered that the bore in the end bell of this motor was out of round and therefore the bearing was not usable for overhaul and a new bearing was made.

Bruce Wells photo



Doug and Kevin Zebley (our Father / Son Team) fill previously used openings in the floor at our Reliance shop area.

Kristen Fredriksen photo

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION

Minutes of the January regular members meeting January 13, 1972

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

The minutes of the December 1971 regular members meeting were then read and approved. The Treasurer then reported that the current bank balance was approximately \$1500.00. No official report was, however, given.

The President then appointed Ray Chilcott and Bill Huston as tellers to count the ballots of the special runoff election for the 5-year post on the Board of Directors.

Bob Jordan was then asked to give a report on the Cats Run wye project. He reported that both manpower and money are needed. A comparison was made of the track length that we have to remove as about twice the amount of track that is installed at the museum. It was also reported that rides can be made available to anyone who has no other way down. Finally a form was passed throughout the room and members were asked to sign up for any forthcoming sessions.

At this time the tellers returned and were asked by the President to give the results of the election. They reported that there were 47 ballots sent in. Of these, one had to be disqualified because it was not signed. The final tally was Bill Fronczek – 24 votes and Ed Lybarger – 22 votes.

Publications: Ed Lybarger reported that we are almost ready to start a program of pre-publication sales for the West Penn book. It was also reported that we are trying to make more hardbound books available for mail order sales. For sale at tonight's meeting is the publication by Wagner on the Cincinnati curved-side cars.

Land Development Committee: John Bagiensky reported last December 9 a meeting was held on an informal basis with county development officials in attendance. Preparations for the upcoming meeting with the Washington County planning commission were then discussed. From early reports our position seems good and the prospects of our expansion also seem good.

Program: Russell Cashdollar reported that tonight's program will be some European slides and some slides from the England collection.

The meeting was adjourned at 8:50 PM.

Respectfully submitted, Larry Schwartz Secretary--PRMA

continued online, Page 25

A Reminder from the Executive Director and CEO

Please support the WCCF GIVES EVENT – September 15, 2022

This year's Washington County Community Foundation "WCCF Gives" event will be Thursday, September 15! From 8AM to 8PM, all gifts made to the PTM via www.wccfgives.org will be increased by a percentage of a \$100,000 bonus pool! You can also give by check (made payable to WCCF) any time before September 15 to participate in what has become our most important annual fund raiser! We will be emailing you the donation flyer for checks and any further donation instructions as soon as WCCF begins accepting check donations (sometime in August).

We Thank our Generous Corporate Sponsors!





Art set up his babbitt pouring operation to repair the new bearing made for the motor that seized up in the test run process. Unfortunately, the housing that the bearing fits into was deformed and needed to be straightened (also using the lathe below) so a second new bearing needed to be fabricated and this pour was for naught.
Bruce Wells photo



The armature from open car 1758 was returned from a long hiatus to have it's damaged end shaft made cylindrical with a nice even cut at an outside shop. Here Ralph Ciccone looks on as Art Ellis polishes the bearing surface using the new to us lathe acquired as part of the Reliance site purchase.
Bruce Wells photo



Bill Monaghan photos from Philadelphia



Opening day

Kristen Fredriksen photo



2022-03-03 One round of operators receive customer service training during annual requal. Kristen Fredriksen photo



Opening Day Guests Will and Jesus try out the timeline exhibit.

Kristen Fredriksen photo



January 11, 2022 found Volunteers Cindy, Barrie, and Judy stuffing and labeling envelopes for the Q4 Trolley Fare mailing so that Cindy and Bruce could drive it to the Post office in Pittsburgh.

Kristen Fredriksen photo



March 2 found Kevin, Brett, and Bob working with Elizabeth during staff Operator Training

Kristen Fredriksen photo



In February, Ralph Ciccone and Kevin Zebley started the clean out of remaining boxcars in preparation for their scrapping.



The museum hit 10,000 Facebook followers in February.

Kristen Fredriksen photo



A West Penn 700 car crosses the Cats Run Trestle around 1950 when the Masontown-Martin branch was abandoned. The track described in the 1972 minutes ran beneath this bridge along PA 166 south of Masontown (see inset map from Google). The track which was acquired was destined for the Fairgrounds and ultimately Arden Mines extension of the Museum line was removed from this line about half a mile from this crossing.

Frank Butts photo, PTM Archives



February 11 boxcars were positioned for scrapping that commenced in March.

Bruce Wells photo



By March 23 progress was being made by scrap contractor Sonny's Service in the removal of Swift mechanical refrigerator cars acquired through the efforts of Bill Fronczek in 1974 and used for parts storage.

Bruce Wells photo

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION, INC.

Minutes of the January 26, 1972, Board of Directors meeting.

The meeting was called to order by President John A. Bagiensky at 8:17 PM in Room 712 of the Penn Central Station.

The minutes of the December 1971 Board of Directors meeting were read and approved.

The following reports were then presented: Masontown: Bob Jordan reported that approx. 1200 feet of track have been removed by the work crews. 500 additional feet of track have been unspiked and unbolted and approx. 1000 feet of track remain untouched. It was also pointed out by Mr. Jordan that we have a March 1 deadline contracted to remove the rail.

The President reported that he has written a letter to the Port Authority to request information on the equipment that is being disposed of at this time. He reported that he has heard nothing to date.

Bob Jordan then reported that Mr. Joe Alfonsi of Trolley Valhalla has won his bid for the removal of track and line equipment at Llanerch. Arden will then probably get the rights to some of the special work and possibly some line parts under agreement with Mr. Alfonsi.

Bill Fronczek then reported on his finding with our insurance agency. He reported that it would be cheaper for the organization to consider a package deal with the liability insurance and boiler insurance, which would cost the museum about \$200.00 per year as opposed to \$381.80 if it were ordered separately. There was a discussion which followed in which other types of insurance were talked about up to insuring the entire plant and contents. It was then finally moved by Bill Fronczek and seconded by Ed Lybarger to authorize and appropriate up to \$500.00 per year for the purpose of insuring the museum barn buildings, substation equipment, boiler and for providing general liability. Unanimously carried.

PUBLICATIONS: Ed Lybarger reported that at a recent publications meeting Rey Galbraith turned over all preliminary materials and photos. These are presently under evaluation by members of the publications committee. It is also hoped that a price from the printers can be secured in the next week. Publication date is set for sometime this spring but Mr. Lybarger reported that the financing is still a problem.

At this time John Bagiensky reported that his choice for the one year board of Directors term created by himself running for the office of President be filled by Mr. Lou Redman. It was then moved by Ed Lybarger and seconded by Bob Jordan to elect Lou Redman to the Board of Directors for a one-year term expiring at the end of the 1972 year. Unanimously carried.

John Bagiensky also reported that he will make appointments to the finance committee at the next Board of Directors meeting.

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

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION

Minutes of the regular members meeting of February 10, 1972

The meeting was called to order by President John Bagiensky in the Boys' Lobby of the Golden Triangle YMCA at 8:10 PM.

The Treasurer's report was presented by Harold Baxter and it showed a January 31 cash balance of \$1839.00.

The following committee reports were then presented:

MUSEUM: Ray Windle reported that one leg and one stub end of the wye is all the dismantling that needs to be done on the project. However, he still reiterated the need for more people to come down and work on this important project. Bob Jordan further reported that we missed our first workday at the wye since the start of the project due to poor weather conditions last Sunday.

MEMBERSHIP: John Baxter introduced visitor Russell Black and then read the regular membership application of Norman Kline.

The regular secretary arrived and read the minutes of the January regular members meeting. They were then approved as read.

PUBLICATIONS: Ed Lybarger reported that the text of the West Penn book is completed and is at the printers. It is hoped that this publication will be available in time for the museum opening in May.

PROGRAMS: Russell Cashdollar reported that tonight's program will consist of an early Edison movie on New York transit from the horse car to the cable and subway cars. Some slides on the Chicago area will also be presented by John Swindler and last, there will be some 1930 vintage Cleveland Railway movies. Next month is planned a program of the cars at Arden before their retirement from service and fantrips.

LAND DEVELOPMENT: John Bagiensky reported that there was a meeting with the Washington commissioners and the Washington planning commission. Some details however, will remain up in the air and further meetings will be needed to finalize our plans.

The meeting was adjourned at 8:40 PM. Respectfully submitted, Larry Schwartz Secretary--PRMA

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION

Minutes of the February 23, 1972, Board of Directors meeting.

The meeting was called to order by President John A. Bagiensky at 8:12 PM in Room 712 of the Penn Central Station.

The minutes of the January Board meeting were read and approved.

The Treasurer's report was presented by Harold Baxter and it showed a January 31, cash balance of \$1839.00.

The following committee reports were presented:

Museum--Museum Director Ray Windle reported that the crossing has been removed from the road at the Cat's Run Wye. Work has progressed to the point where the final leg of the wye has been unspiked and is ready for immediate removal. Bill Fronczek must get in touch with the Monongahela Railway to get a work agreement extension for thirty days on our original removal contract.

Publications--Ed Lybarger reported the text for the West Penn book has been returned in a finished format from the printers and is in the process of being made into a mock-up of the final finished product.

Land Development--John Bagiensky reported that Washington County is in the process of working with the Penn Central engineering dept. personnel in trying to locate a right of way for a railroad siding in the valley for the proposed industrial park.

Membership--The Regular membership application of Norman H. Kline was read by the Treasurer. It was moved by Ray Windle and seconded by Edward Lybarger to accept the application and grant Mr. Kline a regular membership in the organization. Unanimously carried.

At this time it was reported by John Bagiensky that the Port Authority of Allegheny County has sent twelve letters to other museums across the country requesting that they may bid on the standard trolley cars and parts being disposed of at this time, namely M30, M50, M56, M200 and the remains of M452.

Bob Jordan announced that complete Arden Manuals covering operating rules, salesmanship, speeches, etc. will be published. A new operating program with two sessions is being planned for this year.

The meeting was adjourned at 10:15 PM. Respectfully submitted, Larry Schwartz Secretary--PRMA February 23, 1972

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION

Minutes of the regular members meeting, March 9, 1972

The meeting was called to order by President John Bagiensky in the Boys' Lobby of the Golden Triangle YMCA at 8:20 PM.

The minutes of the February regular meeting were read and approved.

The Treasurer, Harold G. Baxter, reported a February 29, 1972, cash balance of \$1633.00.

John A. Bagiensky then reported that he is inquiring into the possibility of using a meeting room at the old North Side Post Office Museum for a fee of \$15.00 per night.

Robert L. Jordan reported that the Cat's Run Wye track removal project had been completed on March 4, 1972, with loading of the rail at Cat's Run Wye to be Saturday, March 18, 1972. Appreciation was expressed to all who helped this worthwhile museum project.

Raymond R. Windle called for a massive cleanup of the museum in preparation for summer operation.

Robert L. Jordan reported that a new Arden Operations Manual is in the making. A sign-up list was then circulated among the members present

John Baxter reported regular membership applications for Homer Woessner, Howard Jenkins, V. James Barison, and Philip Gimbel.

Russell Cashdollar reported that tonight's program would consist of movies and pictures of museum cars before their arrival at Arden. The program for April will be the annual model night and the program for May will be movies by Howard Sell.

John A. Bagiensky reported a change over to Travelers Insurance Company for museum coverage.

The meeting was adjourned at 8:42 PM. E. S. T. Respectfully submitted, Larry Schwartz Secretary--PRMA

PENNSYLVANIA RAILWAY MUSEUM ASSOCIATION

Minutes of the March 22, 1972, Board of Directors meeting.

The meeting was called to order at 8:22 PM in Room 712, Penn Central Station Bldg., Pittsburgh PA, by President John A. Bagiensky. The minutes of the February Board of Directors meeting were read and approved.

Robert L. Jordan reported that Saturday, March 4, 1972 had been declared a day of rest at the Cat's Run Wye. Loading of the rail took only seven hours, arrival and unloading of the rail is expected to take place within the next three weeks. The hand tools will be picked up at a later date. John A. Bagiensky reported that the two gondolas have been traced to Conway Yards and are due to arrive at Scully Yards today. A call to the freight agent in Canonsburg revealed that in all probability the rail will arrive at Arden siding late Friday, March 24, 1972. A crane has been ordered from Atlas Railroad Construction Co. to unload the rail.

Treasurer Harold G. Baxter reported a Feb. 29, 1972, cash balance of \$1632.69.

Raymond R. Windle resigned his position as Museum Director. Robert L. Jordan moved to accept with regret R. R. Windle's resignation. The motion was seconded by Edward H. Lybarger and unanimously carried. John Bagiensky suggested Bruce P. Wells as a replacement. A motion was made to that effect by James Kubanick and seconded by Edward Lybarger. It was carried unanimously. A committee to define the duties of the museum director will be organized by John Bagiensky next month.

John Bagiensky said that he was looking into professional weed control for the museum.

Robert Jordan stated that he is happy with the positive response to the sign-up list for summer operations passed around at the March Regular meeting.

Publications chairman Edward Lybarger reported that the T. E. Parkinson books on Pittsburgh street railways will be arriving from England shortly. Subjects for three new post cards have been selected.

John Bagiensky of the Museum Development Committee reported that Washington County is having the entire area surrounding the museum surveyed.

The position of publicity chairman is open and Louis J. Redman was suggested by Robert Jordan. John Bagiensky will contact Mr. Redman on this matter.

The following membership applications were read and approved: Homer Woessner, Howard Jenkins, V. James Barison and Philip Gimbel. Secretary Lawrence J. Schwartz was then granted a leave of absence from his position to fulfill his basic training in the reserves. Motion was made by Robert Jordan and seconded by Edward Lybarger. It was carried unanimously.

A motion to appoint Raymond R. Windle as acting secretary was made by Bruce Wells. It was seconded by Edward Lybarger and carried unanimously.

The meeting was adjourned at 9:44 PM.

Respectfully submitted, Lawrence J. Schwartz, Secretary. March 22, 1972 Board of Directors



At the conclusion of the removal of rail from the Monongahela Railroad's Cats Run Wye near Masontown a large crew including Bob Jordan, Artie Ellis, Larry Schwartz and Ed Lybarger pictured here also included Bill Fronczek who spearheaded the acquisition negotiating with David Gratz from the Railroad, Jim Kubanick, Larry Schwartz, Ellen Lybarger, Bruce Wells, Arthur S. Ellis (now 102 years young), Cindy Ellis and the photographer John Bagiensky. The project occupied a considerable part of the winter of 1971-72 and is one of many subjects referred to in these minutes. Rail was loaded in gondola cars at Cats Run and transported to Arden where unloading was also a considerable effort and also done largely by hand. AH...the good old days!



The Reliance employee lunch room was cleaned out by Kevin Zebley and a gang of volunteers. This area is being prepped for file cabinet storage for the new Archives area at Reliance.

Bruce Wells photo



Here's another view of the filling process in late February that removed pits in the floor at the Reliance building, see page 15 for the photo of the paving work in action.

Bruce Wells photo