

***John & Janet Swanson Brighten Our Future!***  
*By Scott R. Becker, Executive Director/CEO*



*The Swansons & Stouts in front of West Penn Valley Route car 832, October-17,-2021.*

*Scott Becker photo*

I am very pleased to report the significant support by John and Janet Swanson (shown on the left side of the photo above with Sandy and Bill Stout and “Lucy” on the right side). Thanks to an invitation by long-time Museum supporters Bill & Sandy Stout, John & Janet Swanson visited the Museum last October during our Pumpkin Patch Trolley Event. They got to see the Museum for the first time and the wonderful progress we have made, including a trolley ride down Trolley Street! That visit and subsequent Zoom meetings culminated in their decision this past spring to fund our solar energy and electric vehicle charging projects as well as significant funding for our education program. The solar energy project will include a large photovoltaic solar panel array on the Welcome & Education Center and additional panels added to the solar array already on the Trolley Display Building. This will boost the Museum’s solar output an additional 410,000 kWh per year, enough to power our trolleys and all electrical needs at the East Campus. The PTM Board has voted to call this The Swanson Solar Energy System. Their support will also fund installation of four (4) Level 2 electric vehicle charging stations to be installed in the new East Campus parking lot. Underground conduit has already been installed for these systems and we thank Belden, Inc.

for their donation of 600 volt Ethernet cable for this project. The Museum will be able to tout one of the few solar-powered electric vehicle charging stations in the United States! Special thanks to Ray Betler, Ed Morascyzk, Bill & Sandy Stout, Dennis Bockus, Larry Lovejoy, Elizabeth Hosier, Bob Jordan, Al Biehler, Laurie Andrews, Tracy and Bob Popey for their help!

John and Janet Swanson's support of the Museum's Education Program is also very important. We welcomed Jocelyn Farrell as our new Manager of STEAM and Education Programs at the beginning of this year and she has hit the ground running. The Swanson's support, along with a \$15,000 grant recently received from the EQT Foundation and a \$10,000 grant from The Jack Buncher Foundation, have allowed Jocelyn to get new classroom equipment and materials and introduce new programs such as our new Summer Camp program, enhanced Scout and field trip offerings (please see her article for more details). We thank John and Janet Swanson, the EQT Foundation and the Jack Buncher Foundation for their support of our education programs!

I am also pleased to thank The Treadway Foundation for their \$20,000 operating grant, KeyBank for their sponsorship of this year's Santa Trolley event and Range Resources for sponsoring our Pumpkin Patch Trolley event this coming October. Thanks also go to Lamar Advertising for

supporting our marketing efforts and to Ohio Valley Septic for donating portable restroom facilities for use at the East Campus. These are great examples of community support that helps sustain the Museum and allows it to grow!

The Museum got off to a great this spring with an extremely busy Bunny Trolley. We also had Dinosaur Trolley over two weekends in April. The first weekend in June saw two events overlap: The Western Pennsylvania Trolley Meet and the Anything on Wheels event. The Western Pennsylvania Trolley Meet was held Friday and Saturday June 3-4 and featured many trolley/railroad vendors and layouts that were set up in our Founder's Car House and Events Room. There were also 3 trolley parades on Saturday, narrated by Bruce Wells, a Saturday night photo session showing a construction scene on Trolley Street and a guided tour of the Port Authority's (now Pittsburgh Regional Transit) South Hills Village Rail Center on Sunday. Thanks to Alex Bruchac and Kristen Fredriksen for their hard work in planning and overseeing the event. Our Anything on Wheels event ran Saturday and Sunday June 4-5 and was also well attended with over 80 antique, classic and unique vehicles displayed each day. We have perfect weather for both events and thanks again to our volunteers and staff for their hard work and in making everyone feel welcome!

Progress continued this spring at our East

# TROLLEY FARE

is the quarterly publication of the Pennsylvania Trolley Museum Inc.  
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Email: volunteer@patrolley.org Online: patrolley.org (ISSN 1041-9632)

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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.*

Campus development with the construction of foundations for the new Welcome & Education Center now complete and all the steel has arrived for the new building. We received delivery of our Gazebo Kit from Amish Country Gazebos. This is a kit that we will construct and it will be named the Christopher Golofski Memorial Gazebo. Thanks to Larry Lovejoy for unloading it in the Corral using the Museum's large Hyster forklift. Site work by contractors continues as PTM volunteers and Staff work to complete track and overhead wire on Trolley Street. Thanks to Bob Dietrich for recently donating to PTM his beautifully detailed HO model of South Hills Junction (see photo). This is currently on display in the Reliance foyer but will be relocated to the Welcome & Education Center once it is ready for move-in. Special thanks to many of you that have recently donated to our "On Track for the Future" Capital Campaign. Since we sent out letter we sent out in February bringing that total to almost \$140,000! We have received a number of grants which will help us in our transition to the East Campus next year. Special thanks go to the Richard King Mellon Foundation for their \$125,000 grant to fund

a Director of Marketing & Development Position as well as digital media production and marketing in Pittsburgh and Westmoreland Counties next year when we open the new building.

Our shop volunteers have made tremendous progress on Pittsburgh Railways PCC Car 1138. This 1937 product of St. Louis Car Company has recently benefited by a \$3,000 grant from the St. Louis Chapter of the National Railway Historical Society. This grant was sponsored by one of our members, Steve Siegerist, and will allow us to purchase the remaining materials needed to make the car operational.

Thanks to many of you that continue to donate your time to the Museum. We are now in our Tuesday-Sunday Summer Schedule and could use your help in operations! We have a number of special events this fall as well in Oct, Nov and Dec. Please make a note that we will have a special Member's Day and Volunteer Awards Dinner on Saturday Sept. 24. Please sign up using the flyer in this issue. For those who haven't come down recently, please consider volunteering. Thanks again for your continued interest and support! 



Closeup of South Hills Junction HO Module donated by Bob Dietrich. Scott Becker photo



Photos with the Bunny is always a fun family part of Bunny Trolley. Scott Becker photo



Group photo at Port Authority's South Hills Village Rail Center on June 5, 2022. Marc Glucksman photo



At the Trolley Meet, work cars made up one of the three parades. In this parade viewers were treated to demonstrations of our dump, crane and line cars. Kristen Fredriksen photo

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



*Gail Cecchetti and Bill Litman, Co-Owners of Lowry's Western Shop, with Scott Becker and Ed Morascyzk celebrate the completion of the horse. Kristen Fredriksen photo*

Summer has been a very exciting time at the Pennsylvania Trolley Museum. Since the last edition of Trolley Fare, the Museum has been a buzz of activity. Successful events have come and gone, more events are on the horizon and, as the Museum looks forward to its future, the East Campus Project is alive.

Most importantly, the steel for the new Welcome and Education Center has arrived. Other aspects of the project are progressing including concrete work, construction on Trolley Street, the gazebo, Fountain Plaza and the park. What was only a dream for decades is happening before our eyes. I'll take this opportunity to acknowledge the hard work being done by the Museum's staff and volunteers. The coordinated effort by staff and volunteers to make the East Campus Project a reality is a shining example of what can be accomplished through hard work, determination and commitment.

An interesting addition to the Museum is a horse for the "Horse Car". Of course, the Museum can't house a real horse, ours is fiberglass. Prior to acquiring our horse, visitors to the Museum were invited to view the Horse Car but had to imagine that it was pulled by a horse in the late 1800s. Lowry's Western Shop, a local Washington County business, had a fiberglass horse outside of its establishment for more than forty-five (45) years. Earlier this year, the horse was struck by a delivery van and considered a total loss. We thought the horse could be saved and made part of the exhibit with the Horse Car. After sharing the idea with the owners of Lowry's, Lowry's donated the damaged horse to the Museum. Prime Collision Center, a Washington County body shop, donated the services to restore the horse. First, the body shop used its experience repairing fiberglass automobiles to fix the horse's broken leg. Next, the horse got a new coat of paint in the collision center's state of the art paint booth. Once the base coat was finished, a local artist donated her time to do the detail work and give the horse a personality. The primary color and trim colors were suggested by Museum staff and volunteers based upon their research. Sarah Wells, a long-time Museum volunteer, donated an appropriate bridle, reins and other paraphernalia. The Horse Car Exhibit now tells a complete story which can be easily understood by Museum visitors. Visit the Museum's website for more photographs of this fascinating project. As summer becomes fall and winter, the activity at the Museum will accelerate. It's an exciting time for the Museum.

Consider volunteering at the Museum. If you're already a volunteer, thanks. If you're new as a volunteer, many rewarding opportunities await. For more information, about volunteering at the Museum, please give Kristen Fredriksen, Assistant Manager of Visitor Experience a call or email her at [volunteer@patrolley.org](mailto: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. The Capital Campaign is ongoing. 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! 

## Introducing Connie Clutter

By: Elizabeth Hosier, Manager of Visitor Experience



Connie Clutter PTM's new Admissions and Retail Specialist working the counter in the our store. Kristen Fredriksen photo

This year has been an exciting one across the whole Museum, even in our Museum Store! If you have had the chance to stop by or if you have ordered something from the store, you have probably met our Admissions and Retail Specialist, Connie Clutter. Connie took over store operations in January and has had some great success already. In fact, she reports that sales are up and that a lot of visitors are leaving with trinkets to remind them of their great visit to the Museum.

Connie has been working hard with suppliers to overcome supply chain issues and to ensure the store continues to have fun, new products for all ages. She is also beginning to make purchases for the larger store that will be in the new Welcome and Education Center slated to open in 2023.

Some of the merchandise in the store features our new logo in creative ways, making it easy to represent the Museum in any area of life. Recently, the store got in some great new bumper stickers, hats, and mugs (soon to also be available in red). We also are getting new shirts and items that feature Pittsburgh: Streetcar City, a book that the Museum published earlier this year. The book has been a great seller and they are going fast! If you haven't gotten your copy yet, stop by or order soon. In addition to Museum-branded things, the store is getting a shipment of hats featuring the Red Arrow division logo from Philadelphia's SEPTA system.

Some of the most popular items in the store are the great toys and gadgets for children visitors. In fact, a favorite souvenir for little ones is the "I rode the trolley" t-shirt. Soon we will be adding some new shirts with different designs and colors in youth sizes to allow older children to get a great souvenir as well. In addition to toys and shirts, the store features items that allow children to learn more about trolleys and the technology behind them. As children attend some of our expanded Educational offerings, these products in the store allow children to take those ideas home and continue the learning!

In addition to all of these great products, the store also stocks some great seasonal giftware. As we move through fall and winter, check out the great items we have that can spice up your home décor. From Bunny Trolley to Pumpkin Patch to Santa Trolley, the store stocks all sorts of fun seasonal items for visitors. In fact, the stock in the store is always changing so make sure you come back soon and check out all the new stuff that Connie has! 



The merchandise in the store features our new logo in creative ways, making it easy to represent the Museum in any area of life. Elizabeth Hosier photo



Some of the most popular items in the store are the great toys and gadgets for children visitors. Elizabeth Hosier photo

## STEAM & Education Spring Field Trips

By Jocelyn Farrell

Do you know a teacher or youth leader looking for something fun to do with their students? Field trips have gotten a big makeover here at the Pennsylvania Trolley Museum! There are now a wide variety of on-site field trip opportunities available for children from Preschool through high school. Field trip organizers now have the option to choose from a regular field trip, which includes a private tour and trolley ride, as well as add on an optional STEAM Module (or two!) for their group. These modules add either 30 or 60 minutes of classroom activities onto a regular field trip experience. The extra activities focus on trolley and transit themed lessons aimed at teaching important science, technology, engineering, art, and mathematics skills.

One of the most popular new field trip modules has been the Deluxe STEAM-Module add-on Brick Station, geared towards grades K – 5, and explores geometry and architecture while introducing

students to the Engineer Design Process. Students will then have to work cooperatively to complete various LEGO® themed building challenges. All new modules align with Pennsylvania Core Standards. PTM encourages requests from field trips from school groups, homeschool groups, Scout troops, Youth Groups, and other youth organizations.

This spring, we had 163 students and adults from a wide variety of locations and organizations visit PTM on field trips! We also hosted one private tour of the Washington Court House for a group of local high school students. It looks to be a busy summer for field trips, with over ten different individual groups already scheduled. If you are interested in helping out with field trips in any capacity (giving tours, operating for a field trip group, leading or assisting with activities, etc.), please let Me know. For more information about PTM's new field trip modules, visit our website: <https://pa-trolley.org/education/field-trips/>



During the Trolley Meet work cars were staged on Trolley Street.  
Marc Glucksman, River Rail photo



Over 3,800 visitors came out for Bunny Trolley.  
Kristen Fredriksen photo



Steve Barry adjusts a light for the night photo session.  
Kristen Fredriksen photo



Bill Monaghan captured this stunning photograph during the night photo session for the Trolley Meet on June 4, orchestrated by Steve Barry. Look for more of Bill's photos in the online edition.

After a virtual edition in 2020, the West Penn Trolley Meet returned in person to Washington, PA this June, coinciding with the annual Anything on Wheels car and truck show.

Set-up for the meet began several days prior with a deep clean of the Founder’s Car Barn floor. This space is used as a vendor hall and scale model exhibit area during the event and had four years of gunk built up from its usual role storing nine cars in the PTM fleet. We are grateful to Alex Bruchac, Tim Sheffield, Jim Rivers, Bill Fronczek, Paul Grether, Barrie Baker, Greg Stewart, and Kevin Zebly among others who worked nearly the entire day washing the floors!

Vendors and exhibitors began arriving Thursday evening. The East Penn Traction Club had a strong showing of members, exhibiting both HO and O-scale layouts and modules. Other members brought their N-Scale layout. A local G-scale group also shared the space. About 35 vendor tables were lined up at the front of the barn, including three tables for PTM’s used book sale!

From Friday through Sunday, we had hundreds of visitors from all over the country – some here for the trolley meet and some here for the vintage cars. The farthest may have been a PTM member Alan P. and his wife Susan from London, England! Dispatcher Alex B. rotated cars throughout the day so that visitors could see and ride almost every operable passenger car in PTM’s fleet. On Friday afternoon, the first vehicles for Anything on Wheels began to arrive.

Saturday saw the start of the car show – over 80 vehicles came out, including the unique Great

American Horn Machine which parked over at the Fairgrounds for its demonstrations since the horns are extremely loud. A special thanks goes to the family of PTM’s Business Manager Kris Rosenwald for helping park cars and run the children’s activities! During the day, PTM’s operating crew staged three trolley parades – an “out of towners” parade, a work-car parade, and a Western PA/Pittsburgh parade. The work-car parade was the favorite of many attendees as they were able to see how these antique maintenance cars operated with the cranes, hoppers, and rotating platforms. Some of PTM’s newest operators, including a crew of high school and college students, were tasked with parade operations. We’re very proud to have a class of 11 new operators so far this year, including 5 teens!

That evening, a group of 20 or so gathered for a night photo session hosted by Railfan & Railroad editor Steve Barry and Friends of Philadelphia Trolleys co-founder Bill Monaghan. The scenes featured work cars and West Penn 832 over on Trolley Street at Wexford Station.

The Anything on Wheels event continued Sunday at the Museum, and the West Penn Trolley Meet wrapped up with a tour of Port Authority’s South Hills Village Rail Center. Port Authority showed our group incredible hospitality, and the attendees were impressed with the upgrades to their shop facilities.

The weather was outstanding all weekend. To see so many visitors with similar interests gathered together once again was a great start to the summer season.



*Barrie Baker tourguide par excellence poses with Trolleysaurus at our event in May.*

*Kristen Fredriksen photo*



*All of the Summer Campers in the Play Trolley at once.*

*Kristen Fredriksen photo*



*PTM visited the Pittsburgh Zoo June 24th to give the red pandas a Trolley Ride.*

*Elizabeth Hosier photo*

It's been over two years since PTM began offering virtual programs via Zoom! The Trolleyology series will continue with regular presentations as long as presenters are interested and an audience is still showing up! Previous programs can be accessed on the Pennsylvania Trolley Museum's YouTube channel – we have a Trolleyology playlist so they're easier to find. They can also be accessed via [patrolley.org/trolleyology](http://patrolley.org/trolleyology), where registration for upcoming programs is also available.

Highlights from 2022 so far:

- George Gula's 'Colorful Streetcars of Pittsburgh' program with hundreds of high quality photos featuring painted cars and advertisement cars through the decades
- Tom Morrow's line-by-line look at Dayton's Interurban History
- David Wohlwill's presentation on Port Authority's electric buses
- Ian Longworth's tales of being transit director AND horse farmer in The Isle of Man Transport System, British Isles

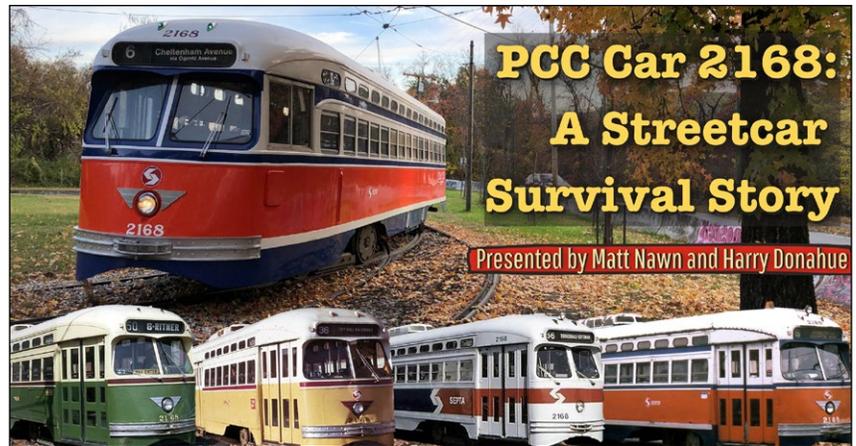


# The Colorful Streetcars of Pittsburgh

Presented by George Gula



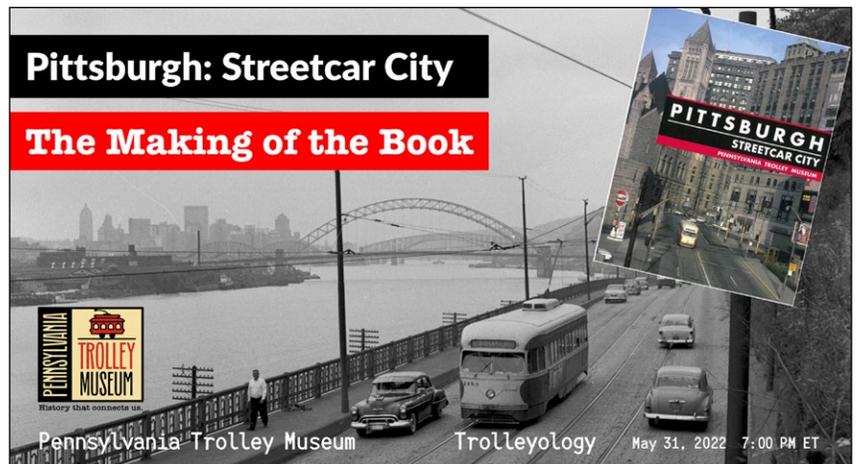
- Matt Nawn and Harry Donahue's Philadelphia-themed programs (Car C-145: The Story of a Wandering Snow Sweeper and PCC Car 2168: A Streetcar Survival Story), often featuring Matt's sons Andrew and Matthew
- George Gula's interurban trip south from Pittsburgh during A Ride to Washington, PA
- Bram Bailey and Rich Krisak's Cleveland programs, including Shaker Heights Rapid Transit: The PCC Era, and The Short-Lived History of the PCC Car in Cleveland
- Steve Barry's incredible photography and a preview of his new book in Philadelphia Commuter Rails: A 40-Year Retrospective
- Our own team of volunteers sharing how PTM's latest publication came together in Pittsburgh: Streetcar City



# PCC Car 2168: A Streetcar Survival Story

Presented by Matt Nawn and Harry Donahue

We sincerely thank all who have donated or joined PTM because of these programs. If you're interested in presenting, reach out to Kristen at [assistant@patrolley.org](mailto:assistant@patrolley.org)!



# Pittsburgh: Streetcar City

## The Making of the Book

Pennsylvania Trolley Museum

Trolleyology

May 31, 2022 7:00 PM ET





*Tarr Concrete, Schweinebraten buses, Freedom Transit, and Alex E Paris Contracting all sent vehicles for the event.*

*Kristen Fredriksen photo*



*For the Trolley Meet the Founders Car House again took on the role as a vendor and exhibit hall.*

*Kristen Fredriksen photo*

## **Philadelphia Notes**

*By George Gula*

In May, substitute bus service operated in both directions between 40th & Market and 63rd & Malvern due to street paving on Lancaster Avenue. PCC 3 car 2337 was spotted by Bill Monaghan on June 18 on its way to Elmwood Depot after being finished and released by Woodland Shop. This is the third PCC car to be finished. Throughout the three-month period covered by this article, operator shortages have caused many buses and trolleys to operate with delays. Subway-Surface trolley routes have generally included Elmwood routes 11, 13 and 36.

Major track renewal along 40th Street from Filbert Street to Spruce Street and in the curve at 42nd and Spruce Streets began on Tuesday May 31, when pre-construction work began along 40th between Powelton Avenue and Filbert Street. This project involves removing the old track, completely excavating the roadbed area, and relaying new track in concrete. Actual construction is scheduled to take place between June 13 and August 27, with no work scheduled to happen in July, and will be done block-by-block.

From June 13 to July 1, construction took place between Filbert and Chestnut Streets. SEPTA hoped to complete the busy intersection of 40th and Market Streets between June 17th and June 20th and the intersection of 40th and Chestnut Streets between June 24th and June 27th. SEPTA will tie in the existing and new track at the south end of 40th & Chestnut Streets by the end of the shift and return the track to service.

The track along 40th Street is part of the subway diversion track, used by Route 10 whenever the tunnel is closed. And the tunnel will be closed for the annual blitz of heavy construction in the subway in July, hence the lack of work during that month. Trackwork along 40th Street occurs between August 1 through August 19, beginning where crews left off at 40th and Chestnut Streets. Including the

renewal of the 40th and Walnut Street intersection from August 5 through to August 8.

The new curve at 42nd & Spruce Streets will be placed between August 20 and August 27.

Each of the busy intersections will be closed while they are reconstructed and bus Routes 30, 40 and 42 will be detoured as needed. Affected side streets will also be closed to through traffic. SEPTA has indicated that the benefits of this work include reduced vibrations from passing cars, more reliable circuitry because of steel tie construction and increased bonding and a smoother ride for both trolleys and vehicular traffic because of the new rail and a new concrete/asphalt street.

SEPTA has announced that there be a Trolley Tunnel Blitz in July. During that time, trolleys will not operate through the tunnel. But will be detoured to 40th & Market where connections will be made with the Market-Frankford Subway-Elevated line. Details will be forthcoming in the next edition of Trolley Fare.

At about 1:00 p.m. on Wednesday, July 13, Amtrak reported that the overhead wires were down along the 2 outbound tracks of their 4-track main line operating south out of the William H. Gray III 30th Street Station. As a result, SEPTA Wilmington/Newark Regional Rail service could not operate along Amtrak's main line and was suspended. Eventually, some trains did manage to leave the lower level of 30th Street Station but had to run as expresses as far as Marcus Hook; no local stops could be made between Penn Medicine and Highland Avenue. Due to the efforts of Amtrak crews, who worked throughout the night to repair the damage, service was restored at 5:22 a.m., with outbound train 9213 and inbound train 2500 as the first trains to operate through the repaired section. Just over an hour later, Amtrak reported that computerized dispatching system was off-line,



SEPTA LRV 9077 is at 40th and Chestnut Street on July 15, 2022 during the Trolley Tunnel Blitz.

Bill Monaghan photo

leaving them unable to run any trains at all. This put SEPTA'S Wilmington, Airport, Chestnut Hill West and Trenton Regional Rail lines completely out-of-service and also caused significant delays of up to 45 minutes on other lines, such as Paoli, which share tracks with the passenger railroad. This happened after a significant power outage earlier in the week that challenged commuters, particularly along the Wilmington line.

SEPTA's increased ability to borrow money against its state funding has increased the amount it can spend on capital projects over the next 12 years. As a result, in April SEPTA announced the largest capital budget in its 58-year-old history, \$1.1 billion to be spent in fiscal 2023. The agency plans to spend \$11.4 billion on infrastructure through 2024. According to CEO Leslie S. Richards, the capital budget has been designed to transition the transit system from one oriented toward moving people to and from traditional 9-to-5 jobs to one that is "useful to more people" such as shift workers and drawing new customers who ride for household errands

and leisure activities. "This historic investment transforms SEPTA's legacy system into a lifestyle network," Richards said in an interview. SEPTA had already been dealing with changes in commuter travel patterns, but the Pandemic allowed more riders to begin working from home. Highlights of the new budget include:

\$144 million will be used for SEPTA's top long-term improvement priorities. \$85 million of that amount is budgeted for the trolley modernization project", said Brian McFadden, director of capital budget. Among other things, SEPTA must identify a site for and construct a new, large trolley barn to store and maintain the bigger vehicles it plans to buy. "That's something we have to invest in right away," McFadden said. Over the next 12 years, SEPTA plans to spend \$1.15 billion modernizing the trolley system, including replacing the Kawasaki cars now in use with longer, higher capacity cars that are accessible to people with disabilities. It also would make all trolley stations accessible. About \$770 million of the total would be for the purchase of the new trolleys.

\$273 million is earmarked for purchasing new transit vehicles and overhauling current ones. Leslie Richards has long noted that SEPTA has the oldest transit rail fleet in the nation. \$13 million will be used to begin designing and building end-of-line bus facilities, loops for turnarounds, and buildings with restrooms for drivers and passengers as part of SEPTA's "Bus Revolution" program to increase the frequency of bus service.

\$105 million to upgrade track signals and communications across the SEPTA system and \$54 million will be committed for work on bridges and tracks. \$40 million will be spent for clearer signs and maps, delivery of real-time information for customers in stations and at bus stops, and updated website and SEPTA app. That work is scheduled to be finished in 2026. Officials said some improvements would be rolled out in early 2023.

\$390 million on the project to extend the Norristown High Speed Line to build a new rail line

to King of Prussia. The agency would compete for federal funding for the balance of the estimated \$2 billion cost.

\$130 million to pay for infrastructure such as the turnaround facilities and improvements that would help buses avoid being stuck in traffic, such as "signal prioritization" that would give the bus a green light at intersections and bus-only lanes. This is part of SEPTA's Bus Revolution, a project to improve to improve its bus operations all-around.

\$800 million to acquire a new railcar fleet for the Market-Frankford Line, along with the infrastructure upgrades and signal improvements needed to support the new trains. McFadden called the heavily used MFL trains the "workhorses" of the SEPTA system.

Over the next 12 years, about \$1 billion will be spent to provide better ADA accessibility at 21 Market-Frankford and Broad Street Subway Stations, and 20 Regional Rail stations. 

*See more Bill Monaghan photos online, page 23.*

## ***Facilities, Operations and Safety Report***

*by Kevin Zebley*

We are constantly working on improving our facilities. This year has been very busy. We upgraded all of the emergency lighting in the shop and visitor center. This was done to ensure that all exit signs and emergency lights would function properly in a power outage. With the use of newer LED fixtures, they are much more reliable than in past years. At the west site, we arranged to scrap both of our storage box cars acquired in 1974 from GATX. These cars have been used for decades, storing streetcar parts and had become an eyesore. With the building of the Artifact Preservation Building and the purchase of Reliance, we no longer needed these cars for storage. The cars had become old and were definitely showing their age. We arranged for Sunny Service to do the scraping at no cost to PTM. Our next lowest bid was \$10,000, so we were able to generate a huge cost savings to PTM. The only cost was our time to arrange the scrapping and secure 3 dumpsters. With the boxcars gone, we were free to fill in the rails with gravel beside the founders carhouse, allowing our out of town volunteers to have a place to park their R.V.s. We also installed water and electric hookups for them to use. Huge thanks to Sarah Wells, Laura Wells, and Beau Miller for helping with this project.

Down at the east site, we have been working on many projects. We moved multiple street cars around to get ready for our move to the new Welcome and Education center. Pittsburgh Railways & Port Authority tow car M200, Westinghouse Air Brake test car 1467, PAT 1799 (second), SEPTA PCC 2723, and West Penn 1 have joined Kentucky/Green Line, Cincinnati Newport & Covington 325 and Pittsburgh Railways pay car M1 in the APB. This effort established more space in the Trolley Display Building (TDB) allowing better, more open, display our collection. Thanks to Connor Day, Jack Jost, Stephen Semerod, and Kristen Fredriksen, who helped on this project with others.

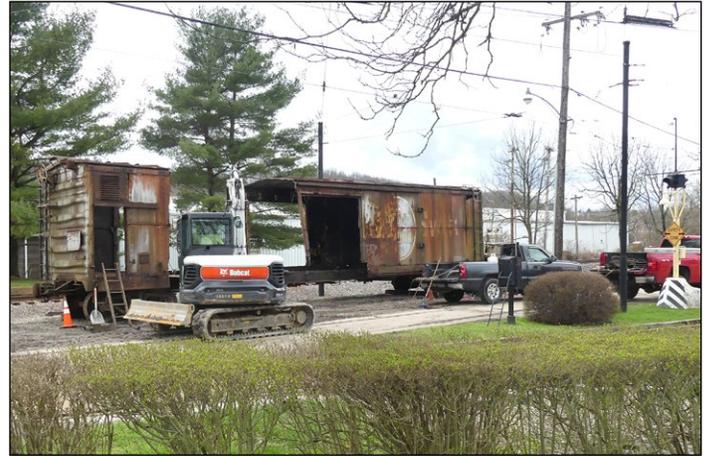
We have several exciting projects scheduled for the TDB this fall and winter. We are planning to build a high-level platform next to our subway car and bullet car. This platform will be modeled after a Philadelphia Elevated Platform. Another upcoming project is the re-siding and painting of Red Arrow 07, our freight motor and long time Philadelphia Suburban line car. This car is scheduled to be on the other side of our high-level platform, and open for our visitors to walk through. We are also preparing to change out the trucks on the Harmony car and install trucks under F22 to enable us to freely move the cars around. The Jersey Shore car is slated to be placed on the floor and eventually interpreted as a cabin or house. If any of these projects sound interesting and you would like to help, we would love to have you! Just reach out to me for details. [operations@patrolley.org](mailto:operations@patrolley.org)

Considerable repairs and service have been performed on our overhead wires. Most summer Mondays, we had a group of volunteers working on long overdue maintenance. The crew tightened down guys to hold our line poles at the proper angle, replaced and painted cross span wire insulators, tightened trolley wire, and adjusted spans. They have also been working on Trolley Street, adjusting the overhead and installing

trolley frogs. We are very fortunate to have many young volunteers helping with Power and Signals. I would like to thank Connor Day, Sarah Wells, Laura Wells, Jack Jost, Ayden Kendlick, and Stephen Semerod. If you would like to join us, we are always looking for volunteers to work with Power and Signal gang; please let us know, via email at [operations@patrolley.org](mailto:operations@patrolley.org).



Kevin works with Connor Day, Beau Miller and Michael Buchta, putting together the wire to connect the Artifact Preservation building to the Enterprise Wye trackage access to Trolley Street.  
Bruce Wells photo



April 7th found Sonny Service wrapping up the removal of the two remaining storage box cars acquired in 1974 from GATX. These cars had been used for decades to store streetcar parts.  
Bruce Wells photo



Sarah, Ayden, Connor and Jack have been a regular part of Kevin's Monday summer work crew.  
Bruce Wells photo



Kevin working at the Reliance Building, loading a scrap furnace being scrapped into his classic truck.  
Bruce Wells photo



May 23 was a big day for car switching which brought M200, 1467, 1799 together in Artifact Preservation Building.



Larry and Dan work on the Trolley Street West switch 4-8-22.  
Scott Becker photo.

Like Willie Nelson, Rio de Janeiro open car 1758 is on the road again after a long rest during which its motors were inspected, removed from the trucks and rebuilt where necessary with new armature bearings and one armature shaft surface. As Bernie Orient points out in his article the work, started in July 2019. Instead of spending funds to have a local shop rebuild the motors (estimated \$10000 cost) the Collections Committee accepted a proposal for the work to be done in-house. This proposal was put forth by long time volunteer Art (Artie) Ellis (son of founding member and 102 year old Arthur Ellis). Based on his significant machine shop skills Art proposed we take this opportunity to learn the motor rebuilding process and tool up accordingly so this could be passed along to the next generation as we contemplate the Reliance facility as a center for restoration and heavy repair.

The saga of 1758's motors began when Scott Becker reported odd gear noises emanating from the open car when going from power to coast. July 12, Bernie and his crew removed gear case covers and found a concerning amount of vertical movement in the armatures of all four motors, the worst by far being the #4 motor. July 14 the Collections Committee approved Art's proposal that we invest the cost of motor work into an in-house effort. July 27, 2019 the Trustees approved funding for the in house motor repairs and Art began preparing for the rebuilding the four motors.

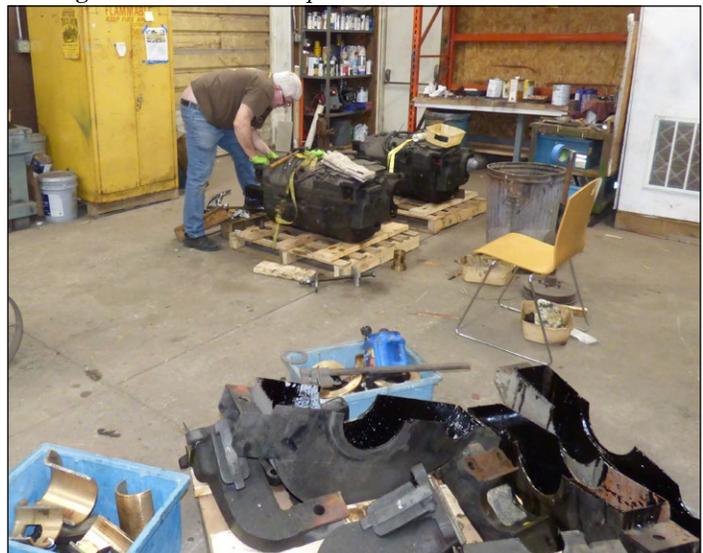
August 3, 2019 the car was lifted using the SEFAC jacks, and motors 3 and 4 were removed from the #2 end truck by the maintenance shop crew. The following week the motor less truck was returned to the car, it was lowered back onto its trucks and 1758 was towed to the track 31 pit at the Trolley Display Building until such time as the motors were repaired. The bearings in motor #4 did turn out to be the worst for wear as all of the babbitt lining had long been stripped away from the inside of the bearing causing the shaft to ride for a long period of time on the un-level surface producing a slightly tapered surface. This turned out to be a big factor in extending the time it took to complete the project because, in addition to the pandemic shutdown, Art was unable to compensate for the slightly uneven profile of the motor shaft in the production of the new bearing. Art felt that he could work around the deformed shaft and we proceeded to move forward to make a new bearing. Working with Art, I ordered a large chunk of thick wall bearing bronze tubing from McMaster Carr. This was used in lieu of having rough castings produced from scratch. Bob Jordan's photo originally published in the Fall 2019 issue is shown here to illustrate the difference between the original and the new.



*Rio de Janeiro 1758 was in the shop on the SEFAC lifts in the second position of track 21 during the lockdown in 2020. Motors #3 & 4 had been rebuilt with new armature bearings and reinstalled. The #1 end truck is shown motorless as work started just before all work stopped in March. Bruce Wells photo*



*Bearings for open car motor new and old that was "ridden hard and put away wet" more than once. Artie Ellis produced two new motor armature bearings like the ones shown for the first motor. The second motor will not require new bearings. These bearings will be made servicable by relining them with babbitt bearing metal. Bob Jordan photo*



*On February 8, 2020 Art was already hard at work disassembling motors #1 & 2. Ralph Ciccone photo*

In the first quarter 2020 Trolley Fare it was reported that the car was brought to the shop and on January 29 motors #1 and #2 were removed and positioned in the shop annex for Art to begin work. In the meantime Art completed work on motors #3 and #4. The motors were installed on February 16 and for the next few weeks Bernie and his crew made multiple shim adjustments with the support bearings in between welder test-runs to achieve minimal current draw, bearing heating, and gear noise. In the meantime Art started work on the second pair of motors and found that he could reline the existing bearings with babbitt metal instead of making new. To reline the bearings a setup had to be made that would allow a thin layer of molten metal to be poured into the bearing shells. For this work Art produced the mandrel to limit the thickness, acquired the raw metal and damming material to seal the bearing to the mandrel along with the heating source, melting pot and ladle needed to accomplish the task. At this point all shop work was interrupted by the Covid 19 crisis due to the lockdown.

When the lockdown ended 1758 was re-trucked and subsequently moved to the Founders Car House. Art's work continued, successfully disassembling the motors, removing the bearings from the two end castings, pouring and turning the four armature bearings for the second pair of motors and reassembling everything. This was a complicated process as described above and the work lasted into 2021. During that interim period Art was involved in preparing fixtures to cut special joint bars needed for track construction on Trolley Street, hardware needed for the rehabilitation of Philadelphia 8042, and a variety of other projects that required his unique skills. In addition he was involved in the acquisition of new machines for use in our new

Reliance building shop and the commissioning of the machines acquired with that facility. This on top of his usual responsibilities for caring for an aged loved one.

May 26, 2021 the maintenance shop crew again turned its attention to the open car. The car was shifted into shop track 21 and motors #1 & 2 were installed in the #1 end truck. The following week both trucks were jacked up and both wheel sets were run-tested with a welder for one hour in each direction. On June 19, the car was powered up and moved to the pit where the brake rods and brake pull-off springs were connected. A test run followed where it was thought that the brakes were dragging. Unfortunately Art was not present to assist in the test run where the new #4 armature bearing seized. Heat had deformed the new bearing inside the motor end, deforming the



Art is seen cutting notches into the frozen armature bearing so that it could be gripped by the gear puller which was purchased as part of tooling up for in house motor rebuilding.



1758-GE 247D motor armature with the bearing puller in place and image showing the end bell bored oversize for the second new bearing.

Arthur W. Ellis photos



Art is shown ladling molten babbitt metal from the pot to pour into the bearing supported by the custom mandrel needed to contain the metal thickness. Bruce Wells photo

end bell while also freezing the bearing to the shaft, all of which made it very difficult to extract. To repair the end bell Art had to cut the end bell oversize, while for the shaft he made several careful cuts into the bearing using the milling machine, with the armature supported from the framework of the mezzanine. The cuts he made finally allowed the bearing to be gripped by a puller and removed from the armature shaft. Following all of this a second new bearing was made and we sought out a shop that could true the offending shaft of the armature. Photos on these pages show this work in progress.

Having the shaft turned was an adventure unto itself. We sought advice from our friends at IPS (successor to Reliance) regarding a local shop where we could have the armature shaft trued and polished. With that advise Art and I delivered the #4 armature to the shop in Meadow Lands after the

bearing was removed on July 26. Unfortunately the work to turn the armature shaft had to be turned over by the original shop in Meadow Lands to a shop in Taylorstown where it was finally made cylindrical. The armature finally returned to PTM around December 15. Upon inspection we found that the shop failed to polish the surface to the number four micro-finish that is needed for a shaft running in a plain bearing. Instead of sending the armature back out for further work it was decided that we should do it in house. Unfortunately this had to wait until the SUS-80 lathe at our new Reliance shop was activated. One of the first efforts for our new Director of Facilities, Operations and Safety, Kevin Zebley, was to make the machines at Reliance operable. The SUS-80 lathe was ready for use by March and on March 19 Art was able to mount the armature on the lathe allowing it to be polished in fairly short order.



Art polishes the shaft using the SUS-80 lathe. Bruce Wells photo



Art prepares the #4 motor for final reassembly. Bruce Wells photo

In the meantime Art determined that the problem with the motor #4 was exasperated by a possible eccentric path of the bull gear. To compensate for this the pinion gear pushing the shaft unevenly against the bearing. To that end he consulted with Walter the chief engineer at Ziatech regarding having a better fitting gear. The new gear was fabricated and delivered around June 9 2022 and final assembly of motor #4 got underway. With the motor assembled, the maintenance crew installed and extensively test ran the car so that will be ready for service during the 2022 County Fair.

## ***Electric Car Maintenance***

*By Bernie Orient*

The first, minor although spectacular, maintenance related causality of the season was Car PRCo 4145. The car was being moved about on March 19 to preposition it for shifting into the shop for annual maintenance. Some of the insulators over the motor lead connections had come loose plus there was evidence of the leads dragging on the ground. An on-the-spot band-aid repair provided just that and the car was into the shop the following week. Roy Scandrol relocated the wood clamping blocks to provide a more graceful wire dressing. In addition to routine maintenance I focused on installing some new brake adjuster boxes on the car. Two (of the four) had elongated adjustment holes and replacement parts were complete. Normally I keep these items in stock but 4145 used shorter version than what I had. So we fabricated the shorter version rather than tailoring what we had. Jack Jost attended to some questionable wiring in the front step well and the controller got a lot of TLC.

Since last November Fred Cooley and I had been pouring over drawings from Westinghouse, General Electric and Pittsburgh Railways for wiring details on Car 1138. We had essentially completed the propulsion portion of the re-wiring job but as our scope of work was extended to get the car running We were into the

*Continued online Page 17*

**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.

***We Thank our Generous Corporate Sponsors!***



Auxiliary Circuits wiring which includes lighting, doors, heat, MG, etc. None of the information we had agreed exactly with each other or with what we found on the car. On April 20 Restoration Director Bruce Wells sent me a scan of a 1937 St Louis Car Company wiring diagram for 1100 cars. This, indeed, was the biggest intel breakthrough so far on this project. Termed my me as the “Rosetta Stone Drawing”, this drawing revealed all wiring routings, sizes and used a unique numbering system. We changed our self-invented numbering scheme to align with the drawing but as most of the new wiring was already in place we made only minor revisions to that. Other minor milestones include an air tank hydro-test on April 16. Both tanks were replaced in 1997 and tested at that time but our testing interval surprisingly had lapsed. All of the air piping under the car has been tested and every steel fitting we could find under the car was replaced along with lots of copper tubing. By the close of this article Fred Cooley, our lead electrician on the job, had the doors, gong, and several auxiliary circuits functioning. Jack Jost enhanced the gong volume by shortening an impinging carriage bolt from the anticlumber. With the exception of the batteries and the MG/Compressor unit and some cover plates, all that belongs on the car has been installed. We’ve also pulled enough spare wiring and pull strings to equip the car with an inverter and LED lighting if so required in the future. We have 1111 volunteer hours logged to date.

Drum or “K” controllers need frequent attention. Leaders of the pack include PRCo 4398 and West Penn 832. Controllers in both of these cars were serviced in April but will be re-visited pre-Fair. Both cars are popular but are high maintenance in this area. Conversely the controllers in New Orleans 832 and PRT 5326 require much less attention perhaps because they are two-motor cars. Along the same subject M283 crane car had been experiencing flash-overs in the boom swing drum controller. The car was also due for annual service so we got it into the shop on April 9. The small swing controller was arcing badly when turned off and the problem was quickly spotted as a faulty blow out coil. Although rarely spoken of, blow-out coils were commonplace in DC trolley technology although unnecessary in comparable AC devices. Once DC current is established it does not enjoy being interrupted and will normally produce a much longer and sustained arc than its alternating relative. Blow out coils can vary from basic loops to those having spiral architectural shapes. Whatever



*Bernie and Wayne work on M283 control cover. Scott Becker photo.*



*John Habak repairs copper resistor grid bank washers for PTC 8042. Scott Becker photo*



*Laura Wells discussed PST 73 restoration with the WA County Manufacturer's Association. 6-9-22. Calvin Carter photo*

the form, the function is to induce a magnetic field at the instant the circuit is opened to draw the arc away from the opening contacts and rapidly stop the flow of electricity. I've also learned that even simple devices such as PCC gang switches actually have small permanent magnets as part of their design for this purpose. Fortunately in this case we had an ample supply of spare coils although the change-out required nimble digits to work in the tight confines of the controller case plus endless trips in and out of the tub. One extra add-on was a circular fiberglass disc arc barrier I installed between the top fingers and the ratchet star-wheel which was the easy ground target for the arcs.

Electric door operators are great until they malfunction. I'm not referring to garage doors but the accordion-type doors on streetcars, namely ex-PTC/SEPTA 2711. The cars were produced with independently operating sets doors at the front but the centers could be configured as coordinated operation. The leading pair on 2711 was not always opening on command but would do so if the second pair were opened. The problem was quickly traced to a worn-out relay, although the worn-out feature is that the contact fingers would "drift" away from the mating contact surface but would occasionally still establish a circuit with the vibration of the second set of doors opening or with direct digital probing. Changing out the fingers (we had a new set) was ineffective so the next step was to replace the entire relay. We had plenty in stock but the confines of the cabinet defied any type of straightforward transplantation, again, nimble digits required. Initial diagnosis and replacement of the relay consumed six hours and completed on May 11. I got an opportunity to re-acquaint myself with the situation on June 12 to correct an "in-warranty" failure. A had dropped a #8 (very tiny) lock washer during the initial replacement job and it took nearly a month to find a home in the relay armature, jamming the mechanism in the off or closed position. This repair only took 30 minutes and hopefully the lesson learned will linger for a while.

Roughly eight years ago we embarked on a program to investigate and rebuild various trolley pole bases that are used on our fleet. Our New Orleans car used an Ohio Brass form 1 base and was among our first rebuilds. Pole bases normally survive in service a very long time. They will function adequately even with extreme wear but become more costly to rebuild. I found it expedient to tear down spare bases and device repair to the rotating parts that are perhaps invisible while doing "normal" lubrication. I arbitrarily determined a depot-level service life of six years between change outs would be a good start. So our New Orleans car rolled up on the six year interval and we dutifully changed out the pole base although it had no known issues. As it turned out there were none with this base and I'll probably extend the "DIFM", or due-in-for-maintenance period for cars having two bases. One unusual item was a bent spring adjuster on one brake pull-off. It had been happily in place for years but circumstances unknown caused it to acquire a sharp 45 degree kink. So any further adjustment will be by grinder or torch but for now it's good to go.

Center door car PST 66 was having episodes of power loss. The situation could be remedied by using the door interlock by pass switch which quickly focused our diagnosis. Some time ago I acquired a wiring diagram from Matt Nawn of the Friends of Philadelphia Trolley group. The drawing detailed drum switches near each coupler for multiple unit applications and a normally never used directional switch that directs the dim glow of the indicator lamps to the desired operator's cab. There are also effective moving rod interlock switches at each of the four center door motor compartments. We determined that all of the drum switches were in good condition but I got varying resistance across the rod-type switches simply by jiggling the linkage. The control rods are in reality a piece of 1/4" all thread with various insulating pieces over top and a short section of brass included to mate with two spring loaded contacts. This had worn the enclosure box somewhat plus the brass had seen better days. All were fairly simple to replicate, a credit to their primitivity. There have been no reports of subsequent failures to date, although there have been issues with folding step synchronization, both traced to slipping shaft clevis clamps.

On May 25 Brett Freithaler shifted car 2227 from the TDB to the Founder's Car House so we could do some annual maintenance work on it. This car had seen very little action since the previous visit last year however one might conclude it had a very tough life judging from the controller condition. I replaced nine of the sixteen finger tips plus a few of the "burning-tips" on the segments. Roy attended to the air compressor and trolley wheel service. All work was done in the car house as we quickened our pace in an attempt to visit the cars scheduled for the giant parade announced mere days earlier. We spent most of June 1 at the TDB working on M551, West Penn 1, 3487 and #4 sweeper which were also on the list but had not run in years. We subsequently got 3487 plus M551 Difco Side Dump into the shop and did some thorough controller work. These cars used the same modified B controller although the motoring side closely resembles a K-6 drum controller. John Habak did a lot of work repairing burns in the arc chutes. Wayne Wicks replaced several

controller fingers and I send out ten for repairs.

I could sub-title this paragraph “On The Road Again”. Rio 1758 Open Car has been out of service since July 10 2019 for motor bearing issues. Although there was brief flash of hope one year ago, June 26, 2021, with a short test run on the rails, an armature bearing seized on the #4 motor. The resolution of this was quite involved as the armature shaft where the seizure occurred was slightly tapered rather than perfectly cylindrical and lacked sufficient clearance to permit it to operate in this condition. The armature passed through two outside shops plus our own for the cure. The status of the project was enhanced from opportune to vital by mid June. As testing of the motor with a welder was in progress 1758 Kevin Zebley and Jack Jost towed from the TDB to the Founders Car House on June 15, the hottest day of the year, so far. On June 22, the longest day of the year, I shifted 1758 into the shop with 89 Loco. On June 25, an unremarkable day as to superlatives, I did some prep work for the now-familiar drill to measure the axle bearing caps, secure the motor to a sturdy pallet, and prepare some fresh waste for the axle bearing boxes. Our electric jack quartet had been in use suspending PCC Car 1138 so the first order of business was to lower that car, move the jacks and install the heavy steel adapters for our typical use. Throughout the previous years of jacking and lowering 1758 we’ve perfected the cumbersome drill of sliding the 12 ft lifting beams through the car, from an initial 16 hours down to five, shortest to date. The Rio 1758 repair project leads the Maintenance Department list for lengthy repairs at a full 3 years. Memorable runners up include the M283 re-wiring and truck swap in 2016-17- 1 year 4 months 6 days, and the PST 66 step and frame repair, center door rebuild, exterior paint and interior re-upholstery in 2014-11 months 7 days. Enough superlatives. We began testing the car on July 2 and our hopes are high.

Philadelphia Rapid Transit 5326 was in for annual maintenance late in June. Along with the usual maintenance checks and service we hydro tested the air tanks. We normally test tanks if they are removed during some other activity but sometimes they get to be the object of the work. Unfortunately the first of two failed and I’ll begin the process of obtaining new ones.

Volunteer hours for this quarter were 1031. Welcome to the team Jason Ballock from Bridgeville PA. 🚂



*Art Ellis rides on 1758 as Kevin Zebley places the car over the pit at the TDB to allow the accurate measurement of the circumference of the bull gear for the #4 axle so that a new pinion gear could be accurately produced to fit to the car.jpg*



*2021-07-17 17.26.53.jpg*



*2021-12-16 18.50.22.jpg*



*Marza Crew installs concrete block for Welcome & Education Center 5-12-2022. Scott Becker photo..JPG*



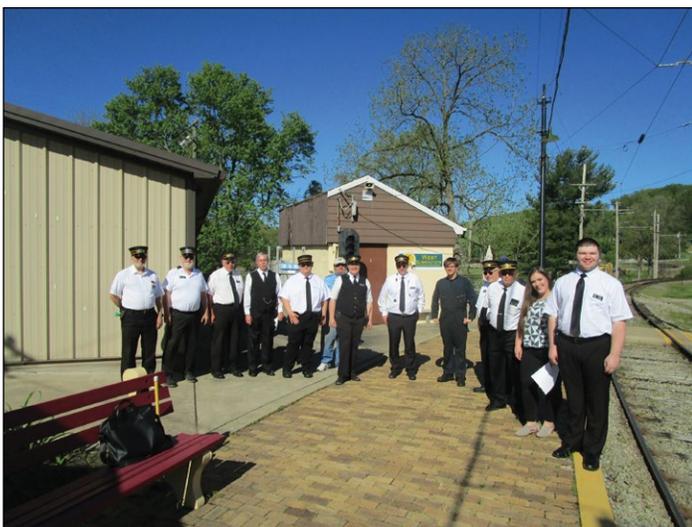
*Art and Walt the IGS plant manager roll new metal for the rear of 8042 at the Reliance shop 2021-02-04.*



*Dan and Katie work to install the joint bars on the Trolley Street west switch. Kristen Fredriksen photo*



*In February 2021 Art and Bruce traveled to the Federal Surplus warehouse to pick up Vidmar cabinets and a virtually new milling machine like the one purchased by volunteers in 2015.*



*Our operating crew for Dinosaur Trolley L-->R Bob, Bram, Bill, Barry, Louie, Tom, CJ, Jim, Jack, Dave, Don, Kristen and Steven on May 14, 2022. Scott Becker photo*



*The GE-247D traction motor armature was finally returned to the Museum shop December 17 after several months of delay.*



*Subcontractors for Washington-based Waller Corporation install conduit for outlets along Trolley Street.*



*Pennsylvania Trolley Museum Solar installation.*



*The Christopher Golofski Memorial Gazebo being unloaded by Larry Lovejoy 6-9-22. Scott Becker photo*



*Kishmo Concrete finishes track 42 at Artifact Preservation Building 5-4-22. Scott Becker photo*



*Artie work on Open Car 1758 works to mill joint bars for Trolley Street. Bruce Wells photo*



*One of the finished joint bars Art produced installed by Dan, Larry and Steve on the Trolley Street west turnout.*



*Port Authority offered Western Pennsylvania Trolley Meet attendees a tour of the South Hills Village Rail Center on Sunday June 4. The tour of the Rail Center was for all these participants very likely the highlight of their weekend.*





Passengers are boarding route 36 after transferring from the Market-Frankford Line at 40th and Market under the watchful eye of loader Mike Williamson.



SEPTA LRV 9056 is at 39th and Filbert Street on July 15, 2022, this is a popular photo stop on fantrips.



SEPTA LRV 9017 is turning off of 38th Street onto Filbert Street on July 15, 2022 during the Trolley Tunnel Blitz.



SEPTA LRV 9035 is crossing Chester Ave at 42nd Street on July 15, 2022 during the Trolley Tunnel Blitz.



LRV 9107 is passing the Woodland Presbyterian Church in the background on July 15, 2022 during the Trolley Tunnel Blitz.



*M210 and M283 posed at the east switch of the Trolley Street trackage with M283 on the lead to the Trolley Display Building.*

***Bill Monaghan's photos from the Night Photo Shoot  
at the Trolley Meet  
June 3, 2022***



*Same location as above with Jeff King piloting M210 with Steven on the roof while Michael and Tim pose on M283.*



*With West Penn Valley Route car 832 and Pittsburgh M210 wait Tim and Michael pose as track workers on the new track of Trolley Street at the East Campus of the Trolley Museum.*



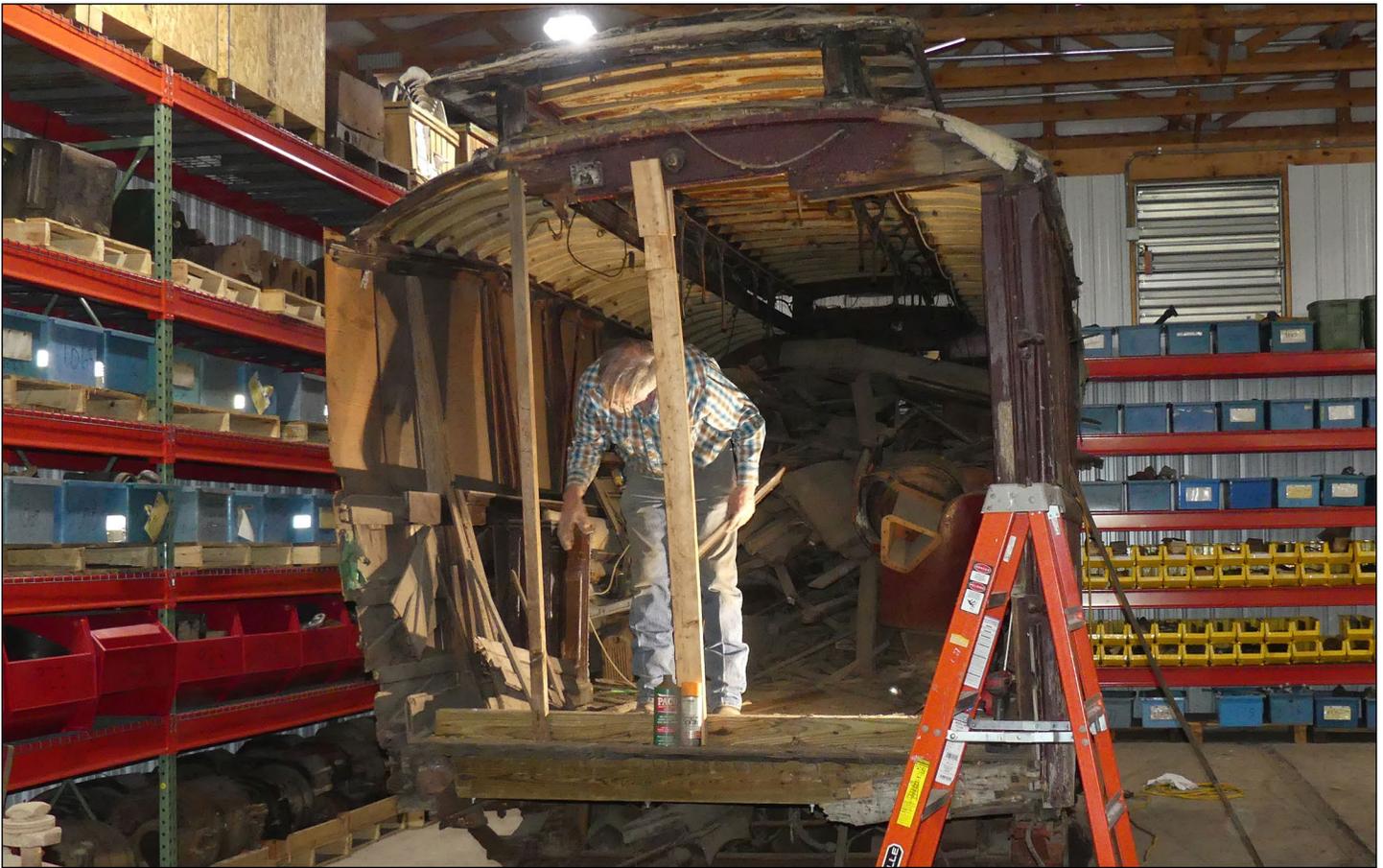
*Tim Sheffield and Michael Buchta demonstrate the capabilities of Pittsburgh crane car M283.*



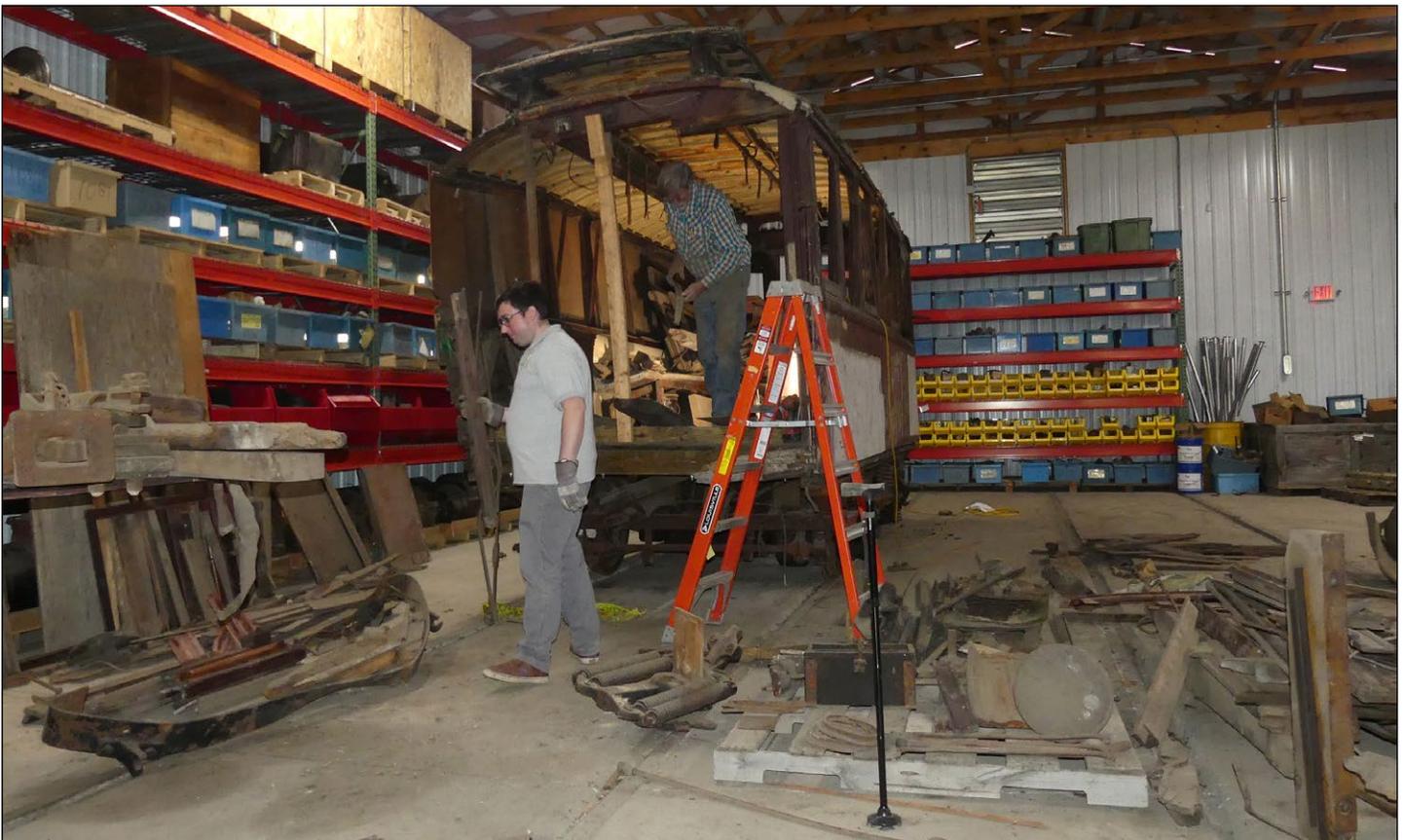
*With West Penn Valley Route car 832, Boston hopper dump car 3618, Tim and Michael pose on the new track that will soon be paved as Trolley Street at the East Campus of the Trolley Museum, June 3, 2022.*



905 LOW Monaghan PTM .jpg



*In May Keith Bray returned for work on Philadelphia 8042. Keith spent an extra week contracted to excavate into pay car M1 to develop a document to detail procedure and estimate cost for the restoration of the Museum's "Mother Ship" original car. The impetus for the work is a pledge of \$100,000 toward the restoration by long time member John Wilkins. The photos show Keith and historian Father Jack Demnyan sorting through working at the Artifact Preservation Building to organize the parts. Bruce Wells photos*



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

***Minutes of the April 26, 1972, Board of Directors meeting.***

The meeting was called to order by President John A. Bagiensky in Room 712, Penn Central Station Bldg., Pittsburgh PA.

The minutes of the March 22, 1972, Board of Directors meeting were read and approved.

The treasurer's report showed an April 1, 1972, cash balance of \$634.00.

Museum Director Bruce P. Wells reported that the rail from Cat's Run Wye has been unloaded at the museum. We need people to help prepare the museum for our rapidly approaching operating season. Homer Woessner and Raymond Wyman are busy working on the end and corner posts of 722. David Wright is also working on the interior frame of the roof and will be ready to put on a new roof on one end in approximately three months. James Kubanick has repaired all the door engines on 66 and all four center doors are now fully operable. The new museum cars purchased from PAT will be coming in May. The Association of Railway Museums regional convention will be held June 17, 1972, at Arden Trolley Museum. The weeds have been sprayed by Weeds, Inc. of Philadelphia. Open house will be held on July 15, 1972. We need the help of all members to work at Arden.

John Bagiensky then reported that the new museum cars must be moved in approx. six to eight weeks, or by the end of May. PAT will build the ramp for loading the cars for us at a cost of about \$50.00. Robert L. Jordan estimated that Benkart's estimate for moving our cars will be \$800.00. A discussion on loading the cars followed.

William Fronczek of the Museum Development Committee reported that the Washington County survey is apparently complete, for a copy was submitted to the Penn Central Transportation Co. for determination of their right of way to the proposed industrial park. Our plans hinge on the Penn Central decision.

Edward H. Lybarger of the publications dept. urgently requested West Penn Railways photographs for the West Penn book, which will go to the printers at the end of May.

A cash register has been donated by Lawrence J. Schwartz for use at the museum gift shop. The Parkinson booklets on Pittsburgh street railways will be available shortly. Forty to fifty new post card views are now available. Seashore Trolley Museum booklets are now on sale for only \$1.25. New sales items were discussed. New Arden post cards are views of 1138, 4398 and New Orleans 832.

Edward Lybarger moved that \$75.00 be used for advance publicity for the West Penn book. Motion seconded by Robert Jordan. Unanimously carried. Help is desperately needed for the museum sales dept. William Fronczek suggested that railroad engineer caps be sold at the museum.

Russell Cashdollar reported that the program for May will be movies by Howard Sell. The June program will be presented by Edward Lybarger.

Robert Jordan reported that training of motormen is now complete and most did well on the written test. Operating seminars will be held during the summer. Daily forms will be used to keep track of sales. A discussion of museum direction signs followed.

Harold G. Baxter read the following regular membership applications: Aellen B. Hanny and Edward I. Vitunac. William Fronczek moved and Louis J. Redman seconded the applications be accepted. The motion was unanimously carried.

A discussion on our mail auction followed. William Huston was named to head the committee. Edward Lybarger and Russell Cashdollar will also serve.

William Fronczek moved that PRMA present David E. Gratz of the Monongahela Railway an

Honorary Membership for his help in obtaining the Cat's Run Wye trackage. The motion was seconded by Robert Jordan and unanimously carried. A letter of thanks will also be written to Patsy Tassone.

Edward Lybarger moved and Bruce Wells seconded to adjourn at 9:25 PM.

Respectfully submitted, R. R. Windle, Secretary.

***Minutes of the May 24, 1972, Board of Directors meeting.***

The meeting was called to order at 8:13 PM by President John A. Bagiensky at Arden Trolley Museum, Washington, PA.

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

The treasurer's report showed an April 30, 1972, cash balance of \$1038.29.

Museum Director Bruce P. Wells reported that the new museum cars scheduled to arrive on May 23 and 24, will arrive on May 25 and 26. The ramp has been built for unloading and the new cars will be stored on the siding. A lot of work has been done on 66, James Kubanick is replacing the step treads, Homer Woessner is refinishing the woodwork in the north cab, and William Huston has cleaned the north cab front. Lawrence Lovejoy is working on the north switch for the passing siding. Stephen Cherpak has built a new work flat car, and he is also working on the motorcar. Cynthia Ellis and R. R. Windle have painted the combine floor. The trees that were threatening to fall on 722 have been cut down. McGraw Edison Co. is building new bolsters for 722. Trucks should be under this car by the end of the summer. New museum direction signs will be ready soon. A new three-phase breaker has been installed in our substation, and Arden Park has been expanded.

Robert L. Jordan reported that Sunday operations have been going smoothly.

A publicity chairman is needed.

William Fronczek of the Museum Development Committee reported that the Buhl Foundation has been approached for a grant of \$60,000.00. The Penn Central right of way will probably go through the county home site. A new lease covering our valley route will be designed this summer. Unofficially, things are looking up for Arden.

Edward Lybarger reported that the West Penn book is closer to production completion. Robert H. Brown and Steven Maguire have contributed many photographs of the West Penn System. The June "Trolley Fare" will be small, unfortunately. Mr. Lybarger moved that \$325.00 be used toward the purchase of 6500 each of three new post cards. Motion seconded by Bruce Wells. Unanimously carried.

Lawrence Lovejoy was appointed to the post of Philadelphia Fantrip Committee Chairman.

William Fronczek reported that engineer caps for sale at the museum are available to us at a cost of \$4.50/doz.

The regular membership application of Lee W. Mistrik of New Castle, Delaware was read at this time.

Edward Lybarger moved and Robert Jordan seconded that the application be accepted. Unanimously carried.

Russell Cashdollar reported that the June program will be presented by Mr. Lybarger. William Huston reported that material is urgently needed for our mail auction. Thus far, only one item has been received.

Plans for the ARM Regional Meeting at Arden on June 17-18 are continuing.

It was moved by Edward Lybarger and seconded by Robert Jordan to adjourn at 9:20 PM.

Respectfully submitted, R. R. Windle, Acting Secretary. May 24, 1972 Board of Directors

***Minutes of the June 28, 1972, Board of Directors meeting.***

The meeting was called to order at 8:10 PM in Room 712, Penn Central Station Bldg., Pittsburgh PA, by President John A. Bagiensky.

The minutes of the May Board of Directors meeting were read and approve.

The treasurer's report showed a May 31, 1972, cash balance of \$1405.65.

Museum Director Bruce P. Wells reported that the new museum cars have arrived and M56 needs a new roof. The north switch work continues with the placement of new ties. New car barn doors for track #1 will be built during the 4th of July weekend. The delivery date for the bolsters for 722 is indefinite. Resistor grid parts are available from General Electric Co. in Erie, PA. Norman Vutz has donated 50 brass air gauges. Homer Woessner is working on the cabs of 66 and James Kubanick is working on the sanders and center doors of 66.

Robert L. Jordan reported that work continues on the pop valves and plugs of the steam locomotive #12. The lubricator has been welded. The Penn Central will be approached for the use of their line. Mr. Jordan also reported that Sunday operation is going very good. \$140.00 was taken in during the weekend of the ARM meet. The museum will be open all four days, July 1-4, during the upcoming 4th of July weekend.

James Kubanick reported that response to the ARM informal meet was very good. Saturday consisted of talks, operating sessions and an evening business meeting. Two meets a year are planned.

Edward H. Lybarger of the Publications Committee reported that we have an excellent color cover for the West Penn book; Mac McGrew is working on the text and photographs. Forty more new West Penn photographs have been received from L. P. Cumings of Lancaster PA. The quality of the photographs in the July "Trolley Fare" was not up to expectation; they will be printed in better quality in August.

A Philadelphia-Red Arrow fantrip, sponsored by PRMA, will be held on Sunday, July 30, 1972. The trip will leave 69th St. Terminal at 10:00 AM using a two-car train of 160 series cars. After a noon lunch stop, the broad gauge lines will cover with an 80 series car and center door car 73. A tour of the new 69th St. shops is included. Tickets are \$8.00 in advance and \$10.00 on the day of the trip. Tickets for either portion of the trip are \$5.00 in advance and \$5.50 on the day of the trip. John Bagiensky, Bruce Wells, Edward Lybarger and Lawrence Lovejoy will comprise the Philadelphia Trip Committee. Edward Lybarger moved and Bruce Wells seconded the motion to send a \$50.00 deposit on the trip. Unanimously carried. Tickets are available through Lawrence Lovejoy.

There is a good chance for a Pittsburgh fantrip.

John Bagiensky reported that the Buhl Foundation has turned down our request for a grant.

William Huston stated that he has begun to catalog the items for the mail auction, which will be held in August or September. It was added that we still need more material.

A FORMAL INVITATION was received from the Port Authority of Allegheny County to attend the opening of the new East Liberty bus garage.

A letter from Dominic J. Barbaro Co. was read expressing his thanks for our patronage.

The possibility of acquiring another boxcar for storage of materials was discussed. Edward Lybarger moved and Robert Jordan seconded the motion to appoint John Bagiensky to write a letter to GATX for a boxcar. Unanimously carried.

Harold Baxter read the following regular membership applications: John Craig Swindler, Edward Alfred Kschier, Stephen Cherpak, Edward W. Torpey, Dr. Ira W. Pearlman, Charles Patrick Long and Gary Lee Pfeiffer. Robert Jordan moved and James Kubanick seconded the motion to accept all seven applications. Unanimously carried.

Harold Baxter will collect the S & H Green Stamps for the Arden lawn mower.

R. R. Windle moved and Robert Jordan seconded to adjourn at 9:20 PM.

Respectfully submitted, R. R. Windle, Acting Secretary. June 28, 1972



*Snow melt and heavy rain made a temporary island at the East Campus at the end of February.*

*Bruce Wells photo*