

# TROLLEY FARE

Volume 63 No. 1

January-February-March 2016



*Jeff Kotula roasts Brandon Neuman at this years annual event.*

*Photo by Rich Doman*

## ***PTM “Roasts” Representative Brandon Neuman Henry Posner III receives the James C. Roddey Transportation Leadership Award***

*By Scott R. Becker, Executive Director*

A great event was held on Friday April 8 with Brandon Neuman, our Pennsylvania State Representative and longtime supporter of the Pennsylvania Trolley Museum, the subject of a roast to benefit the Pennsylvania Trolley Museum. The event, titled “What Me Worry?” was very successful with 240 people attending and over \$41,000 raised to help “keep the trolleys running.” Also, the second presentation of the James C. Roddey Transportation Leadership Award was held. Jim Roddey, Allegheny County’s first County Executive, has been a great supporter of transportation in the region and served as Chairman of the Port Authority of Allegheny County. Last year Jim presented the award to Raymond T. Betler, President and Chief Executive Officer of Wabtec, Inc. This year it was presented to Henry Posner III, Chairman of Railroad Development Corporation and a long-time rail

transportation advocate. A distinguished panel of “roasters” was assembled for the event. Tripp Kline was the auctioneer and Jeff Kotula, President of the Washington County Chamber of Commerce and the Washington County Tourism Promotion Agency, served as Master of Ceremonies. Tom Rooney and John Swiatek were Roast Committee Co-Chairs. Range Resources was the presenting sponsor of the roast and Wabtec was the presenting sponsor of the James C. Roddey Transportation Leadership Award. The Washington County Tourism Promotion Agency was the Reception Sponsor and the Media Sponsor was the Observer-Reporter. Bronze Spike Sponsors included: Hilton Garden Inn, Redevelopment Authority of Washington County, Sarris Candies and WesBanco. We thank all our sponsors and participants who made this event so successful!

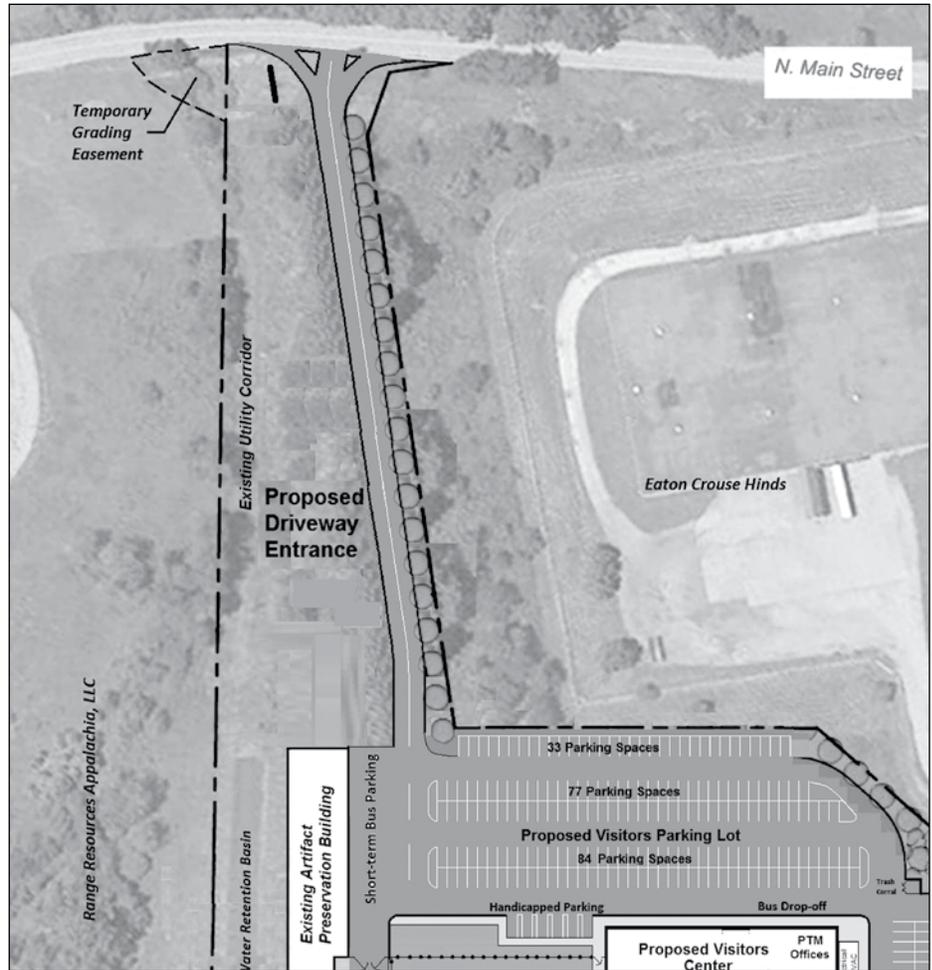
Another project that is moving ahead is the re-

# From the Front Platform

Since the last issue, the 2016 Bunny Trolley event has come and gone. Attendance was slightly down from last year since two of the four days were extremely cold and wet weather. However, of significant note was the fact that the advance ShowClix reservations greatly increased in total visitors and in percent of visitors. This helps considerably in smoothing out the peak visitor hours and improves the parking experience. Everyone seemed to enjoy themselves and put got new season off to a good start!

The planning process we went through with Astorino (now CannonDesign) last year pointed out problems with visitor access through the Eaton Crouse-Hinds parking lot. Eaton Crouse-Hinds also recognized this and has agreed to donate 2.75 acres of unused land outside their west fence for the new entrance to PTM East Campus and our access easement through their parking lot will expire in two years. This does not affect the parking

*By Dennis Bockus*



# TROLLEY FARE

is the quarterly publication of the Pennsylvania Trolley Museum Inc.  
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### Mission Statement

*The Mission of the Pennsylvania Trolley Museum is to communicate the story of Pennsylvania's Trolley Era to a diverse audience through the preservation, interpretation and use of its collection of electric railway and railroad equipment, associated artifacts and photo/document archives, to ensure that visitors have an enjoyable and rewarding educational experience.*

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*From the Front Platform, continued from Page 2*

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lot license for things like the Washington County Fair. The terrain is somewhat challenging and fill will be required. Some of the area will remain woods. Larry Lovejoy is the person in charge of this project. Thanks to an Allegheny Foundation grant, we were able to put out an RFP for the surveying, topographic mapping, permitting, and driveway design for this new entrance from North Main Street to the East Campus. After this bidding/selection process, Widmer Engineering of Washington, PA was contracted to provide these services. We thank the Allegheny Foundation and Eaton Crouse-Hinds for their continued support! Stay tuned to the next issue of Trolley Fare where I will talk more about concept drawings, elevations, and renderings for the new Visitor's Center. 

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*Executive Director Report, continued from Page 1*

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location and restoration of the Wexford interurban/freight station. We have received a \$15,000 Mini-Grant from The Rivers of Steel Heritage Area. They are one of twelve heritage areas supported by the Pennsylvania Department of Conservation and Natural Resources. Funding is provided via DC-NR's Community Conservation Partnerships Program and the Environmental Stewardship Fund to the Rivers of Steel National Heritage Area, which administers the Mini-Grant program. This should allow us to complete Wexford Station's restoration and exhibits for this project by this summer. The heating/air conditioning system has been installed by McKean Plumbing & Heating with duct work provided and installed by Orient HVAC. We thank Bernie Orient for his donation of labor for the duct work and to Bob Jordan for overseeing the installation. New five panel doors were purchased from Brookside Lumber to replace doors not original to the station. These have been installed and interior woodwork is largely complete. More site work has been done around the building by our volunteers and we thank Bobcat of Pittsburgh for donating a machine!

We are very pleased to announce that we continue to receive operating support through a \$100,000 grant from the Allegheny Foundation. The Allegheny Foundation re-

cently made possible an economic analysis of our East Campus Development Plans as well as engineering work for a new entrance to that site off of North Main Street. We thank the Allegheny Foundation for their continued support of the Museum's programs!

It is my pleasure to welcome Madelon Cline as our new Visitor Services Manager. She replaces Christina Parise who took a position at the Heinz History Center. We thank Christina for her service to PTM and wish her well in her new position! "Maddy" has considerable museum experience working as a volunteer and intern at the Meadowcroft Rockshelter & Museum. She also has retail experience as an Assistant Manager at The Gap at Tanger Outlets and worked in membership at AAA in Washington. Please say hello if you stop by the Museum!

Please mark your calendar for Saturday September 10. The Friends of Philadelphia Trolleys will be sponsoring a Pittsburgh LRT fan trip over the Port Authority of Allegheny County's rail lines. All proceeds will go to the restoration of Philadelphia Transportation Co. streetcar 8042 in our collection. Please sign up using the flyer in this issue. Later that day we will have our annual meeting beginning at 7:00 PM in the Museum's Education & Events Room. All members are invited.

As we begin the new season, we hope you will consider volunteering at the Museum. Lynne Thompson, our volunteer coordinator, has a number of positions available in many areas so please give her a call or email her at [educator@pa-trolley.org](mailto:educator@pa-trolley.org). See you at the Trolley Museum! 



*Henry Posner receives the Jim Roddey Award.*

*Photo by Rich Doman*



*At the February Board Meeting new directors were hard at work with incumbents. Thanks go to Joe Warkany and Sarah Wells for their service.*

### ***Around the Museum this Quarter:***

*By Bruce Wells*

In this issue we are presenting Museum activity chronologically, using images that I captured, to detail activities of our volunteers, Board of Trustees and our hard working staff. The uncredited photos fall into this category. The objective is to shorten the news cycle for our newsletter and get it back on track, so to speak, so that it is fresher when it arrives in your mailbox.

An item left over from last year is the results of the election. The count showed incumbent Lee Gregory and newcomers Lynn Caffery and J. Bracken Burns elected to 3-year terms. We thank Joe Warkany and daughter Sarah Wells for their service to the organization and all the candidates for accepting nominations for the election.

The month of January began with completion of the re-bristling of the brooms on Beaver Valley Traction snow sweeper 1. The work began during County Fair and the job was mostly completed during the



*Laura and Kevin stuffing broom segments.*



*Beaver Valley #1 is now sporting its new brooms and a marker lantern provided by Scott Davis.*

fall, as detailed in the previous issue. A marathon session using Kevin’s custom fixture (seen in the photo) saw all of the remaining segments filled with soggy rattan sticks folded in two and then clamped in place. The metal segments that hold their form were already prepared and when filled were installed on the car and bolted in place. In addition to Laura Wells and Kevin Zebley, Jeff King, Kathryn Black, Larissa Gula, Scott Davis, Sarah Wells, Caitlyn Arroyo-Myers and a cast of thousands participated in this tedious process and we appreciate all their efforts.

January 16 was the date for the board and interested members to participate in a discussion of the plans for East Site development discussed briefly in this issue. This was based on information provided by Astorino and KGB associates. President Dennis Bockus and Director Larry Lovejoy led the discussion of plans and consensus of the board led to approval of the plan at the January Board of Trustees meeting. This gives direction for the fund raising that will be needed to bring the plan to fruition.

January 23 we had our first primary taste of winter with enough snow that we could have tested our new plows. However, it was the middle of the week and it was gone pretty quickly.



*A special Board meeting was held January 16 to discuss “Plan C” for development of the East Site.*



*The first and probably only accumulating snow this winter, however, no broom testing was done.*

On January 26, Scott Davis and Jeff King demonstrated to me the complexity of changing the batteries in the smoke detectors at the Trolley Display Building. The annoying low battery beep had been going on for a couple of weeks when they fired up the scissors lift to change them all. The complexity comes because there are eight detectors and this procedure:



*That microscopic spec on the rafters of the building is the smoke detector.*

1. Call the security company and put the system on "test". Be sure to cancel when finished.
2. Take the old battery out and then ground the circuit to erase the low battery indication from the memory. Otherwise the low battery alarm will continue.
3. Put in the new battery and put the cover back on then drive the lift to the next one..

This is just a sample of the huge amount of "unsung" work that is accomplished by our volunteers giving their time to save the museum money!

The next adventure was a trip to Brookville to check out PCCs from El Paso, Texas that are there for rehabilitation. The cars will be used to restore a line discontinued in 1974. At that time the cars



*Six cars were cleaned out and brought from El Paso, Texas to Brookville, PA for rebuilding.*

were put in storage until last year when six of them were cleaned out and hauled over 2000 miles to the piney woods region (Wilds) of Pennsylvania.

Over the past year Tim Moffat has been working in the shop, under Pittsburgh Railways 1138 which Bernie Orient and Tim elevated onto enhanced trestles acquired by Bill Penn. The object of Tim's work has been to identify wiring in the many circuits and make a plan to renew and rehabilitate the wire and connections. Tim and Bernie recently removed the master controller to get a look behind. The trip to Brookville was made to get a look at a car of similar age and see how the wiring was routed from the motorman's position to the various locations. Unfortunately, by the time we got there the first two cars were already completely stripped and there were no plans to strip additional cars in the foreseeable future. But the trip was worthwhile to understand how original model PCC cars were fabricated.

We are grateful to Greg Holt for taking time to show us the work on the El Paso cars. We also had a chance to see the work on San Francisco Muni PCCs acquired from SEPTA in the early 90s that are there receiving their second rebuild.



*On February 1, Tim Moffat and I made a visit to Brookville Corp seeking information to help with work on 1138.*



*Larry Lovejoy and Bernie Orient and I visited Lyons Industries in Ebensburg, PA inspect the trucks for crane car M283 and discuss fitting of the motors.*

## ***Crane Car Trucks-rebuild***

Trucks from Pittsburgh Railways dump car M551 were re-purposed last year for use under PRCo. crane car M283. For background we know that circa 1973 crane car M283 suffered a derailment or accident of some kind that resulted in the center bearing (the remains of which arrived at Arden with weed spray car M517) and obviously the king pin on the front truck being sheared off. This was followed by the control group and resistors being sheared off behind the truck as the body slid forward across the stationary derailed truck. This happened after (or around the time) of the close of Homewood Shop. In 1974 we had made an extensive list of the items we wished to remove from the shops including control equipment embedded in the rafters for testing repaired trucks. These control parts were denied to us at the last minute as we worked to remove parts and machines from the closed facility. My feeling has always been that the car was reassembled by PAT shop forces using these parts and the visual match method, without benefit of the specs for the proper resistors.

At the time of this change the trucks from weed spray car M517 were removed and rebuilt to replace the original trucks on M283. The original trucks were sized and powered for use on M283's with heavier axles and more powerful motors and ended up under the weed sprayer. In 1976 the museum acquired M517 as part of the deal to return 3756 to PAT for use in the American Revolution Bicentennial celebration. We acquired M517 to get the trucks needed for the body of Boston dump car 3618. Steve Cherpak applied these trucks to 3618 in the 80s and Scott Davis and Tony Desensi finished by rebuilding the body and making it run.

Last year the plan was formulated to rebuild the trucks from M551 and then use those trucks under the crane. They were desperately in need of work and are pretty much identical to the ones that have been under the car for over 40 years. The plan allows the crane to be out of service for the least amount of time.

Extensive rebuild specifications were written in 2014 and Lyons Industries submitted a bid to perform the work. February 12, 2015 we traveled to Lyons shortly after they initiated the work. Almost

exactly one year later we visited the trucks and motors to discuss the final stages of assembly with Jim Lyons and his project managers. Motors were rebuilt by our friends at Swiger Coil in Cleveland and returned to Lyons the previous week. The final stage to install the motors involves line boring the motor frames to re-establish parallel-osity between the motor shafts and the axles. Jim and his crew undertook this work during March and we expect



*We thank Swiger Coil for the high quality work they performed to recondition motors for crane car M283.*

final assembly and return of the trucks sometime in June for installation under the car. In the meantime work has started to rewire the car, rebuild M283's body and rewire the entire car. More on this in the next issue.

In the middle of February a great big box arrived that turned out to be cushioning a much smaller box containing 12 "WATCH YOUR STEP" signs that are needed for restoration. Only one presentable sign remained from the four that were mounted on the step risers of West Penn 832 and the decision was made to have new ones fabricated. We also determined that the same signs were also used on West Penn 739 as well as both of our West Virginia West Penn cars 250 and 274.

I feel fortunate that we were able to find a vendor that does this work as there are many of our cars and historic exhibits that are made more authentic with the application of such signs. Plans are in the works to have Wells Fargo Agency signs made to complete the look for the Wexford Station.

On February 19 a large contingent of our volunteers made the trip to Connecticut for the annual Winterfest/Cabin Fever get-together where we have the opportunity to visit a fellow trolley museum and network with our friends who are also in the trolley museum "business." The weekend started on the

19th with a visit to the Naugatuck Railroad north of Waterbury, Connecticut. The activity featured a ride on New Haven 41 a Budd rail diesel car (RDC), the same type of car used for years in Pittsburgh on the McKeesport commuter run. Our ride originated at the historic station in Thomaston and ran north along the Naugatuck River to the Army Corps flood control dam about a mile away. With a photo stop and photo run-by there the car changed ends and moved southbound through the station to the Waterbury end of the line. More photo stops and run-bys were made along the way and we returned north to the museum's shop for a tour.

The Naugatuck shop was split between car projects and machine bay with a large picnic table and kitchen area in the middle against the east wall. Right next to that was a T-111 clad box containing the restroom. Most of the railroad's equipment was outside in a chain link fenced yard. The tour started around noon and was over about 4 PM at which time we headed southeast for East Haven and the Shore Line Trolley Museum. The evening program included, socializing, pizza, refreshments, trolley rides and our gang enjoyed it all.

On Saturday after breakfast with the Scranton gang we headed over to Shore Line where we took advantage of a guided tour of their new buildings and latest acquisitions. These included a rare, even unique New York horsecar as well as one of the PATH cars trapped in the station at the World Trade Center on 9-11. The horsecar was built in 1855 and acquired from the Museum of the City of New York last year. The subway car was the centerpiece of a huge community parade and event as it arrived in East Haven last summer.

Next stop was a visit to the car shop where we had a chance to talk with George Papuga an old friend and mentor of Scott Becker who has spearheaded the restoration of several Connecticut streetcars.



*Brand new porcelain signs were fabricated in Ohio for West Penn 832 and our 3 other cars that use them.*

George loves the Pirates and hopes to visit with us during 2016. I dropped off some ad cards for Conrad Misek who has provided many images of cards he produced for use in their cars. Car operations lasted into the evening with a sumptuous buffet dinner at a nearby church. This was highlighted with a talk presented by Shore Line President Wayne Sandford detailing the progress made during 2015. Because we were in the neighborhood we decided to do some transit riding and took the two hour drive to Boston. I made a point of riding the Mattapan-Ashmont line operating with rebuilt World War II era PCCs.

## West Penn 832 Ceiling Project

Prior to work on the ceiling Bill Fronczek had installed the headlights and retrievers. Restoration of the headlights was done by Bill more than a year ago and the retrievers were rebuilt by Bob Powis-chill about that same time.



*The end of West Penn car painted and numbered showing the headlight and retriever applied by Bill Fronczek.*

Early this year we contracted with Keith Bray to provide materials and labor for installation of the ceiling headliner on West Penn 832. We spent considerable time contemplating this work as the underside of the roof framing (carlines or ribs) was not even. In addition, the Agasote material used for the original is long out of production and attempts to find 7 x 12 foot panels hit a number of dead ends.

On February 24, Keith arrived to get started on the job bringing prefabricated panels and mahogany trim to perform the work. Keith brought with him panels of medium density fiberboard (MDF) fabricated from sheets that started out as 81" x 97". This is a European size not commonly available in US where the standard size is 49" x 97". To cover the passenger compartment ceiling with three sections he incorporated spline joints to make up the approximately 7' x 12' panels. All the panels were

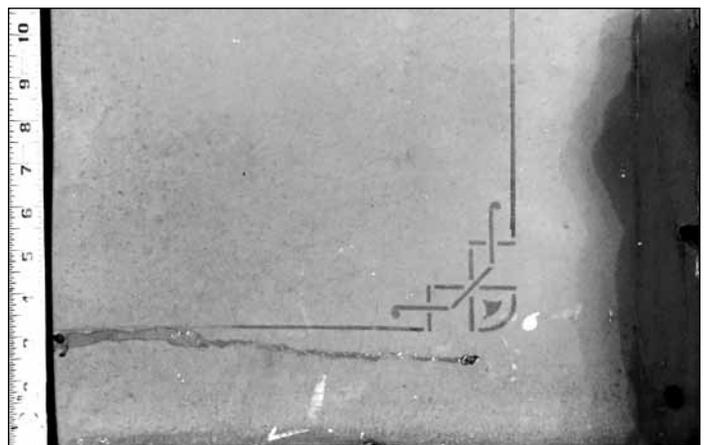
fabricated and prime painted in his shop in central Virginia. He also brought his tools as seen here.



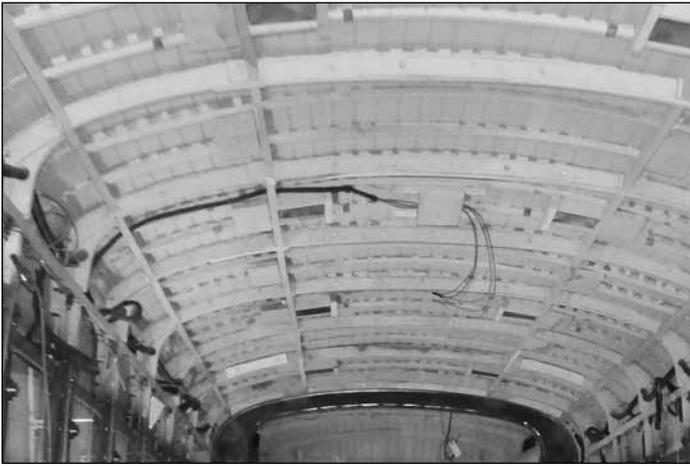
*Keith Bray arrived February 24 to begin work on the ceiling of West Penn 832.*

The original headliner was Agasote, the industry standard in 1929 when the car was built. This material was a product made by Homasote Corporation which you may have used to build a model train platform. Homasote is still manufactured today has a rough texture surface and is designated as a "green" building material. Agasote was the same material with a smooth paper surface. It was available in panels larger than the today's standard 4'x 8'. When parts were obtained from Ed Mitchell's car 836 in Uniontown a few years ago Bill Fronczek retrieved several original pieces from that car, which continue to be invaluable in the restoration of the ceiling.

Keith began installation by applying shims to allow the panels to fit smoothly against the underside of the framing. This portion of the job occupied the first two days of the project. At Dan Bower's suggestion we shot *Great Stuff* (urethane foam) between the shims above the carlines applied by Brookville to make the roof surface even. Late in the day, February 28th, Sarah Wells dropped by



*Headliner panels from car 836 were used to duplicate pinstriping as well as the location of the marker light change lever.*



*A first step was to sand and level the Interior roof framing prior to the installation of the first headliner panel.*

and helped Keith install the first panel. By the time I returned mid-day on leap day he had single-handedly fitted up the next two pieces.

By March first all the panels were up in the main body and all the holes were routed to full size. As panel installation progressed Keith pre-located and drilled or cut rough holes for the light sockets



*Keith manhandling the panels into the car interior.*

and the ventilators as he progressed. When all of the panels were in place he used a portable router with an edge trimming tool to enlarge the holes to the full size. Unique in our collection are the light sockets that are porcelain inserts with a 1/2" flange that have holes so wood screws can be used to attach them directly to the ceiling framing.

On March 3, Keith moved back to the #1 platform end and began applying the panels to the underside of the bonnet. At the same time I was working to build the marker light platforms that attach to the roof on the left side of the roof above the bulkhead.

Keith returned on Sunday 3/7 after taking a day off and finished fitting the four bonnet headliner



*On Leap Day Keith was well on his way with installation of the panels.*



*March 1 after installing three of the panels from the #1 end toward the #2 end, Keith turned around and worked back from the #2 end to the center of the car to complete the body ceiling.*



*With the final panel in place Keith proceeded with a flush trimming router bit to right size the ventilator and light socket holes.*



*After a lot of research and collecting the right tools the prototype marker light platform was created and fitted to the roof on the #2 end of the car.*

pieces on the #2 end. His work was finished to the point where Jack Sutherland, Jim Herron and Barrie Baker could install the window shades remanufactured two years ago by Adlake (Adams and Westlake) in 2012. They have also prepared the frieze panels and the advertising (car card) panels.

Work on 832 project has really kicked into gear since Keith finished the first phase of the ceiling headliner installation. His work carried the job to the point where the installation of additional woodwork was needed before the headliner trim could be finalized. As stated these items include panels that fit above the window sash in the main body (frieze panels) and the metal advertising card racks that fill the space between there and the new headliner.



*Using his portable router Keith sizes the holes for the light sockets on the #2 end platform headliner.*

Jack Sutherland, Barrie Baker and Jim Herron are currently making a full court press to get the frieze panels completed and installed. This includes making trim boards to cap the bottom of the panels and installation of metal clips that attach the panels to the window posts.

Another benefit of having the ceiling complete is that Jim Ott and John Habek were able to pull and attach the wires to the light sockets and complete their installation. March 19 they filled each of the six bulb strings with 56 watt lamps. With a slight hiccup when a couple of unexpected 36 watt bulbs snuck into the mix they successfully tested the lights as seen in the photo.



*With the completion of the headliner, Jim Ott proceeded with the installation of the light sockets.*

On the platform ends of the car Art Rizzino completed rebuilding of the solenoid valves that actuate the left side front/right side rear doors. I have taken on the task of getting the original aluminum panels that covered the door engine boxes. It turns out that the underside of the bonnets are different than when the car was constructed and the original aluminum panels no longer fit. The different shape complicated Art's work and some creative sculpting was performed to allow the valve to go back to where it was removed.

At the end of March the museum hosted thousands of family visitors at the annual Bunny Trolley event. The first weekend we were visited by representatives of West Penn Power and were

presented with a \$5000 grant to honor us on the 100th Anniversary of their company.



*A test was made of the interior light circuit.*



West Penn Power David W. McDonald, and Diane Holder, Washington Area Manager, toured PTM on March 18.



A large crowd disembarks from 78 on their way to see the Bunny.



Kids playing at train tables while the bunny was busy with others.

## **Past, Present and Future**

*By Madelon Cline, Visitor Services Manager*

It's common for people to feel comforted at a museum. Why? Because museums provide an opportunity for people to relive memories and for others to create new ones. For me, museums feel like family. They have taught me lessons, opened my eyes to new possibilities and made me who I am today.



During the Bunny event March 26 Larry Lovejoy and Dan Bower took advantage of the nice weather to resume work outside the Wexford Station backfilling and tamping around the foundation.



Visitors headed for the egg hunt.

If you are a fairly new member to the museum or a longtime member, you might be wondering who the person writing this is. Well, my name is Madelon Cline, but most people refer to me as Maddy. I am the new Visitor Services Manager here at the Pennsylvania Trolley Museum and I look forward to helping create memorable experiences when you visit.

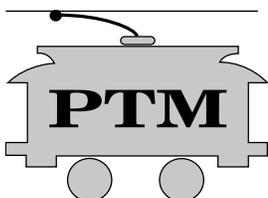
In my past, I volunteered at Meadowcroft Rockshelter and Historic Village. I started volunteering there at the age of 10 and continued until after I graduated from Avella Area high School in 2007. After high school, I attended Clarion University of Pennsylvania where I studied Mass Media Arts, Journalism and Communication Studies with a concentration in Advertising. While in college, I interned at both Meadowcroft and WRC Senior Services in their Marketing and Communications departments. After college I worked as an Assistant Manager at a large retailer and then worked briefly at AAA as a Branch Specialist. My history of volunteering at a museum, combined with my interest in

marketing and communications, made the position of Visitor Services Manager extremely appealing to me. I am honored and excited to become a part of the already amazing team at Pennsylvania Trolley Museum. That's a brief look into my past, but the past that you as readers are really interested in is that of the trolley era and the museum has some great ways for you to experience that.

Presently, the museum is preparing for our summer, fall and winter special events. Get ready to see one of our friendly neighbors at Mr. McFeely's Parade of Trolleys on Saturday, June 25. The event will last from 10am-5pm. Stick around for the following day and stroll through dozens of classic cars at the 36th Annual Classic Car Show! The Classic Car Show will last from 10am-5pm. Folks with classic cars can register their vehicles the day of the event. For those who are car enthusiasts and want to register their vehicles, the first 100 registered cars will receive a metal commemorative dash plaque. Both days, June 25 and June 26, will be fun for the whole family. The events will both include kid's activities, food vendors and everybody's favorite, trolley rides. Once August rolls around, get excited for the Washington County Fair. This year's fair will be held August 13-20 and the museum will be hosting Trolley Park'n'Ride where visitors can park their vehicles at the Eaton parking lot or at the Museum and ride over to the fair for a small fee.

Also, do not forget to look forward to the future by planning special event at the museum. Our events room is perfect for any occasion. Celebrate anything from a birthday party to a wedding. We also offer special group pricing if you are interested in visiting the museum with a club or organization.

I look forward to seeing all of you during a visit to the museum. For now, keep checking the website at [www.patrolley.org](http://www.patrolley.org) for our special events, if you have any questions, email [vsm@patrolley.org](mailto:vsm@patrolley.org).



### *PTM EDUCATION AND INTERPRETATION TEAM SEEKS ADDITIONAL MEMBERS*

The E & I Department is seeking additional enthusiastic Trolley Museum members to join the education team. Team members will assist Lynne Thompson, Museum Educator and Volunteer Coordinator, with the work of educating young children and special needs children through adults about the trolley era. We are looking for current and retired educators as well as individuals interested in educating others about streetcar history: past, present, and future. All skill levels are welcome. Individuals schedule themselves and are not required to assist a defined number of hours.

### *JOIN THE TEAM. PTM IS SEEKING ADDITIONAL TOUR GUIDES*

You've always wanted to be a TOUR GUIDE and lead others through trolley era history. Now is your chance. We are looking for enthusiastic individuals who do not necessarily want to operate streetcars but who would like to conduct tours of our trolley collection at both the East and West campuses. You will schedule yourself when you are available. We do not require individuals to volunteer a specific number of hours.

For more information about either of the above two positions or to sign up, please contact Lynne Thompson, Museum Educator and Volunteer Coordinator at [educator@pa-trolley.org](mailto:educator@pa-trolley.org) or phone her at the museum 724-228-9256 or Jack Samuels, E & I Department Manager at [j3g2sa5m@gmail.com](mailto:j3g2sa5m@gmail.com). 



*Maddy Cline, PTM's new Visitor Services Manager.*

*Photo by Bruce Wells*

## Trolley Maintenance

By Bernie Orient

As we closed out 2015 we had both New Orleans 832 and Philadelphia & West Chester Traction 78 in the shop for deferred maintenance. We worked through the brake hanger repairs on 78, seemingly an annual item, and had the under-car items complete by early February. The roof board paint job dragged on somewhat longer as I chose to keep one pole base on the car in case things needed shifted around. We also had a failure on one of the tensioning clevises on one of the pole bases in that the threads were worn enough to pull through the adjusting nut. I made a pair of new ones and I will attend to them at the next shop visit for the car.

The tension spring replacement on the New Orleans pole bases ran through three months. Extensive mathematical analyses by Bob Powischill concluded that the same diameter wire in the springs should achieve the 25# "target" rope tension at wire height. As I mentioned last time the old springs from four bases were tested and varied greatly among themselves. We purchased enough springs to complete the four bases plus a spare set. The bearing work was a whole other adventure. All of the center shafts, outer races and tall (and very obsolete) roller



January found Brett Freithaler working on parts needed to rebuild the pole bases for New Orleans 832.

Photo by Bruce Wells

bearings were worn beyond repair. I proposed that the non-visible parts be retrofitted with available tapered roller bearings. The CMC agreed and by the time the new springs were delivered I had two bases retrofitted and the spring holder bushings fabricated. Both bases were installed by the end of March and we had a bull's eye hit on the tension target. Other miscellaneous work on the car this winter included some door-bottom roller repair and more wiring repairs.

Philadelphia Suburban 66 replaced 78 over the pit on February 10. This was the beginning of the ill-fated truck swap of the rebuilt Brill 27 MCB truck removed from the car long, long ago and replaced with the tired similar unit borrowed from PST 73. We began by lifting the car enough to access the motor lead connection, open each lead of the motors on the truck to be removed individually and ring out each to verify the connections in the field tapper, reverser and motor cut-out. The extra precaution was to ensure the partial field (the fifth wire) was matched with the proper full-field wire at the field tapper. The leads on the truck that was not being changed needed to be disconnected as well to jack the car body high enough to clear the couplers. The actual "swap" occurred on February 10 with GE 89 locomotive and occasional assists by Jack Sutherland and John Habek who were working on West Penn 832.

The long process of reconnecting the motor leads began and I came across two sheared-off bolts holding the body-side center bearing in place. The heads of the bolts were covered by the wood floor, so I had to plot where they might be relative to the king pin and chisel out flooring to find the bolts were the plow head type and one had pulled through the steel frame. This required extra encouragement to remove. Because of the length, 13" overall, I doubted I could come up with proper replacements quickly so I used two hex heads I had in stock. I was able to have flat socket head bolts made for this application and they will be installed at some point.

March 9 was the day of reckoning for the rebuilt 66 truck. Paul Falcioni and I spent several hours beneath the car in the morning checking for missed cotter pins and adjusting the brakes. I moved the car outdoors and rechecked the journals. With



Larry Lovejoy, Bernie Orient and Katie Imler install a motor in the truck removed from 66 in 2003 following rebuilding of its first truck.

Photo by Bob Jordan



Rigging electric jacks at the TDB in preparation to lift 66.

Photo by Scott R. Becker

Brett Freithaler at the controls we moved to County Home siding and did a 12-point temperature check and all was swell. Then onto McLane Loop. The car handled beautifully. At McLane we made another 12 point check then off to Richfol to change ends and repeat the trip, or so we thought. At the east end of County Home siding the car behaved as if the brakes were on. A quick check found the pinion side bearing on motor #3 quite hot, though showing a normal oil level. A call for assistance brought Larry Lovejoy with the journal oil dispenser but to no avail. Over the next hour we limped the car slowly back to the TDB. The following weekend Dan Bower and Larry Lovejoy transported the jacks to the TDB where the car would be lifted off of the trucks. On March 16 Paul, Larry and I removed the truck with the seized bearing by oiling the rails and tugging on the truck with my pickup. The truck moved surprisingly easily. We delivered the motor to United Electric by noon but have no further report this period.

About this time we had M283 crane car moved to the main shop for extensive repairs. After over a year of planning and fundraising the Track Department had some planned down-time for the crane, not that they were out of work but they found ways to work around the car for a few months. Activities so far include removal of the pole base and all of the roof boards, the resistor grids, minor mechanical repairs to one HL control box, a lot of old electric wiring and started some body work on the crane tub. Much, much more rehabilitation work is planned.

Those who helped this quarter included Brett Freithaler. Paul Falcioni., Bob Powischill, Armand La-

tour, Jack Sutherland, John Habak, Doug and Douglas Kirkpatrick, Larry Lovejoy and Dan Bower. 



It was necessary to remove trucks from 66 at the Trolley Display Building.

Photo by Bruce Wells



Surgery on the "Tub" of crane car M283 was part of the work that began at the end of March.

Photo by Bruce Wells

## West Penn Power Celebrates its Centennial

By Scott Becker

On March 1, 1916, a number of electric companies in Western Pennsylvania were consolidated to become West Penn Power. Many of those companies had been developed under the West Penn Railways umbrella, which also provided rural southwestern Pennsylvania with a network of reliable transportation. The emergence of the power company was the result of a corporate decision to segregate the lighting and railway properties. In return for transferring its power assets to the new firm, the Railways Company owned a large percentage of the Power Company stock as late as 1949, a fact which helped ensure its longevity. In its peak traffic year of 1920, West Penn Railways operated 340 miles of track and carried over 61,000,000 passengers!

West Penn Power, a FirstEnergy Corporation subsidiary, marked its 100th Anniversary on March 1, 2016 and has a deep appreciation for its roots not only as a power company but for operating a large trolley system years ago. The Museum was proud to host David W. McDonald, President of West Penn Power, and Diane Holder, its Washington Area Manager, on March 18, the first day of the Museum's 2016 season. They both were able to tour the Museum, ride the line and see the preserved electric railway equipment from West Penn Railways and its Monongahela West Penn subsidiary that ran in West Virginia.

David McDonald presented a \$5,000 sponsorship check to PTM Vice President Robert Jordan in recognition of the Power Company's 100th anniversary and PTM's commitment to preserving West



March 18th, West Penn Power President David W. McDonald presents a \$5000 check to Vice President Bob Jordan.

Penn Railways history. West Penn Power sponsored PTM's Bunny Trolley and Daniel Tiger's Weekend events this year. Mr. McDonald was truly amazed at what the Museum has accomplished and its efforts to preserve West Penn's past.

In 2012, West Penn Power made a major donation of West Penn Railways records from its Dunbar Records Center. This material is truly a treasure trove of right-of-way maps, corporate minutes, and corporate records covering West Penn Railways, Monongahela West Penn, and the Hagerstown & Frederick Railway (Potomac Edison). Scott Ambrose, recently retired manager of West Penn's Conellsville Transformer Shop (originally the West Penn Railways trolley shop), was instrumental in ensuring the donation of this material and has been volunteering in the PTM's archives to help manage this major collection. We thank West Penn Power for their support and their continued interest in their history!

# The march of Progress

ELECTRIC RAILWAY JOURNAL March, 1930

**F**URTHERING their program of car replacement and expansion, the West Penn System has placed twelve new modern light-weight interurban cars in service on its Allegheny Valley lines.

These cars will replace all the present rolling stock operating in the Allegheny Valley between Aspinwall, New Kensington and Natrona, Pa.

The use of four Westinghouse high-speed 35-hp. motors and W-N drive, along with a reduction in wheel size and floor level, all tend to decrease the stop time, and permit a substantial increase in schedule speed.

*Service, prompt and efficient, by a coast-to-coast chain of well-equipped shops*

Reformatted Westinghouse advertisement featuring West Penn 800 series cars from March 1930, Electric Railway Journal.