

TROLLEY FARE

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October-November-December 2015



Photo by Jack Demnyan

West Penn 832's First Run

By Scott R. Becker, Executive Director

After years of work, West Penn Railways curved side car 832 made a successful test trip on October 28! Since the car arrived back from Brookville Equipment in the summer of 2011 thousands of volunteer hours have been logged in wiring, air piping, controller overhauls and air brake system work. To have the car operate very well on its first trip was very exciting for our shop volunteers! A new floor was installed by Seman Flooring of Washington, PA near the end of the year and more interior work is planned in 2016.

The 2015 season turned out to be our best yet with 32,647 visitors being welcomed. This compares to 30,247 in 2014, a 4.5% increase! On-line ticket sales through ShowClix have been a major improvement for popular events such as Santa Trolley. We appreciate all the hard work and dedication from our volunteers and paid staff in making this another successful season. Visitor satisfaction is very high as evidenced by the positive comments we have received on social media and on sites such as Trip Advisor. I am pleased to report that we have once again won the Trip Advisor Award of Excellence – which is based on consistent positive feedback from their reviewers!

The Jack Buncher Foundation has donated \$3,650 to fund our “Trolley Kids” program for 2016.

This will allow PTM to be compensated for children visiting through Tickets For Kids (TFK). TFK is hoping to expand their program at PTM 50% next year through this program. This strengthens our long relationship with TFK who specializes in providing field trips for children from disadvantaged and underserved populations in Southwestern Pennsylvania and Northern West Virginia. We will also be providing a special craft project for each child to do during their visit to PTM.

Work has continued on restoring our Wexford Trolley Station. Since our last report, M & A Painting completed painting the building's exterior in cedar green with tile red trim, colors it wore when it was a Harmony Route station. McKean Plumbing and Heating has installed a HVAC system and Orient HVAC has provided the ductwork. Bernie Orient is volunteering to install this ductwork. Our volunteers have begun installing electrical outlets and are repairing two mahogany waiting room benches, including applying stain and varnish. We are pleased to announce that the project is being awarded a \$15,000 Mini-Grant from the Rivers Of Steel Heritage Area. The Rivers of Steel Heritage Area is one of twelve supported by the Pennsylva-

From the Front Platform

The year 2015 has come to a close ending with the last event of the year, Santa Trolley. Santa Trolley for 2015 was a record breaking event with its three weekend, seven-day run breaking the previous high in admissions and that was a four weekend, nine-day event. Note that the calendar varies from year to year and that determines the number of weekends.

Early in November online reservations were significantly higher than at the same time in 2014 so four scheduled trips were added, one each day of the last two weekends. The entire event was a sell-out except for just a few tickets the weekend after Thanksgiving.

This event is very attractive for visitors as each child gets a chance to visit with Santa during a trolley ride to Arden and back. Caroling and elves round out the trolley trip. In addition, visitors could visit the model train layout (room seemed to always be packed) and the event room for hot chocolate, a snack, enjoy a large Lego exhibit and more. Out on the trolley line, shuttle service was run to the east end of the line and back.

One interesting item was a fair number of visitors not wanting or able to visit Santa (sold out), who could pay a regular admission, ride the shuttle, visit the model layout and event room. The event went well and everyone seemed happy. However, in de-

By Dennis Bockus

livering a quality experience for the visitors, we are pretty much at maximum for the present facility. A big thank you also goes out to our neighboring businesses that allow PTM visitors and volunteers to use their paved parking!

Santa and the other family oriented events such as Bunny, Daniel Tiger (new for 2016), and Pumpkin give good family experiences and significantly assist PTM in keeping the Operating budget balanced for the year. They also require a large volunteer and staff effort not only for the execution, but the planning. Another Thank You to all of you!

I will break a timeline rule here but as of the first week of February, Daniel Tiger is completely sold out, about eleven weeks before the event. Since this is the first year for this event, we will have to gain experience on how it works.

As to the East Campus and a Visitor's Center, we have been distilling, filtering, and shaking the information from the two studies into a plan. I hope we will be able to share this in the next issue.

Educator's Notebook

By Lynne Thompson

It was in late 2015 that the folks who run the welcome center on eastbound I-70 let us know they had a display case available. Would we like to use it?

TROLLEY FARE

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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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Family \$75 Couple \$60 Regular \$60 Associate \$30 Student \$20
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I talked with Rick Hannegan to see if he was interested in producing a second diorama for us; he had made one of the Trib Total Media Trolley Display Building that was displayed previously in downtown Pittsburgh at the EQT building, but was the wrong size for this case. Rick has a garden railroad, complete with operating trolley wire, in his side yard. For a look, his website is www.orery.com

As he explains, "Space was a limiting factor...we had an area 46" wide by 16" deep to work with. To complicate matters, the sliding doors on the front of the case weren't removable, so whatever I came up with had to slide through a 22" opening, and still be able to be twisted to sit on the floor of the case." We knew we'd be using the excellent G-scale (1:24 size) models that had been given to the museum by their creator Bill Dice. A 3700 series interurban (railroad-roof 3700-3714, built by the J. G. Brill Co., in 1917) and a single-truck open car representative of the early 1900s were chosen. Since the cars were built to true scale, the track needed to be fabricated to "Pennsylvania broad gauge." As Rick said, "I had surplus ties and rail in inventory, as well as line poles and the necessary overhead fittings. The track was hand spiked to proper gauge then glued to a piece of extruded foam insulation. In an effort to showcase the cars as much as possible, I put the front track on an incline...it rises to the level of the second track, and with a little imagination, you could visualize the two tracks meeting. There's even a Nachod signal hung on one of the poles to protect the imaginary switch."

The track was ballasted with chicken grit and dry mortar, then sprayed with water to hold most of it in place. The overhead needed to be installed after the module was in the case. Pieces of PVC pipe were used as 'sockets' to receive the line poles. Span wires and phosphor bronze trolley wire were added along with some foliage. *(continued page 4)*



"WCCFGives" check presentation in October. Presented by Trustees of the Washington County Community Foundation. Photo by WCCF

nia Department of Conservation and Natural Resources. Funding is provided via DCNR's Community Conservation Partnerships Program and the Environmental Stewardship Fund to the Rivers of Steel National Heritage Area which administers the Mini-Grant program. These funds will allow us to complete restoration of this historic building and open it this summer as an interpretive area.

2016 looks to be a great year with our season beginning on March 18 with Bunny Trolley. April 8 will feature our Roast of Pennsylvania State Representative Brandon Neuman. An additional feature will be the presentation of the second James C. Roddey Transportation Leadership Award to Henry Posner, Railroad Development Corporation's Chairman and long-time PTM member. This is the Museum's top fund raiser and your participation would be most appreciated! A signup flyer is enclosed and I hope you can attend! Our new event, Daniel Tiger's Weekend, debuts April 23-24 and features the character from the popular PBS children's program Daniel Tiger's Neighborhood. Our Western Pennsylvania Trolley Meet will return on Friday and Saturday May 13 & 14 with lots of special exhibitors and vendors, special trolley operations and a night photo session on May 14. On May 15 we will have a bus trip tracking the Washington and Charleroi interurban lines using a vintage bus. Please see the attached flyer and note that seating is limited. Looking ahead to Saturday September 10, the Friends of Philadelphia Trolleys are having a fan trip on Port Authority of Allegheny County's light rail system which will operate over all available trackage including some normally out of service trackage. Proceeds from this trip will benefit Philadelphia Transportation Company streetcar 8042. A registration form is enclosed.

Something else new for 2016 is a complete upgrade for our visitors guide. It will be greatly enlarged to a tabloid size and will be called the "Trolley Tribune." We got this idea from our friends at the East Troy Electric Railroad and it will be laid out and published by Trib Total Media. It will contain a number of in-depth articles about our Museum that will help to make a visit to our Museum more meaningful. Also included will be things to do in Washington County and ads from local restaurants and attractions.

As we are about to 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 at 724-228-9256 or send her an email at educator@pa-trolley.org. See you at the Museum! 

The picture that forms the backdrop was taken by Bill Monaghan in 2014. We had it enlarged by local printer Quality Quick to the size we need. This photograph is also being used for this year's rack card for the Museum.

The plan is to change the models and photo seasonally. Along with Scott Davis I assisted Rick Hannegan in the installation of the display in early February of 2016. "This was a fun project," Rick commented. "Those models are motorized...it would be nice if we actually had some place to run them and showcase their history along with the Museum's."

Again, here's another example of using the untapped resources of our members....not everything revolves around the daily operation. What 'hidden' skills do you have?

Another project slated for February of 2016 is an assessment of the Museum's Archives by Tara Kreider. Ms. Kreider's connection with the museum started while she was a graduate student and worked as a visitor's host and store clerk while completing her master's degree at Duquesne University. She went on to intern at the Museum in the Education and Interpretation Department. Tara helped with the Streetcar Stories of Washington County oral history exhibit. She also did research in the Archives as well as help with day-to-day tasks with educational groups. After her internship was completed, Tara continued to return to the museum to volunteer for special events or with Education and Interpretation. Ms. Kreider also interned with The Heinz History Center in their archives department. She went on to work for the Carnegie Museums. Newlywed Tara then moved to Texas with her husband Kyle Wilkerson and quickly found work at Baylor College of Medicine as an assistant archivist. Currently she is working at the Thompson Library Special Collections at Ohio State University.

Ms. Kreider's archival experiences and her familiarity with our collection made her our top choice to evaluate the Archives. An evaluation is a crucial step toward preserving our collection and understanding our future needs as the Museum looks to the future of a permanent location. In late February, Ms. Kreider will spend a weekend at the Archives to meet with our Archivist Ed Lybarger and review the collection and identify our needs. The aim is for an evaluation to be completed by late April. 



Chief Train Layout architects Wayne and Nancy Young pose with their creation, the 2015 PTM toy train layout.

Photo by Scott R. Becker

Visitor Services

By Christina Parise, Visitor Services Manager

What a year! 2015 had a record-breaking 32,647 visitors. We are wrapping up 2015 and preparing for exciting new events in 2016. Even though we missed the snow, Santa Trolley turned the museum into a winter wonderland. Thank you to our many talented volunteers who sang, served hot chocolate, and operated the trolleys for the more than 3,800 visitors during the seven days of Santa Trolley.

We have many exciting events planned for 2016. We open March 18 with Bunny Trolley. Ride the trolley to the Trib Total Media Trolley Display Building to see the Bunny. We are happy to welcome our friends from the 4-Leaf 4-H Club back again to bring live bunnies to the museum. Advance reservations include priority boarding on the trolleys; tickets are on sale now on our website!

We are offering a new event this year, Daniel Tiger's Weekend at the Pennsylvania Trolley Museum. This event will include trolley rides, visits from friends from WQED, children's activities, and most importantly – Daniel Tiger! Due to popular demand, the event is sold out for 2016 and we are looking forward to scheduling it again in 2017.

2016 is also the year for the Western Pennsylvania Trolley Meet on Friday, May 13 and Saturday, May 14. We are hosting model and traction vendors from across the country. There will be model layouts and displays, vendors, and trolley rides. Day-of admission includes evening events. A Nighttime Photo Shoot is scheduled for Saturday (weather permitting). On Friday only, author Ken Springirth will be at the museum autographing books, including his newest publication, Pennsylvania's Trolley Heritage. Daily events start at 10AM; and more details

will be available on our website soon.

Sunday, May 15 is our Historical Bus Trip, Tracing the routes of the Pittsburgh Interurban Lines to Washington and Charleroi. Tour the Washington and Charleroi Interurban Lines in a vintage “Fish-bowl” Bus and enjoy lunch at the Trolley Stop Inn in Bethel Park (Ticket does not include lunch). Tour narration by PTM Archivist Ed Lybarger. Buy your tickets online at www.patrolley.org. \$32 for PTM Members, \$35 for non-members. There is limited space available and tickets are on sale now on our website, www.patrolley.org

Just a reminder for planning your visit this year: We will be open for regular admission visits April and May and September through November on Saturday and Sunday, 10AM – 4PM with the last tour at 3:00 PM. We will continue to be open seven days a week June, July, and August, 10AM – 4PM also with our last tour at 3:00 PM. As always, we will be open on Memorial Day and Labor Day.

Thank you to all who helped us with the best year ever! Thank you to the many volunteers who helped for events as well as daily operations. Also, thank you to all our members who support us and visit us during the year! 

Pittsburgh Points

By Chris Walker

Public hearings are scheduled to be held in February regarding the Port Authority’s proposed new fare structure.

The changes would be phased into operation over a six month period, beginning January 1, 2017. On that date, the base one zone cash fare would increase to \$2.75, but ConnectCard users would continue to pay the current rate of \$2.50. Also effective January 1, the cards themselves would cost \$2 to purchase (in addition to whatever fare value was loaded onto them).

Another major part of the restructuring plan is the proposed elimination of zone 2, effectively making the Port Authority a “flat fare” system. This would constitute a fare decrease for about 25% of the ridership. Besides regular weekday commuter traffic, a significant number of city residents who commute to jobs in the ‘burbs would see the cost of their daily commute drop (like the McKnight Road corridor, Monroeville, Robinson and Bethel Park/South Hills Village).

Other important aspects of the proposal include:

- Reinstatement of an all day pass (for \$7)
- Changing the bus system to “pay enter” at all times (including Downtown)

• Elimination of the Downtown free fare zone for bus riders, due to the instatement of pay-as-you-

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enter (free rides on the T would continue between Downtown and North Side)

Phase two of the plan would make the rail system a proof-of-payment style operation effective July 1, 2017. Planning is underway for installation of ticket vending machines at all remaining stops and stations in the system (including low level stops in Beechview and along the Library line). The Port Authority police department would hire additional officers to handle fare enforcement duties, performing random checks on board the trains and in stations.

Speaking of the rail system, a major disruption in regular traffic is coming at the end of March, as the Red Line will be broken into pieces to allow for the reconstruction of Broadway Avenue in Beechview. More on that story in our next edition.

Finally, a quick answer to a question from the reader mailbag regarding the Wabash tunnel, that most storied of Pittsburgh bores.

The Wabash tunnel is still owned, operated and maintained by the Port Authority. Its primary function is to serve as a peak-direction high occupancy vehicle facility, and is normally opened for inbound traffic during the AM peak and outbound traffic at all other times. As of late, the HOV restriction has been removed due to construction work on the Parkway West in an effort to allow an alternate route between Downtown and the Route 51 corridor.

The Port Authority does occasionally use the Wabash as a detour routing during special events or abnormal situations, and even as a shuttle bus staging area for whenever the Mon Incline isn’t feeling well.

There is, however, one regional carrier that uses the tunnel every day – Fayette Area Coordinated Transit (it’s a FACT) on their Pittsburgh to Uniontown commuter run. By the way, that trip is normally made with a mini-bus, or “cut-away” as they’re known...all the way out 51! 



The south portal of the Wabash Tunnel,

Google street view screenshot



SEPTA Christmas LRV 2015 season.

Photo by Bill Monaghan

Philadelphia Notes

By George Gula

On Monday night, October 5, 2015 about 7:13 PM, an auto slammed into the rear of a SEPTA Route 75 trackless trolley near the Arrot Street terminal in Northeast Philadelphia. The accident resulted in the death of one of the auto passengers while 20 riders on the trackless sustained injuries. The 2006 Red Dodge Magnum was following the trackless trolley on Arrott Street when the bus slowed down for a stop sign at Penn Street. Police say that the Magnum, which was speeding, struck the trackless, destroying the front half of the car and sending both the 34-year-old driver and his 44-year-old passenger to the hospital where the driver later died. The 44-year-old passenger remained in critical condition. Officials indicated that 19 people on the trolley bus were also taken to Einstein Hospital and treated for non-life-threatening injuries.

On Monday, November 16, a car attempting to go around a stopped Route 11 trolley that was discharging passengers struck and killed a 38-year-old woman as she exited the car. The accident occurred around 9:15 AM on Woodland Avenue at South 54th Street in Southwest Philadelphia. The automobile did not stop at the scene. SEPTA began rerouting

trolleys from Woodland Avenue via 49th Street, Chester Avenue and 58th Street and operated shuttle buses along Woodland Avenue between 49th and 58th while the accident scene was being processed.

From Friday, November 20 at 10 PM through Sunday November 22 at 10 PM, SEPTA substituted buses for streetcars on Route 13 between Mount Moriah Loop and Yeadon Loop while crews performed overhead wire maintenance work. Inbound riders traveling into Center City boarded the Route 13 shuttle bus to Mount Moriah and transferred to the trolley for the remainder of the trip while outbound travelers heading to Yeadon from Center City boarded buses at Mount Moriah to finish their trips.

On Wednesday December 23, a Route 36 trolley collided head-on with a stolen SUV on 49th Street at Grays Avenue in Philadelphia's Kingsessing section around 9:20 AM. Twenty-seven passengers with non-life-threatening injuries were taken by buses to several area hospitals. The two people in the mangled white Hyundai Tucson were also severely injured and in critical condition and one was trapped and had to be extricated. There was no information issued as to the cause of the accident. Trolleys ter-

minated at Elmwood Depot while shuttle buses operated from 49th & Woodland to Eastwick Loop getting riders around the scene.

On October 10, Darby Borough hosted its annual OcTrolleyFest. In past years the Darby history event organizers had chartered a SEPTA PCC-II car for special trips but this year guided tours were offered aboard regular SEPTA car lines instead. The day began in Darby at 9:45 AM with a Meetup group Hike/Trolley excursion to the Swedish Cabin (circa 1650) on Darby Creek. Other guided tours on SEPTA trolleys went to the Philadelphia Zoo, the Trolley Museum in Aldan, and the Minshall House in Media. Participants were encouraged to purchase the SEPTA One-Day Excursion Pass, which provided eight rides on any bus, subway or trolley for \$8, or use their own SEPTA pass. Other non-trolley events included walking tours of historic Darby beginning at 10:30 AM followed by free scarecrow making, music, displays and surprises at the Darby Library, located at 11th and Main, America's oldest public library in continuous use. It ended at the Darby Library with a "Scarecrow Hop, Stomp, and Romp" between 4:30 and 6:30 PM with prizes for the best scarecrow, the best impression of W.C. Fields (who was born in Darby), and the cathartic "Bubble Wrap Stomp."

"OcTrolleyFest is a good chance to celebrate our historic sites and places we call home," said John Haigis, who coordinates the annual event with his wife Jan. Rail service has connected Delaware and Philadelphia Counties since 1858 when the first horse car lines opened. Today's streetcar operations in Darby include Subway-Surface Route 11 from Philadelphia City Hall and extensions of Route 13-Yeadon on pull-in and pull-out runs operating through the borough to or from Elmwood Depot. The Yeadon-Darby cars are operated for passengers as a scheduled service but the streetcar operation is irregular – cars only pass through Darby on their way between Elmwood Car House and Yeadon Loop.

Following the September 30 retirement of Joseph M. Casey, the board appointed his deputy, Jeffrey Knueppel, to the top executive position. WPVI television interviewed him only nine days into his job and reported that he has big plans for the future of the Delaware Valley's regional transit system. Knueppel, an engineer, said that thanks to major changes to Pennsylvania's Transportation Funding Law, SEPTA will finally be able address some long-standing issues by pushing forward with a system-wide rebuilding program. His plans include updating stations and getting new, double-deck trains, as well as new trolleys and buses to accommodate the grow-

ing number of people using public transportation. While many of these improvements are still about three years or more from happening, some changes are right around the corner, such as a smart card which will soon allow a rider access to any SEPTA vehicle. The technology is currently being tested and SEPTA plans to begin to phase it in by the end of 2016 or early in the following year. Knueppel was excited as he described the pass "as being very much like Easy Pass. You can go online and load money into it or you can just have it regularly put money into your account." Based on popular demand, SEPTA will also add a device that will make it possible to show riders, on their phones, real-time information about when their ride will arrive. "We can only catch our bus location every 3 minutes, based on the antiquated system we have," said Knueppel. "Going forward, we'll update that every 30 seconds." SEPTA said the goal is really simple - to make sure everyone gets where they need to go.

Some Route 52 bus passengers got their Sunday afternoon tranquility disrupted on October 18 when a 4-foot long Red Tail boa constrictor, taking a ride through West Philadelphia with its owner, got loose around 3 PM at 52nd Street and Westminster Avenue. The bus was quickly evacuated as a precaution. Transit officials said Koron Riley was somehow able to get his 3-year-old snake "Red," aboard the bus. Riley told Action News on Sunday night that he and the snake were on their way to Monster Pets on 57th Street when Red, coiled around his neck under his jacket, somehow got loose, causing a panic and forcing the evacuation. "She had slithered out of my pocket on the way back and she got stuck in between the chairs," said Riley. "Some people started to freak out because it was a snake on the bus, and they started talking about snakes on the plane." A SEPTA police officer safely removed the snake and gave her back to Riley. The remaining passengers boarded another bus. Riley said Red, a Red Tail Boa mixed with a Brazilian Rainbow Boa, is not a danger to others. "She always stays inside (my pocket), but today she wanted to wander around because she was hungry," said Riley. Riley said he's glad to have his baby back and he feels bad for giving passengers a scare. "I apologized to everybody, I didn't mean for her to get out," said Riley. "Most people accepted my apology." SEPTA officials said passengers are allowed to have small animals, in cages, on buses and trolleys, but the rules don't specify if snakes are included. Riley could face reckless endangerment and interfering with operation of mass transit if charged. 

Power & Signal Report

By Scott Davis

Let's start off this issue with a report from the Miscellaneous Dept. Steel shelves rendered surplus during the refrigerator car cleanout have been relocated to the south wall of the P&S container located at the East Site. These new-to-us shelves have been put to use storing Cheatham electric track switch relays and Nachod signal parts, which had all formerly been stored in the reefer cars. All of the standard gauge cars are slated for disposal at some later date.

In Building Electric, P&S has begun to experiment with LED lamps capable of replacing the 400 watt metal halide lamps in the high bay fixtures above track 31.

The logic behind this change is simple: They



Scott Davis prepares the Fairgrounds crossing signal for removal for repainting. Photo by Jeff King

probably will not need to be changed in many years, energy savings, and the lights can be turned on or off at will with no wait for a restart. They are still a bit pricey, but the conversion is simple by wiring the supply power directly to the lamp socket, jumping around the ballast. Continuing on, an electrical outlet has been mounted on the steel line pole next to shop track 21. A plastic underground conduit had already been run to this location during the floor project for track 21. The outlet's prime purpose is to allow convenient charging of loco 89's batteries. Related to this, Santa Trolleys hours had been extended into the early evening making it important to provide lighting in the parking lot. Since the previously mentioned conduit and outlet were already in place, it became easier to add an additional circuit and run conduit further up to the pole top, where a flood light could be mounted to shine into the lot. The light itself is a Westinghouse weather-proof 1000 watt flood lamp fixture commonly used on ships and in rail yards. It was donated years ago by Bill Penn, who was a car inspector for the

Monongahela Connecting Railroad, where I believe the floodlight came from.

In Overhead Lines, a new prototype left hand trolley frog has been produced by Brost Foundry for us to test. Since PTM has few left hand frogs, the only location convenient enough to test was above the turnout leading into the Arden spur track. Once in place, it was tested several times with M210 and will be monitored for many months. The wire frog leading into the car shop yard was found to have a large slot worn into it and was replaced with a spare as well.

On November 23 disaster struck when it was reported that high winds had caused a tree to fall across the trolley wire near Yanavich Stop. A crew was called out for the next day, and the tree was removed from the wire quickly, but the weight of the tree pushing down on the wire had caused the nearby bracket arm to severely bend downward throwing the wire out of alignment. This bent arm was replaced quickly with a spare.

In Signals, we always find some sort of indoor project to keep us busy during the cold winter months and I'm sure many of you have noticed the rusty condition of the crossing signals at Fairgrounds Siding. It was decided to remove the mast, relay case, and cross bucks from the east side of the crossing and bring them into our shop along track 31. Using the hoist on the auger truck, we were able to lift the whole mast assembly from its base, load it onto the flatbed truck, and move everything to the shop for disassembly. So far about half the parts have been cleaned and painted, and the hope is to have this side back in place by opening day

Next, we have some new modifications to the Nachod signals in the area near Museum Road. Jeff King was more involved with the work and I will have him report on the details of the work. 

Streetcar Maintenance

By Bernie Orient

While Port Authority PCC 4004 was in the shop for routine maintenance in late September, Brett Freithaler discovered a torn motor bellows and the ones in stock would not fit. The bellows are short 12" canvas tubes attached to flanges at both ends and serve to direct cooling air from ducts in the car body to the traction motor. We drilled out the many aluminum rivets and found 3 of the 4 steel flanges unusable because of too many over-drilled (figure "8") holes. We bought some new steel to fabricate new flanges and Kate Imler took on the task of sewing two new fabric sections from roof canvas. Paul Falcioni fabricated the flanges, Art Rizzini did the

assembly, in two hours or less, I might add. Brett installed the new bellows and the car was out the door in short order.

The shop crew had been spending a lot of time with PRT 5326 investigating inconsistent door operation. While all four doors could be operated from the #2 end, only the doors at #1 end could be opened regularly from #1 end. After much line tracing and head scratching the problem was determined to be #1 end brake valve. Very complex in nature, this valve has separate air output connections for front and back doors. In our case the output to the #2 end was greatly restricted internally. A workable solution was to use the good output connection for both ends of the car. Another item to be repaired at a later date is a pneumatic valve puller that leaks enough to delay door operation. The car made the service log a few days in October.

Mid-October was not too early for pre-Santa service for PST 66. Brett noticed a leaking door motor, #2 end operator's door, so we removed it and rebuilt it again, having been done only last winter. He also



Volunteers install traction motor in 66's truck.

Photo by Scott R. Becker

retightened as many of the fasteners that were installed last year for the center section rebuild. The car lasted into the second week of Santa Trolley this year before issues surfaced in the center door area. In one instance a door roller was becoming loose and the mounting screw bound on the trackway and another where a linkage in the step mechanism became loose maybe causing a bind where the doors would not open. No trips were lost as Armand Lator and Bruce Wells attended to the door problem while enroute and Kate and I solved the step issue during a short layover.

A several week pause between Pumpkin and Santa events permitted needed track work in the Arden Valley to be accomplished. As single-end cars were unusable during the line closure we brought

PCC 1711 in for service. Poor wiring conditions allowed an unwanted ground and a subsequent very hot wire that ran from the MG compartment to a switch group under the car. Hopefully we can remedy this over the winter. The temporary wire from the center door breaker box to the front track brakes also needs reworked but a like-new repair is not likely because of accessibility issues. The dampers/patch plates were installed for cold weather use but work on the center door rubber edging by Paul Falcioni extended into Santa Trolley so it is unlikely the car will be used before spring. Two bushings were replaced at the bottom of the doors he worked on and a bushing was needed as part of a track brake adjustment.

2711 was also serviced during the line closure on November 7. We needed to remove all of the batteries to add water. This routine exercise was complicated by the batteries having been set into wet paint from rushed compartment maintenance last year requiring extra encouragement to extract them.

PST 14 was designated as a back-up for the Santa program and we needed to replace some of the contact tips in the accelerator drum. We replaced nine and have twenty more in reserve. Also a big ticket item was the installation of the revision-3 brake shoe holders which proved an acceptable substitute for the failing original issue ones. Instead of drilling the mounting holes in the new holders symmetrically we fit each individually and marked the holes as I noticed none of the holes on the originals were orthogonal with any surface on the holder. We had been working on them for several months as time permitted. We determined we should make seven more to have a complete set on the car plus one spare. Another item was that two bushings were loose in the brake adjusters. Machinist Ray Hatfield was in that day and fabricated and installed new ones. And the air drier canister was replaced with some difficulty. Two of 4 rollers that align the brake beams were found to be faulty. I repaired one, made another from scratch and Brett and Kate installed them. I determined they would not be suited for long life so I'm working on a redesign.

The reverser under M283 did not always throw completely or at all from the controller so Larry Lovejoy and I did a chilly early morning service call while the crane was in the car house in late November. A screw from one of the drum segments had a large deposit of brass welded to the head which caused the mating finger to snag. The new screw would not tighten in the wood drum so I suspect the problem one had become loose and dropped into the wrong place and caused an arc. Oh yes, you may

have heard about the major rehab work planned for this vital and very versatile vehicle so stay tuned.

N832 was brought in on November 25 for deferred work on the roof boards and a pole base. Kate and I removed #2 end base and Armand Latour ground the loose paint from about 30 ft. of the roof boards- up to the next pole base. The wood was in surprisingly good shape as they were on the car when we got it. We disassembled the pole base and found the hinge pin and two bushings loose plus the bearing casting was worn where the hinge pin passed through. We obtained two more similar 4-spring bases from the APB November 29 and took them apart. The search was primarily for stronger springs as the ones on N832 max out at 18# compared to our standard of 25# wheel tension at wire level. Tanner Coughenour and I devised a method to evaluate the springs by suspending a known weight from them and measuring the deflection. The condition of the interior of the bases was not well and extensive machine work will be required to renew the main shaft, the inner diameter of the rotating hub and the roller bearing between. We took the healthiest four springs and built up a good base and installed it so the car could be powered if required. Once Bob Powischill computes a theoretical spring rate we'll obtain enough new ones to refit the car plus some spares. Other deferred work on the car was to rebuild another brake beam. The worst one was #1 and Brett did the majority of this greasy job. The four dog-bones were replaced with new and only two of eight half-ball bushings needed installed in the socket castings. Armand Latour fitted them in and Dan Bower welded them.

Brill 27 MCB truck for Red Arrow 66: We installed the second motor on November 28 with help from the track crew (see photo) and began run testing it with the welder. Some motor support bearings ran a bit warm so we've been working through them removing high spots and adding thin shims where needed. Plans are to install the truck under 66 early next year.

P&WCT 78 was brought into the shop on December 16 for deferred brake hanger work, pole base repair, harp replacement and roof board paint. The brake items were one front and one rear on axle 3. Both of these locations still had the SEPTA-welds on the bolts so our torch was exercised. The pole base had bad grease fitting on a shaft that was not replaced during a major roof work in 2009. The bearings inside the shaft were loose enough to warrant new ones. The roof boards have been cleaned and painted on #1 end back to the ribbon fuse. We'll wait until #1 end pole and base are back on before removing the #2 end base. We got the harp removed from

#1 end pole and Jack Sutherland painted the pole as the calendar ran out. So as I close out this article we have the shop well stocked with activities that will easily span the all too brief winter shut down. 

Restoration & Shops Report

By Bruce Wells

The biggest news since the last issue is the test run of West Penn 832. On October 28 at about eight in the morning in the intermittently pouring rain 832 made its first ever trip over the entire museum streetcar line. With Brett Freithaler at the helm and invited guests on board the car made one full trip and returned to the shop. Katie Imler had Loco 89 out to lead the way at the road crossing in order to blow a horn while followed closely by 832.

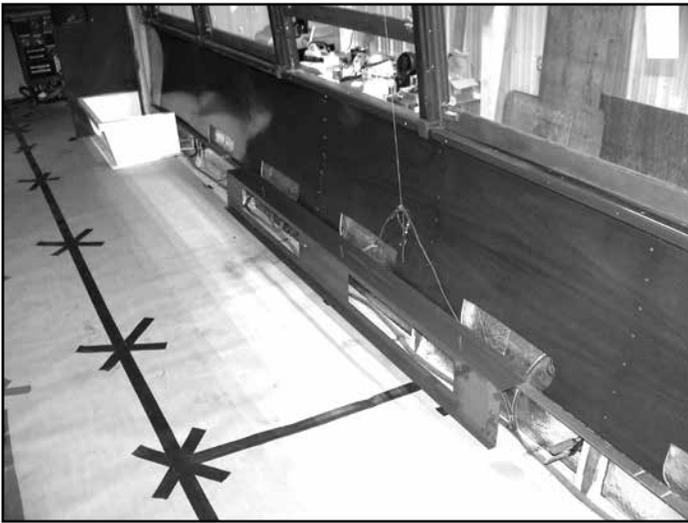
Work progressed at a good pace October thru December and continued into the new year. Appli-



Here's another photo taken on the day West Penn 832 made its rebirth voyage on the museum line. Photo by Jack Demnyan

cation of the finished panels below the windowsill (wainscoting) was installed allowing our crew to proceed with the fitting of seats and heater ducts. Our friends at Accutrex completed the heater ducts and delivered them in December just prior to the installation of linoleum floor covering mentioned in Scott Becker's article. Cutouts in the wall allow the seat frames to nest into the wall and provide a wider aisle while allowing the seat to sit firmly on the angle iron that supports the heater ducts as well.

Jack tackled handbrake installation and spent considerable time locating the parts and positioning them on the floor next to the motorman. As delivered the car had the mechanism incorporated into the dash. After the move of curve-side cars to Connessville the mechanism was replaced by a large "gooseneck" handle applied brake. We believe this was done to make these cars the same as the 700 series cars more familiar to local operators. Dave



In December the heater ductwork for 832w joined the sandbox seat boxes also fabricated by our friends at Accutrex in Canonsburg. This was just prior to floor covering installation.

Photo by Scott Becker



Jack Sutherland works on WP 832's hand brake. He and Artie Ellis are working on the details of their installation.

Photo by Scott R. Becker.



Last issue Bruce introduced readers to Art Rizzino, here working on door motor parts.

Photo by Scott R. Becker

Hamley sourced modern right angle drive mechanisms that allow conversion back to the original dash mounted arrangement. Artie Ellis has been working with builder drawings to create the proper

racheting handle which matches the original.

In December the linoleum floor covering was applied opening the way for final installation of the heaters, seats and handbrakes. The linoleum material was difficult to obtain when Red Arrow (P&WCT) 78 was restored in the 80s, but today it is readily available due to its "green" designation. The finished job looks great and we re-covered it immediately with the masonite panels that protected the new wood surface when the car came from Brookville.

The crew working steadily on the car these past 5 years includes Jack Sutherland, Jim Herron, Bar-



Linoleum freshly installed in the West Penn 832.

Photo by Bruce Wells

rie Baker, Jim Ott and John Habek with occasional assistance from Bernie Orient, Bill Fronczek, Dave Hamley and most recently Art Rizzino. 

Around the Museum

By Bruce Wells

October started with a project funded by David and Kathryn Black to remove and reset the bricks on the Richfol platform. The work was an important project needed for the safety of visitors especially during special events. Pumpkin Patch Trolley started the following weekend and was a tremendous success.



In early October Alexy contract workers removed and then reset bricks on the Richfol platform.

Photo by Bruce Wells

A trade of parts with Seashore Trolley Museum, Kennebunkport, Maine was concluded with the delivery of a pair of Brill 77E2 trucks which came from Red Arrow/SEPTA snow sweeper #5. Our favorite truck driver Joe from Brownlee Trucking delivered them to the museum October 22 and Larry Lovejoy got them off the truck with our trusty Hyster forklift. They were placed in our truck staging area and exposed bearing surfaces were provided a protective covering.

At the Wexford station Bernie Orient has spent considerable time installing the ductwork for the HVAC system. Outside the building Larry Lovejoy and Kevin Zebley have worked on the grading of the fill on the Trolley Street side.

Placement and inventory of parts at the Artifact Preservation Building (APB), continued into November when the building gets a bit too cold for comfort. When part storage work stopped for the winter the space was temporarily reallocated with mobile equipment that in the past had to sit outdoors. 



Car 66 in the snow at Santa Trolley. Photo by Rich Doman



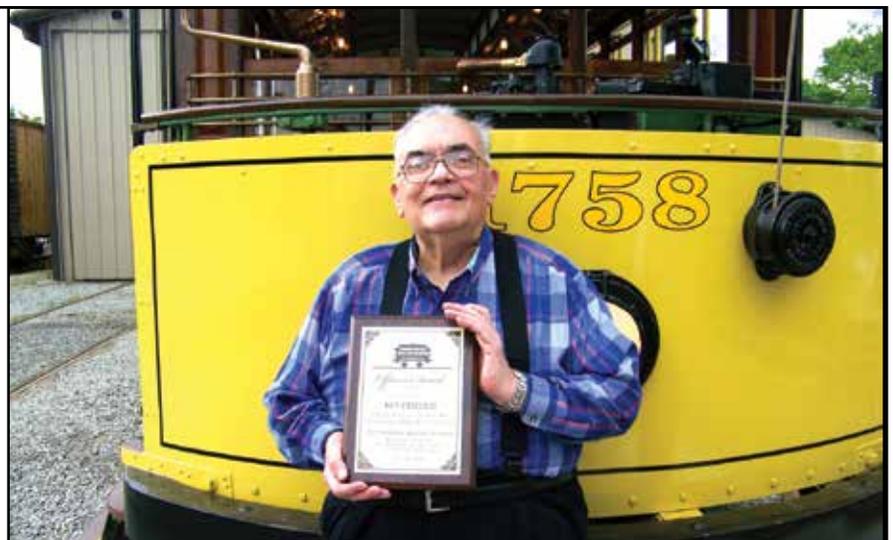
President Dennis Bockus and Bill Fronczek storing and inventorying parts at the Artifact Preservation Building November 14. Photo by Bruce Wells



The December 12 crowd scene at Richfol during this year's tremendously successful Santa Trolley. Photo by Scott R. Becker

Remembering Ken Fraelich

Ken Fraelich, a long-time PTM volunteer, passed away in November after a long illness. He devoted over 37 years in his professional career to Westinghouse and EWG Transportation Systems and served for over 15 years as the Museum's Treasurer, Assistant Treasurer and Risk Manager. He was instrumental in the construction of the Trib Total Media Trolley Display Building and his years of experience in the corporate world was of great value in the management of that complex project.



Ken, after receiving the Officer's Award in 2012.

Photo by Scott R. Becker