



## TWO BELLS

The occasional newsletter of the  
Operations Department of the  
Pennsylvania Trolley Museum

August 2016

<http://myptm.info/>

Operations Schedule  
Operating Policies & Procedures  
Operating Orders  
Operations Department Forms  
Log In Required



Washington County Fair 2008  
DF Cramer photo

### Operations Department

**Chris Walker**  
Operations Manager

[ctwalker87@gmail.com](mailto:ctwalker87@gmail.com)

**David J. Carpenter**  
Chief Instructor

[dcarpenter8@windstream.net](mailto:dcarpenter8@windstream.net)

**Scott R. Becker**

[sbecker@pa-trolley.org](mailto:sbecker@pa-trolley.org)

**Dennis F. Cramer**

[trombone@windstream.net](mailto:trombone@windstream.net)

**Rick Hannegan**

[ptm042@comcast.net](mailto:ptm042@comcast.net)

**Robert L. Jordan**

[bobandmary@hky.com](mailto:bobandmary@hky.com)

**Walt Pilof**

[wpilof@comcast.net](mailto:wpilof@comcast.net)

**Jack Samuels**

[j3g2sa5m@gmail.com](mailto:j3g2sa5m@gmail.com)

**Bruce P. Wells**

[cuzinbrucie@mac.com](mailto:cuzinbrucie@mac.com)

**Nancy Young**

[wnyoung@zbzoom.net](mailto:wnyoung@zbzoom.net)

**Wayne Young**

[wnyoung@zbzoom.net](mailto:wnyoung@zbzoom.net)

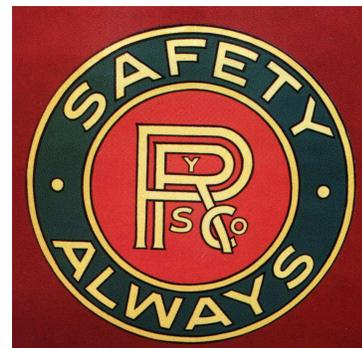
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Dennis F. Cramer - Editor



## Washington County Fair

The Washington County Fair is fast approaching. The fair begins on Saturday, August 13th and runs through August 20th. There are still openings for operators and tour guides for all eight days of this special event. Contact Lynne Thompson, [educator@pa-trolley.org](mailto:educator@pa-trolley.org) to schedule your days. Put the words "Fair Dates" in the subject heading of your email.

Chris Walker, Operations Manager, has a few insights to help make this a successful event for all of us.

Operating Crews - situational awareness is key!  
Passenger safety comes first!

On the peak nights, we can move more than 500 passengers an hour to and from the fair. It only takes one crew that's not on their game to cut that number in half.

Remember - a late car is the weakest link in the operations chain!  
Keep things moving the best you can.

People are riding with us because they want to.  
We are running over 30% more service than we were five years ago.  
Do not let crowds frustrate you.

Keep a smile and be professional.

### WASHINGTON COUNTY FAIR PARK 'N' RIDE



### When You're Smilin'

*Words & Music by Mark Fisher, Joe Goodwin & Larry Shay, 1928*

When you're smilin', keep on smilin'  
The whole world smiles with you  
And when you're laughin', keep on laughin'  
The sun comes shinin' through



But when you're cryin', you bring on the rain  
So stop your frownin', be happy again  
Cause when you're smilin', keep on smilin'  
The whole world smiles with you.

Do you realize how your demeanor while volunteering at the museum effects our guests? Whether you are working in revenue service, maintenance, or just hanging out; make sure to keep it on the bright side. It takes seventeen muscles to smile and forty-three to frown. Just remember that if our guests are within earshot, take your concerns to an area that is private. Our guests are our best advertisement and we want them to go away with a smile on their face. Smiles are infectious!

This page from the December 2008 Two Bells.  
D Cramer photos

## The Chartiers Southern Railway and Pittsburgh Railways

by Doug Mahrer

This article is excerpted from an article entitled "The Chartiers Southern Railway Company A PRR Subsidiary" written by Doug Mahrer, which appears in Volume 43, Number 1 of *The Keystone* published by the Pennsylvania Railroad Technical & Historical Society. It is republished here through the courtesy of the Pennsylvania Railroad Technical & Historical Society.

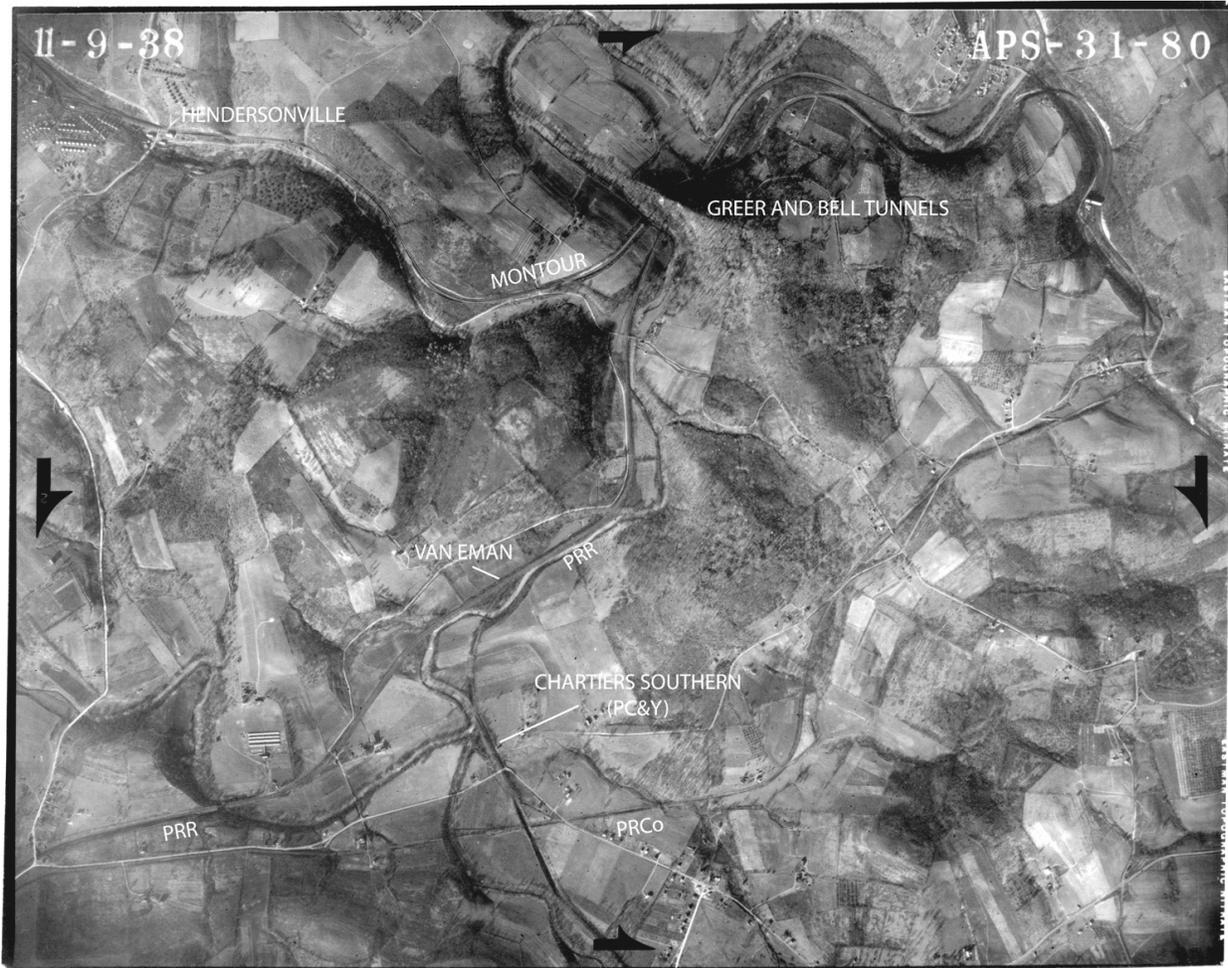
Overview: The Chartiers Southern a subsidiary of the Pennsylvania Railroad (PRR) was to have been built from a point near Van Eman on the Chartiers Branch of the PRR to Marianna, approximately eighteen miles. It was fully graded. Culverts and bridges were installed but track was never installed on the originally projected route. Two disconnected branches were built and operated for both freight and passenger service.

The Chartiers Southern, as the latecomer, had two rail crossings to resolve, Pittsburgh Railways Company (initially the Pittsburgh, Canonsburg and Washington Railway (PC&W)) at Van Eman and the B&O at Eighty-Four. The former is well documented because it was built and made operational. The second would have been Bridge Number 16 with two spans totaling 85 feet on a 0.25% grade.

Pittsburgh Railways was superior at Van Eman as can be seen from the photograph and drawing. The Chartiers Southern would have been superior to the B&O at Eighty-Four.

The surviving evidence of the relationship between the PC&Y (successor to the Chartiers Southern for this portion) and Pittsburgh Railways suggests a contentious interaction. The first reference is a Railways letter suggesting that the PC&Y was responsible for a derailment at a #6 temporary turnout installed while the bridge was under construction in early September 1913. The PC&Y investigated and found that the Railway installed its own turnout and the car involved (car number has not survived) had derailed at several other switches. The PC&Y suggested possible causes (a) excessive car speed (b) a bent axle (c) excessive heat of the day causing a track misalignment and (d) "short flanges" on the wheels of the car. Nothing further about this matter has been found. Less than three weeks later the PC&W complained that the activities of the PC&Y, perhaps blasting, brought down some of its communications cables. The correspondence suggests the Railway was incorrect in this instance.

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Aerial view of the north end of the Chartiers Southern in the vicinity of Van Eman; at the time of this 1938 photograph it would have been Pittsburgh, Chartiers & Youghioghney Railway. Pittsburgh Railways (PRC) comes in from the north at right. The PRC shelter would have been in the lower left, a considerable distance from the PRR station at the junction of the Chartiers Southern and the Chartiers Branch.

Penn Pilot Photo Centers; Bill Metzger collection

The first car (neither the car number nor its direction was recorded) crossed the bridge at 11:50 a.m. on October 17. A day later an independent testing service issued its report, stating “All work is first class and is in accordance with specifications . . .” This was after field corrections had been made during construction including a 5" misalignment at one end and replacement of 75% of the field-installed rivets. One column was so close to the abutment as to prohibit riveting; the joint was changed to a bolted connection.

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Inspection of Pittsburgh Railways 63-foot trestle over the Pittsburgh, Chartiers & Youghioghney Railway (formerly Chartiers Southern) after replacement (Pittsburgh Railways' responsibility) and addition of guard timbers (PC&Y's responsibility); circa 1938.

Miller Library, Pennsylvania Trolley Museum

The site was incomplete and in November tempers heated when the Railway told the PC&Y to replace some farm fence and clean up the site. The PC&Y told the PC&W to do the work and invoice them. The record then falls silent until early 1928 when the Railway (now Pittsburgh Railways Company) complained that the bridge, having not been painted in nearly 15 years, was badly rusted. PRC also reminded PC&Y that PRC was only responsible for the ties. PRC then took the opportunity to ask (the verb in the correspondence is “ask;” “tell” would be closer to it) the PC&Y to install timber guards. After nearly two months of squirming, the PC&Y finally agreed to have PRC perform the work and bill the PC&Y.

This bridge continued in use until suspension of service August 29, 1953. The last car in public service over the bridge was PRC 1711, a PCC (Presidents Conference Committee) car produced by St. Louis Car Company in 1949. The bridge last saw passenger service six months later when the first three streetcars of the Pennsylvania Trolley Museum (then the Pittsburgh Electric Railway Club) moved over the line under their own power to Arden, just north of Washington. The people involved with the movement returned to Pittsburgh over the bridge using PRC Number 1711, the last documented use of the bridge in service.

## Washington County Fair Park 'N' Ride at Pennsylvania Trolley Museum

**DATE:** August 13-20    **TIME:** 10:00AM-Midnight  
**LOCATION:** Pennsylvania Trolley Museum Parking Lot  
(1 Museum Road)  
Eaton Cooper Crouse - Hinds Parking Lot  
(2800 North Main Street)  
**COST:** \$3 per person. Ages 5 and under are free.

**Pennsylvania Trolley Museum Members are FREE when they present their Membership ID.**

Visitors interested in a tour of the museum may upgrade their Park 'N' Ride pass to the regular admission prices of \$10 for adults, \$9 for seniors (62+) and \$7 per child (3-15).

New this year, the Washington County Fair will also have a ticket table set up at the Eaton Parking Lot location from 5:00-8:00 PM. Visitors there will be able to purchase their \$10 tickets to the Fair and their \$3 Park 'N' Ride trolley ticket all in one convenient location.

Note that Monday, August 15 the Fair is free all day for seniors over 62 years old.



## Friends of Philadelphia Trolleys Port Authority Charter

**DATE:** Saturday, September 10, 2016    **TIME:** 11AM-5PM  
**LOCATION:** South Hills Village PAT Station Park at PAT's South Hills Village  
1010-1038 Village Drive at Fort Couch Road, Bethel Park, PA 15102, Garage \$2 fee  
**COST:** \$35.00 per seat    **TO RESERVE A SEAT: Mail a check or M.O. made out to FPT, Inc.**  
**C/O: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543**  
Please send them your cell phone and e-mail information.

All proceeds go to the Philadelphia Transportation Co 8042 fund at the Pennsylvania Trolley Museum to be used to restore 8042 back to service at PTM.

For information call Bill Monaghan: 856-297-2355 or email [FPT2799@Comcast.Net](mailto:FPT2799@Comcast.Net)

This light rail fan trip, Friends of Philadelphia Trolleys Port Authority Charter, will include some out of service portions of their system.