



## TWO BELLS

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

December 2014

<http://myptm.info/>

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



### What's Inside?

Page 2 From the Operations Manager  
Page 3 Cell Phones  
Page 4 Student Operators/Special Events  
Page 4 Trolley March  
Page 4 Time to Refresh  
Page 5 A Tale of Two Parks

Dennis F. Cramer - Editor

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### Hyperlinks

If you see [blue](#) text, click on it  
to access web material.



## From the Operations Manager

Well, the tinsel is going up and the temperatures are going down. This can only mean one thing...the end of another operating season at the trolley museum, of course!

It's a time of year for giving thanks, and we of the Operations Department would be amiss for not doing the same.

It's because of you, after all, that an important piece of our past can be showcased to new generations. You are telling a story - with each ticket punched, each ring of the gong and click of the wheels on the rail. In our little corner of Washington County, you are bringing history alive. It's an important job, and one you should be proud to hold.

As the Operations Manager, it's the greatest part of my responsibilities to oversee a professional group such as ours. Our high standards no doubt lead to our high regard within the railway museum community.

My most sincere thanks go to all of our operators, tour guides, dispatchers and instructors for your continuing efforts in providing a safe, courteous and professional environment for our 30,000 annual guests.

A few special thanks: to our Volunteer Coordinator, Lynne Thompson for keeping us organized and running smoothly! Jack Samuels of Education & Interpretation, whom we work closely with all season in making sure our tours are top notch.

We work closely with a few other departments during the year, too so hats off to Collections Maintenance, Way and Track and Power & Signals for keeping us all moving!

Our museum store staff for working with us to ensure our visitors have a quality experience.

Also thanks to Rick Hannegan for keeping the Operations website up and running, and Dennis Cramer for making sure this publication gets out to you!

2015 is on it's way! Let's plan on making it a success,

Warmest holiday wishes to you and yours,

Chris Walker  
Operations Manager

## Cell Phones

Once again we are having issue with cell phones and the operating crews. The notice below was printed in the October 2008 issue of Two Bells following an accident where a distracted locomotive engineer caused a horrific accident. Texting, sending and receiving phone calls, taking photographs, and interaction with social media *while on duty* is unacceptable. Phones are to be used in emergency situations only.

### Two Bells October 2008

After the Federal Railroad Administration determined that the engineer of the fatal wreck in California of a Metrolink train had been text messaging just seconds before the crash, they sent the accompanying message to the Pennsylvania Trolley Museum. We will follow the FRA directive.

**Statement of Federal Railroad Administrator  
Joseph H. Boardman  
On Restricting Improper Use of Electronic Devices by  
Railroad Workers**

“Today’s announcement by the National Transportation Safety Board regarding the tragic Metrolink crash has made it clear that the use of cell phones and other personal electronic devices must be immediately addressed. The bottom line is railroad operating employees cannot focus on their critical safety functions while engaging in phone conversations, texting or any other form of unessential electronic communication often in violation of railroad operating rules.”

“The consequences of inattentiveness and distraction are simply too catastrophic to be addressed at the operator or state level alone. As a result we will issue an emergency order explicitly prohibiting the use of personal electronic devices by railroad employees while operating trains and in other settings. Everyone involved with rail travel deserves the full attention and focus of train operator without exception and without excuse.”

## Student Operators/Special Events

We were all new to this at some point and remember the myriad points we had to consider to be a competent and safe operator. It takes time to learn and student operators should know we all understand their eagerness to help out. We do appreciate all the effort student operators put into their training and they should understand the fifteen shifts following their initial training is just that—more training.

Special Events create stresses beyond normal operating conditions and for this reason, we do not encourage student operations during Special Events. There are many other ways for you to help during Special Events, just contact Lynne Thompson, our Volunteer Coordinator.

The Operations Department wants every day to be a safe and enjoyable experience for our volunteers and our guests. Special Events require a level of focus that may be beyond our student operators. If you have any questions concerning this, please contact the Operations Manager.

## Time to Refresh

Winter is the perfect time to research materials to add to your tour guide presentation. There are many stories to be told and a great place to start is by reading microfilm in your local library. This issue of Two Bells focuses on two small traction systems on opposite ends of the state. We often forget there were trolley companies in two-thirds of the counties in Pennsylvania, many serving small towns and villages. Jersey Shore and Antes Fort #3 as a perfect example. It represents fifty percent of their entire fleet! For those of you that model, consider the small town system. It is very difficult to have the room to recreate even a portion of Pittsburgh Railways or Philadelphia Rapid Traction, but a small town line might just be the ticket for your space limitations.

Do your research, write a short article and share it with us.

## The Trolley March

Tim Dailey, a former PTM instructor gave me the sheet music to this march shortly after I became an operator. The music came from the Miller Archive. This march was written in 1901 and dedicated to W.L. Mellon, President of the Monongahela Street Railway Company, the originators of Kennywood Park.

<https://www.youtube.com/watch?v=I-8PTSqhJWY>

## A Tale of Two Parks

Railroads began the tradition of providing parks for the general public to enjoy and street railway companies took that concept to greater heights. The two were virtually inseparable as local companies looked for ways to entertain and transport community members beyond the work/school/shopping necessities.

There were two trolley parks of the same name on opposite ends of the commonwealth, one in Armstrong County and the other in Chester County. There are even more parks with the same name, but I will focus on these two trolley parks.

Lenape Park, south of Ford City and out of the valley, was one of four trolley parks owned by West Penn Railways. In 1906, a ten year lease was signed for Lenape Park and the trolley line purchased adjoining property from the Pittsburgh Plate Glass Company for expansion. The other parks owned by West Penn Railways were:

- ALLISON PARK--located between Leechburg and Apollo, Armstrong County
- OAKFORD PARK--located in Jeannette, Westmoreland County
- OLYMPIA PARK--located in McKeesport, Allegheny County

None of these parks exist today.

Lenape Park was the winning name selected in the contest as sponsored by the Kittanning and Leechburg Railways Company. Miss Elizabeth McConnell of Rosston submitted the name based upon the Indian definition of Lenape which is *People* coming from the name Lenni Lenape or *Original People*. The new trolley park was intended for the use of "the people".

Bids were let for park buildings on April 4, 1905 and were to include:

- A Dancing Pavilion (76' x 52') with music stand, and cloak room.
- Dance floor to be made of hardwood and well protected from sun, wind, storms and rain
- An enclosed building (70' x 40') with a kitchen (12' x 12') attached
- A Merry Go Round, band stands and refreshment booths to pass the leisure time

A highlight of the park was to be the cool, sparkling water from the surrounding springs.

The first trolley to Lenape Park was on Saturday, April 8, 1905 and took twelve minutes to traverse the 2.14 miles to the park and back to Ford City. On the car were:

Lawrence Zellefrow--Motorman

Arthur Zellefrow--Conductor

Frank A. Moesta--President of the Kittanning & Leechburg Railways Company

Miss Elizabeth McConnell--Contest Winner

Miss Sue McConnell--sister of Elizabeth

Miss Jean Bailey

People were taken with the name of the park and a letter was received by the trolley company from Reverend Father Andrew A. Lambing (born in Manorville), pastor of Saint James Roman Catholic Church of Wilkinsburg, congratulating them on the selection of the name Lenape and the honor given to the aboriginal Americans.

Daily service to Lenape Park was begun on Saturday, April 15, 1905 and consisted on one car every 28 minutes to the park. The fare from Kittanning was ten cents and the fare from First Street in Ford City was five cents.

The first car in regular service had the following on board:

Lee Wolfe--Motorman

Lawrence Zellefrow--Conductor

Frank A. Moesta--President of the Kittanning & Leechburg Railways Company

Samuel A. Bryson--Burgess of Ford City

Charlie Hutchison--Ford City Chief of Police

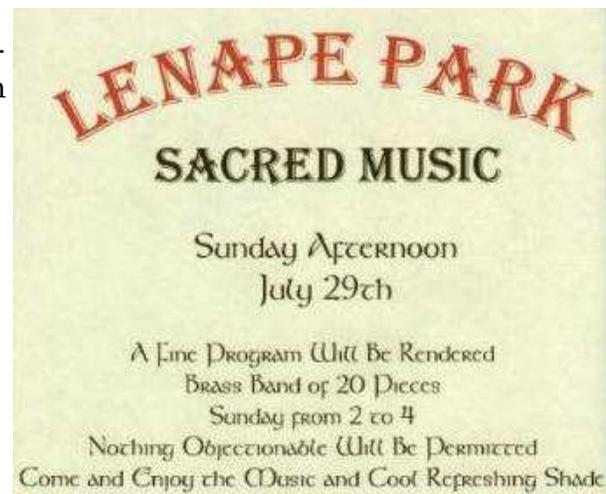
Edward Hammond--Ford City Police Officer

Mrs. Thomas McConnell

Joseph Hobaugh--Oldest employee of the traction company

The trolley company started their advertising campaign on July 21, 1905 when the first public advertisement appeared.

Reproduction of advertisement-  
Leader Times  
Collection of Dennis Cramer



In those days, as today, it did not take long for the amusement park to start drawing large crowds and complaints from neighboring residents about the noise on Sundays. The firm of Arblaster and Kerns, who had signed a five year contract to operate the Merry Go Round, came to an agreement with the Manor Township residents that stated no whistles or organ music would be sounded on the Sabbath and part of the Merry Go Round would be enclosed as soon as possible.



Alongside Tub Mill Run  
Collection of Dennis Cramer



Larry Shedwick on right-of-way to  
Lenape Park 1999  
Photo by Dennis Cramer

The little park was extremely popular with the residents of mid-Armstrong County, especially on holidays. On July 4, 1907, over 10,000 people attended the Independence Day festivities at Lenape Park. The operating crews spent over 20 hours in service getting them all there and back home. The tiny single-truck cars were overflowing with passengers the entire day.

As time went on, the park became less popular and in 1923, West Penn Railways sold the land surrounding the park. On April 19, 1928, the company announced they were applying to the Pennsylvania Public Service Commission for approval to abandon the trolley system from First Street in Ford City south to Lenape Park. Their reasoning was lack of patronage. A public hearing was held in Pittsburgh on May 9, 1928 to give all parties involved a chance to state their case. A group of 200 Manor Township residents attended the hearing to ask the line be kept open for the twenty school children and 200 other passengers that used the line daily. Their efforts were in vain as the Public Service Commission found in favor of West Penn Railways Company.

The last trip on the line to Lenape Park was at 9:30 PM on Saturday, July 7, 1928, 23 years and 3 months after the opening in April of 1905. The trackage from 375 feet south of First Street to Lenape Park was abandoned on September 22, 1928



Lenape Park Swings-Collection of Larry Shedwick

and by August 24, 1928 there was nothing left of the southern end of the line except a graded right of way and a few old rotting ties to remind people of old Lenape Park. It was an end of an era.

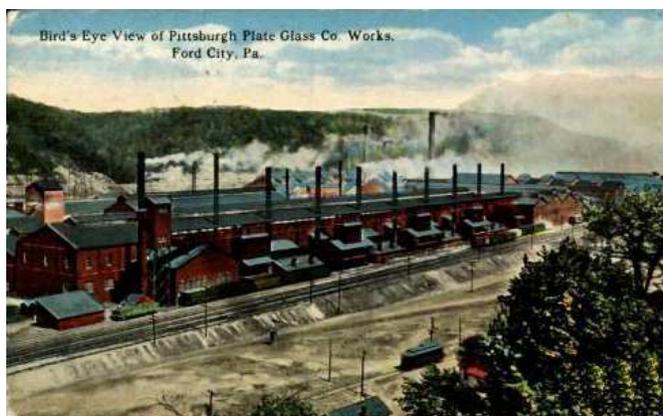
The right of way is still there and can be easily accessed from the Rails to Trails south of Ford City, it is just up the bank on the north side of Tub Mill Run.

## Pot Glass

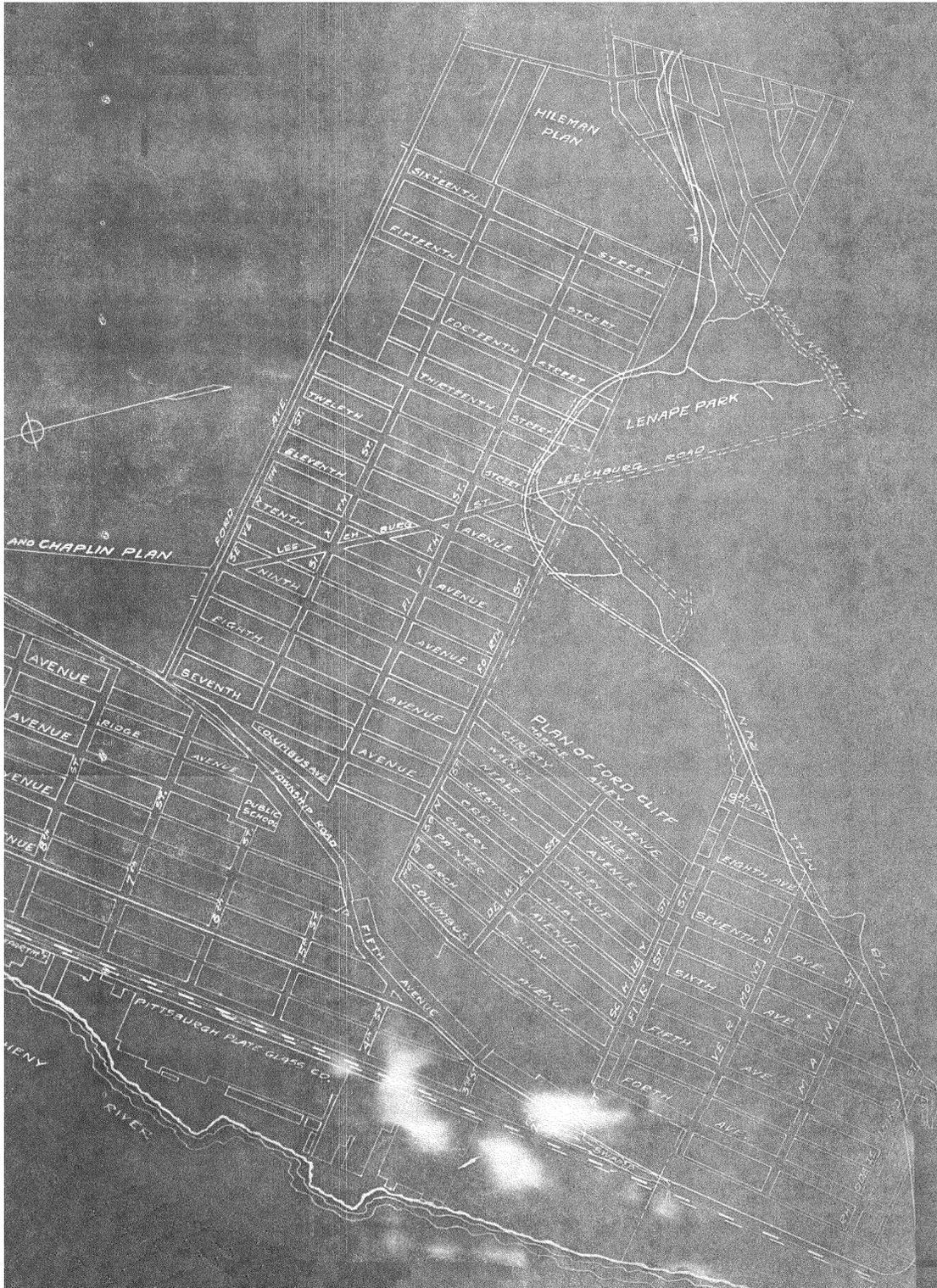
For many years, students at Ford City High School have brought in what they thought was quartz they had found "On this path over the hillside" to show their science teachers. In reality this "quartz" was waste glass (called pot glass by locals) from Pittsburgh Plate Glass Company in Ford City and used as ballast on the Tub Mill Run section of the K&L. The glass was poured out of giant cauldrons that needed to be cleaned regularly as some of the glass would congeal to the sides of the cauldron. Low skill workers had to climb into the somewhat cooled cauldrons and beat the sides with a sledge hammer creating the waste seen in the image below. In the 1920's the PPG plant was the largest plate glass factory in the world. The glass is still there even though the need to replace the ballast on that portion of the line was used in the abandonment hearings. The factory is gone!



Glass Ballast-Photo by Dennis Cramer



Collection of Larry Shedwick



Many of the streets on this map were never built.  
Leechburg Road is Pennsylvania Route 66.  
Map courtesy of Miller Library, Pennsylvania Trolley Museum.

But this is a Tale of Two Parks. There was another Lenape Park on the other side of the Commonwealth. The West Chester Street Railway Company ran from West Chester through Downingtown to Coatesville (14.5 miles) and a connecting line ran from West Chester south to Kennett Square (14 miles).

This park was not the first in the area. The Wilmington and Northern Railroad served a park built along Brandywine Creek in Birmingham Township on Creek Road near Meetinghouse Road. A small bridge was built across the creek and soon Birmingham Park was the place to be for summer sun, but not for long.

It would have been easy to build a spur line from the West Chester Street Railway line to that park, but it is not economically viable to do so. William M. Haynes, president of the railroad and street railway decided to build a park on a triangular plot of land between the Lenape trolley station and Brandywine Creek. By the summer of 1892, trolley riders could enjoy a picnic ground, a café, a 200-foot long, 12-foot wide boardwalk flanked by 18 benches, a boating wharf, a carousel, a beach created from several trainloads of beach sand; a man-made lake, and a covered dance pavilion. Locals quickly began comparing their little park to Atlantic City and Coney Island.

By 1906, attendance at Lenape Park had grown to an average of four to five thousand a day. The combining factors of ease of access and more exciting rides at Lenape caused the final demise of Birmingham Park, it closed in 1917.

In the 1920's a 1400 foot roller coaster and a new swimming pool were added to the park. One of the most popular attractions was a merry-go-round with a Wurlitzer Band organ and hand-carved animals, designed by Gustav Dentzen of Philadelphia. By the mid-twenties, the park was host to outings by Sunday Schools, fraternal organizations, Sunday evening concerts and fiddling contests.



Photo by Dennis Cramer 11/27/2014

The park did have some problems with electric service at first. When the trolleys would leave to climb the hills encountered in either direction the lights at the park would dim. The solution was to build a powerhouse near the park for the both entities. There were problems now and then with gambling and beer drinking. Imagine men and women sharing a drink together in public---scandalous!

The trolley line was abandoned in November of 1929, but the name Lenape Park was able to continue until 1976, when it was sold. It is now known as Brandywine Picnic Park.

This park was able to survive and thrive due to the connections the street railway had with other companies. West Chester Street Railway Company connected with Philadelphia and West Chester Traction Company in West Chester and Conestoga Traction Company in Coatesville. This gave access to a huge population base in southeastern Pennsylvania. Even with the trolley line closed, the lack of competition made the park viable for that corner of the commonwealth.



Miller Library  
Pennsylvania  
Trolley Museum

Former Wilmington Division of Reading Railroad  
Now operated by East Penn Railroad LLC  
Photo by  
Dennis Cramer  
11/27/2014





Red indicates private right-of way, Blue indicates street running  
Trolleys of Chester County Pennsylvania  
Stanley F. Bowman, Jr, and Harold E. Cox



Photo by Dennis Cramer 11/27/2014

Lenape Park is now Brandywine Picnic Park and is open in the summer. The power house on the previous page is across the bridge to the left. Maps are inconclusive as to whether the trolley line used this bridge to cross Brandywine Creek

I would like to thank Edward H. Lybarger and Fred W. Schneider III for their continuing support and to Elizabeth Cramer for agreeing to the slight detour on our way east for Thanksgiving dinner.

For more information:

The Trolleys of Armstrong County Pennsylvania

Dennis F. Cramer, published 2000

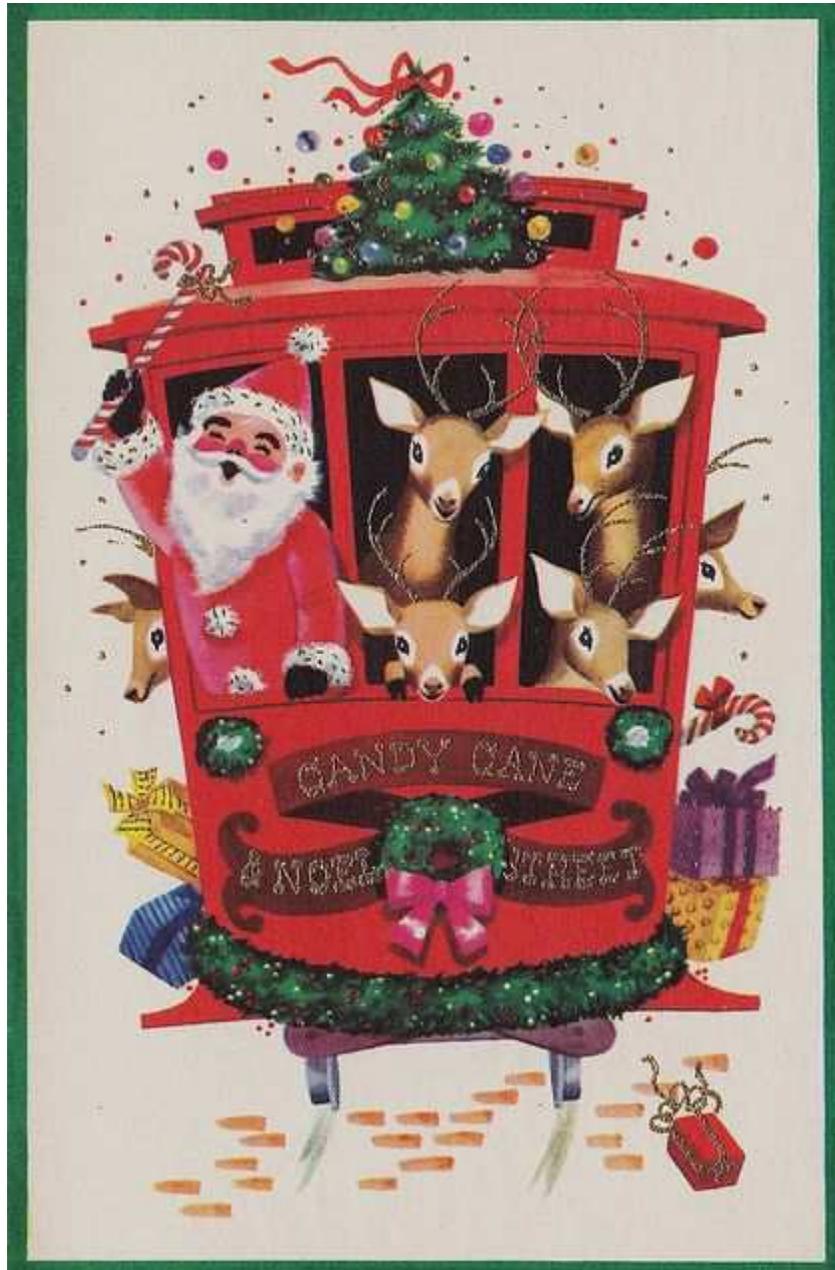
Trolleys of Chester County Pennsylvania

Stanley F. Bowman, Jr, and Harold E. Cox, published 1975

[Tredyffrin Easttown Historical Society](#)

[Pocopson Township Historical Committee](#)

*Happy Holidays*  
*With much gratitude for*  
*your volunteerism during*  
*2014*



*And Best Wishes for the New Year!*  
*- Lynne*