



July 2015

<http://myptm.info/>
Operations Schedule
Operating Policies & Procedures
Operating Orders
Operations Department Forms
Log In Required

Operations Department

Chris Walker
Operations Manager
ctwalker87@gmail.com
David J. Carpenter
Chief Instructor
dcarpenter8@windstream.net
Scott R. Becker
sbecker@pa-trolley.org
Dennis F. Cramer
trombone@windstream.net
Rick Hannegan
ptm42@comcast.net
Robert L. Jordan
bobandmary@hky.com
Walt Pilof
wpilof@comcast.net
Jack Samuels
j3g2sa5m@gmail.com
Bruce P. Wells
cuzinbrucie@mac.com
Nancy Young
wnyoung@zbzoom.net
Wayne Young
wnyoung@zbzoom.net



What's Inside?
Page 2-5 Average Attendance Rates
Page 6-8 Wexford Trolley Station
Page 9 Know the neighborhood
Page 10-11 Charlotte Operator Error

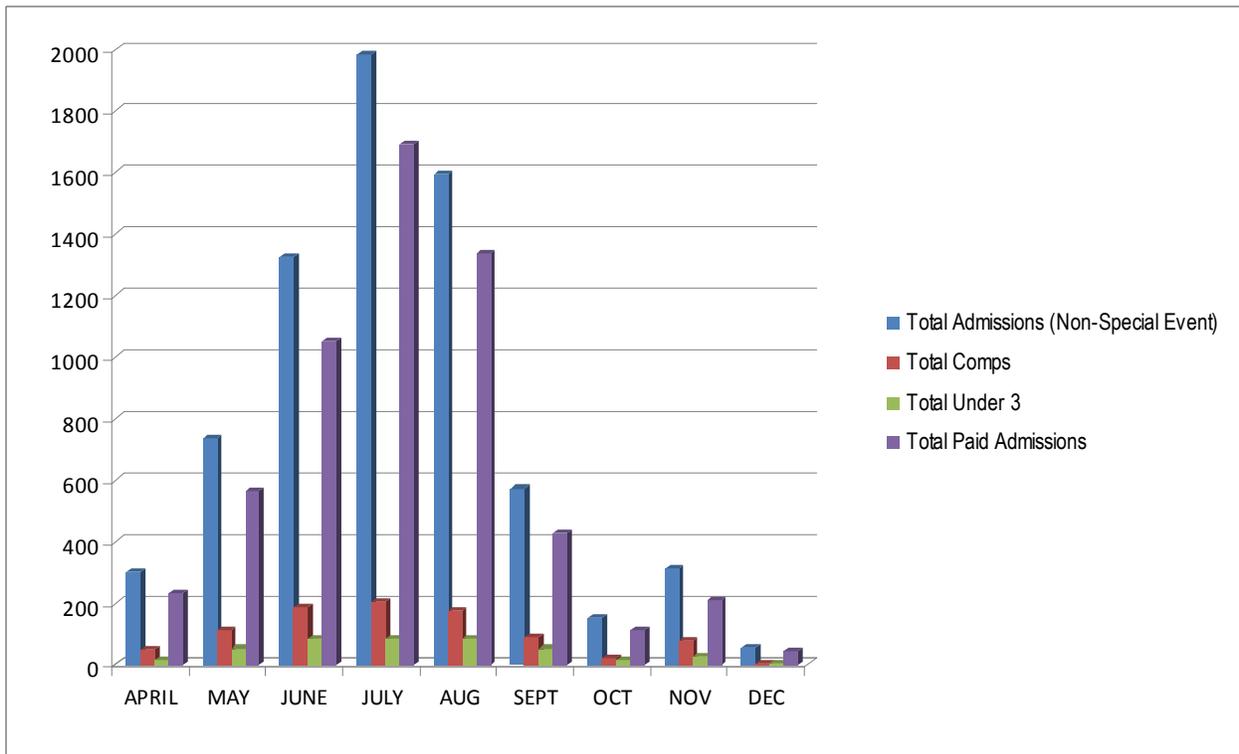
Dennis F. Cramer - Editor



Average Attendance Rates

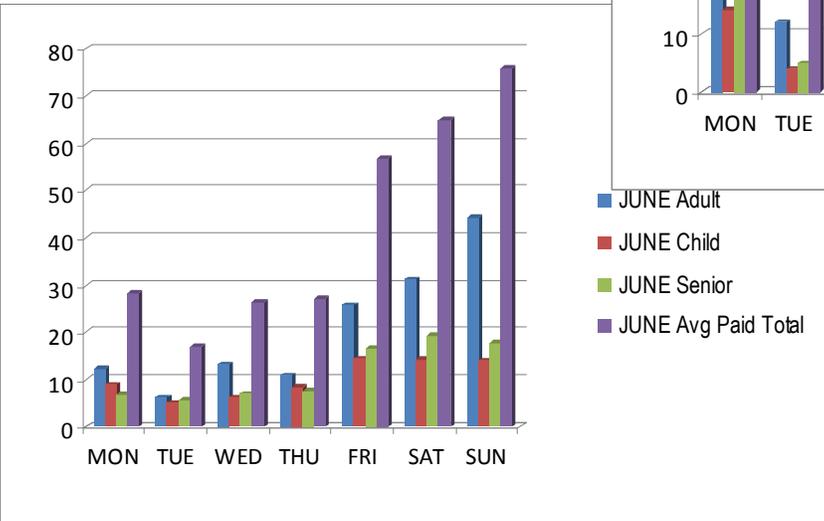
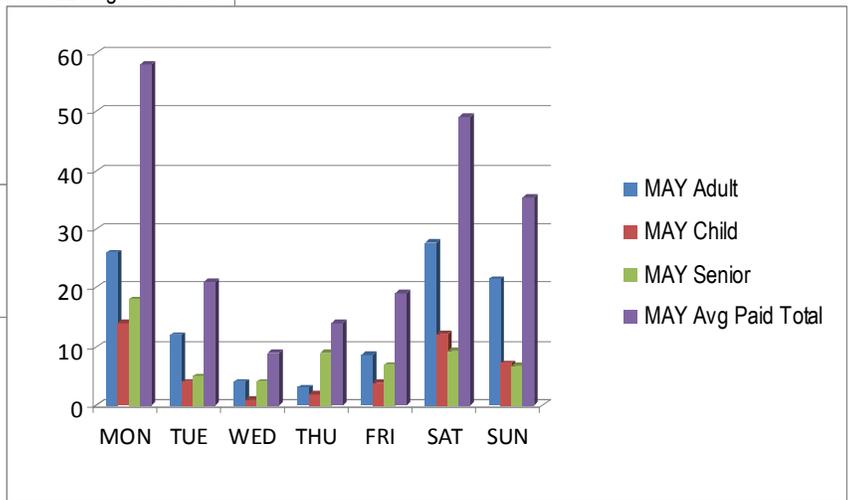
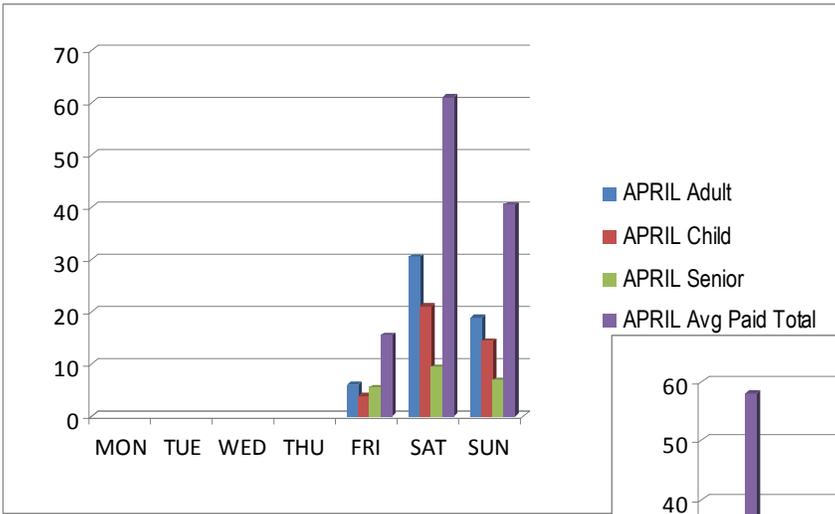
2014 saw over 30,000 visitors come through the doors of the Pennsylvania Trolley Museum. Our visitor numbers have been increasing over the past few years and that is always encouraging. But what does a typical day look like at the museum? Chris Walker went looking for answers and this is what he found. Thanks to Lee Gregory for counting the numbers.

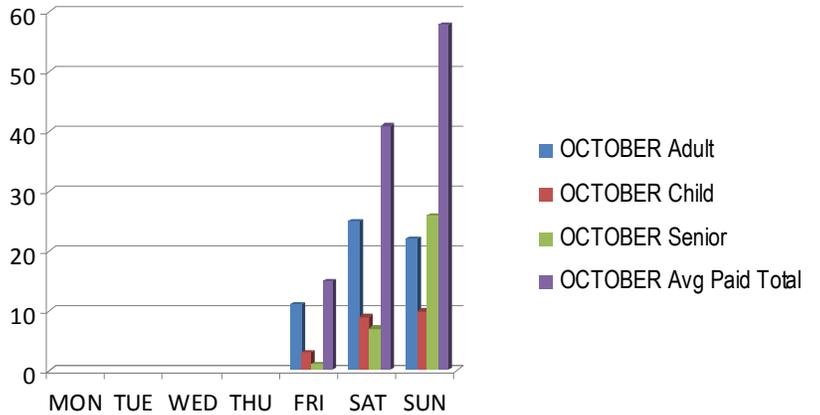
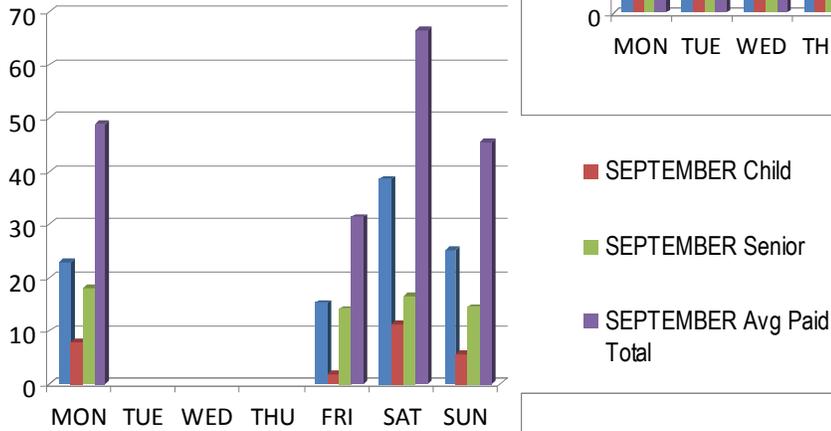
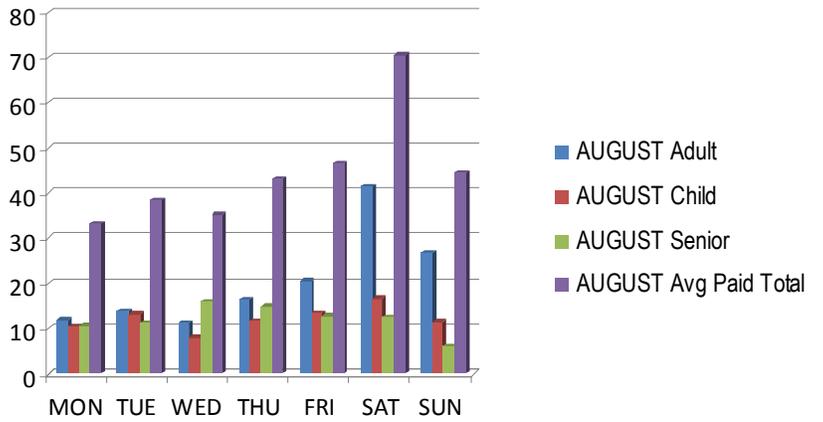
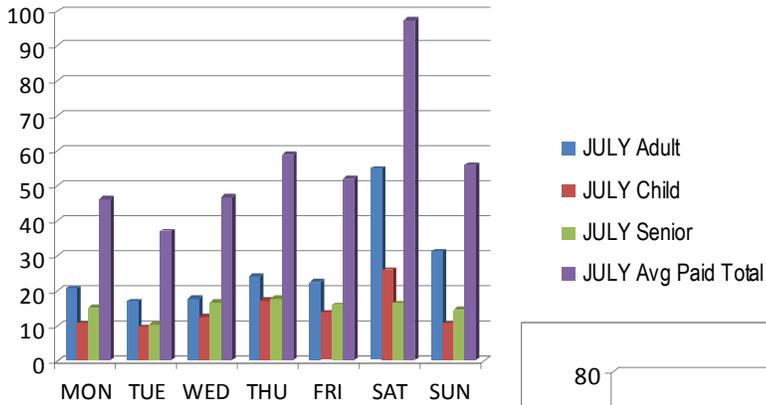
In 2014, the museum had slightly more than 7,000 visitors on non-special event days and of those numbers, almost 1,500 were either members or children under three years of age. He took this information and met with the Museum Marketing Committee and in consultation with them, made recommendations to the Museum Board of Directors for the 2016 Operating Season. Some of the approved changes include eliminating the Friday service that was added several years ago to April, May, September, October and November. Santa Trolley will expand to include Fridays on all weekends of the event. We continue to appreciate all of the hard work put in by all of all volunteers and we want to make sure that we do not overtax any of you. You are the Heart and Soul of the Pennsylvania Trolley Museum.

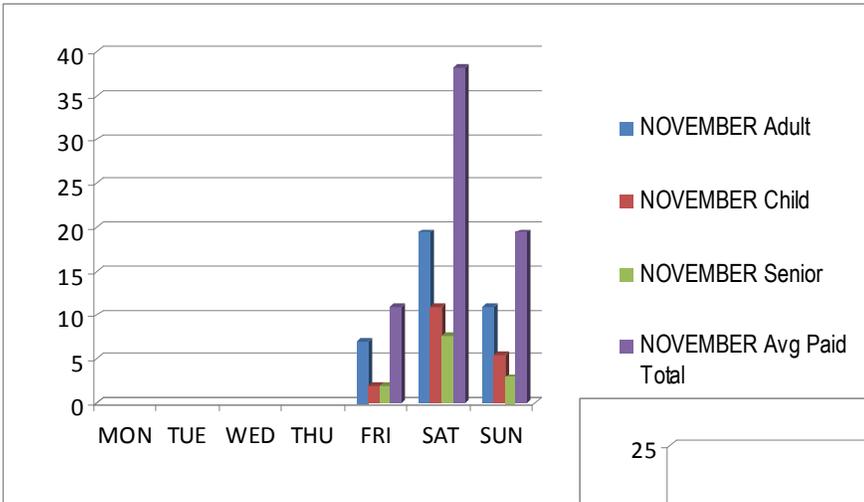


2014 Monthly Attendance Figures

	Total Admissions (Non-Special Event)	Comps	Under 3	Paid Admissions
APRIL	301	49	18	234
MAY	737	116	54	567
JUNE	1324	188	85	1051
JULY	1985	204	88	1693
AUG	1597	175	83	1339
SEPT	574	92	54	428
OCT	153	22	16	115
NOV	315	77	27	211
DEC	58	6	5	47
	7,044	929	430	5,685





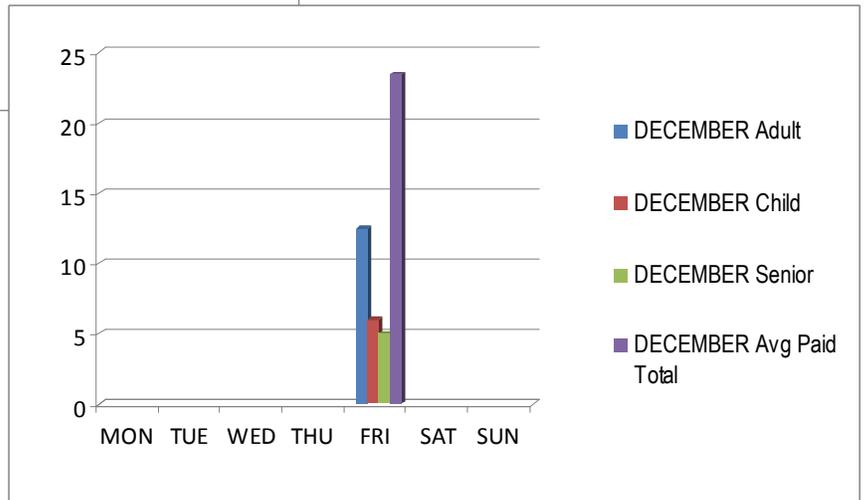


WEEKLY PAID AVERAGE
% of Week by DAY

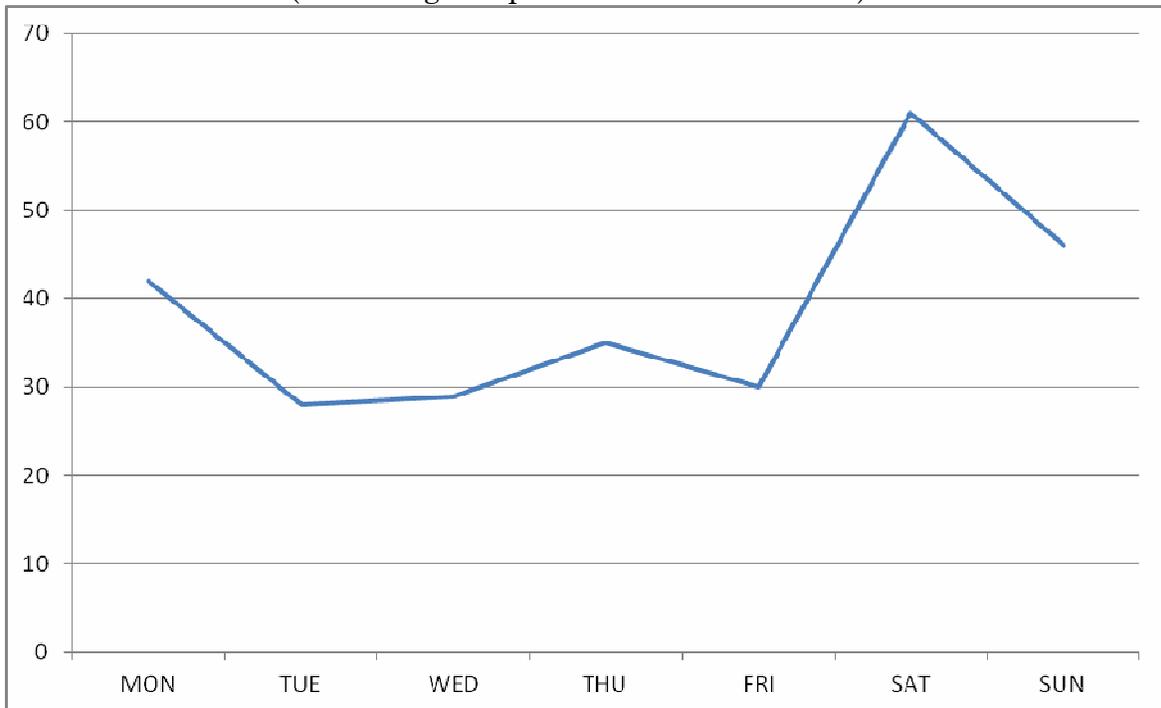
MON	42	15.4
TUE	28	10.3
WED	29	10.7
THU	35	12.9
FRI	30	11
SAT	61	22.5
SUN	46	16.9
TOTAL	271	

WEEKLY AVERAGE (TOTAL)
% of Week by DAY

MON	54	16.7
TUE	40	12.4
WED	36	11.1
THU	41	12.7
FRI	36	11.1
SAT	70	21.7
SUN	45	13.9
TOTAL	322	



Average Daily (Non-Special Event) Paid Attendance, 2014
(excluding comps and children under 3)

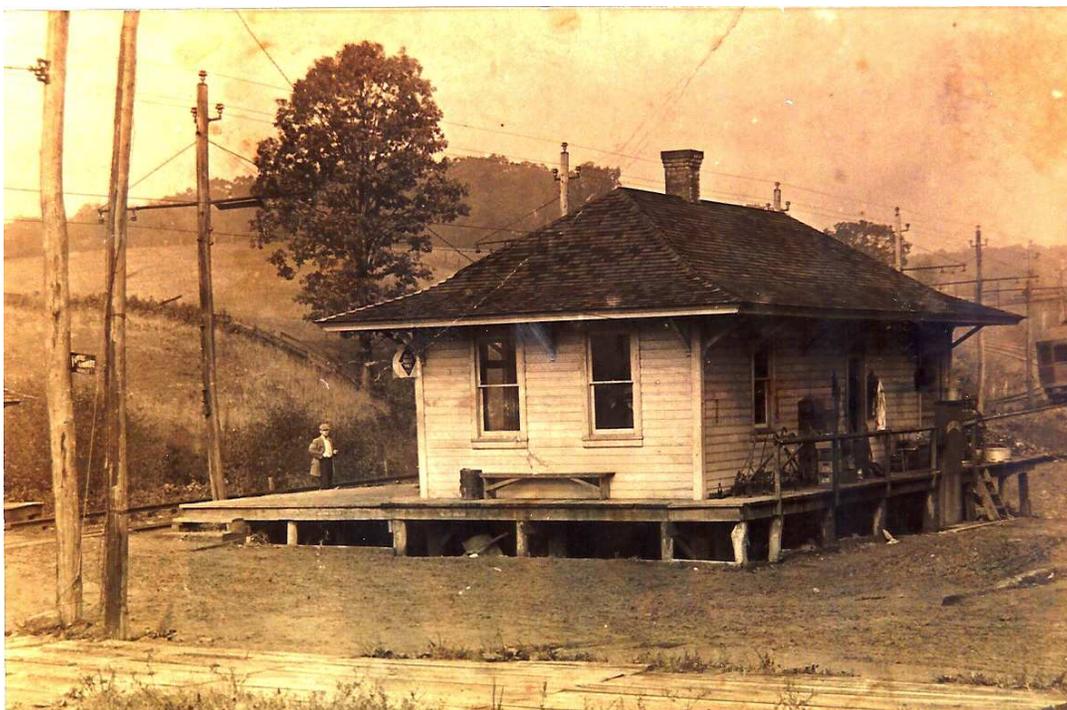


Wexford Trolley Station Moved Pennsylvania Trolley Museum

Scott Becker-Executive Director

A vintage 1908 wooden interurban trolley station moved to its new home at the Pennsylvania Trolley Museum near Washington, PA on Saturday June 6, 2015. The building was originally constructed in 1908 as a trolley passenger/freight station serving the

village of Wexford and for the last 30 years was the popular “Wexford Post Office Deli.” It is being restored as usable space to further the Pennsylvania Trolley Museum’s educational mission. The building, which is approximately 650 square feet, was partially disassembled on Saturday May 30 at its former loca-



tion at 120 Wexford Bayne Road (Route 910). The roof was removed in two pieces and moved to the Museum that day while the main structure was loaded onto a special low trailer in one piece and moved the following Saturday, June 6 to the Museum. Despite its 16 foot, 4 inch width, the move went very smoothly with police escorts provided by the Northern Region Police at the beginning of the trip and police escorts by the Chartiers Township Police on the south end. A large crane was used at both locations to disassemble and reassemble the building. Jeff Pleta of Historical Structure Relocation Service, a historic house mover from Washington, PA, oversaw the move and Insana’s Towing & Crane Service of Washington, PA provided the trucking and crane logistics. Funding is being provided by grants from the Allegheny Foundation, Washington County Tourism Promotion Agency, First Niagara Bank Foundation and many individual donations. Many donated hours and contributed services have been received including donated refuse services by Waste Management. The Museum needs to raise an additional \$17,000 to complete the project.

Fun fact: Wexford weighs about 20 tons without the foundation. About the same as a normal streetcar!

HISTORIC RELIC OF DAYS GONE BY

The Wexford Station served the Pittsburgh, Harmony, Butler & New Castle Railway (“The Harmony Route”) at Wexford, PA from 1908 until the line’s abandonment in 1931. It was a very important station along the line and at 600 square-feet was larger than most stations that the line constructed. The Harmony Route was a very well-built interurban trolley line that provided fast and frequent passenger and freight service between Pittsburgh and the North Hills to Butler and New Castle. In 1914 the branch to Ellwood City was extended to Beaver Falls. You could actually ship a package, or travel via connections with two other trolley systems, from Wexford all the way to Cleveland! Wooden trolley interurban stations of this size and condition are very rare and this building will be an outstanding addition in helping to interpret the many interurban trolley cars in our collection, including one that actually used this station during its service life. When the Harmony Route was abandoned in 1931, William P. Brooker, the former station agent, purchased the building and moved it into the center of Wexford where it served as Wexford’s Post Office until 1964. It then became an antique shop and then the Wexford Post Office Deli. The building has been donated to the Museum by the Brooker heirs, who over the years have allowed minimal changes to the building, leaving it in remarkably original condition. The owner of the deli business ceased operation last year and the land the building has occupied since the 1930’s has been sold.



Traveling west along Pennsylvania route 910.

Photo by Scott Becker

REUSE AS AN EDUCATIONAL RESOURCE

It is our intent to restore Wexford Station to the colors it had while in service on The Harmony Route as an interpretive focal point for our visitors. The Pittsburgh History & Landmarks Foundation has donated two large waiting room benches that were transported to the Museum on June 4 thanks to donated moving services provided by All Ways Moving & Storage of Washington, PA. Considerable restoration work needs to take place including new flooring, wiring and repairs to interior and exterior woodwork and its windows and doors. An air conditioning and heating system will be located in its new basement. We will be adding exhibit panels and period electric lighting as the restoration project moves forward. This structure will be used daily as part of our visitor's museum tour. In addition, the space will be utilized for educational talks, workshops and special programs for children and adults. Having this preserved architectural artifact opened for use will greatly enhance our visitors' experience since the station will be used as an exhibit space that will interpret this historic structure and its role in the trolley era.

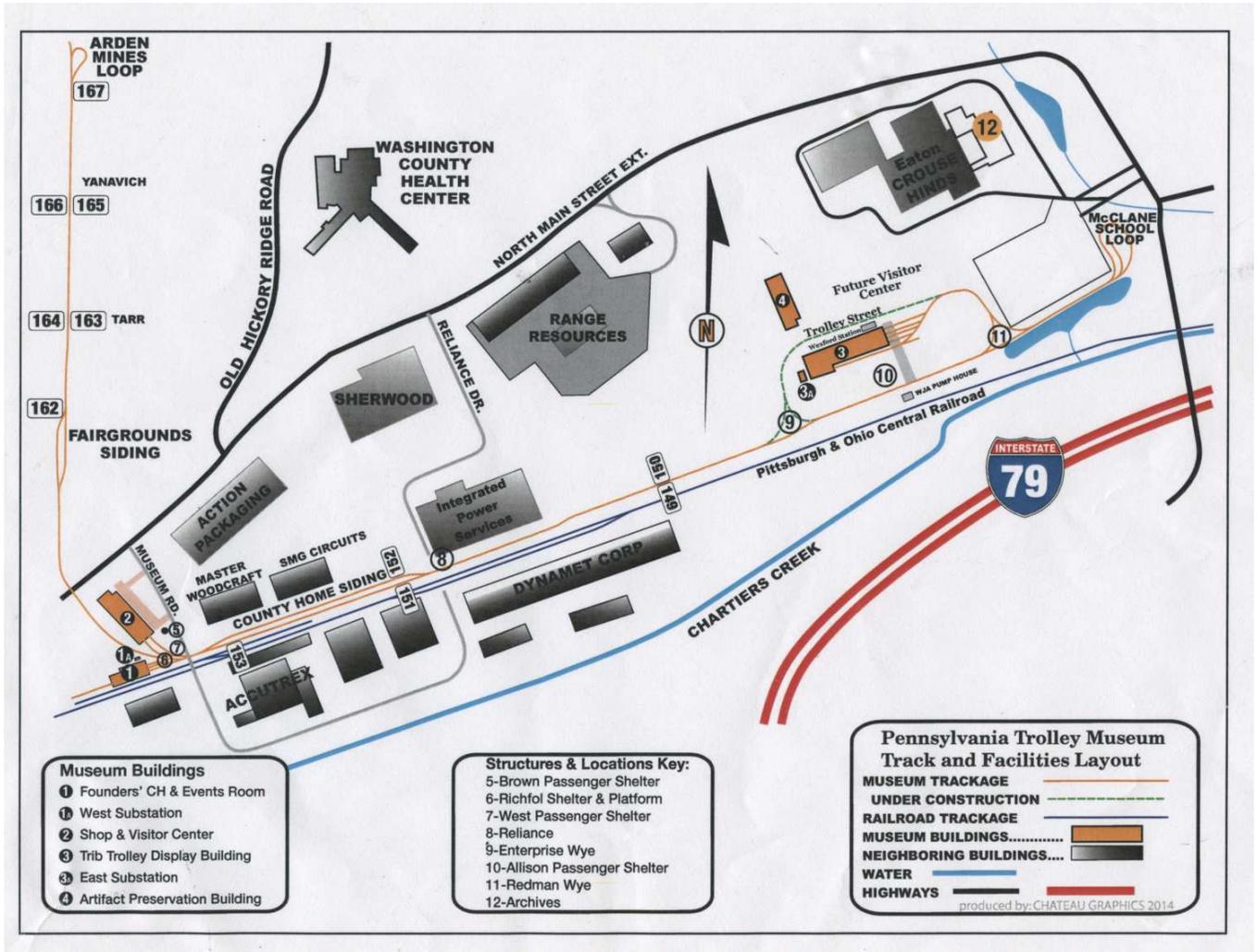


The Harmony Route's Wexford station is lifted onto its new foundation at Pennsylvania Trolley Museum in June of 2015. This rare surviving interurban structure was used as the town's post office and later a delicatessen following the line's abandonment in 1931. This photo was taken by a camera carried by a state of the art "drone" aircraft.

Photo by Fresh Media for Washington County Tourism

Know our neighborhood

Did you ever have someone pull into the parking lot and ask you where something was located in our neighborhood? Bruce Wells has prepared this map showing how we fit into that neighborhood. And to quote Fred Rogers, "It's a beautiful day in the neighborhood." Thanks Bruce!



Charlotte Area Transit System Accident

STEVE HARRISON-The Charlotte Observer

A series of mistakes by a streetcar driver likely led to a Saturday (7/18/15) morning accident in which the streetcar rolled out of control roughly a half-mile down Elizabeth Avenue before slamming into an SUV, city officials said Tuesday.

In its first account of the accident, the city said the problem began around 10:30 a.m. when Streetcar 91 arrived at the Hawthorne station, across from Novant Health Presbyterian Medical Center – the last stop on the line.

The streetcars have controls at both ends, and the driver, Metro Coston Jr., walked from the front of the car to the back so it could travel in the opposite direction.

But the city said he failed to perform a critical function: Turn a dial that would activate controls at the back of the car instead of the front.

The driver then attempted to insert a key that would allow him to drive the streetcar. As he tried to do this, he somehow released the brake, Charlotte Area Transit System interim Chief Executive John Muth said.

Then gravity took over. The 48,000-pound streetcar began gently rolling down Hawthorne Lane. The driver began pressing a large red button on his control panel that controls an electromagnetic emergency brake.

But since he hadn't activated the controls in the back of the streetcar, that emergency brake wouldn't work. The car then made a right turn on Elizabeth Avenue, which is a steeper hill, and it began rolling faster. The driver began ringing a warning bell.

Nearly two minutes after the car began to roll, Coston contacted the CATS Rail Operations Center. The city said the center told the driver to use the streetcar's third brake, which is a large black wheel a few feet to the driver's right.

Turning the wheel would have stopped the streetcar. But CATS said the driver didn't turn the wheel.

At this point, a security video released Tuesday shows, passengers began yelling, and children on the car began screaming. At the bottom of the hill, a Chevrolet SUV was stopped in the same lane for a red light. The streetcar rear-ended the SUV at 25 mph, pushing it forward before the vehicle was shoved to the side.

The driver of the SUV, Phillip Mackey, was treated and released Saturday from Novant Health Presbyterian Medical Center, according to a hospital representa-

The streetcar came to a stop near the passage under Interstate 277 as it went up an incline. Then it began rolling downhill again until, after calling the Rail Operations Center a second time, the driver applied the emergency wheel brake.

After the accident, Muth said Streetcar 91 was driven on its own power to the maintenance facility in South End. Testing there showed no problems with the brakes, Muth said.

The transit system suspected that day that the driver had made a mistake in not switching the controls from the front to the back. Before resuming service, they sent an advisory to drivers reminding them of the need to switch controls from one cab to another.

Muth said CATS is having “increased supervisor ride-alongs to ensure the proper procedures are being followed.”

He also said CATS is developing a visual checklist for streetcar drivers to remind them of the need to switch the controls from one cab to another.

The \$37 million Gold Line made its debut July 14, becoming Charlotte's first streetcar line in 77 years. Trolleys run every 15 to 20 minutes between Brevard Street uptown and Hawthorne Lane in Elizabeth.

Muth said he is still awaiting results of drug and alcohol tests performed on the driver, which is standard procedure in an accident. Coston, 67, a 26-year CATS veteran, is on administrative leave.

Muth said Coston had 200 hours of training, like other drivers. Of that time, 160 hours were on Lynx Blue Line vehicles. He also had 32 hours of practice driving on streetcar vehicles and eight hours in the classroom.

At the end, Coston tried to open the doors for the passengers but couldn't. Then he remembered to switch the controls to the back of the streetcar, which allowed him to open the doors.

Saturday wasn't Coston's first day driving the streetcar. He had driven the route for passengers on Friday, Muth said.

None of the 19 passengers on the streetcar was hurt.

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This is why we need you to follow the rules. Compare the hours of training and experience to yours. Vigilance to the job at hand is paramount. It is easy to get distracted. No one plans on having an accident, BE SAFE, NOT SORRY.