



July 2020

<p style="text-align: center;">https://pa-trolley.org/operations-department</p> <p style="text-align: center;">Crew Schedule Operating Policies & Procedures Operating Orders Operations Department Forms Log In Required</p>	<p>Operations Department</p> <p>Kevin Zebley 978 Operations Manager operations@patrolley.org</p> <p>Alex Bruchac 1473 bruchac4206@yahoo.com</p> <p>David George 1548 dmgeorge1@yahoo.com</p> <p>Chris Golofski 103 cgolofski@patrolley.org</p> <p>Robert L. Jordan 96 BobJ@hky.com</p> <p>Jeff King 917 jking@portauthority.org</p> <p>David T. Moffett 1983 dtmoffett@verizon.net</p> <p>Jonathan Muse 1330 jmuse@patrolley.org</p> <p>Bruce P. Wells 90 webmaster@patrolley.org</p> <p>Laura Wells 1399 lwells1399@gmail.com</p>
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Executive Director's Report

Scott R. Becker 641

I am pleased to announce that on Thursday July 2nd we opened the 2020 season following strict PA Dept. of Health Covid-19 guidelines. I want to thank the staff and volunteers for all their hard work to get to this point! There has been lots of building cleaning and trolley and track maintenance since we were allowed to re-enter the Museum on June 5th. As you may know, we are running a Thursday-Sunday schedule for July and August. Since we have to run at 50% capacity, we recommend you reserve your complementary tickets on-line in advance.

I am very pleased to report that the Pennsylvania Trolley Museum is receiving a Charity of Excellence Award from the Washington County Community Foundation (WCCF). This includes an unrestricted \$5,000 grant to the Museum! We are one of 25 organizations to receive this honor and we thank the WCCF for their continued support. This is a clear reflection of all the hard work and professionalism of our volunteers and staff at the Museum who have helped make this award possible! Thanks to all of you!

Please mark your calendars for WCCF Gives event on Thursday September 10 between 8 a.m. and 8 p.m. All gifts made to participating charities, such as the Pennsylvania Trolley Museum, via www.wccfgives.org and all designated WCCF Gives check contributions received by 8 p.m. on that day will be increased by part of a \$100,000 bonus pool. This year WCCF will also cover up to \$50,000 in credit card fees to those donations via credit card ALL go the charity!

We wish Kaylee Horvat well as she moves on from her position as our Volunteer Coordinator. Kaylee will be taking a job at her local library, which is practically within walking distance of her home in West Mifflin. Kaylee has been with us over a year and has done excellent work organizing the membership roster, PA mandated child clearance records and helping deal with volunteer issues. She'll be missed and we wish her the very best. Effective July 1, Kaylee's duties will be taken up by Kristen Fredriksen whose new job title is now "Coordinator of Volunteers, Public Outreach and Programming". Kristen will continue to do outreach programming. She headed our recent Western Pennsylvania Trolley Meet-At Home Edition on June 26-27 and there was a segment that featured 14 different trolley museums and historical groups. You can see these presentations at:

[On Track with the Trolley Museum Community YouTube recording](https://www.youtube.com/watch?v=NIN9HEe7jUQ)
<https://www.youtube.com/watch?v=NIN9HEe7jUQ>

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Kristen is also looking forward to becoming a qualified operator to assist with operations when necessary. I ask that everyone help Kristen in any way they can to make this transition as smooth as possible. She looks forward to working with all of you!

The Fairgrounds Canopy Project continues to chug along. Thanks to an additional allocation of \$4,145 from the Washington County Tourism Promotion Agency, the Museum has enough funds to complete work on the canopy using mostly volunteer labor. Thanks also go to the Washington County Agricultural Fair for donating 24 galvanized steel beams that had once been guiderails on I-70. Kevin Zebley and Michael Buchta have modified them for roof purlins for the canopy. Thanks also go to Lowe's for supplying roofing materials at a substantial discount!

A tip of the hat to our shop volunteers who have finished extensive rehab work on former Port Authority Side Dump Car M551! This rare side dump trolley was built by Differential Steel Car Company (later called DIFCO) in 1922 and was used by Pittsburgh Railways and Port Authority before coming to the Museum in 1984. The current project dates back to September 2014 when it trucks were rebuilt by Lyons Industries for use under Crane Car M283. M283's old trucks were then reworked and put under M551 (both pairs were specially designed DIFCO trucks).

I want to remind everyone about the Annual Membership Meeting to be held on Saturday, September 12th. This will be a virtual meeting using Zoom. The main topic of this meeting is to have the nominating committee present their slate of candidates for the 2021 Board of Trustees election and to update you on our "On Track for the Future" capital campaign.



Shop volunteers pose with
newly refurbished
PAT Side Dump M551
6-20-20

Scott Becker photo



Bob Jordan demonstrates
WP832 operation
during Requalification
6-20-20

Scott Becker photo



Sarah Lerch practicing social
distancing with
Bob Poppy and Joe Brandtner
6-20-20

Scott Becker photo



Dave Moffat leads
Requalification at Fairgrounds
6-20-20

Scott Becker photo

Tom Pawlesh and
Dave Buechler scrub
Wexford Station
6-20-20

Scott Becker photo



Way & Track volunteers
replace ties
6-20-20

Scott Becker photo

Please keep sending your stories. I have received many positive comments from our readers.

dcramer@patrolley.org

More 76

John Swindler 134

As for a more familiar '76', during grade school years, I would occasionally 'hang out' at the Jane St. loop used by route 76 Hamilton-Jane St. streetcars. There was a side track for a "put on time" car during PM peak. There is a departure time clock is on pole next to front door in the first image. The next pole back had a telephone for contact with PRC dispatch. And a pole at entrance to this layover point had an arrival time clock. I would have guessed that there was a sand box against the stone wall on left, but looks like sand box is on the right side of photo. It is always best to rely on photo evidence rather than faulty memory.



For the trivia fans, 76 Hamilton originally terminated at Center St. in Wilkinsburg. A 1936 guide lists 86 E. Liberty-Wilkinsburg as operating to Jane St. I guess the PRC route cards would reveal if 76 extended to Jane St. when 86 and 87 combined???

At one time (pre-trolley??) the Hampton Coal RR crossed about

mid-point of this siding. Extended from nearby PRR to some coal mines vicinity of Ardmore Blvd. and Penn Lincoln Pkwy interchange.



Both images from the collection of John Swindler

August 22, 1937: ROUTE 86 AND 87 COMBINED AS 87 ARDMORE. Route as follows: 6th and Penn via Penn, Liberty Ave., Centre, Penn Ave., Frankstown Ave., Oakwood St., Wood St., Penn Ave., Swissvale, Franklin, Ardmore Blvd., Electric Ave., Wood Way, Beech St., Braddock, Airbrake, 5th, Middle, Maple, Station. Return via Maple, Middle, 5th, Airbrake, Braddock, Electric, Ardmore Blvd., Franklin, Wood, Oakwood, Frankstown, Penn, Euclid, Centre, Liberty, 32nd, Penn, 6th.

Editors Notes

DF Cramer 618

Back in March, when the closure of the museum was announced, I pledged to publish Two Bells on a monthly basis until the reopening of the museum. Thanks to the hard work of the museum staff and many volunteers, that has occurred. From this point I will go back to every other month unless something changes. So you should see the next Two Bells in September. (Sounds like a good song title.)



Partial rollsign from
Miller Library, PTM

John Swindler mentioned “PRC route cards” in his story about 76 Hamilton. The company kept detailed records on each route. Several years ago, volunteer Fred W. Schneider III went through each of the cards and made a brief summation of the information on them. He was gracious enough to share them with several of us. If you have any questions about something on a route card, drop me a line: dcramer@patrolley.org

76 HAMILTON

Sept. 1904: Within Wilkinsburg Boro from Franklin and Center Sts via Franklin and Wood Sts., then in the City of Pittsburgh via Oakwood, Tioga, Brushton Ave., Hamilton Avenue, Fifth Avenue through Shadyside and Oakland. In the terminal district the line looped from Fifth Avenue via 6th, 7th St., Penn Ave., Cecil Alley, 5th Ave., and returned via the above route. In Wilkinsburg Borough the line looped via Wood St., Penn Avenue and Center to Franklin.

December 5, 1904: Terminal Loop simplified: 5th Avenue to 6th Avenue to Liberty Street to 5th Avenue. (Round trip miles 15.74)

Sept. 13, 1915 – Every other car turned short at Wood and Tioga Loop. This shortened route was designated route 705-SHORT and later destination 76-SHORT. The year of the change suggests a war-time coal saving maneuver. (Round trip miles 14.30)

Nov. 29, 1920 until Jan. 5, 1921 – the City of Pittsburgh instituted and then abandoned a one way street program forcing traffic to drive inbound on Fifth Avenue and outbound on Forbes Avenue between Atwood Street in Oakland and the terminal district or downtown. Trolley service was included.

Nov. 15, 1937 – All base, evening and certain rush hour cars extended in Wilkinsburg from Wood Street via Penn and Swissvale Avenue to Jane Street Loop, and returning inbound via Coal and Franklin Streets to Wood St. 76-SHORT cars continued to turn back at Oakwood and Tioga in rush hours.

Jan. 27, 1967 – Last weekday rail service.