



May 2020

<https://pa-trolley.org/operations-department>

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Dennis F. Cramer Editor

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2020 Operator Test

Jonathan Muse 1330

Even though our annual requalification has been postponed, all operators are encouraged to complete the 2020 operator test if you haven't done so already. This will help to refresh and reinforce the policies and practices that make for a safe and enjoyable experience for our visitors and volunteers.

To get to the test follow the link on the Ops main page and capture your responses wherever it says "your answer." Once completed press the Submit button at the end. If the auto grading function marks any of your answers as incorrect because of spelling, abbreviations, etc. there is no need to retake the test as they are being reviewed as they are submitted.



Preparing for the Future

DF Cramer 618

This issue has two purposes in mind. First; Kevin Zebly requested articles from Instructors on subjects to be covered in Return Operator Training. Those include using the telescoping fiberglass hooks to retrieve errant trolley poles, speed restrictions, Fairgrounds siding procedures, West Penn 832 and emergency stopping procedures. Articles covering the first four of these are included in this issue. The last is covered thoroughly in the Operator Manual and should be reviewed by each operator.

At this point, we do not know when the museum will reopen, however when we do, the plan is for Return Operator Training to be offered on Saturdays for about a two month period. Classes will be focused on the material mentioned above. In the mean time, each operator may want to read the Rule Book and Operator Manual to refresh their skills, it has been a long time since we last operated. You may also want to practice your tour skills. Since so many of you have become familiar with Zoom or similar applications, set up a private meeting with yourself, hit record and give a tour. There is nothing better than self evaluation. Believe me, as a musician who regularly records himself, it can be very insightful.

The second part of this issue contains more stories from our operators. I will continue to collect these as long as you are willing to submit them. The last issue was quite a success and several members have submitted stories for this issue, keep them coming.

Stay safe and start doing some homework.

OOPS

Kevin Zebley 978
from June 2019 Two Bells

"Oops, I forgot to take down the front pole"

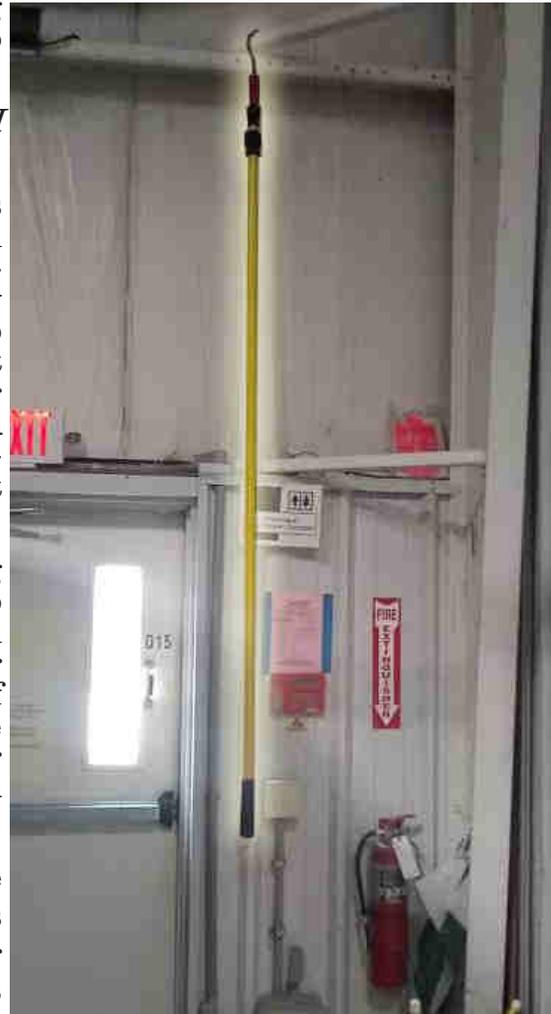
We've had many mishaps with trolley poles over the years. This can be very damaging to equipment and almost always throws a wrench into the day's operation. We need to be wary of what poles are up on the car. Whose responsibility is it to make sure that the car has only the trailing pole up? The answer: Everyone's. This includes the Operator, Conductor and Dispatcher. The best thing to do is to get into a routine and do the same thing every trip. Always look up as you're ready to board the car to leave.

"If something does go wrong, what should I do?"

First stop the car; stay calm and collected as to not alarm the passengers. Simply explain the situation to them, think of it as a teachable moment! Let them know that it may take a moment to fix and then get out to take a look. Once off the car, make sure that no wires or spans came down. If a wire or span came down be sure to **treat them as electrically hot!** Even a span wire can become energized if it is touching something it shouldn't be.

Next, we must prevent the pole from arcing against the wire, this will cause the wire to burn down! If the rope is not broken then simply pull the pole down and be on your way, but this will probably not be the case. If the rope is broken, put the other pole on the wire. You should then call on the radio for assistance, and to inform everyone that you will be delayed.

To get the pole with a broken rope down we have made two telescoping fiberglass hooks that you can use. One is in the Founders Car Barn along Track 11 and one is in the TDB in the front corner by Track 35. These can be used to get the pole down and under the hook. If you need to move the car as you are pulling down the pole with the fiberglass hook be sure to stand outside the gauge. The poles are 30 feet long so you have plenty of reach. Once you get the pole down and under the hook finish your trip and change the car out before your next trip. Remember to fill out an incident report and a car defect slip so that the shop is aware and able to complete any needed repairs.



Track Speed Restrictions

Jonathan Muse 1330

Switches: Rule 250. Switches, regardless of type, may not be traversed at a speed greater than five (5) miles per hour.



As some of us have experienced switches also called turnouts are where most of our derailments have occurred. As most have all experienced, this also where dewirements most often occur. Traveling at a low speed reduces the distance the car will travel before the operator can safely stop. This will help to reduce the potential for damage to the car and to the infrastructure.

Traversing at low speeds also helps to slow the long term wear on the various components that make up our switches. Parts such as points, rods, springs and flange bearing track frogs absorb various forces which eventually will necessitate their replacement.

Grade Crossings: Rule 561c. Crews must not operate across Main Street faster than ten (10) miles per hour and must be prepared to stop if the right of way is challenged.

According to the CDC on our roadways approximately 9 people are killed and more than 1,000 injured in crashes each day that are reported to involve a distracted driver. Most operators have experienced an automobile “running” the crossing while the warning signals were active. Whether the driver was distracted or intently tried to beat the trolley, the trolley operator needs to be traveling at a speed low enough to be able to stop quickly and prevent an incursion.

Passenger Loading Areas: Special Rule 571. Speed through passenger loading areas will not be in excess of five (5) miles per hour.

Cars should move through passenger loading areas slowly regardless of whether pedestrians can be seen or whether the stop/platform is often used. A person exiting a shelter or other structure could accidentally end up on the tracks and young children sometimes bolt when excited. The faster a car is moving the greater the stopping distance (see the stopping distance chart on the Ops page). A few extra feet to fully stop can be the difference between a frightening situation and a tragic one.

Work Zones: Rule 110c. Cars must not be operated through work zones faster than five (5) miles per hour.



Fairgrounds Siding Operations and Removal of Rule 117

Jeff King 917

The completion of Phase II of the Fairgrounds Platform Project last year saw the opening of the new and improved longer and wider passenger loading platform at the Fairgrounds stop, as well as the new considerably wider crossing which ties into the new bridge completed as part of Phase I the previous year. Naturally, these changes to the physical plant affect our operations through this area. As a result, to communicate the necessary changes, General Notice 19-03 was issued on May 22, 2019.

General Notice 19-03 covers four main topics, specifically: operation of the Fairgrounds Crossing Signals, Main Street Crossing Signals, Siding Clearance Signals and the outbound US&S Head Block Signal.

First, regarding operation of the Fairgrounds Crossing Signals; (as before) these signals are activated by overhead contactors, which are located near the switches at either end of the siding. The biggest change is that once an outbound car activates the crossing signals, they will shut-off after 25 seconds to allow an outbound car to layover at the platform without the signals being activated, but this arrangement still allows the crossing signals to be active while the outbound car is still in motion approaching the platform. Moreover, as before, when an outbound car leaves the platform, the crossing signals will be reactivated once the car reaches the end of the platform. Also, please note that if you do not intend to stop at the platform while traveling outbound, the crossing signals will stay on provided that you pass the second overhead contactor at the Arden end of the platform within 25 seconds of activating the crossing at the first contactor near switch at the Main Street end of the siding.

The second point deals with the operation of the Main Street Crossing Signals. In this case, inbound cars will activate Main Street Crossing when they pass through the overhead contactor which also activates the inbound Nachod signal. However, once Main Street Crossing has been activated, the only way to shut-off the crossing flashers is to continue all the way through the crossing, which is why it is important to not pass the inbound contactor (located approximately 100 feet from the switch) unless you intend to continue all the way through to Richfol.

The third point discusses the operation of the Siding Clearance Signals. Unlike the Siding Clearance Signals at County Home Siding which normally display Amber, these two-aspect signals at Fairgrounds are configured to normally display Red over Amber. The purpose for this change at Fairgrounds is to allow these signals to be used as “grade timers” to regulate the speed of the cars between the switches at either end of the siding and the platform. This leads to the question: what exactly is a grade timer?

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Put simply, Grade Timers are signals which serve to regulate the speed of an approaching vehicle by displaying its' most-restrictive aspect until the speed of the vehicle has been determined to be below a predetermined limit by measuring the amount of time it takes for the vehicle to pass between two fixed points. In the case of the signals at Fairgrounds, as a car approaches either of these signals, they will normally display Red over Amber, which, as we recall from Rule 439b means Stop and Proceed; i.e. stop short of the signal, and then proceed carefully into the siding. Then, when the car passes the overhead contactor which activates the Fairgrounds Crossing Signals, a timer will begin to run time, and if the speed of the car is kept to around 5 mph, the signal will clear to Amber, allowing the car to proceed without stopping. This modification allows the cars to proceed safely without stopping after verifying that they are under control before proceeding into the platform area. However, if the speed of the approaching car is too great, the signal will continue to display Red over Amber, forcing the car to stop at the signal and then proceed into the siding. Please note that the signals will also continue to display Red over Amber if there are one or more other cars already occupying the siding.

Historically, Grade Timers have most often found use in rapid transit subway signaling systems, but Pittsburgh Railways did use a form of speed control at the top of the Mt. Washington Tunnel to verify that inbound cars were under control before being allowed to proceed downhill through the tunnel. In that instance, the system controlled a "derail" which would force a speeding car off of the track instead of allowing it to proceed. The derail was nothing more than a switch to nowhere, so to speak, but it was effective. The first installation consisted of a switch that was manually controlled by an operator in a small tower, but this system was replaced by an automated system which functioned electrically. Many photos taken at South Hills Junction looking toward the Mt. Washington Tunnel show the derail and its associated signal. The automatic system remained in operation until the South Hills Junction area was rebuilt.

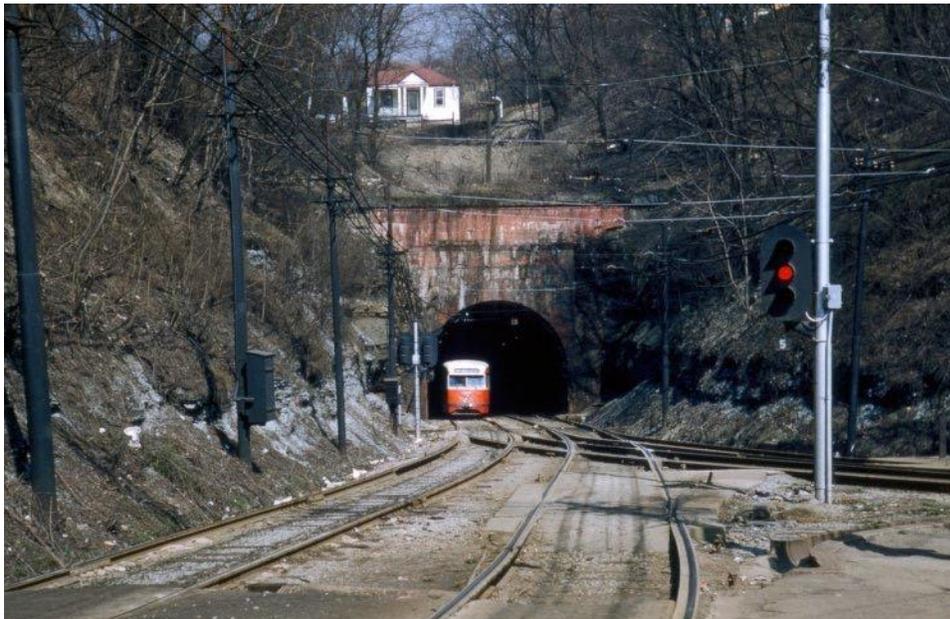


Photo from
BrooklineConnection.com

As a sub-topic to the discussion of the Siding Clearance Signals, the decision to configure these signals to allow cars approaching the platform to proceed without stopping also necessitated a change to the rules, specifically, the elimination of Rule 117. To communicate this change, Operating Order 19-01 was also issued on May 22, 2019 and made effective June 28, 2019. Rule 117 previously stated the following: *During events at the Washington County Fairgrounds that generate pedestrian traffic at Fairgrounds crossing, a mandatory safety stop shall be made at each facing point switch of Fairgrounds Siding.* This decision to eliminate Rule 117 was made due to the fact that stopping at the switches at either end of the siding with the Fairgrounds Crossing Signals activated would only serve to confuse pedestrians at the crossing.

Lastly, General Notice 19-03 covers operation of the outbound US&S Head Block Signal. Normally, this signal will function like any other US&S three-aspect Head Block Signal governing the entrance to single track, however, during County Fair (or other events) this signal can be made to clear only to Amber instead of Green anytime there is a car anywhere outbound from Fairgrounds to serve as a reminder to Operators that there is a double-meet planned at Fairgrounds and that they should not proceed.

Finally, if you have any questions about any operational procedures, please contact any of the Instructors and they will be happy to discuss it with you. Thank you for all that you do to keep the wheels turning!

West Penn 832

Robert Jordan 96

Photos by author

Each of our operating cars is unique and West Penn 832 is no exception. No other car in our collection uses a K-75 controller and no other operating car has an MD-28 brake valve, so what follows is an explanation of how these may or may not differ from what you may have become accustomed to operationally and we'll also cover things like door operation, emergency procedures, and lighting.



Controller Off Position

to operationally and we'll also cover things like door operation, emergency procedures, and lighting.

Controller You'll find the K-75 controller with dead man valve is very similar to the K-35 controller in 4398. It uses 5 points (notches) in series and 3 parallel points. Use of the dead man valve is very similar to 4398, but you'll find that the physical spacing between points is wider and the full rotation between off and full parallel brings the handle much further around than what you're used to. With a little practice we think you'll find this a very enjoyable car to operate and share with

our visitors.

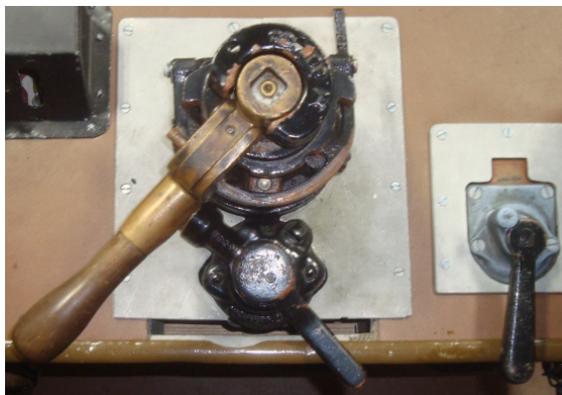


Controller Full Series Position

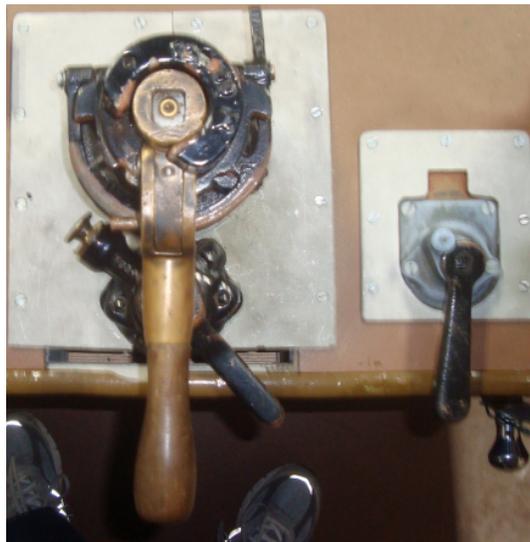


Controller Full Parallel Position

Brake Valve The MD brake valve on West Penn 832 is a manual lapping valve. With some of the doors integrated, this valve is similar in appearance to the brake valve on 5326 with which you are probably familiar. However, the valve in 5326 is a self-lapping valve. When you have a chance, you might want to take careful note of the differences in the two so you don't end up making an embarrassing stop. The quickest way to spot the difference is by the position in which the handle is removed. With a self-lapping valve, the handle removal position is with the brakes fully applied which is all the way to the right, whereas with a manual lapping valve such as 832 the handle is removed in the lap position. In the case of West Penn 832 that position is somewhat to the left of center, approximately at the 7 o'clock position. With most other manual lapping valves, the lap position is dead center at the 6 o'clock position, but in this case, 6 o'clock is the apply position, so you'll want to keep this in mind as you become familiar with operating this car. If you forget and hold the handle at the 6 o'clock position, you'll actually be applying the brakes very quickly.

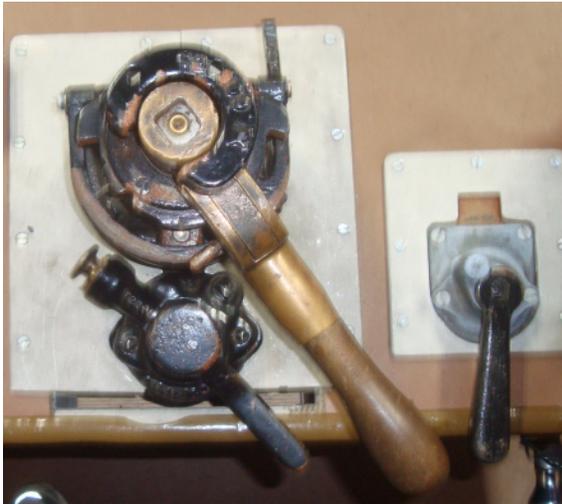


Brake Valve Lap Position



Brake Valve Apply Position

Door Controls. The doors are controlled by and through the MD28 brake valve. There is a detent (notch) at approximately 5 o'clock in which the brakes are fully applied and the doors are caused to open. Which doors actually open in that position is determined by the position of two small handles. The small selector valve directly in front of the brake valve has three positions. In the left position the left front door will open when the brake valve is in the door open detent. In the center position both front doors will open, and in the right position only the right front doors will open. There is another small valve on the dash to the right of the brake valve assembly. This valve allows the right rear doors to open. To use it, the car should be stopped with the brake valve in the door open detent position. Note that



Brake Valve Door Open Position

the left rear doors cannot be opened regardless of the setting of any door controls. Note also that this small valve cannot be preset before the car is stopped, and that when the brakes are released this valve will automatically return to the closed position on its own. Before the first time you take this car out for passenger service you would be wise to experiment with the door controls and become familiar with them to avoid confusion as to which doors to open at the platform for loading and unloading passengers.

Balancing the doors. Similar to other cars in the collection, each door has a bypass valve in the door engine compartment. But unlike other cars, this valve should not be used to “balance” the doors when exiting the car at the close of operation or when parking it for an extended time. Instead, the recommended procedure with this car is to actually put the car in emergency by moving the brake handle all the way to the right. Doing so balances all doors, after which the small valve in the door engine compartment can be turned and that particular door will then remain balanced, allowing it to be opened or closed by hand even after the brake handle is restored to normal operation.

Lighting.

Headlights. The headlight changeover switch (two clicks) is located in the #2 end switch cabinet to the right below the dash. The two small switches on the face of the dash are headlight on/off and bright/dim. There is also a redundant master on/off headlight switch located inside the #1 end switch cabinet. Check this one if you cannot get the headlight to come on at either end.

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Platform Lights. Unlike other cars where the operator's platform lights transfer with the headlight transfer switch, this car has a separate platform light change-over switch located inside the #1 end switch cabinet.

Body Lights. There is only one switch that turns off all the body lights and it is located at the top left in the #1 end switch cabinet.

Marker Lights. There is an on/off switch for the marker lights located inside the #1 end switch cabinet. There is no electrical end change function for the marker lights. Changing from red to green on the appropriate end is accomplished by physically rotating the marker light housing. This is done by carefully pushing up on and rotating a small brass crank $\frac{1}{4}$ turn. This crank is located on the ceiling of the platform bonnet near the bulkhead and is rather delicate so do not force it.

12 Volt System. One of the first things you need to do when getting ready to operate West Penn 832 is to turn on the Battery Switch. It is located just above the Compressor Switch inside the #1 end switch cabinet, so get into the habit of making sure you turn it on while you're in that cabinet turning on the compressor. This is especially important because the air horn is operated by a 12 volt relay. While you're zipping along toward the Main Street crossing would be a terrible time to discover you didn't turn on the 12 volt system. The 12V battery is charged from 600V by a double inverter/regulator under one side seat. There is a 600V snap switch to turn that supply on or off, however, the system is automatic and should NOT be turned off when the car is put to bed.

Ticket Printer/Fare Register. WP 832's Ohmer register is the genuine article. When in actual operation on the Valley Route it could indeed be moved from one cab to the other as part of the 'end changing' process. However, for our purposes it should not be so moved. It weighs about 40 pounds and moving it could be hazardous to your health. Left at the #1 end, it serves as a quick reference as to which end is which.

Trolley Rope. One little item unique to this car is a small hook on the left corner post as you face the car. When changing ends, the trolley rope is to be routed around this hook to keep it out of the operator's view. If you see the rope in front of you as you take control of the car, you've either got the wrong pole up or you haven't dressed the rope correctly.



Ray Janosko 169

My exposure to Streetcars in general was growing up in Lincoln Place by Irwindale stop (Glenhurst Road) on the 56 line, which was about a quarter mile below Interboro Avenue and its junction point of the 65 line. Of course, it was not uncommon for mom and dad to go downtown on Saturdays to shop, however, to avoid the extra fare zone charge, they would drive to Hazelwood and park in the old Giant Eagle (now the US Post Office) parking lot and then ride either a 55 or 56 car to downtown. One of the strange things that stuck in my head was riding car 1488 – which I found out many years later was reassigned to Glenwood Car House, which we passed by with all its mysteries in it. Of course Glenwood was closed, the 56 was converted to bus and the 65 was converted two years later. By then, I was in the 5th grade, so I only rode the 65 once I could remember, missed out on the East End lines but was there for the last days of 44/49/53. Somewhere in between, though, I got to visit the Arden Trolley Museum with my parents, and somewhere around here there are pictures of me in front of 1138 (it was on now track 13) and 832, but I think the ride car that day was 3487, it was something old and very noisy. Just to the end of the line and back. Later on, I discovered that Toronto had street cars, even “really old” ones, and made a lot of friends around Philly and South Jersey – which had even more streetcars. My girlfriend through most of college lived in South Jersey, so that gave me more opportunities to go and ride – I had a wonderful ride for almost three and a half hours on the 23, and eventually got to ride the Norristown Line and the Red Arrow lines also, never realizing that maybe I could legally operate these cars...

A few years later I met Dick Bowker – at a record convention. Here was a guy that collected records (not only Polkas - that’s another story - but the Pittsburgh sound) and at some point he invited me over to his house in Forest Hills to listen to his records – and found all of this streetcar and bus memorabilia that he had as well. So, eventually he introduced me to both the Museum onsite and the Motor Bus Society, and I started going to the Museum’s monthly members nights at the old Downtown YMCA on Wood Street, as the streetcars rolled by the windows. I joined back then, went on a bunch of fan trips, met a lot of different people, made it down to the museum a few times, but it took until 1996 that Debbie and were talking and said we should go down and visit the Museum. Of course, when we got there, among other people, Ray Windle (who knew I was a member, he read my membership application at the YMCA many years earlier) immediately (as he almost always did I found out later) recruited Debbie and I to get involved and become operators. While Debbie has volunteered for other things, I signed up for 1997 Operator Training, survived the first day of that learning to backpole and stop 1711 and 3756, and became an operator. Day two was 66 and 5326. After that, for quite a bit of time for some reason 5326 and I became a pair, I still tend to end up on that car more often than not, a lot of times during County Fair.

One rainy night I had two standing loads coming out of the Fair by myself – front door only), another time in regular operations the window guard fell off, another time a leaf of the front doors fell out of the door track, another time the car just stopped with Dave Carpenter and me between Main Street and Fairgrounds as somehow BOTH controllers became activated, we both figured it out but it took a while. Just 5326 bring itself. Balance those doors...

However through it all, I like to and enjoy operating and also give tours and work directly with the visitors.

Incidentally, one Sunday night a couple of Fairs ago, I spent the whole evening running 3756 myself and that was highly enjoyable: My true Epiphany.

Like Jack Demnyan, whatever car I am operating is my favorite. I'm glad to be a part of it all. Hope to be around for a good while too.

Tony Mitchell 1416

Photos by author

“From a Fascination in Boston to a Lifelong Hobby and PTM Volunteer”

As a kid, I grew up with my aunt in Boston and Brookline, Massachusetts. Initially, we lived in Allston with a view of ‘Packard’s Corner’ out of our living room window. That’s where the Commonwealth Avenue and Watertown lines split.

I was just a little boy and would spend hours watching the Streetcars (not trolleys in Boston) pass the window. My grandmother couldn’t understand how a little boy could be so captivated by a streetcar. For me, it was even more exciting if an old center entrance sand car or, an old type-III snow plow passed. That’s what started my fascination and hobby with streetcars/trolleys.



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Before entering the third-grade, the decision was made (without my input) to move to Brookline where the schools were believed to be better than in Boston. So, we moved to Brookline, but only one-block from the Boston/Brighton city line. While we shopped regularly in downtown Boston, my aunt had a particular shoe store she patronized in Waltham, MA that involved a full day Saturday adventure. We went there about every 3-6 months which included



a ride to Newton Corner on the Watertown line and, a connecting ride on the Middlesex and Boston StRy in one of its ancient (pre-fishbowl) buses. On rare occasions, I'd spot an ACF Brill but, never on the lines had we normally rode. Once in a while, and if she wasn't tired, I'd convince her to walk down from Newton Corner to Watertown Car House so I could see the PCC cars lined up in the yard.



It was a real treat to behold! Watertown then was an active line and housed: Most all of the wartime GE tread-brake cars both with and without, the roof fans; three Dallas double ended PCCs; the two Differential bottom dump cars (3617 & 3618); two center entrance sand cars (3161 & 6309); the ancient crane car 2003; one or two Differential side dump cars; a lone, and seldom used type-III snow plow; and other visiting rolling stock from other car houses re-

quiring heavy servicing or overhaul in that very capable facility. As a side note, it remained for major overhauls long after line abandonment in 1969.

We later moved to an apartment right on Beacon St where three and two-car trains of PCCs rolled by the window all day. Late night and Sundays were single-car operations. I visited other streetcar points of interest whenever I could but, nowhere were the employees more welcoming and friendly than at Watertown.

While attending high school in Newton in the early 70s, Watertown CH was a healthy walk away so, I visited most afternoons. Whenever there was a yard move required, the 'shifter' would let me ride with him. There was always one operational car kept to function as yard-mule to move the derelicts to either strip them down or, commence the transformation from derelict to reliable asset. On very rare occasions,

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I'd get to operate a PCC ("You don't drive a streetcar!") in the yard once the required movements were finished. Since a high school kid wasn't exactly a visitor welcomed by upper management, when one of those folks arrived unannounced, I was quickly shuffled out a side door to 'inspect equipment' in the yard until the official departed and the coast was clear. By that time, the only cars remaining in the yard were the derelict PCCs and a wider array of idled work cars; more than when the line was operating. My favorite 'hideout' was in the only 'Tremont' (3002-3021) in the yard. Old 3012 still had its headlight wings (the only class to have them) and, its batteries were still charged. Even with the pole long pulled for the last time, the gong worked and when you hit the track-switch button on the gang-switches, you'd hear the 'ka-klump' in the overhead of the car. It was around that time too that I started collecting streetcar/trolley models. Since we lived in a small apartment, model trains were implacable; trolleys worked!



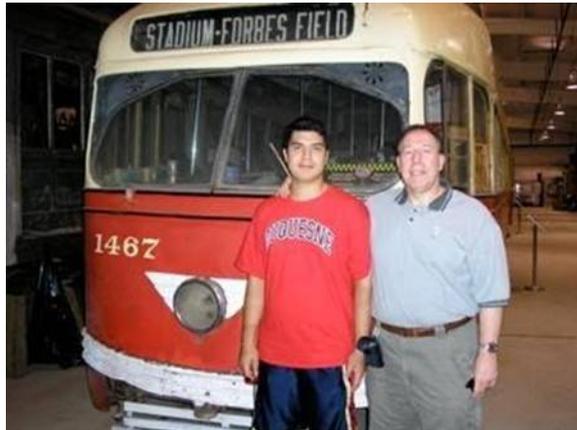
In the mid-70s, the Watertown line was long abandoned but feverous work continued in Watertown CH including painting PCCs into the then new green paint scheme. By that time, I was a HS senior and had become good friends with the CH Foreman and one of the painters and his family. The foreman was from South Boston and he had worked in the old North Point CH shortly before it closed in the 50s. Both his father and grandfather had been the foreman at North Point CH and thought he'd follow the family tradition. He gave me great stories and some insight on some of the decisions made by management in the 50s. He had insight of MTA era management decisions that decimated the once great streetcar operation too. The painter (Al) was a closer friend and I visited his home and family often. His son was in the Boston Police Mounted Patrol and I loved hearing him talk about the job. Because Al was a

painter, he would get assigned throughout the system and would call me when assigned to the car houses so I could 'visit him' at work. Through his 'sponsorship,' I was able to get inside Lotus Place (Arborway) CH, Bennett Street CH (Pullman trackless but still full of rail), Orient Heights on the Blue Line (1924 tunnel-cars and St Louis R/T PCCs), Everett Shops (albeit it was a short visit), and the yard at Mattapan (when it was Dallas cars, one type-III snow plow, and a lone derelict all-electric PCC). I did visit him on the job at Reservoir CH once but, the foreman made it quite clear that I wasn't welcome...

During those days I'd occasionally visit Seashore Trolley Museum and even worked there as a volunteer one summer; my favorite car was PRC 1440.

Once I entered graduate school at Kent State in 1980, my interest in other city's street cars/trolleys grew to include Pittsburgh. On rare occasions, I'd drive to 'the Burg' to see the PCCs in the South Hills. Later on in life, while still in the Navy, I'd take leave to visit Kennywood and PTM with my two young sons where I learned that a museum could actually take good care of its collection and, be warm and welcoming to even curious small boys. That's when I joined PTM. In 2010, my youngest son applied to Duquesne University and we paid a visit to the campus. No trip to Pittsburgh could go to waste so the agenda had to include a stop at PTM to see my favorite PTM car 1467.

Well, I finally retired from everything in 2017 and we moved to Connellsville (long story). After talking about it for far too long, and prodding from my wife, I started as a volunteer at PTM to continue my enjoyment of streetcars - - - Now referred to as trolleys. But it all started at a window-sill at Packard's Corner many years ago.



Don Bailey 181

One of my favorite museum memories is the story of the Burma-Shave signs which appear along our right-of-way each year during county fair. One year, more than ten years ago, we were sitting around the campfire at the end of the day and were reminiscing about old time highway travel and automobile trips back in the day. The Subject of Burma-Shave signs came up and I shared what I remembered about the signs advertising a brushless shave cream and how they represented one of the earliest forms of outdoor advertising with their standardized format and groupings of five or six rhyming signs placed along the roadside ,one sign every 100 feet. Several people said they remembered hearing about the signs from their parents or grandparents while others had trouble with the concept.

When I returned to Georgia, I remembered our fireside conversation and decided to see if I could reproduce a set of the signs. Over that winter, I did some research, bought a paperback book called *The Verse by the Side of the Road* giving a history of the signs and containing all 600 of the roadside rhymes. After learning the size, color, material and font of the originals, I determined that I could probably make up a set.

Since I was not going to go to all the trouble of making the signs on second hand barn planks (like the originals) I contacted a local sign maker and he suggested a corrugated plastic material called b-board that were used for real estate signs. I bought a couple sheets of the b-board, had it cut to the 36" lengths, just like the originals. After spraying the boards red, I used 4" white gothic letters (just like the originals) but I used "Stick-On" letters. The hardest part of the signs was the last sign in the set which was done in a



Tom Hildebrand, Sarah Wells, Laura Wells, Don Bailey

distinctive script. I found a picture of an original sign set and enlarged it to the point where I could trace it onto white contact paper.

As county fair approached, I mailed the signs to the trolley museum. On my arrival, the signs were nailed to wooden stakes. Since this was to be a bit of a joke, on the first day of the fair Mike Kendlick and I got into his truck and took the sign set up the Arden valley where we placed them along the tracks, trying to be clandestine and avoid detection from passing streetcars. On one occasion a trolley suddenly appeared, and we had to jump into the brush to avoid detection (yes, it was poison ivy!) I think the first sign set was PAST – SCHOOLHOUSES – TAKE IT SLOW – LET THE LITTLE – SHAVERS GROW- BURMA-SHAVE“ The only problem was that we had to explain to younger passengers what a “little shaver” was. At the end of the day when someone brought up the signs, we expressed innocence. When all was said and done, we had lots of positive comments from passengers and volunteers and a tradition was born.

Over the years I have added three more sets of signs so that there are different sign reproduction sets along the tracks going to and from Arden and the East Site. Every year I usually replace the oldest sign set with a new one with an authentic verse from the Burma-Shave book. The signs are inspected ever year before they are placed, cleaned with new stakes attached as necessary. Each year, on the day before the fair, a crew of hardy volunteers places the reproduction historic signs along our tracks (one sign every 40 railroad ties) where they can be seen and admired by visitors as they ride to the fair.

Ray Lonabaugh 1427

Snow Car Hopping in Philadelphia

I don't know if this was done in other cities. In Philadelphia when it snowed and the snow packed down on the street kids would crouch down and grab the rear bumper of a stopped automobile at a stop light or stop sign. When the automobile pulled away the kids would slide along behind the car. Because of the slipper streets the automobile wouldn't go that fast and if it did pick up speed the kids would let go of the bumper. One day when we were getting out of Tilden Junior High School at 66th and Elmwood Avenue a friend of mine decided to hop a Route 36 PCC Air Trolley at 67th and Elmwood while the trolley was stopped at the traffic light. He grabbed the back of the trolley under the anti-climber. When the light changed the trolley pulled away and picked up speed rapidly. My friend, whose name I won't disclose, didn't let go I guess for fear that he may wind up in on-coming traffic. The trolley didn't stop for the next two blocks at 69th and Elmwood and it wasn't until then that my friend could let go. Needless to say at this point my friend looked like the abominable snowman. He was covered with snow. He never hopped a trolley again and neither did anyone else I knew.

When Streamliners, PCC Cars, Came to My Neighborhood

Until I was 9 years old my trolley travels in southwest Philadelphia were on old hand controlled trolleys of the 1923 and 1925 series 8000 cars. All the trolley routes in my area, 11, 12 36, 37, 46, and 70 were all hand control cars out of Woodland Depot. The Routes 12 and 70, which were Nearside Cars, used PCC Air Cars on Sundays but I never saw them. When my grandparents moved to south Philadelphia I would see the 20, 79, and 81 and they were also the old hand controlled cars. The closest PCC Route was the Route 13 on Chester Avenue, which I rarely recall at my age then. The PCC Cars did not come to my neighborhood until around 1955. I first recall seeing them on the Route 11 and I thought they were brand new. I didn't know the cars were 13 and 15 years old. Soon all the old hand controlled cars were gone and Woodland Depot was all PCC Air Cars. The cars appeared well maintained by the old Philadelphia Transportation Company (PTC).

I always wanted to run a trolley as my grandfather did. When I finally decided to do the Operator for an Hour at PTM there was no doubt in my mind my choice, based on my childhood, was a hand controlled car. Although I would have chosen PRT/PTC 5326, the car provided was Red Arrow 78. That was okay because it was a hand controlled car. Later after I became a qualified operator at PTM, I motored PRT/PTC 5326 a former car from Route 46 in my old neighborhood. I soon found out why the motorman would stand most of the time while operating these old cars. The little round seat was a killer! Due to my height, 6' 6" I have no choice but to sit. If I stand I would be looking at the back of the destination sign box above the windows.

Ned Apalakian 1672

My college education was paid by working evenings and Saturdays at a company near the end of the Van Aken rapid. One evening's ride home was rudely jarred, when some rocks tested the lexan window next to me as well as other parts of the car near the East 79th St stop. Another night halfway across the bridge over the Pennsylvania Rr Kinsman yard, the pole dewired, causing the lights to go out, then dimly go on accompanied by the sound of a buzzer. A very unhappy motorman went out the center door, silhouetted against the city lights to put the pole on. That was my introduction to PCC batteries.

Bob Powischill 285

We all accumulate memorable experience from work, during our personal life and marriage, being with friends, going on trips/vacations, and observing God's glory around us. Some of my memorable experiences at the Museum include:

The first instance most seasons of seeing the blue heron that nested by the tracks. What a majestic bird. In talking with others, I found out that it's a blue heron pair.

Approaching the Arden loop while operating car 66 and seeing a male bald eagle fly off the top of a wooden electrical pole that it was sitting on. A really impressive sight!

Working with Dan and Larry to complete the McClane loop. Number 1, track work is really physically demanding and I had to get used to it. I was especially impressed by how they set the 5 ft. 2½ in. nominal track gauge going into and out of the switch and curves. At these sections, the nominal track gauge has to be varied a little to accommodate the different truck designs, truck wheelbase and slightly different wheel gauge. It involved running a couple different cars through each section until the track gauge was "just right". During this work, a sandpiper was nesting on the ground and they had spray painted big red arrows to indicate where the nest was. Often when you got more than 1 yard from the nest, you couldn't find the nest.

First time working with Bernie to troubleshoot car problems. This was early on after I changed to maintenance work from track work because my muscles couldn't handle it anymore. It involved finding out why the line switch on crane car M283 was acting up. After troubleshooting more hours than I care to admit to, I found that a brass insert in the main contact wouldn't always conduct electricity through it no matter how well I dressed it. At that point it was a simple matter to flip it over and cure the problem. Amazing how once you find the problem, you wonder why it took you so much time to find it.

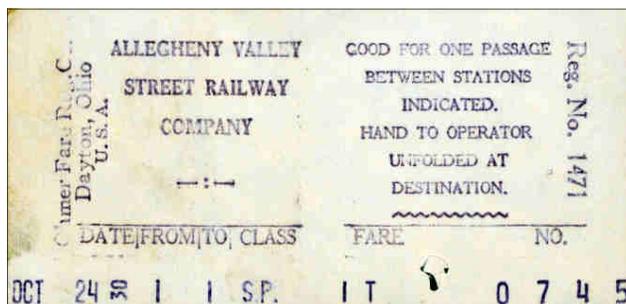
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Repairing a damaged brush holder inside one of the motors on crane car M283 using a radiological-like containment. This was because the existing electric jacks didn't have the capacity to lift the car's body weight on the rear truck so it couldn't be removed as usual to access the motor. Making and removing a containment inside the motor that would adequately contained any brass filling/chips, and having virtually no space around the motor made this a real challenge. At the Bettis Power Lab. at that time, I frequently designed radiological containments and associate ventilation but never work in a containment. Again, a unique experience.

Working with Brett and Katie to install the new wooden transom supporting the metal transition piece between the front body panel and bumper on car 66. Bruce and others made the new transom but its back surface had to be contoured to fit the old transom's remaining surface. This process was a slow tedious effort involving many trial fits after shaving material off the mating surfaces until they fit together. Sometime during this process, we decided to smear red grease on the mating surface to indicate where the high spots were that really sped things up.

Working with Ray (machinist) to measure the bore diameter of a new motor support journal bearing for car 4398. We had to do this using the Bridgeport milling machine to support work being done by Bernie and others to determine why these new bearings were overheating. The diameter had to be indirectly determined since these bearings are split so only have a virtual center. Ray (mostly) and I found that the 4 to 5 in. nominal diameter was 0.002-0.003 in. undersized from what it should have been.

Working with Art (visually impaired volunteer). I was aware that he refurbished valves and other parts but never worked with him. One day, Bernie asked me to help Art finish adjusting all four doors on car N832. Adjusting doors is a very tricky process. It involves carefully adjusting the linkage lengths, stops, and sometimes gear timing so the door handle, individual doors and step all move in unison. I helped him as necessary to finish all the doors mainly by suggesting tweaks so they operated a little better. When he was having trouble with one of the doors, I found it was because they were misaligned that I had to correct before he continued. I was impressed by his ability to visualize the two different door layouts and linkage mechanisms seemingly as well as I could by seeing it.



Allegheny Valley Street Railway
 Ohmer Fare Register Receipt
 October 24, 1930
 Miller Library, PTM