

A Tale of Two Museums

By Scott R. Becker, Executive Director/CEO



Philadelphia Rapid Transit 5326 pauses at the David and Kathryn Black canopy on Volunteer Boulevard.

Jeanine DeBor photo

I am pleased to report that 2022 was definitely a “bounce back year” with almost 32,000 in-person Museum visitors. This is the third highest total in our history, only surpassed by 2016 (32,650) and 2015 (32,647). I want to thank our paid staff and volunteers for all their hard work to make this possible!

I am pleased to welcome Jeanine DeBor as our new Director of Annual Giving and Marketing. Jeanine began work on November 1st in this new position which is being funded by a grant from the R.K. Mellon Foundation. Jeanine has considerable development and marketing experience having served as Director of Alumni Relations for Duquesne Law School for over 15 years. She has done a great job helping the Museum be more sustainable and attract more visitors as it continues to grow. She is also reviewing and updating the Museum’s donor/member database thanks to a \$25,000 Capacity Building Grant received in 2022 from the Washington County Community Foundation. We are utilizing a Neon One software system that is used by a number of museums. Jeanine has also reviewed the Museum’s external communications program making it timelier and more effective. Please see the related article in this issue.

The Washington County Community Foundation (WCCF) Gives Day in September was our biggest ever, with \$100,450 donated to the Museum. We were the second highest out of 117 organizations that participated! I want to thank the R.K. Mellon Foundation and the WCCF for their continued support.

2023 will likely be the most interesting year in the Museum’s history. It really will be the “tale of two museums” with the first part of the year operating from the West Campus as we have done for 60 years and then transitioning to the East Campus as our new front door. There is a tremendous amount of work to be done by not only Waller Corporation and its subcontractors but by Museum paid staff and volunteers. Laurie Andrews has put together a “loose ends” list with over 80 items that we are working through. If you would like to help,

please contact Kristen Fredriksen, our Volunteer Coordinator, at volunteer@patrolley.org.

Major progress continues to be made at our East Campus development. Volunteer Boulevard (a.k.a. Trolley Street) is nearly complete and is operational. This beautiful brick street is a site to behold, and our operators have been training on it since the start of this season. This will make large events such as Bunny Trolley much easier with cars running through and not having to change ends at the Trolley Display Building. At the Welcome & Education Center (W&EC), the roof is largely complete and exterior and interior walls continue to be installed. HVAC ductwork is being installed and electrical, plumbing and sprinkler system rough-ins are about to begin.

The WCCF Trolley Platform and the David & Kathryn Black Trolley Canopy are in progress. The Christopher Golofski Memorial Gazebo has been completed and Falconi Plaza is close to being completed. These important elements of the East Campus will be completed and celebrated on Saturday April 29 at 3:00 PM (trolley service will begin at 2:00 PM). The event will be followed at 4:30 PM by a Volunteer Awards Banquet at the 4H Building at the Washington County Fairgrounds (where our holiday party was held). If you want to attend but have not signed up, please contact Kristen. I hope you will attend!

A lot of attention is being paid to the Trolley Display Building (TDB). A new side entrance facing north was constructed. It will allow visitors to walk directly from the new W&EC across Volunteer Blvd.

into the TDB. The TDB Cars Committee developed a plan to make better use of this new entrance and make guided tours more effective as well as make self-guided tours easy. This plan has resulted in a number of cars changing position for a better visitor experience. Brownlee Trucking assisted with moving four cars to our Reliance Building. These included Columbus flat motor O67 from the TDB and single truck cars M1, 325 and M37 from the Artifact Preservation Building (APB). With the APB now connected to live track, other cars were moved there.

A key ingredient will be the construction of a large, ADA compliant high-level platform in the rear of the TDB between tracks 32 and 33. This will replicate a Philadelphia area rapid transit platform and will allow easy visitor access to Market-Frankford rapid transit car 606, SEPTA Bullet Car 209 and Philadelphia & West Chester Traction Company freight motor O7. Much work has gone on to rehabilitate O7 for display. New, specially milled poplar siding was acquired through Brownlee Lumber who has also delivered lumber and hardware for the platform. The poplar siding has been applied to both sides of the car. It is being repainted inside and out in its original 1911 vintage freight motor livery. Thanks to member donations for making these projects possible!

The Galbraith Restoration Shop has been very busy this winter! In addition to the work on P&WCTCo O7 mentioned above, PRT 5326 has received new air tanks thanks to funding from the Friends of Philadelphia Trolleys and our hard working shop volunteers. Contractor Keith Bray, along with volunteers, has

TROLLEY FARE

is the quarterly publication of the Pennsylvania Trolley Museum Inc.
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 Phone: (724) 228-9256 Fax: (724) 228-9675
 Email: volunteer@patrolley.org Online: patrolley.org (ISSN 1041-9632)

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Voting members in good standing are invited to attend Board of Trustees meetings which are held on the fourth Wednesday of every month.
 Meetings begin at 7:00 PM and are held via Zoom internet.

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Mission Statement

The mission of the Pennsylvania Trolley Museum is to preserve and perpetuate its collection of historic transportation equipment, artifacts and archives and utilize the collection and other resources to provide an unparalleled immersive experience that brings the technology and culture of the Trolley Era alive through entertaining, educational and diverse programming.

Vision Statement

The vision of the Pennsylvania Trolley Museum is to enhance the knowledge of transportation technology and culture to educate and inspire future generations of innovators.

installed new center doors and ceiling panels on PTC 8042. Philadelphia Suburban (Red Arrow) Center Door Car 73 has had significant roof work done and is currently receiving a new canvas roof.

Thanks to member donations and parts trading, we were able to purchase a pair of Brill 27E1 trucks with WH112 motors for use under West Penn Railways interurban car 739. Although they are standard gauge, they are the correct trucks for this car. Thanks go to Connecticut Trolley Museum for selling us the trucks and to Shore Line Trolley Museum for providing transportation. We made our excess stock of General Electric PCC traction motors available to those museums—this is a good example of how trolley museums work together! We also recently received the donation of a LeBlond lathe from United Industrial Group in Washington. This lathe has a 40” swing that is large enough for us to reprofile trolley wheels and is a great addition to the Reliance Shop. Thank you to United Industrial Group for the donation and to Brownlee Trucking for moving it free of charge!

Thanks to Pittsburgh Regional Transit (formerly Port Authority of Allegheny County) for donating two battery operated carts, two trailer carts, battery chargers and extra batteries. The carts fit our broad gauge track and work very well. They will be used for signal system maintenance etc.

We have been awarded a \$6,028 General Operating Support Grant by the PA Historical & Museum Commission. The Pennsylvania History and Museum Grant Program is funded entirely by appropriations from the Pennsylvania General Assembly, which are approved by the Governor. We appreciate their continued support of our programs!

Thanks to many of you who continue to donate your time to the Museum. Over 26,000 hours have been counted so far for 2022! Our 2023 season begins with Bunny Trolley starting on Friday March 31 and runs April 1, 2, 7 & 8. Please look at the Operator’s and Volunteer schedules and sign up when you can.

I am very pleased to announce that the Pennsylvania Trolley Museum was awarded 1st Place in the Museum category at the Observer Reporter’s Official Community’s Choice Awards Best of the Best event held at the Hilton Garden Inn! This is the sixth year of the awards and the sixth time the Pennsylvania Trolley Museum received 1st place in the Museum category. Elizabeth and Kristen represented the Museum at the awards event. These awards are reflective of all the effort our volunteers and staff put into making the Trolley Museum the BEST it can be!



The LeBlond lathe being unloaded at Reliance. Scott Becker photo



Jack Jost & CJ Bick testing new Pittsburgh Regional Transit battery cart. Scott Becker photo



Groundhog Day, and a shop full of Philly Cars! With Keith Bray working on 8042 and work on O7 proceeding. Scott Becker photo



Buck and Michael installing new wood siding on P&WCTCo O7 in preparation for it's display on the right of the platform shown here. Scott Becker photo



In March the crew from the Washington County Correctional facility started construction on the high platform at the Display Building. Bruce Wells photo



-----> On Track for the Future ----->

2023 is going to be a Year to Remember in the history of the Pennsylvania Trolley Museum! Later this year, the new, state of the art, Welcome and Education Center (W&EC) at the East Campus will open to the public. The 21,000 sq. ft. facility is evolving from a dream to reality right before our eyes. Decades of wishing, planning and hard work will culminate in a game changing facility and programming.

2023 is a milestone in the history of the Pennsylvania Trolley Museum. The East Campus will create a Disneyland-like experience. Imagine what will be reality in the near future! Visitors will walk through the front door of a world class visitors center which will feature a theater, dedicated classroom, conference area, exhibit hall, and artifacts displayed throughout the facility. After learning about the trolley era and exploring STEAM related exhibits, visitors will leave the W&EC through the south doors to Volunteer Boulevard and related amenities, providing an unforgettable vista. It will be like stepping back in time. They will be able to listen to music at the gazebo, play in the playground, visit Wexford Station and take a break by the fountain at Falconi Plaza. They'll be able to explore the Trolley Display Bldg.,

full of historical trolleys and related exhibits. The climax of a visit, the cherry on top of the sundae, will be a ride on a vintage trolley. The Museum will be transformed into a premiere regional and national museum. I'm sure you can tell how excited I am about the future.

As far as operations are concerned, it will be the "tale of two museums". During the first part of 2023, the Museum will work out of its current facility at the West Campus. Then, with the opening of the W&EC, the hub of operations will move to the East Campus. The challenges and opportunities facing the Museum are apparent. We're expecting the number of visitors to nearly double. It is both exciting and daunting. The Museum has a great story to tell but we must be prepared to tell it properly and do the trolley era justice.

As the Museum transforms, our staff, officers, and Board are committed to maintaining the spirit of cooperation and dedication which has made the Museum successful. To better communicate the culture to all involved, including future volunteers, the Museum has formally adopted its Core Values, which puts in writing the guiding principles for the Museum. The Core Values include visitor first orientation, teamwork and

collaboration, effective communication and listening, proactive leadership, respect, and trust. We encourage everyone involved at the Museum, at any level, to make a commitment to our Core Values and make them a priority, whether dealing with visitors, staff, or volunteers. It's not only about the buildings, amenities or trolleys. It's about the culture, the atmosphere and delivering our message to visitors. The Museum has a responsibility and obligation to preserve the trolley era and deliver meaningful programming. I'm confident that we'll succeed and earn a national reputation if we work together to put at the forefront the Core Values. We want the Museum to be the best that it can be!

If you are a volunteer at the Museum, thank you for all your time and dedication. If you're not a volunteer currently, think about joining the challenge. You will find it rewarding and satisfying. If you can help through financial support, that's always welcome. For more information about donating or volunteering, contact Scott Becker at director@patrolley.org.

I'm thrilled that we have so many supporters and members who have joined us on our journey. You will not be disappointed. Thanks for your support. See you at the Museum!



Donna Becker receives Special Events Award from Elizabeth Hosier. Scott Becker photo



Barrie Baker welcomes visitors to Trick or Trolley. Joe Piszczor photo



Elizabeth Hostier (dressed as Wednesday) greets visitors at Pumpkin Patch Trolley. Kristen Fredriksen photo



Trinity Mens Soccer Team volunteers for Santa Trolley. Kristen Fredriksen photo



Preschool Santa Trolley Field Trip. Jocelyn Farrell photo



Falconi Plaza Clock looking West. Scott Becker photo

Joining PTM as its newest staff member was a homecoming of sorts, as my grandfather, Tony DeSensi, was a long-time member and volunteer before his passing in 2011. I am thrilled to be in this role at the Museum and have the opportunity to build on the legacy of my grandfather and all of the wonderful volunteers who make PTM so special.

First and foremost, a big thank you to everyone who supported our year-end appeal. Your generous donations to our general fund help with every day costs during our operating season.

I also want to thank you for your generous support of our ongoing Capital Campaign. Our East Campus projects were envisioned by our Founders early on, and our On Track for the Future has been an overwhelming success. A gift of any amount ensures we complete this project and continue to grow the Founders' legacy! Gifts of \$500 or more will receive a print of the beautiful oil on canvas painting, A Meet at County Home Siding, by J. Craig Thorpe, commissioned by Larry Fobiano.

I also wish to extend a special thank you to Henry Posner III and the Posner Foundation of Pittsburgh for their recent gift to name the educational classroom in honor of Ray Betler. There are a number of naming opportunities remaining; if you are interested, please contact me at jdebor@patrolley.org.

In addition to my development and fundraising hats, I was tasked with reviewing how the Museum communicates with its constituents and making recommendations accordingly. After numerous discussions with volunteers, staff, and Museum leadership, it was decided that Trolley Fare will become a biannual magazine with increased content, including historical articles. This will allow more content to be placed regularly on our blog (pa-trolley.org/blog/) and in a members-only portal on the new Neon platform, coming soon.

Trolley Fare is the Museum's main way of communicating with our members, volunteers, donors, and friends, and we had to figure out how to publish it in a timely and sustainable manner. The new magazine will be produced by an outside vendor, which will allow our volunteers to use their valuable time for other projects. This doesn't mean members will receive less communication from the Museum; monthly email newsletters and quarterly mailings are in the works.

The new Trolley Fare magazine will be rolled out this fall. I am grateful for the work Bruce Wells and so many others have put into this publication all the years, and am happy that Bruce will continue to work on the magazine on the editorial board. If you are interested in writing articles or being on the editorial board, please contact me. In the meantime, I will see you at the Museum!



OUR THANKS TO BROWNLEE TRUCKING !



January 5 was the big day to move equipment from the Trolley Display and Artifact Preservation Buildings to storage in the Reliance Building. Our friends at Brownlee Trucking's borrowed a special roll-back trailer to accomplish the move while generously donating their services!

We often mention to visitors that no town in Pennsylvania that had a population of at least 4,000 was without a trolley line. One of those towns was Jersey Shore, PA. By the 1910 census, Jersey Shore's population was 5,381, nearing its peak before dropping down again. The growth in the early 20th century was largely due to the small town's connection with not one but two railroads. Originally, Jersey Shore had no rail connections. Avis, a small town 4 miles away, sat on the New York Central and Hudson River Railroad and Antes Fort, a small town 2 miles the other way, sat on the Pennsylvania Railroad. The entrepreneurial spirit led to a trolley connection to each town with the central meeting ground and business hub in Jersey Shore.

Opened in 1903, the Jersey Shore Electric Street Railway ran to Avis and the new large rail car shops built by the New York Central. In 1917, at the peak, they carried over 880,000 passengers. However, once the automobile became more and more popular, smaller trolley systems were the first to die out. Jersey Shore Electric Street Railway ran their last car in May of 1930. As soon as it was clear that their first route was to go west to Avis, a second line was planned to go east to Antes Fort. This line was named the Jersey Shore and Antes Fort Railway (Railway) and opened in 1905.

The Railway had a total of two cars, numbered 1 and 3, to serve the line. Both cars were built by the Niles Car and Manufacturing Company in Ohio. Niles made cars for systems across the country but unfortunately went out of business in 1917, before the trolley era reached its fever pitch. The Railway planned to expand and grow, but ultimately never did. They closed operation in 1925. However, the story of the two streetcars from their line was only just beginning.

When the company folded, the two cars were taken to an area north of Jersey Shore along Pine Creek. The cars were transformed into a getaway for the family members of the owners of the Railway. Lovers of the outdoors and peacefulness of the area, the family added onto the cars and they became hunting cabins. The family took great care of the cars, and when they had visitors they would show them the lettering that still ornamented the side--Jersey Shore & Antes Fort R.R.-- that served as the backdrop to a side porch. The family was proud of the heritage of the cars, but also of their beauty. They kept the cars in their original state, including "the bronze hardware, platform signs, rolling baggage doors, and a lot of other things." The family that owned the cars, the Bubbs, knew that the Niles cars were rare and that if they were ever to be removed from the hunting cabins, they should go to a museum. Unfortunately, the Pine Creek area was prone to high flooding and the cars took a few hits of water damage throughout the years. However, the Bubbs had secured the cars quite well and they were always able to be repaired and put back into place.

In late June 1972, one of the worst hurricanes in the United States, Hurricane Agnes, rolled through

Pennsylvania. Agnes caused catastrophic damage, devastating much of the east coast mostly due to the massive flooding. During the storm, Pine Creek flooded beyond past levels and the cars were lifted, along with everything else at the Bubbs' hunting camp, and swept downstream about two miles where they collided with a bridge - this collision caused severe damage to car #3, ripping off its roof and one of the platforms. When the two cars came to a rest another mile or so downstream, car #1 was left in ruins - only a floor and a few walls left. The cars rested here as the U.S. Army Corps of Engineers worked to clean up from the storm. The man who owned the property planned to let the cars be burned to get rid of them but a few trolley fans, Jeff Pritchard and Paul Vassalo, were able to save car #3 and scavenge some parts from car #1 before it was burned.

Pritchard and Vassalo were able to do some repairs to the car, working to stabilize its condition. However, they faced a lot of setbacks, including a second hurricane in the fall of 1978. The car was then moved to a more secure location (away from water) but still went untouched for some time. Finally, in 1999 Paul Vassalo decided to sell the car and it was acquired by the Museum. It is the only Niles-built car in our collection. The cars are classified as combine interurbans, meaning they were designed to carry passengers in one area and freight in another. Since arriving at the Museum, the car has mostly been displayed in our Trolley Display Building (TDB).

As we look to the Museum's future, including the opening of the new Welcome and Education Center, we were forced to contemplate a new arrangement and enhanced interpretation in the TDB. The stories of each car in our collection are unique and special and we want to try to tell as many stories as we can. For the Jersey Shore car, the likelihood of restoring this car to operating condition seems to be far off to say the least, so we thought about how to tell the car's story in a way that still did justice to it and the family that ran the Railway. In general, the idea of turning a streetcar into something else has been the catalyst for saving many of the cars in our collection. The individuals who thought outside of the box to help preserve the trolley era are certainly innovators who should be honored by the Museum. Thus, we are working to restore Jersey Shore and Antes Fort #3 to the hunting cabin phase of its life.

Our first steps are already underway including cleaning, replacing glass, painting, and reconstructing the porch. We are also working to furnish the inside of the car as a 1960's hunting cabin. It is a project that will take a lot of patience and effort, but one that will honor the silent rescuers of trolleys all over. If you are interested in this project and would like to donate to it, help with the restoration efforts, or have furniture or décor that may be useful, please reach out to me at visitorservices@patrolley.org. We look forward to the future of the Museum and to telling all the stories that these cars can tell.



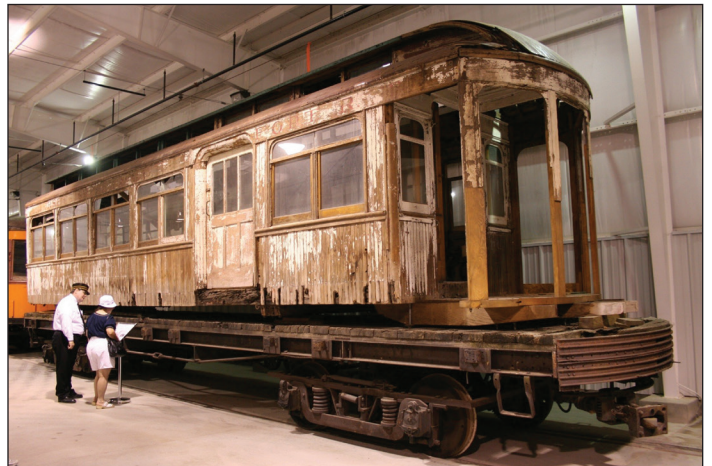
*JS&AF #3 as found along Pine Creek Fall 1973 close up.
Prichard Collection*



*The entire JS & AF fleet in one photo! Passenger cars 3 & 1 long with a flat car.
Nathan Zapler Collection*



*Carol and Paul Vassalo pose onboard #3 as it is prepared to leave their car house for the trip to PTM in 1999.
John Polyak photo*



Jersey Shore & Antes Fort RR #3 at Pa. Trolley Museum.



Scott Becker captured Keith Bray installing center doors on Philadelphia Transportation Co. 8042.



*Michael Buchta spearheaded roof bonnet repair on Red Arrow car 73 with help from many of our other younger volunteers including CJ Bick during work on both ends of car 73.
Laura Wells photo*



*Jack & Bruce work on PTC 8042's windows.
Scott Becker photo*



*Canvas initial roll out onto the roof of PST 73.
Scott Becker photo*



*Barrie Baker and John Habak work on 8042's interior lights.
Scott Becker photo*

Mounted high in the air for over 40 years along Henderson Avenue was a brown fiberglass horse advertising Lowry's Western Shop. An unfortunate run-in with a delivery truck in the winter of 2022 toppled the pole with the horse, causing several severe cracks.

The Pennsylvania Trolley Museum, saddled with the task of telling the story of the Trolley Era, identified the horse as a potential exhibit alongside its rare 1870s horsecar. Executive Director and CEO Scott Becker placed a call to Lowry's Western Shop, and co-owners Gail Cecchetti and Bill Litman generously agreed to donate the horse.

Horses were very important to the advancement of public transportation – horsecars first appeared in Pittsburgh in the late 1850s and were the first all-weather transit vehicle, moving people through the streets on steel rails rather than in the mud and muck. In fact, Pittsburgh ran horsecars comparatively late – the Sarah Street line was one of the last horsecar lines in the United States when it ceased animal-powered operations in 1923.

The main body of the Museum's own horsecar is a typical example of 1870s Stephenson-built car and ran in regular service until 1909. Car 101 spent nearly 100 years as a display piece in various locations before finally returning to the Museum in 2004 for permanent display.

The Lowry's horse needed a few significant repairs before it could become a "mane" exhibit inside the Trolley Display Building. Ed Morascyzk, president of PTM's Board of Trustees and owner of the new Prime Collision Center in South Strabane, saw the opportunity for collaboration between local Washington organizations and donated Prime's services. General Manager Gary Flannery said it made sense for the body shop to take on the horse project

since it was damaged in a vehicle accident, and they do a lot of fiberglass repairs on cars.

Upon delivery to Prime Collision Center, the horse was unloaded and placed on a rack in the spotless new facility. The body shop technicians had free "reign" to do a high-quality cosmetic restoration. In addition to the cracks in the body, the horse was missing most of its hooves, so fiberglass repairs came first. Next came a primer, a basecoat, and paint. Sarah Wells, the Museum's horse expert and enthusiast, submitted reference photos to Prime Collision Center of typical bay horse coloring and markings. With the horse in the home stretch, Gary's wife Rose painted the finer details of the mane, hooves, tail, and face to add realism. Sarah gathered the proper tack to display the horse – the fittings are authentic.

PTM harnessed the excitement surrounding the 2022 Washington County Agricultural Fair for the debut of the refurbished 45-year-old horse: each morning, a cavalry of volunteers pushed the horsecar outside and staged the horse ahead of it, spotlighting the scene at night with LED lights. The emerging Welcome and Education Center, the intricately painted horsecar, the new four-legged friend, and the cavalcade of streetcars bound for the Fair jockeyed for visitors' attention.

We send our gratitude to Prime Collision Center and Lowry's Western Shop and appreciate their horse-pitality and generosity in making this possible!

We've been chomping at the bit to share the horse's official name as voted upon by PTM's social media followers: in a nod to Fred Rogers and another famous horse, we introduce...Mr. Fred! From now on, this show pony will greet guests in the TDB where he hopes to become a colt sensation!



Kevin Zebley and Sarah Wells picking up the new to us fiberglass Lowry Horse last July. Kristen Fredriksen photo



Car 101 with horse tack purchased by Sarah Wells, who also took this photo!

EQT Grant Overview & 2023 Summer Camp Preview

By Jocelyn Farrell, Manager of STEAM & Education Programs

Education programs here at the museum have rapidly expanded this past year and continue to do so, due to the wonderful support received from EQT. We were able to launch a summer camp program in 2022 and also have a paid seasonal Education Assistant, recent high school graduate Sarah Paci, to help with all summer field trips and camps. When asked about her experience working at the museum, Sarah had the following to share:

“Going into this job I knew nothing about trolleys but working here allowed me to learn about something that I now consider a special interest of mine. Being able to share this new knowledge with the children that attended our events was something that helped me improve my communication skills. The employees of the museum were very welcoming towards me even though I was young and I like to think that I've grown a solid relationship

with each of them. I am grateful that I was given this opportunity and an amazing experience to go with it.”

Using funds from EQT, we were able to purchase a classroom set of Chromebooks and iPads, as well as a full classroom set of Pittsburgh-created Birdbrain Robotics: Hummingbird Robotics kits, which can be used to combine history and robotics with other important 21st century skills and teach beginner, intermediate, and advanced programming languages. Some of the Scouts BSA (formerly Boy Scouts of America) who attended summer and fall merit badge workshops have already greatly benefitted from being able to use technology in the classroom. During the Railroading merit badge class, Scouts were able to work together to investigate traveling by rail (an option that some Scouts didn’t even know existed!) and use Amtrak’s website in combination with Google Maps to plan a trip between two cities at least 500 miles apart.

These educational materials will be used in future educational programs, including our upcoming 2023 STEAM Summer Camps. This summer, PTM will host five different summer camps for children ages 6 – 12. Camp themes include two LEGO® camps, “LEGO® Camp”

for ages 6-8 and “LEGO® Engineering Camp” for ages 9-12, where campers will construct simple machines, build tall towers and lengthy bridges, and complete various LEGO® building challenges. Other camps for ages 6-8 include “STEAM Camp,” where activities will include building circuits out of conductive dough and designing a custom color scheme for a trolley that they can then shrink down to pocket size to take home, and “Transportation Station,” where campers will have the opportunity to explore all things transit - trolleys and trains to boats, cars, and planes! The camp “Engineers of Tomorrow” for ages 9-12 will combine science, history, and technology and work with Sphero Robots to code automated transit routes through towns and cities while avoiding obstacles, explore the smart technologies that power transportation in today’s modern world, and build and race robot-powered horsecars.

All camps will include tours of the Trolley Display Barn, trolley rides, and time to explore the new exhibits in the Visitor Education Center. Camps will run weekly from 9:00 AM – 12:00 PM. For more information, visit <https://pa-trolley.org/education/summer-camps/>.



Scouts use Chromebooks to access the internet and research and plan a fictitious rail-based trip across the United States during a merit badge workshop hosted at the museum.

Jocelyn Farrell photo



Sarah Paci, Seasonal Education Assistant, helps campers create custom paint schemes for a trolley-themed STEAM activity during 2022 summer camp.

Jocelyn Farrell photo



Scott, Santa & Jeanine at the Washington County Chamber of Commerce event.

WCCC photo



Kim repainting Eastern Time lettering on Station Clock.

Scott Becker photo



John Habak and Barrie Baker show off the new custom bezel for PRR clock.

Bob Jordan photo.



Jim Herrington (R) receives President's Award at Holiday Party.

Scott Becker photo

2022 was a busy year for the Membership Committee as we initiated several new benefits and membership tiers. For example, did you know that your membership now entitles you to free or highly discounted admission and many other privileges at participating institutions in the Time Travelers network, a reciprocal museum organization, and ROAM museums? (Pittsburgh-area institutions are excluded though due to program rules). Links to these programs can be found on our website at www.patrolley.org/membership/.

In addition, PTM now provides guest passes to members. At renewal time, depending on one's level of membership, they will receive a number of guest passes each year to use at their discretion. A recent rule revision no longer requiring member presence at time of use will

make these guest passes even more valuable and versatile.

We also created a Student Membership, which is available to ANY student of ANY age, for just \$25 per year. This is a great deal given that Student Members may enjoy most of the privileges of museum membership, but scaled down to better meet student needs. Warning: Do not have so much fun at the Museum that you neglect your studies (mostly kidding).

We have a new Dual Membership created for a member and another pre-designated adult to be able to enjoy the museum together. We also introduced the \$250 Contributing Membership tier for those who wish to make a donation to the Museum, but perhaps cannot upgrade to the \$1000 Society Membership at this time.

When the Membership Committee redesigned the tiers and the benefits associated with each, we benchmarked our Pittsburgh-area peers and leading rail/trolley museums in the country. The PTM offers a level of benefits and services at or above our peer institutions, for the same or lower price points.

Your membership continues to entitle you to a significant discount on special events. Please check the website for rules and restrictions as well as applicability to your Membership Tier. As a reminder, members may book Special Events

tickets before the general public, which helps one secure their preferred time and date, and in some cases, avoid the sell outs.

Beginning this spring, if you are a volunteer who is not a member, consider joining and enjoy a savings of 20% off whatever tier you choose, for the first year only. The Museum is also offering a first year only, 20% off referral discount for new members referred-in by an existing member (also beginning this spring).

Unfortunately, for the first time in about twenty years, membership dues needed to be increased. Incredibly, the amount of the gain didn't even cover the rate of inflation since the last time membership dues were raised. And, if you are a long-time member, you know the museum has much more to offer today than it once did.

When the Welcome and Education Center opens later this year, your Membership will become even more valuable. The museum will soon offer more "open" days per year, more interactive exhibits, full accessibility of the Trolley Display Building, and perhaps a few other surprises. It is a great time to be a member of PTM!

Coming soon: The Membership Committee is redesigning the Corporate Membership/Sponsorship tiers to create appropriate and attractive opportunities for businesses of different sizes and interest levels.

Electric Car Maintenance

By Bernie Orient-Maintenance Manager

On Oct. 7, an operator noticed a loud bang beneath PTC 2711 followed by a substation trip. Once power was restored the car continued its run past Richfol to Arden and back when braking problems were noticed. We almost got it into the shop when another disturbing bang ensued after which we manually pushed the car the remainder of the way. My post-mortem concluded that a large ground wire had contacted a propeller shaft, which had a balance weight welded to it acting like a saw blade that eventually shredded the stranded ground cable. This, in turn, broke the cotton rope that held the motor leads in place and one of these joined into the carnage. We got the wiring repaired in short time but the speedometer did not survive, as that cable was likewise damaged. A subsequent road test indicated that the drum brakes were coming on immediately with brake application, so the car was pulled from service. This condition had been on-going since mid-year. We traced the problem to a disconnected wire on the lock out relay.

Pittsburgh Railways 1711 provided several educational hours for the Maintenance team. On Oct. 22 the car was towed into the shop-- it would blow the substation with power application. We found the accelerator drum wound to the max- it should have returned to the minimum position but we've seen this condition before. The limit relay was inspected, and the movable carbon was worn and a tad loose. The short flexible shunt wire was questionable so they both got replaced. After checking cam switches and auxiliary contacts related to the pilot motor circuit and the motor itself, we concluded there was no 36V (battery voltage) present at the limit relay. After much wheel spinning on my part, I observed the center door interlock, located above the front door, would not pick up when the center doors closed. I also found that the car had been operated with the interlock by-passed, not an optimal condition. To conclude an even longer exploration, I found an open wire from the switch box at the Operator's platform to

the dead man switch below the floor. Jason Ballock replaced the wire in short order and all tested well. In retrospect the open wire could have accounted for the intermittent condition of no power from the front but fine from the back-up control. The back-up circuitry uses a different interlock sequence as the dead man would be in the "latch" position when used.

PST (Red Arrow) 66 had its center doors and folding steps go out of synch. This time the rod ends were tack welded to the shaft. Roy and Jason added Flow control valves in an effort to reduce the speed of the doors.

We fielded a discrepancy report on car 14 stating ½ of the interior bulbs were out. Indeed they were but one of the light switches was in the off position. Rectifying this helped somewhat but 15 bulbs were still dark. We removed each of the dark bulbs and tested them in turn. Two were found to be open but replacements had no effect. Consultation with the schematic diagram indicated which five bulbs were in each string and we went one-by-one removing the ceiling light cans and testing across the sockets. There were also dark bulbs in both sign boxes. In all, four sockets were found to have collapsed center contacts. I temporarily repaired these by prying the contacts upwards with a small pick, knowing that the fix would be temporary in nature. After spending seven hours on this adventure I formulated a replacement program for the fixtures. Surplus sockets from Car 1138 would work provided I could invent a holding ring to attach them to the light can, which I did. We replaced the ailing socket in late December along with all six of the sign box lights which used more common screw down porcelain.

Car 14 had another adventure in store for us as, on the next-to-last day of service for 2022, it would not climb the modest hill from Redman Wye to the TDB yard because of spinning wheels. Car 78 was immediately substituted and had no such issues with the track. Car 14 was taken out after hours for more trials and crippled after multiple failed attempts at the ascent. We got it into the shop on Dec. 20 for planned repairs to the light sockets previously discussed and found melted contact tips in one line switch plus a loose arc deflector that had fouled the air solenoid air pilot linkage on the other unit. These were repaired with in-stock parts but the condition could not have caused the spinning wheels. Further investigation by crawling between the trucks and car body showed a heavy motor lead had rubbed through

on a truck part. The burn did not appear devastating. In referring to the schematic diagram I found that the ground fault on #2 truck would have effectively shunted the accelerator drum resistance to #1 truck and could well have caused an overload trip without tripping the substation. Car 14 made a successful trip out of the shop shortly after the new year.

During a scheduled maintenance session with car 4398 we noticed irregular wear on #4 and #5 brake shoes. The cause was some loose bushes on the hanger assemblies. We removed the assemblies and found the bushes were loose in the angle brackets even though the pin-to-bush clearance was acceptable. Jason tack welded them in place.

As the operating season came to an end, we began scheduled maintenance for the new year, a daunting task for 13 cars in only three months. We took care of relic 4145 with a light bulb replacement, controller service and renewal of a cross member at the rear of the car. I replaced the failing liner inside the large line switch cover and we attended to a sometimes-binding rear door. My plans include car 78 for scheduled maintenance plus brake hardware work and a leaking dead man valve; air tank installation on 5326, and a truck rebuild for 3618.

Car 1138 update: The motor-generator (MG) was tested with 600 volts first through the jumbo track switch resistor then at full power. A sizable air leak was discovered in a small canister at the compressor discharge. This was repaired in one work session that included the installation of the trolley pole, which had been left off the car to attain more height with the jacks. The interior lighting renovations were complete, and many systems were inspected. Much of the interior of the car was cleaned. The door operation was and still is an ongoing problem. After a suggestion by Bruce, we found two missing box covers in the Track 31 pit (at the Trolley Display Building), cleaned, and installed those two and the ones we already had to shield the new wiring from inquisitive raccoons occasionally visiting the Founder's Car House. We towed the car there on Dec. 20 to make room for the cosmetic restoration of Philadelphia and West Chester freight motor 07. To date, the Maintenance Team and others have contributed 1892 hours to the 1138 re-wiring. The 2001 and 2022 photos depict the progression of work on the car. (For more details on this project, please visit the blog patrolley.org/blog/.)



Adtranz crew show off their restoration work on 1138 in 2002



PTM crew completes re-wiring of 1138 in 2022



Elmwood operator Soup Davis decorates SEPTA LRV #9046 to celebrity Black History Month, Feb. 2023. Bill Monaghan photo

On Feb. 4, a late-night eastbound Market-Frankford train derailed between Second Street and Spring Garden Stations at about 11:45 p.m. Second Street Station is where the line emerges from the subway tunnel onto the elevated tracks. SEPTA spokesperson Andrew Busch said that no injuries occurred. The offender was the third car of a six-car train, which came off the tracks, but the train remained coupled together. None of the cars fell over. Rescue crews assisted approximately 100 riders off the train and onto waiting shuttle buses, which operated between the Huntingdon and Fifth Street Stations. Train service was restored shortly before 10:30 a.m. on Sunday morning. Track crews examined the site and discovered a broken rail, which was quickly replaced.

Late in the night on Jan. 7, a water leak in a 16-inch main on Market Street outside of 30th Street Station caused flooding and disrupted Market Street Subway and subway-surface trolley service. The water had been drained from the tunnel by 8 p.m., but the authority had been unsure whether the affected lines would be running by the Monday morning commute. Fortunately, all track, signals, and equipment checked out and service had been restored to all lines in time. Four streetcars were stranded in the tunnel when the flood occurred, and the passengers had to be evacuated. While the tunnel was unusable, shuttle buses operated between the 15th and 40th Street Stations. Subway trains ran between the 69th Street Transportation Center and the 40th Street Station and between the Frankford Transportation Center and 15th Street Station. Trolleys used the usual detours to 40th Street.

On Feb. 23, the Philadelphia Inquirer announced

the news that SEPTA would spend up to \$863 million to replace its fleet of 40-plus year-old Kawasaki streetcars with new articulated equipment that would be fully accessible to people with disabilities <https://billypenn.com/2023/03/09/septa-trolley-history-strike-alstom-citadis/>. Alstrom Transportation will build the cars at its Hornell, N.Y., plant, where the company is also constructing high-speed train sets for Amtrak's Acela service <https://media.amtrak.com/new-acela-trains/>. The contract allows the authority an option to buy 30 more trolleys for \$148.5 million if it chooses. Jody Holton, chief planning and strategy officer, said in an interview that, "We have a once-in-a-generation opportunity right now with the federal funding levels available. We're moving ahead and we expect that the state and region will continue to support these projects with additional funds." The other rail project approved by the board at the same time was the spending of \$125 million on final design work for the controversial King of Prussia Rail project <https://billypenn.com/2022/10/30/septa-kop-rail-extension-2-billion-controversy/>.

The 44-seat, 80-foot-long low floor articulated cars will be able to accommodate as many as 120 people, including standees. They will have wide aisles and room for wheelchairs, bicycles, and strollers. The current Kawasaki fleet can carry only half as many passengers. The modernization plan for accessibility includes new street-level stations with shelters and stations with raised platforms. Expectations are for the first new cars to arrive in the winter of 2027. Zachary Sullivan, Chief Engineering Officer for new rail vehicles, hopes that all 130 cars will be in service by 2032. The authority

estimates that it will spend about \$800 million to build boarding platforms in the streets, adjust track for acceptable clearances and replace the currently used trolley poles with pantographs.

At the same meeting that the board approved the purchase of new trolleys, it also approved a \$125 million contract with HNTB Corp. This architectural and engineering firm has been commissioned for final design work on the project to extend the Norristown line 4 miles to the final stop near the Valley Forge Casino Resort, which has a convention center, in King of Prussia. The proposed line is to have five intermediate stations and would link the region's three largest employment centers — King of Prussia, University City, and the rest of Philadelphia via 69th Street Transportation Center, where passengers can transfer to the Market-Frankford Line, trolley lines, or dozens of bus routes. Expectations are that the line would carry some 10,000 daily riders if it was built. SEPTA must secure federal funding for the project but cannot compete for it until the final design has been approved.

Many transit advocates throughout the region say that the \$2.9 billion project wastes money better spent on more urgent needs such as new elevated cars, more efficient Regional Rail operations, and faster progress on the trolley system modernization. Advocates are also hoping to advance the newly revived proposal to extend the Broad Street line (again) along the median of Roosevelt Blvd. into Northeast Philadelphia.

Leslie Richards, SEPTA's chief executive, agrees that a Roosevelt Boulevard subway would be good for the city but is beyond her agency's financial wherewithal to make

such a massive project happen. According to Richards, building a subway-elevated rail line down the median of Roosevelt Boulevard would cost at least \$3 billion. Proponents of the line argue that a Roosevelt Boulevard subway would have a bigger impact on the region than the \$2.9 billion proposed line to King of Prussia. A Boulevard subway could draw up to 124,500 daily riders, according to a 2003 city Planning Commission study, while the KOP line may only carry 10,000.

Richards says that often her agency is disadvantaged compared with large transit systems in other cities because the four suburban counties and Philadelphia provide less money. SEPTA's capital budget is currently \$1.1 billion, its largest ever, but some big metropolitan systems regularly have twice as much available for capital projects and have invested an average of 75% more in transit than Southeastern Pennsylvania. SEPTA used Denver as an example. Metro Denver spends \$120 per capita annually, as compared to the \$17 per capita contributed from the governments of Philadelphia and its four surrounding suburban counties.

On Feb. 9, SEPTA announced it was bolstering security on both its Market-Frankford Subway-Elevated and Broad Street Subway trains in response to a rise in violence both onboard and in the stations, which was implemented on Feb. 13. SEPTA has budgeted for 200 officers, but currently has only 160. As a result, the authority has altered some of the officers' shifts in order to move more of them to the trains. While it is hoping to hire more officers, it says that will not occur for at least six months. In the meantime, it will supplement the force on the trains with some 60 yellow-vested, unarmed security officers.

Notes From the Archives

By Chris Walker—Archives Manager

Volunteering in the archives can, at times, become overwhelming. It's easy to get lost in the mountains of material and piles of paperwork. It's easy to have a feeling of "where do we start?"

Since moving to the Reliance campus in 2020, one of the biggest pieces of archives work has been figuring out where things are. Our move from the former (now departed) Eaton facility was by necessity one of haste, and as such it resulted in the material being a mixed bag once deposited in its new home.

Since that time, we've been slowly sorting the puzzle pieces out. Our volunteers relocated dozens of file cabinets and flat files to newly renovated space off the Reliance main floor. Hundreds of boxes of books and photographs were moved into climate-controlled areas. With help from the Washington County inmates, new shelving was constructed in the library and the books were unpacked and made accessible for the first time in over two years.

Before leaving Eaton, archivist emeritus Ed Lybarger had begun a project of organizing the Pittsburgh Railways (PRC) and West Penn Railways Company collections. This consisted of rehousing material formerly in the filing cabinets to high quality archival boxes. Since arriving at Reliance, and with the new shelving in place, this material has been moved to

the main library space for ease of access for research.

Along with the boxed material, we have continued to work on the PRC collection — which has recently taken the form of opening piles of engineering and electrical drawings from more than a century ago. These will be rehoused in flat file space for long term preservation and eventual digitization.

After many years of sitting on pallet racks (both at Eaton and Reliance), our volunteers recently undertook a project to move our huge collection of destination signs to more proper storage. This involved a whole Saturday (and we didn't quite get to everything), but certainly led to some "well that's pretty neat" moments. Along with Pittsburgh and Philadelphia, our roll sign collection contains numerous examples from smaller Pennsylvania systems, like Johnstown, Butler, New Castle and even a few surprise destinations such as Centralia.

For 2023, we're looking forward to beginning a large-scale cataloging process so we can get a better handle on what we have and where it's at. Longer term, we would like to begin a major digitization program to make sure these irreplaceable records survive for many generations to come.

If anyone has questions or would be interested in joining us, please contact me at archives@patrolley.org.

SO MUCH has been going on at the Museum and we missed two entire issues of this newsletter in the second half of 2022. You may have noticed that in the number of smaller almost thumbnail photos presented so far in this issue, because there are so many! This is the last issue that looks like this one. As Jeanine reported TF will become a professional journal style magazine. SO, for this issue I've combined and edited the words from my board reports November through March into an article to recap the happenings around the museum. In the future I hope to use my personal 'blogspot' page to post the reports so look for them at that link. What follows is that edited down and interspersed with my photos that I included in the reports. Hope you enjoy them, see you online and in the Fall.

November 2022:

Philadelphia 8042: Jack Demnyan made a great effort to prepare interior woodwork for painting. We have gathered parts together that hadn't been painted or needed a final coat, so that paint could be applied in fewer sessions. We hope to get all the paint applied next week. New volunteer Bob Quehl joined us on November 22 and again in December and made progress on the fabrication of a new box for the lightning arrester capacitor. Bob was a Train Collectors Association protege of Lou Redman and is also training as a new operator. I spent a day earlier this month working with him on West Penn 832.

P&WCT 07 Washington County Jail inmates have been rebuilding the exterior wall framing so that new siding can be applied.

Red Arrow 73: Discussions with Trinity High School did not yield results for fabricating the windows so we are proceeding with set up to build them in house. They have agreed to build a shelter for the County Home stop.

Mon West Penn 274: Bill Fronczek and Ralph Ciccone have completed the fabrication and installation of the steps removed when the car became a hunting camp near Coolville Ohio, after the car was decommissioned from the Parkersburg-Marietta line in 1940. Thanks to Bill for the photo shown here. Other efforts shown here is the rewiring of lights in SEPTA 209 to work with both 600v and 120v service. This will allow lights for visitors walking through when the raised platform in in service.

Curatorial efforts: With John Habak's help we provided an accurate electric horn button to Art Rizzino for installation in 1138. Art installed the button in accordance with the location used on 1711 as this car never had a horn. These bakelite buttons were the original equipment on the all electric 1700 series interurbans which used a electric horn. 1600 series interurbans used a pneumatic horn with a pneumatic push valve under the dash to the right of the gang switch. 1138 is using a hybrid with a pneumatic horn activated by an electric valve sourced by Art Rizzino. The photos show 1138's new horn button and a PRCo. pre prep photo of 1700 interurban showing the horn button and the posts for the Ohmer register and ticket printer.

Operator for an Hour: Since the last board meeting I had one "Operator for an Hour" session November 6. The candidates were a husband and wife team pictured here.

Additional item of interest: The demolition of the office building at Eaton got underway with the area formerly occupied by our archives was the first section of the building to succumb to the wrecking muncher.

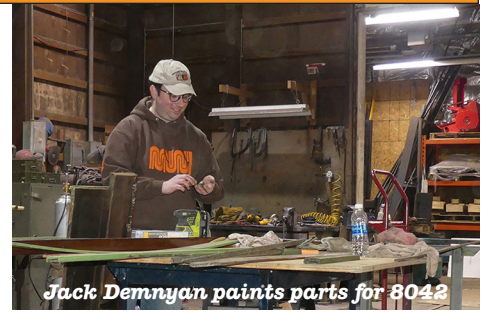
December 2022:

Philadelphia 8042: Jack Demnyan and new volunteer Bill Lang have been a big help during this month. We accomplished considerable painting of the interior parts.

Philadelphia & West Chester Traction 07: Kevin Zebley will continue with the County Jail workers when they become available again. With the onset of cold weather he is working out a plan to move the car to the restoration shop so that the job can take advantage of the heated workspace.

Red Arrow 73: Michael Buchta, Mike's Dad, Ayden Kendrick, Jack Jost, CJ Bick and Laura Wells have completed the roof sheathing on the main body and have been working since to fill the holes in the car's roof bonnets. When that is finished they will apply a coat of paint to the wood and then start work on the canvas. .

Pneumatic Apparatus Repair: Art Rizzino with help from Ralph Ciccone has developed a procedure to recondition Trico air windshield wiper control valves for car 1138 before its final installation. Art is working to source replacement cups to fit these valves and replacement leather cups for the rebuilding of the Trico Visionall sliding air windshield wiper units. Artie Ellis will develop a punch to cut the required holes through the cups before they can be used. Both Arts still need to develop a leather cup spring spreader replacement before assembling these unique windshield wiper assemblies which are the same as needed to complete work on 8042. Currently Art Rizzino is working to source of replacement cup seals for the more modern differential door



Jack Demnyan paints parts for 8042



Ralph Ciccone installs the first step well on Monongahela West Penn 274.



Rewiring inside SEPTA 209



1138 horn button



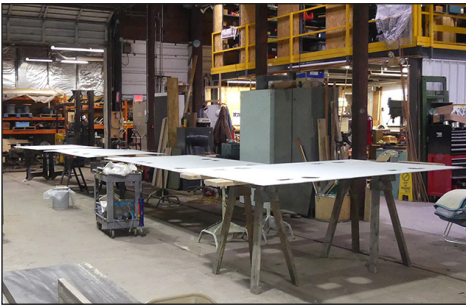
Op4Hr with the Lohrs'



Demise of Eaton office building



Final bonnet repair on 73



Surface Grinder



8042 installation of frieze panel



8042 ceiling all done



Kevin's clever wood shaper



Burlap-2023-02-07

engines used on Red Arrow cars 78, 5, 14 & 24 along with West Penn 832 and 1138. He has managed to scavenge parts to repair enough working differential door engines to meet immediate known car needs.

Publications: Last week I prepared and vetted the 2023 Free Calendar for inclusion in the Trolley Fare mailing. I proposed the photo and Tom Pawlesh produced the great image.

Trolley Fare Newsletter: Cindy and I traveled to Pittsburgh last Friday and Cindy mailed the Q2 issue print edition. Our printer capacity is 16 pages. The full 28 page issue is online.

January 2023:

Philadelphia 8042: Keith Bray returned to work on the car Monday January 23. Car 78 was moved out of the shop to provide space for him to paint and prep the new ceiling panels for 8042 and he is currently proceeding to install them in the car. He expects to be working in our shop during the next 2 weeks.

Red Arrow 07: Kevin Zebley orchestrated a massive switching of cars at the TDB to get them into the order planned for the post Visitor & Education Center opening. He worked with his massive crew in order to move car 07 to the shop and place it on track 21 where the newly manufactured wood siding is currently being installed. Our new volunteer Buck Moriarity has been vital to the progress on this project along with Michael Buchta, Laura Wells and Jack Jost. One side of the car has had one coat of paint applied and the second side is currently underway. County inmates and community service workers primed the new wood sheathing at the Reliance shop during the past 2 weeks with the assistance of Dan Bower.

Red Arrow 73: New tack strip boards were completed by Michael Buchta, Ralph Ciccone, Laura and Sarah Wells. This past Sunday Michael and his crew installed the tack strips around the perimeter of the roof and completed steaming and bending of wood to repair the roof bonnets. Ayden Kendrick completed repair to the steel corner post and Jack Jost put a coat of paint on the roof sheathing. Laura Wells produced drawings for the steel shapes needed to repair the body and the drawings were provided to Accutrex for production. We are currently working through questions Accutrex had regarding one of the parts.

Pneumatic Apparatus Repair: Art Rizzino is working with a supplier to create replacement cup seals for the differential door engines. CW Marsh is working with Art to make leather cups that will work with these modern pneumatic door engines. They will provide free sample cups for testing. Finally, Art has stopped the 40 year deadman valve air leak on the number one end of car 78! The car was acquired in 1982.

Machine Shop News: During this month Art Ellis and Ralph Ciccone worked together to use our new milling machine to gain valuable size information on the wheel and axle sets from 3618. Using Kevin Zebley's trailer Art acquired the surface grinding machine to add to the quiver of machines in our new Reliance building shop.

February 2023:

Philadelphia 8042: Keith Bray completed the installation of the ceiling/headliner during his 2 week session. This included the installation of all the trim pieces which Jack Demnyan and others had dutifully painted. Thanks go to Kevin for rearranging the shop to provide lay down space on Track 21 which Keith and Jack needed to paint the ceiling panels and trim. Once the ceiling panels were installed Keith was able to retrieve frieze panels from the shelving and lay them out for final top coat painting which was accomplished by Jack Demnyan. See photo top left

Red Arrow 73: Roof canvas was applied following the painting and inspection of the wood underlayment. Tacking has proceeded to the point where the north facing bonnet is all that is left to at-tack. Ayden Kendrick and his friend from work have repaired rusted T-posts on both sides of the center door on the east side (gift shop side) of the car. Michael Buchta and Laura Wells worked on the center door steps and almost have them ready to apply the metal step edge plates. A new workbench adjacent to the project has been completed and topped off with a Sam's Club LED work-light installed by Beau Miller. Michael started painting the headliner panels using the available lay down space but we encountered problems with the paint selected for the job and it has been put on hold.

Philadelphia & West Chester Traction 07: After completing the first side of the car, Kevin worked with Michael Buchta to turn the car around so that the opposite side could face the open side of track 21. The turn put the end with the letterboard in position so that Kevin could replace the rotted letterboard and tack strip needed for canvassing. The current plan is to paint the wood roof sheathing black and put the canvas off to a later date so that preparing the display at the TDB can move forward. Kevin very cleverly adapted the Czech lathe to mill large quarter round posts for 07 using Bruce's router. Kevin has acquired a new steam generator and built a wooden box that enabled bending of tack strips for 07 as well as 73.

Machine Shop News: During this month Art Ellis and new volunteer Bill Shaw used the Giddings and Lewis milling machine to place holes in the new 13” steel channel acquired for the rebuilding of the rather bent and twisted truck originally damaged under crane car M283 while in operation in Pittsburgh in the early 70s. Art is also working hard to get the 40” LeBlond lathe up and running so that turning wheel sets can be done in-house.

Pneumatic Apparatus Repair: Art Rizzino took the opportunity of 78’s presence in the shop to adjust the door linkages, which allows the doors to tightly close.

March 2023:

Philadelphia 8042: John Habak and Barrie Baker have been installing original 1941 light fixtures carefully rebuilt by John to remove the ‘shorting’ feature. The headlight was wired and installed and the electric fare registers are their current focus. Keith Bray is back in Virginia, still getting a price together for the doors needed for 274 and 07. He is researching the adhesives and materials needed to install the new rubber flooring we purchased last year.

Red Arrow 73: Roof canvas stretching was finalized under the direction of Beau Miller. Michael Buchta then initiated the canvas treatment including stain acquired for work on PRCO 4398. Jack Demnyan initiated painting of the headliner using materials which I acquired. Unfortunately we were not satisfied with the finish and have acquired different paint and primer. I have been working to mechanize the production of window sash for 73. The initial phase is to make new windows for the work on 07.

P&WCT 07 Window sash setup is underway with the set up of tools and dust collection as shown in the photo. Our great new volunteer, Buck Moriarty pushed the painting of the car ahead this month and Kevin Zebley has fabricated and installed new tack strips around the perimeter of the car. We will forgo canvas for now and paint the roof so that the car can be placed on display. To that end the Washington County correctional crew has made considerable progress building the high level access platform at the TDB.

Pneumatic Apparatus Repair: Art Rizzino continues to provide expert repair of our brake valves, door engines, air brake cylinders and windshield wiper motors. I have a request in to IGS to fabricate the cylinder cap seals along other needed gaskets.

Machine Shop News: Art Ellis has been hard at work setting up the 40” LeBlond lathe. The lathe needs parts for the clutch and the brake components. He is also working to set up the Manford milling machine acquired from Federal Surplus in 2021. Art’s current effort is to produce the wiper rings for 1138’s air brake cylinders. He has purchased the necessary material and has completed them and we are now awaiting gaskets, so that Art Rizzino can complete work on the brake cylinders for 1138.



Buck Moriarty applies finish color to 07



Wrapping up canvas on 73



Setting up to build window frames

A round-up of PTM media mentions

By Jeanine DeBor

In the News: Tramways & Urban Transit, the international light rail magazine, featured Pittsburgh light rail history in its Feb. 2023 issue. In that article, the magazine highlighted PTM as a local attraction: “With an extensive collection and around 6.5km (four miles) of operational tracks, it is well worth a visit” (p.67).

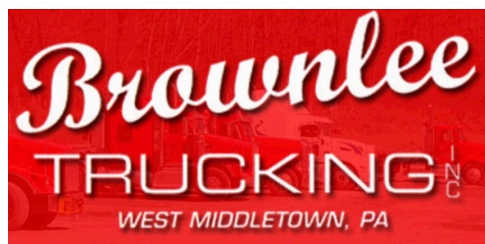
The Roundhouse podcast: PTM founding member Arthur S. Ellis was interviewed in episode 126 about his trolley memories, while Kristen Frederiksen was featured on a panel about volunteering in rail preservation in episode 129 (<https://theroundhousepodcast.com/episodes/>).

92.9 the Q radio: Elizabeth Hosier was interviewed by John Chamberlin and Rachael Rennebeck, founders of the “Ya Ja.goff” podcast. Elizabeth also hosted TikTok personality Ellen Kotzin at the Museum; Ellen has 55.3K followers and features unique places in and around Pittsburgh in her videos (<https://www.tiktok.com/@pittsburghhills/video/7160105982410935594>).

Our Pittsburgh Streetcar City book garnered two positive book reviews in Electric Railroaders Association’s Bulletin (Sept. 2022) and Railfan & Railroad magazine by editor Steve Barry (Jan. 2023).

FUN FACT: In 2021, Volunteer hours totaled over 24,411, valued at \$1,550,772.00! But we know our volunteers are “priceless”!

We Thank our Generous Corporate Sponsors!



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