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Bob Jordan poses with Pittsburgh Railways PCC 1138 in the Trolley Display Building just before the Roll-out Ceremony for this historic streetcar on June 5, 2024. 1138 was the very first car to operate under its own power at the museum, way back on December 8, 1962.

Jeanine DeBor photo

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## Executive Director’s Update

By Scott R. Becker, Executive Director/CEO

Our Welcome & Education Center (W&EC) continues to be a great success! This spring has been very busy with many school and other community groups using the facility. As part of our Grand Opening Season, we also have a very successful “New Roaring ‘20s” Gala on May 16 as well as a Street Fair on May 20-21. That event really shows how our East Campus can be used for new, fun events!

June 5 saw the Ceremonial Rollout of Pittsburgh Railways PCC Streetcar #1138 for those that made this project possible. This 1937-built St. Louis Car Company product has been under restoration for some time and is one of the oldest PCC streetcars preserved. After extensive work by Adtranz at their Elmira, NY facilities some years ago, our shop volunteers spent many hours rewiring the car and making other improvements to it. It rides great! Thanks to all that worked so hard to complete this work!

This coming weekend we have multiple events beginning with the West Penn Meet on Friday and Saturday June 7-8, and Anything on Wheels Saturday and Sunday June 8-9. This will be the first time these events are being held at our East Campus so there are plenty of opportunities to volunteer. If you are available, please contact Morgan Meer at [mmeer@patrolley.org](mailto:mmeer@patrolley.org).

Jeanine DeBor photo



Thank you for so far making the 2024 season such a great success!

Scott Becker photo



Historic restorations take time, dedicated volunteers, community involvement and money. Pittsburgh PCC 1138 celebrated another milestone in its history on June 5th as longtime volunteer Bob Jordan operated the car out of the Trolley Display Building to an enthusiastic audience. Ray Belter is seen speaking to the core of volunteers who have spent years working on this car. (Ray was President of Adtranz and facilitated the cosmetic restoration in 2001)

It always pays to have a great team. Pictured below are the volunteer mechanics, operators, instructors, historians, PTM board members, community members, our museum president and our museum president & CEO. Congratulations on returning this car to operation.

Jeanine DeBor photos



## If You Must Report Off

Morgan Meer

### Operators and Museum Guides:

Please let me know if you have a last-minute change of plans and must take your name off the schedule for an upcoming shift (one in the next day or two).

No worries about the change, just make sure to email me  
[mmeer@patrolley.org](mailto:mmeer@patrolley.org) or call/text 412-339-8512.

Thanks for all your hard work! -Morgan

## West Penn Trolley Meet

### Friday June 7-Saturday June 8

Trolley parades on *Saturday*, narrated by Bruce Wells:

- 11 AM - Pittsburgh cars
- 1 PM - Other cities
- 3 PM - Work cars

Maintenance and restoration shop tours will be available *Friday* and *Saturday* during museum hours.

Night photo shoots will begin around dusk *Friday* and *Saturday* night, led by Tom Pawlesh and Bill Monaghan.

Please be extra cautious when operating during the meet as visiting railfans will be taking photos along the line in places where you may not typically see pedestrians (Yanovich, Arden loop, etc.). Car show vehicles will be crossing the TDB yard on their way to the flat top, so please use extra caution when shifting cars.

We wish to be welcoming to our visitors. During this event it is permissible to make stops along the line to accommodate photographers who wish to spend some time. It would be best to find a safe spot for them to stand. This is drop off & go on your part. Explain they will have to flag the next car.

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## Lucky the Motorman

### Episode Two - W832 Takes Prisoners

Brett Freithaler

It was a nice quiet Sunday at the Trolley Museum, for the moment. There was a Steeler game on and 1713 was out for regular service as the interurban. The regular crew was Coffee and Bob Lucky. At 1:00, though, it was going to be wild as a ninety person tour group consisting of top rail transit executives from across the US was to take a tour. They would be split into two groups, with half of them taking a ride while the other half was shown a presentation inside. On the schedule to run these special trips was Duncan Doughnuts and he was directed to use W832 as it was agreed that it would make a good impression.

As luck would have it, the group arrived early and the first half of the group was going to be ready to board before the 1:15 interurban trip. Lucky went into the Trolley Display Building, started W832, and got it out into the sunlight. The city trip was scheduled to leave soon, so he went to look for his fellow operators. He found Coffee and Doughnuts in the break room at 12:44.

“Hey guys,” started Lucky, “it’s looking like the group is going to go before the next interurban, so that means that we’re going to have to do some shifting. Duncan, I already pumped up the West Penn car for you. Coffee, do you want to do the city trip while we shift cars? You’ll need to leave first, because otherwise, we’ll block you.”

“Sure thing!” replied Coffee and he was gone.

“I’ll need your help, Duncan, backing 1713 toward Redman.”

“No problem, I’ll be out in a minute.”

Lucky walked leisurely back out to the platform where 1713 was waiting. Coffee had already loaded his passengers, left and was rounding McClane. Lucky assumed his position in the back of 1713 to wait for Doughnuts. After what seemed like an eternity, Doughnuts appeared on the platform still wiping his hands off with a paper towel.

“At least he washed,” thought Lucky as Doughnuts discarded the towel and perched himself at the controls. Lucky gave the signal to back and down toward Redman they crept. About this time, the radio keyed up.

“Hey Duncan, want me to get 832 for you?” It was Coffee to the rescue as his trip was now finished.

Lucky was starting to believe in the divine when his radio lodged itself in his pocket in such a way that he was sure he was going to destroy his pocket removing it. Unfortunately, Doughnuts had his radio in his hand.

“No, thanks. I’ll be okay,” he replied to Lucky’s dismay. Before Lucky could get his radio, Coffee was gone again. By the time Doughnuts got to W832, removed the nut from the 33/34 switch, replaced the nut, got out, changed ends, and was heading back in, Lucky looked at his watch and sighed; it was 1:07 already.

By this time, the platform was full of transit professionals. They were watching from afar with great interest. Needless to say, by the time they were ready to depart, Lucky in 1713 had his passengers loaded, safely talked, and was starting to talk about food when W832 started pulling away at 1:16. Figuring he should give Doughnuts a head start, he polled his passengers on their favorite ways to prepare eggplant.

Lucky caught up to W832 at County Home westbound. It was going to be that kind of trip. He stopped at the steps and continued on the topic of eggplant, mentioning a restaurant nearby that had a good eggplant parmesan.

Eventually W832 got back to the East campus and 1713 had a car full of newly trained Italian chefs. Lucky got out and helped his passengers to alight then looked up at W832. The doors were still closed and the second half was waiting to board. Lucky walked up to the front of the car and looked inside to see poor Doughnuts messing with handles all over the dash.

“Hey Duncan,” Lucky said through the door with a small wave, getting no reaction. “Hey Duncan!” Lucky said louder, this time giving the door a whack and, by accident, opening it halfway.

“Hey Bob, how did you do that?” exclaimed Doughnuts. The transit professionals were getting antsy.

Bob forced his way onto the car and asked, “Do what?”

“Open the doors of course! I put the brake handle over here to ‘door open’ and they wouldn’t open.”

Lucky thought about it for half a second. He had gotten into the car though a balanced door that was slowly closing behind him. The only way for W832’s doors to balance themselves like that is for the car to be in emergency. So he said, “Did you try holding down the deadman, releasing the brake, then waiting for two chuffs of air?”

“No, why would I do that? I’m not going anywhere.”

“Do it, it will make your doors work.”

He did it and fifteen seconds later the doors were working once again. Lucky jumped off the car as did the forty-five transit professionals. After they walked into the building to be welcomed back like heroes, Lucky turned back to Doughnuts, who caught his gaze and asked, “Why did that work?”

“It’s a long story. Let’s see if Coffee made coffee. Maybe he’ll want to do this next trip.”

The long story: Safety cars have a feature which balances the doors if the car enters a state called “emergency.” This is to help with evacuation in the event of a real emergency. Air cars have an “emergency pipe” which is normally pressurized. When the car goes into emergency, you may hear this pipe release, such as when you take your hand off the deadman without applying the brakes. The doors get pressure from this emergency pipe as do some of the air gauges on the dashboard. If the gauge reads zero or if the doors seemingly randomly quit working, the car is most likely in emergency.

To remove a car from emergency, all the operator has to do is release the brakes the normal way by holding down the deadman and moving the brake handle to released. This may take a few more seconds as the emergency pipe has to recharge and reset the emergency valve, which is why you’ll often hear a second chuff of air when this is done. On 4398 and 3756 only, you will have to manually reset the line switch above your head before the car will take power.

The all electric cars will act similarly, but everything is instantaneous because there are no air valves doing work. If it is in emergency, latch the pedals and the doors should work.



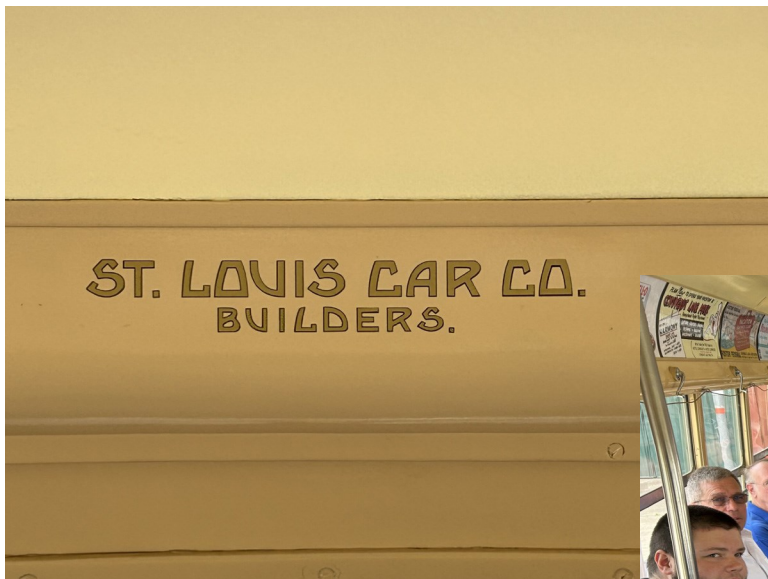
# Why are there numbers up there?

C.J. Bick

Operators may have gotten this question over the past month concerning the yellow numbers hanging from the overhead. These numbers are time-in-motion restriction signs and were used by the railways as a method of speed control. They are marked with a numeral indicating that at max speed, the number of minutes minimum it should take to encompass a particular section of track. For our purposes the numbers are the correct indication for the current operating schedule but are for visual purposes only. This means that while it is technically a time in motion sign of how long a car should take maximum to encompass that particular piece of track, there's no rules governing them, and they are to be used merely as a talking point with interested guests



C.J. Bick photo



Scott Becker photos

## PCC 1138

Car 1138 is a very early example of a PCC streetcar – one of the 201 delivered to Pittsburgh Railways in the first two years of production. The PCC car represented a quantum leap in streetcar design – it was designed to effectively compete with the automobile (which it could out-accelerate) through improvements in engineering and performance, not to mention style.

Acquired by the Pennsylvania Trolley Museum in 1961, 1138 was restored by volunteers in the late 60s and again in 2000, this time to its mid-1950s appearance. It was one of three PCC cars heavily overhauled through the courtesy of Adtranz (now Alstom) in their former Elmira, New York facility.

The car was the first streetcar to operate at the Arden Trolley Museum on December 8, 1962 as seen in this image from our archives.



The 1100's were the second order of 100 cars Pittsburgh Railways placed with the St Louis Car Company. They were delivered in 1937-38. PCC 1138 operated out of Craft Avenue car house and was removed from Pittsburgh Railway Company property on April 5, 1961. By March of 1962, all of the 1000's and 1100's were off the company's roster. By 1962 there were only 338 PCCs in service with 118 more stored around the system, to never be used again. Port Authority of Allegheny County took over on March 1, 1964. The age of private ownership was over.