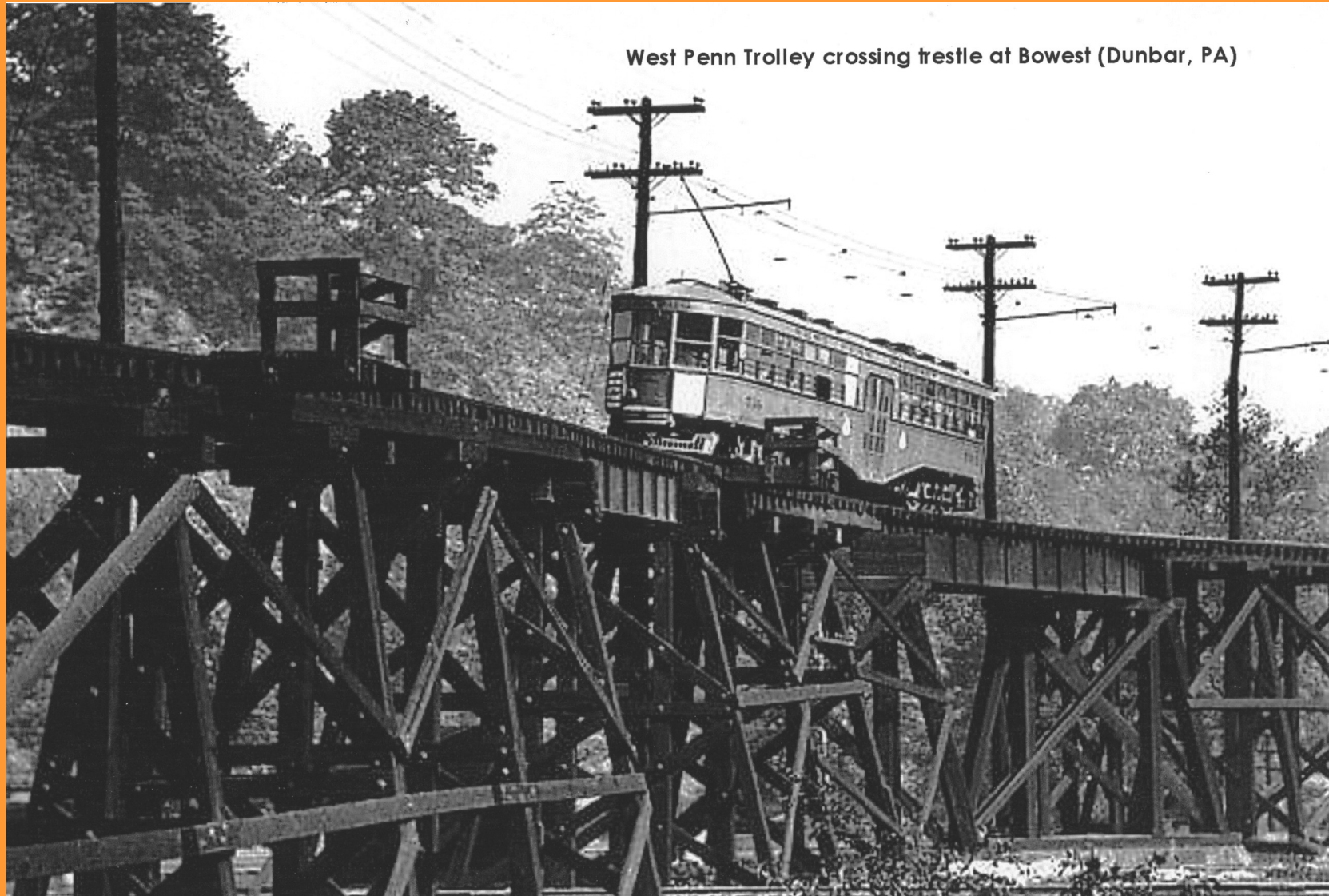


DUNBAR HISTORICAL ALBUM COLLECTION

Trolley Album

West Penn Trolley Crossing Trestle at Bowest





Trolley in Connellsville Going to West Penn Terminal



Trolley Picking Up Men Leaving for the Service



West Penn Trolley Heading Toward Bowest



Trolley on Trestle...Where?



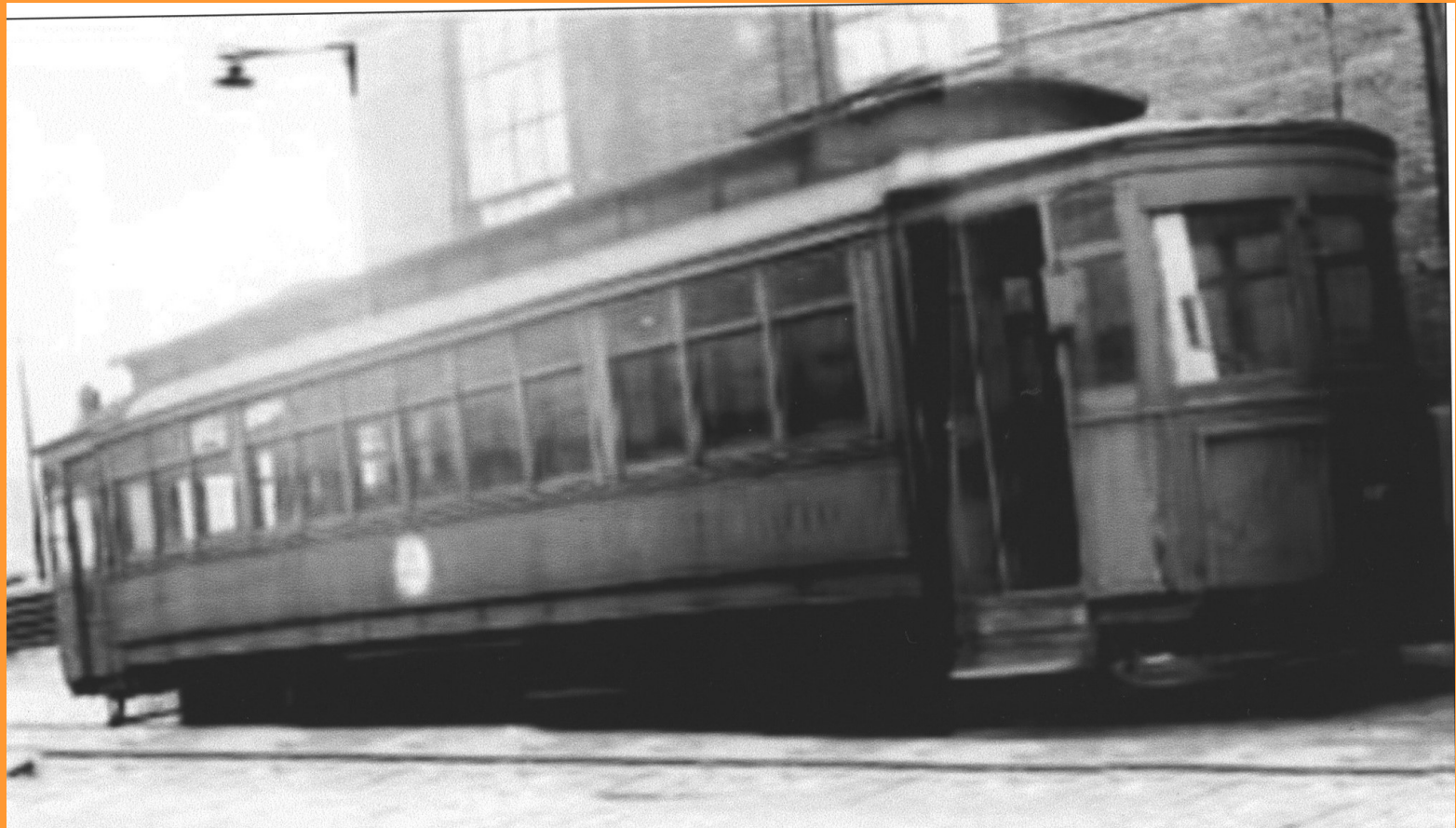
Trolley in South Connellsville



Postcard of the West Penn Trolley Terminal in Uniontown



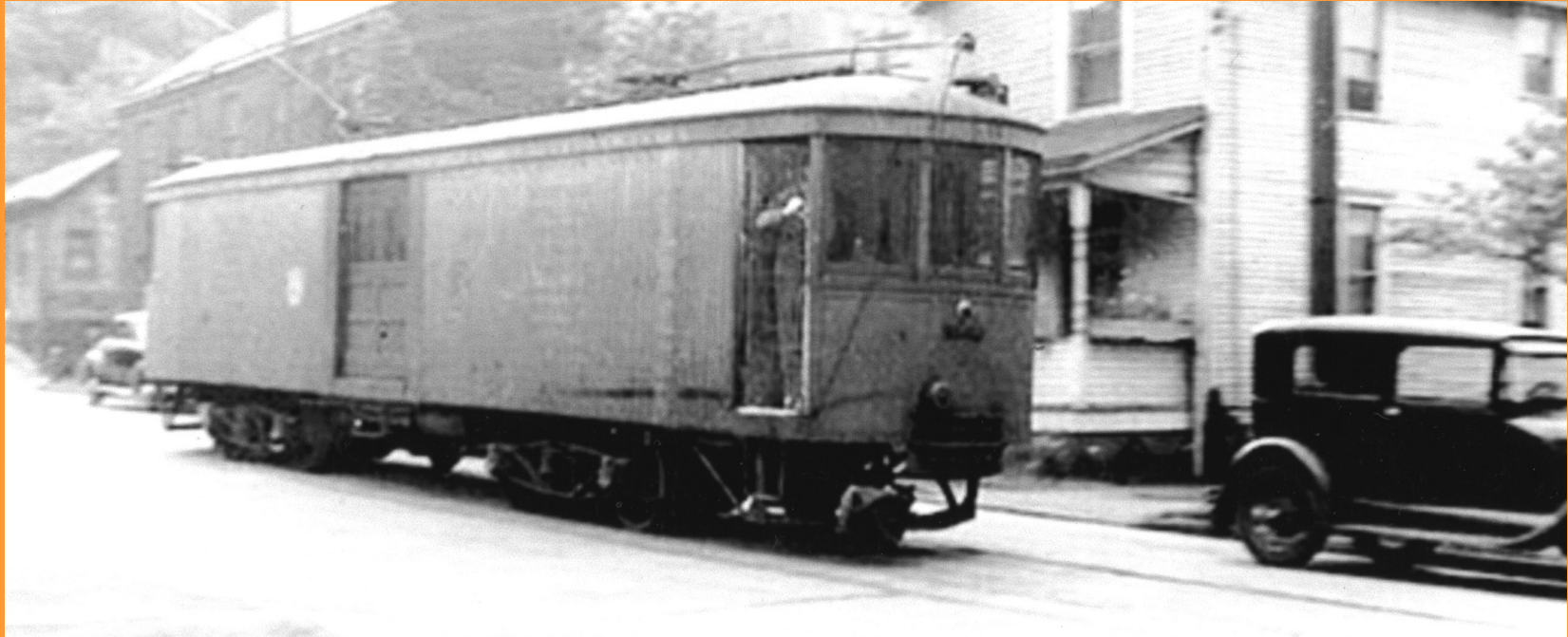
**West Penn Railways Wooden Interurban #616
Taken July, 1946 in Connellsville, PA**



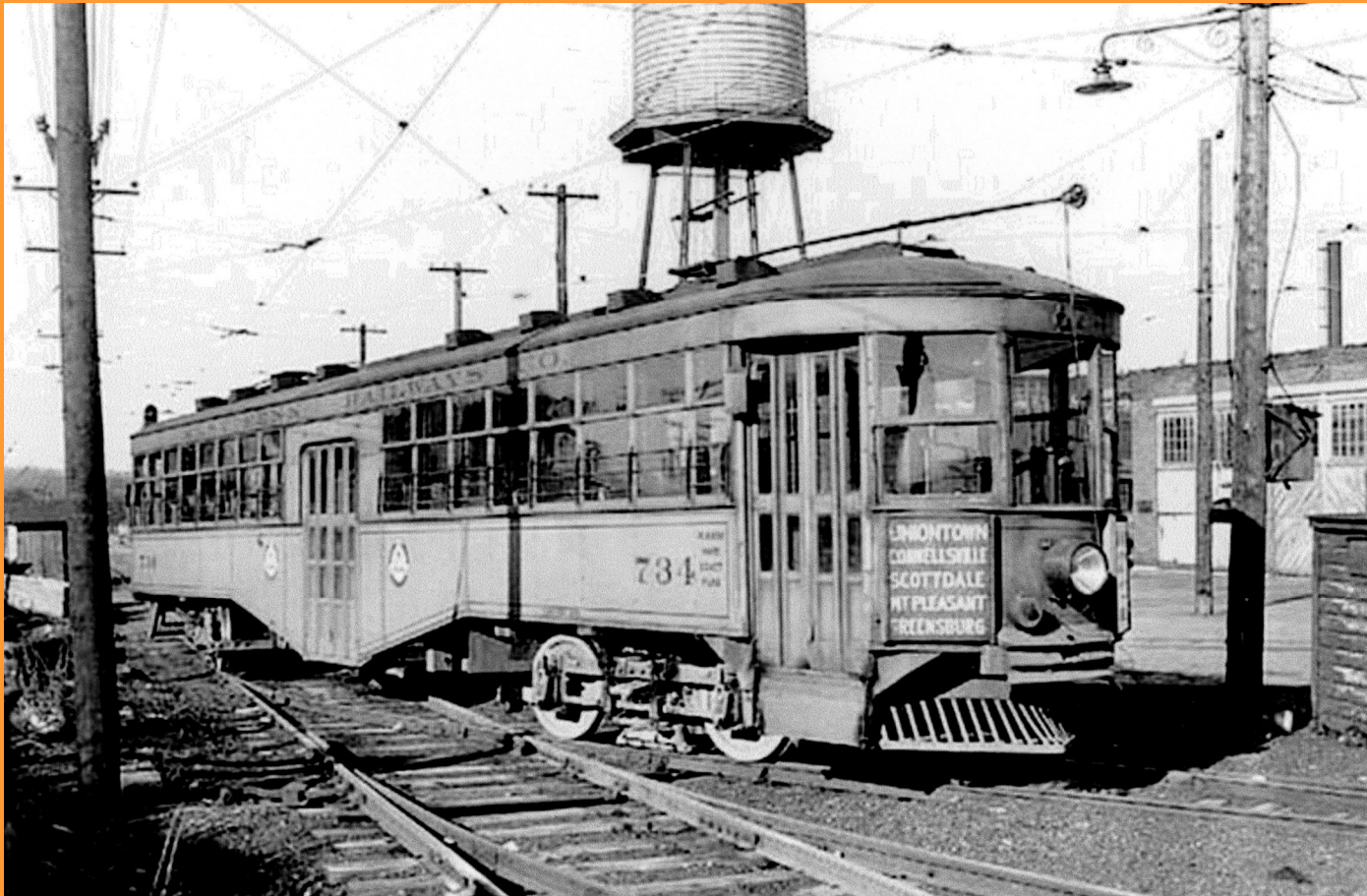
**West Penn Trolley #297 in Connellsville
January, 1952**



Box-type West Penn Trolley



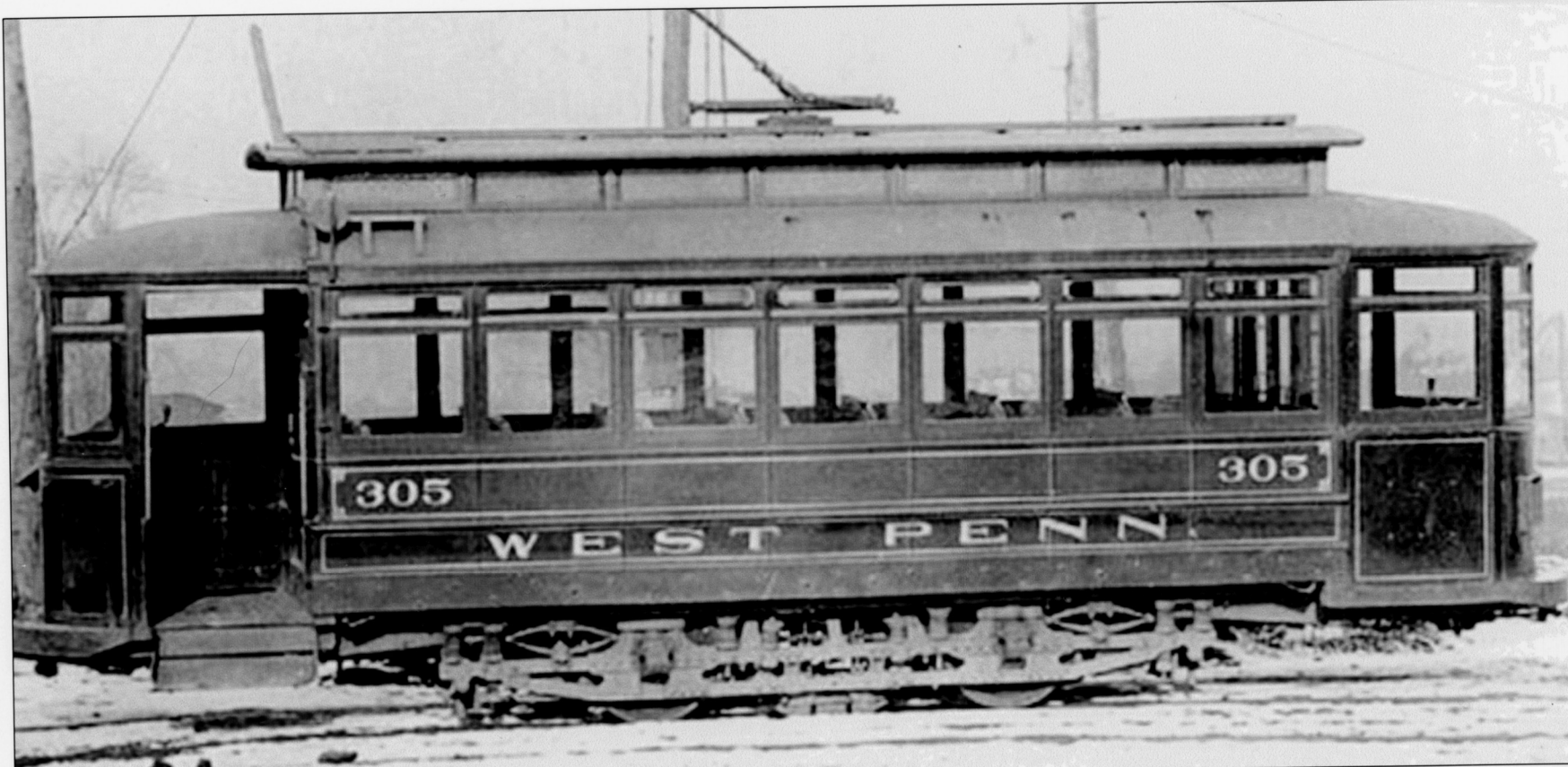
Trolley #734 in Connellsville



West Penn Trolley in Fairchance, PA



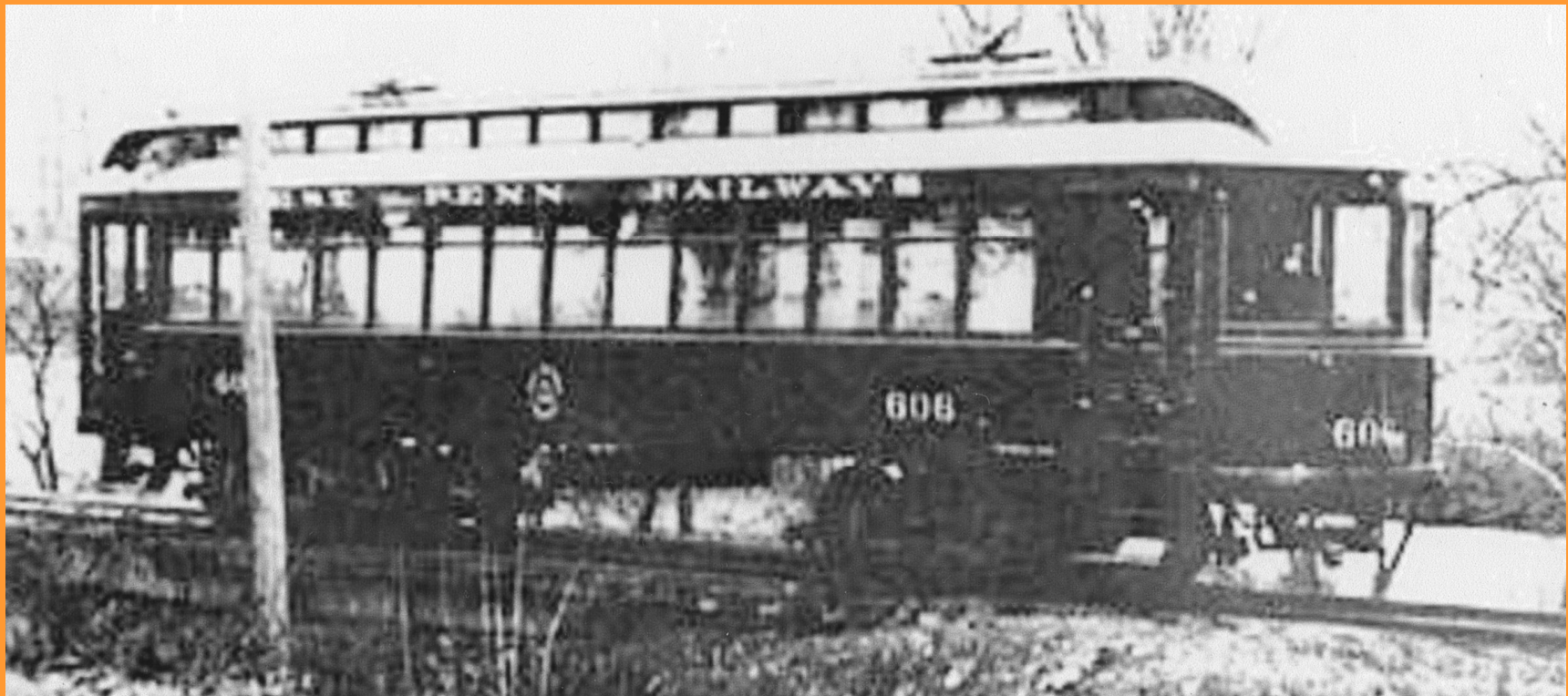
West Penn Trolley #305...Where?



Trolley on West Side in Connellsville



West Penn Railways Trolley #606 or #608...Where



Freight Trolley in Connellsville



Inside Trolley or Train? Circa 1900



Trolley at Bottom of Brick Hill on Last Day of Service

Picture Taken from the National Geographic Magazine



West Penn Trolley #712 at Bowest August 9, 1952



**Trolley #719 in Dunbar
From Mary Ryan, Exiting Trolley**



Taking Up the Trolley Tracks From Mary Ryan



Trolley on Brick Hill with Bixler House at Top Right



Trolley on Brick Hill..DiNella's Store on Left



Trolley on Brick Hill



Trolley #712 at Bowest Over WM Tracks



Bowest Buildings as Trolley Passes Over WM



Another View of Trolley at Bowest



West Penn Trolley Trestle at Bowest



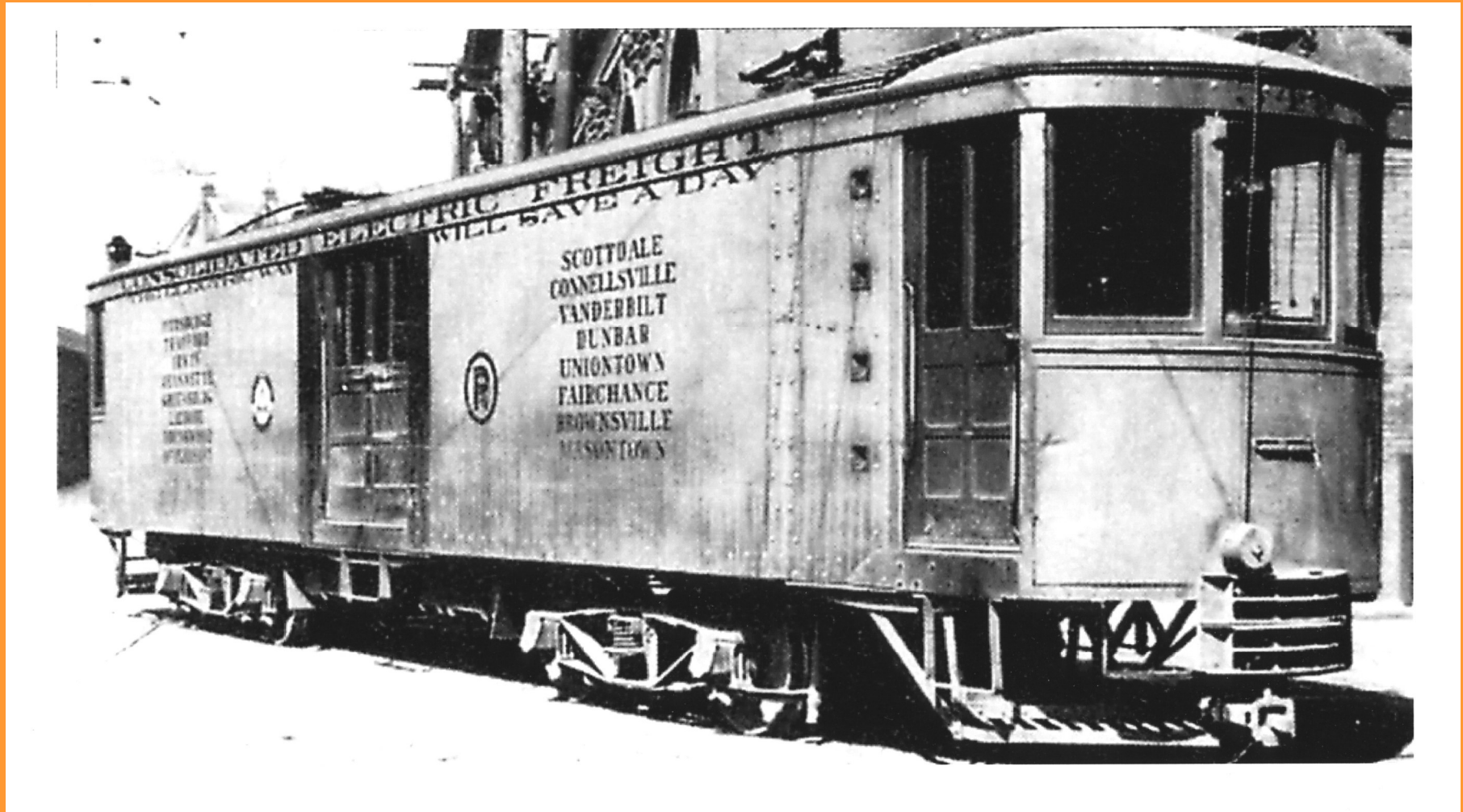
**West Penn Railway Interurban #737
At the Dunbar Passing Track in December, 1939**



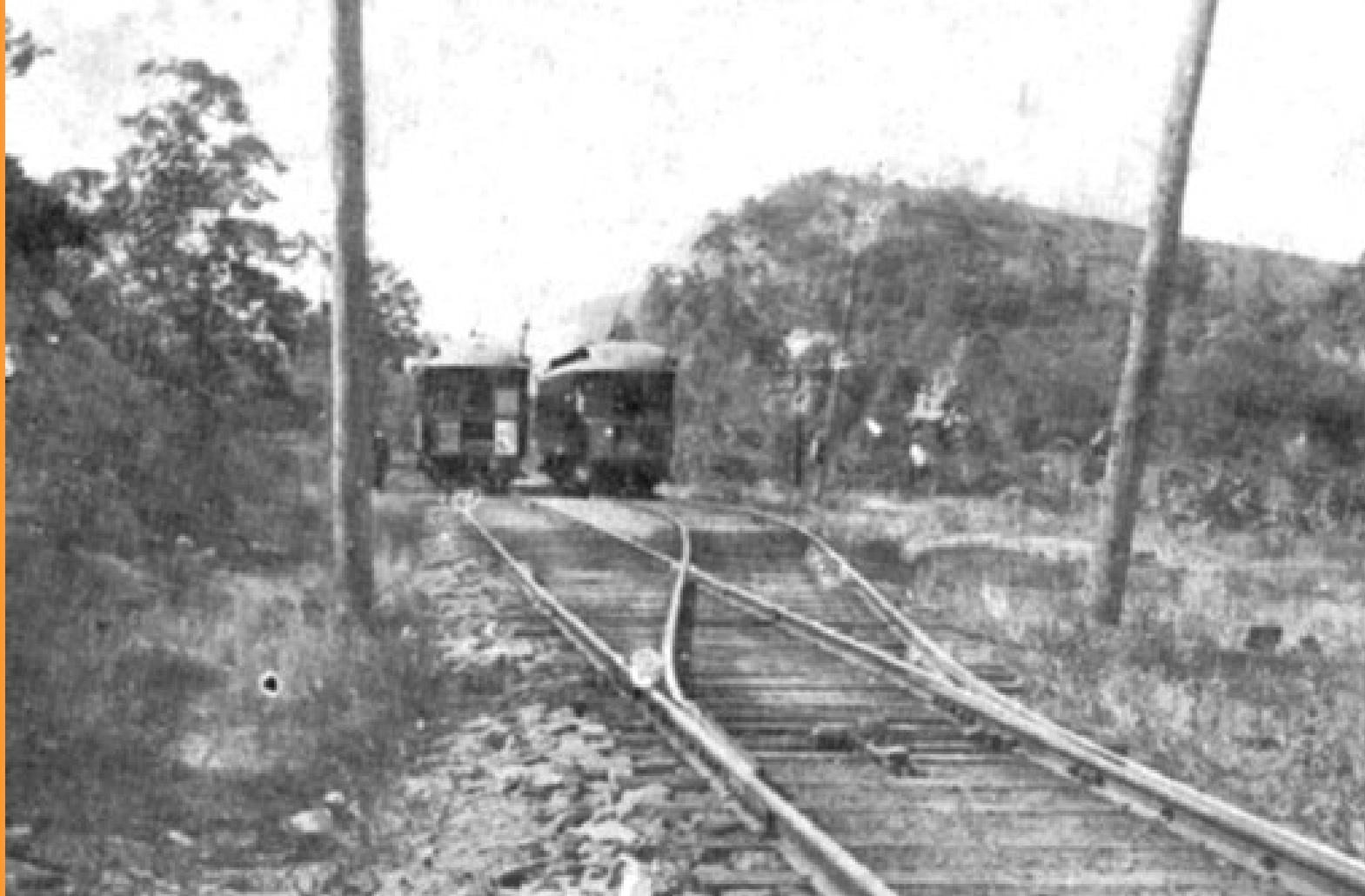
West Penn Trolley at Bottom of Church Hill Crossing



Consolidated Electric Freight Car



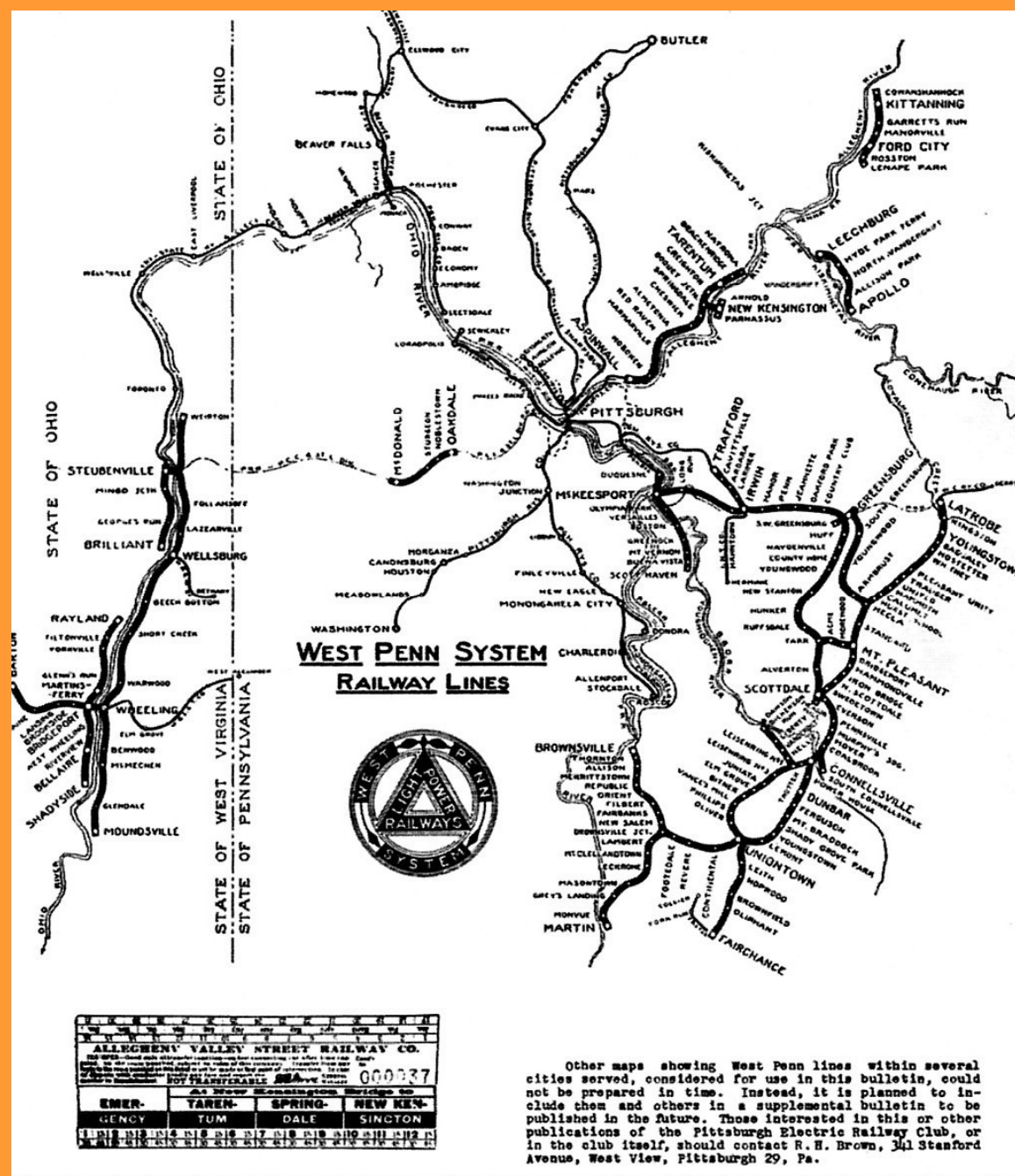
Trolley's in Dunbar Valley



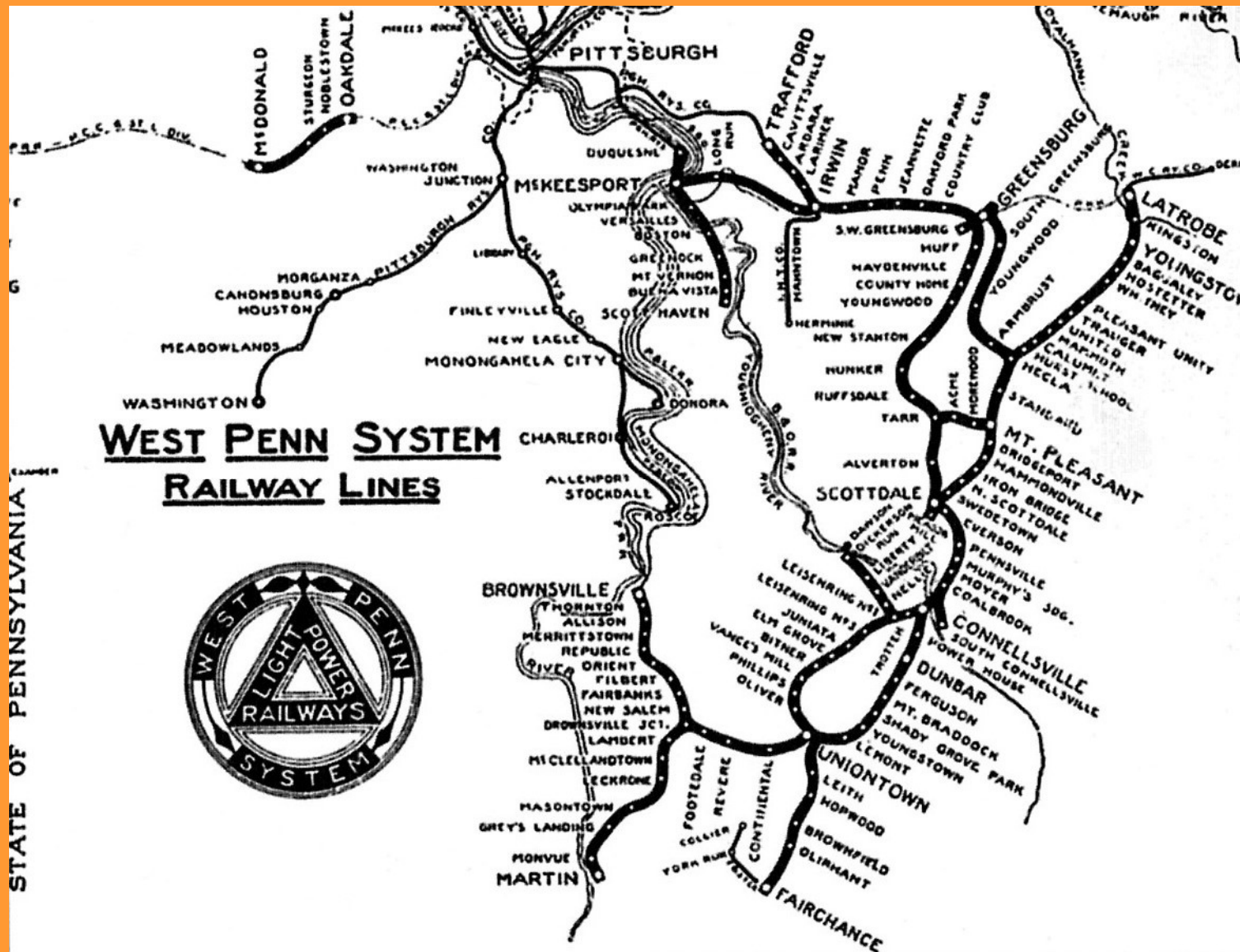
Trolley #712 in Uniontown...note Mobilgas Sign



West Penn System Railway Lines Chart 1



West Penn System Railway Lines Chart 2



West Penn Trolley In Dunbar Area



Last Trolley Ride...Special Dunbar Charter



**News
Clip
Of
Last
Trolley
Ride
In
Dunbar**

The Old Familiar Street Car Makes Its Final Run



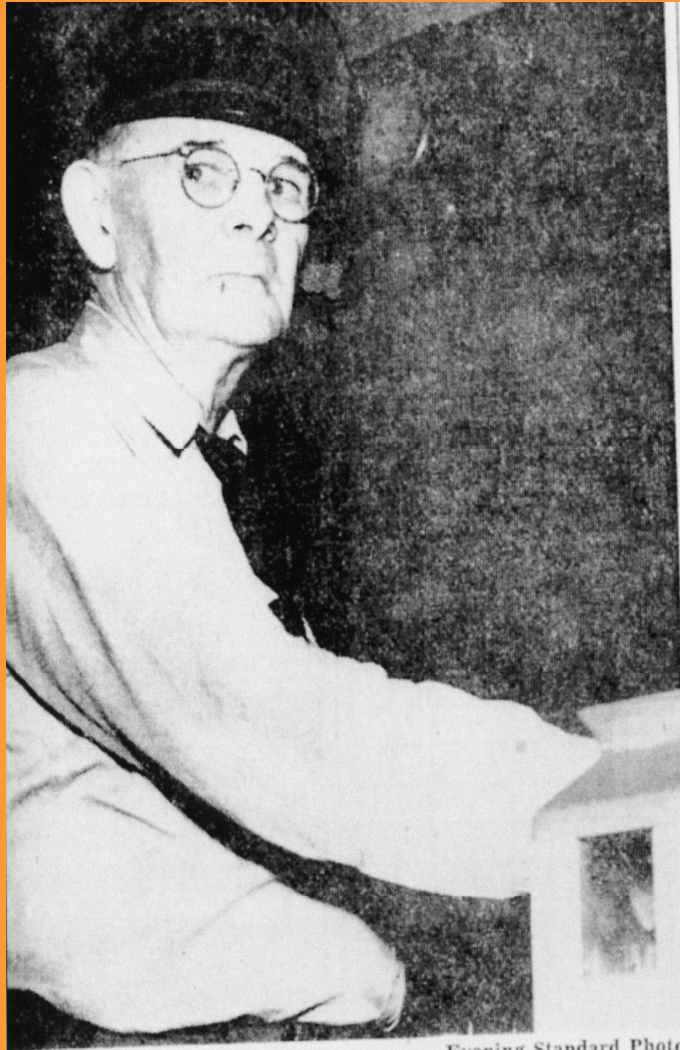
—Evening Standard Photo
Dunbar people are shown above with their "coffin" as they arrived in Uniontown aboard the special car they chartered Saturday night for "one last trolley ride." In the front row are Paul Uhal, George Trimbath, Max Martin, Joe Miller, Wayne Watson, Gerardo Rossi and J. T. Burhans.



West Penn Trolley Car Barn, West Side, Connellsville



James Cupp, Last Trolley Car Operator in Dunbar



—Evening Standard Photo
Motorman of the last scheduled West Penn street car Saturday night was James Cupp of Uniontown, shown above at the controls.





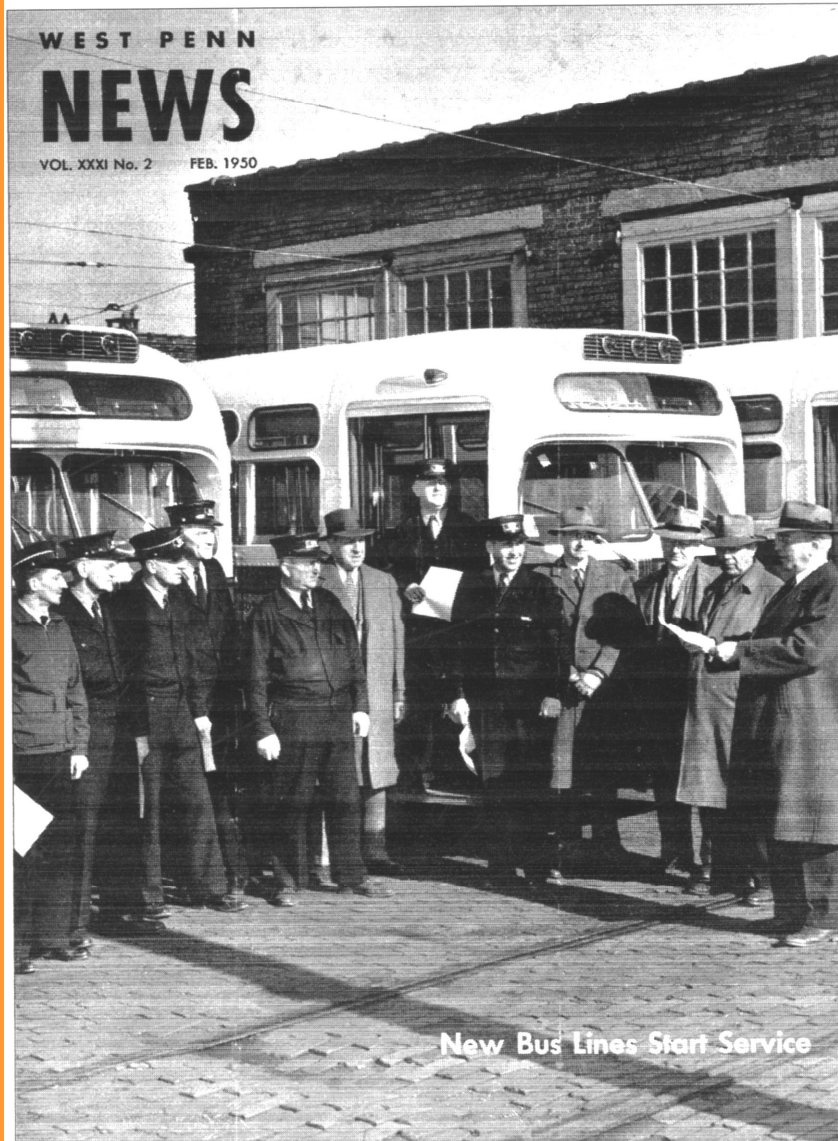
**James Cupp
Operates the
Last Trolley
Ride in
Connellsville**





West Penn Railway
Connellsville, PA

Seven Trolley Operators Converted to Bus Drivers:
L-R: H.A. Parks, L.L. George, E.E. Miller, H.A. Morrison,
W.G. Harford (Superintendent of Transportation), E.R. Kooser, P.H. Harford,
M.K. Bosley, Reid, Kuhns (Mechanic), S.J. Witt (Super. of Shops),
R.W. Eicher (Ass't. Super. of Transportation), and Railways VP Daniel Durie



Seven Trolley Operators Converted to Bus Drivers

Jerry Storey News Clip on Trolley Ride

By Jerry Storey
FOR THE TRIBUNE-REVIEW

"It was a real ride, wasn't it ... up and down and sideways?" Kirk Foster asked enthusiastically.

Foster wasn't talking about a roller coaster at Kennywood, but about the thrill of riding a trolley over the rolling landscape of southwestern Pennsylvania.

The local historian presented his streetcar program at the monthly gathering of the Fayette County Historical Society last week.

For more than half a century, electric trolleys linked the area's cities, towns, and patches. West Penn Power combined 13 independent operators into one system in 1917. The system's track ran for 330 miles in three different territories: the Coke Region lines serving Fayette and Westmoreland counties, the Allegheny Valley lines, and the Wheeling, W.Va., lines.

By making transfers, it was possible for one to travel from Uniontown to Pittsburgh by streetcar, although Foster noted that the trip took about five hours.

The interurban streetcars were capable of attaining speeds of up to 70 mph, but rarely exceeded 17 mph because of the frequency of stops, Foster said.

Foster showed just how utilitarian streetcars were with a series of slides on everything from party trolleys to a trolley hearse. Trestles of dizzying height and winding country rails were also highlighted.

Frank Mills of Perry was particularly interested in a slide that showed West Penn streetcar No. 711. The crowd broke into loud applause when Mills revealed that 711 was one of the very cars that he operated as a motorman from 1916 to 1926.

In response to Foster's question on whether he would like to tell the crowd anything about streetcars,



Former motorman Frank Mills looks like he could still take the participants at a recent program on streetcars for a ride

Mills said: "I could tell you a whole lot." Mills, who will be 106 years old in April, has vivid memories of his days as a motorman. Before the program, he reminisced about sampling the ice cream he delivered by trolley in the summer and of bitter cold winter days on the tracks when the temperature dipped to 18 degrees below zero.

He told of a tragic accident near Brownsville where he hit a man lying on the tracks. Mills said that visibility that day was reduced, not by a morning fog, but by the smoke from a bank of coke ovens.

He emphatically agreed with Foster that once the motorman stepped on the streetcar's foot-operated bell, "somebody had to move." While they were no match for streetcars in one-on-one encounters, the increasing popularity of personal automobiles did the trolleys in after World War II.

The last local streetcar left the Uniontown West Penn terminal

now the location of the Laurel Business Institute, on Aug. 9, 1952.

Local lore has it that a crowd of 5,000 saw the trolley off.

It seemed like the crowd attend-

ing Monday's presentation was nearly as large, as more than 100 streetcar enthusiasts jammed into a Uniontown Library meeting room.

"Trolley cars have a very loyal and devoted following," said Franklin LaCava, president of the Fayette County Historical Society.

LaCava attributed the program's popularity to "more than just nostalgia," since many of those attending weren't born when the last streetcar rolled out of town.

Uniontown resident Larry Harshman, 48, has memories of the end of the era. As a 4-year-old, Harshman says he sat on the lap of his grandfather, P.H. Harford, as the motorman rolled his trolley into the Uniontown terminal.

Harshman said he was too small at the time to activate the bell on his own, but that his grandfather bounced him up and down so he could ring it.

Foster isn't sure why the streetcar program, which he has given on a number of occasions, attracted such a large turnout last week.

"I always had a fascination with them," he says.



The Uniontown streetcar barn, shown here in the early 1920s

WEST PENN NEWS

The Last Trolley Ride on the 42-Year-Old Uniontown-Brownsville Line



News Clipping Last Trolley Through Dunbar West Penn Management



—Evening Standard Photo

These men were among those who rode from Connellsville to Uniontown Saturday night on the last West Penn street car. Left to right are Tweed Stafford, costumed as an Indian; West Penn Division Manager C. C. Gallagher; West Penn Railways Vice President and General Manager Daniel Durie; Connellsville Mayor Abe I. Daniels; David Guhl, and North Union School Director Edward Kezmarsky.

News Clip "Trolley Era Ends in Area On Saturday" From the August 11, 1952 Evening Standard

Trolley Era Ends In Area On Saturday

By WALTER J. STOREY, JR.
Evening Standard Staff
Correspondent

Band music, fireworks and monkeyshines" saluted the end of an era Saturday night, as the last street car rolled through this district.

Buses of the new Fayette Coach Lines took over yesterday on the Uniontown - Connellsville - Greensburg run—main line and last-remaining trolley route of the West Penn Railways company.

A royal reception was waiting when the last scheduled car (No. 109) arrived in Connellsville at 11:30 p. m. Saturday, under the expert guidance of Motorman James Cupp of Uniontown.

(Mr. Cupp saw his car safely to the car barn here, and at that moment went into retirement, 36 years of faithful trolley service behind him.)

A crowd of 5,000 turned out in Connellsville to watch Molinaro's band and a large delegation of civic leaders escort the last car to the terminal. Fireworks shot into the air and the street car set off a series of track torpedoes placed so closely together that it sounded almost like one continuous explosion. A "Farewell" sign lit up as the trolley passed.

Daniel Durie, vice president and general manager of West Penn Railways, led the group aboard for the trip to Uniontown.

(Actually that last southbound journey was made by a procession of three cars—so many wanted to go that the company had to put on two "specials." Many of the travelers wore miner's caps, and there was even one fully-costumed Indian. Under the war-paint, he turned out to be Tweed Stafford.)

All the way to Uniontown, torpedoes sent sharp bangs and clouds of smoke into the air, auto horns blared at every crossing, and noise-makers in the passengers' hands combined with the trolley bell to raise a terrific din. Several times, a bystander darted out to jerk the rope, pull the trolley off the overhead wire and bring the car to a stop.

(Earlier in the evening, Dunbar people had chartered a special car for their own "last ride." Led by an impromptu band, they snake-danced through the Uniontown terminal, carrying a coffin labeled "So Long, West Penn Trolley." The "pallbearers wore swallow-tail coats.")

Only a small crowd was on hand here when the last car rolled in, sometime after 1 a. m.—and only about a dozen people took the op-

portunity to make the last ride back to Connellsville on the two "special" cars.

(It was a funny sensation to watch Main street and then Connellsville street and upper Cool-spring street disappearing behind you and know it was the last time you'd ever be seeing them from such a vantage point. In spite of the lateness of the hour, people were out on their porches along Connellsville street to wave a last good-bye.

(Stop at Sullivan Crossing . . . then out through Lemont and a stop at Shady Grove—remembering all the times you'd ridden the trolley out to the park as a young'un . . . More torpedoes on the tracks there . . .

(Through Mt. Braddock, and you're remembering the last time you rode the trolley all the way to Greensburg—you and about 60 others, enroute to the Army, 'way back, 18 years ago . . . Everything that's moveable or can be pried up is going for souvenirs. People trying to get the straps down, but no one has a screw-driver . . .

(Into Dunbar, and someone has started up a song-fest . . . Motorman Omar Arzbacher of Connellsville is allowing the passengers to take turns guiding the car . . . Earl Lindsay of Uniontown is "piloting" the other special, following us . . .

(Over Fayette Bridge with the curve in the middle and into West Side Connellsville . . . One of the Connellsville men muses, "This is where I wooed and won her. Many's the time I almost missed that last car!"

Russell N. Schram of Dayton, Ohio, was one of many "rail fans" who are along. He traveled here on his vacation just to make the last ride . . . Another visitor is a street-car motorman from Washington, D. C., who's "been riding around all over the place" since Thursday.

West Penn ran three special cars yesterday for the Pittsburgh Rail Fans Club, and there's a movement afoot for the Club to buy a stretch of track, park a trolley car on it, and keep it all intact as a "shrine." (Into the Connellsville terminal at 2 a. m., and we heard a brand spanking-new bus, driven by Ed Young of Connellsville, for the return journey up Route 119 . . . The old order changeth, the street cars are gone . . .)

August 11, 1952
Evening Standard

Joseph Hornbeck, Trolley Operator,
Last Ride On His Car, March 1950

ING HERALD

ggest Little Newspaper in Pennsylvania

, PA., FRIDAY, MARCH 24, 1950

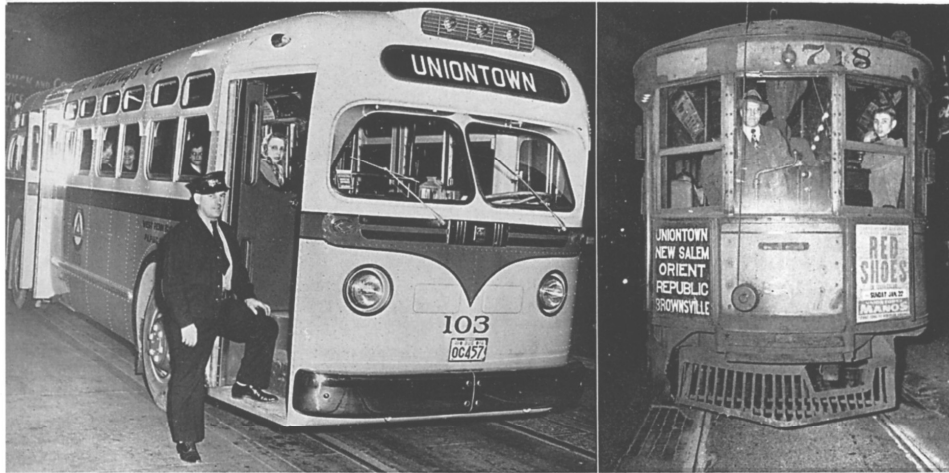
ning Is



JOSEPH A. HORNBECK, John street, one of the best known operators of West Penn trolley, will step off his car for the last time at 2:20 today when he makes his "last run" and comes into the terminal. "Joe," as he is affectionately known by young and old, retires as the new buses take over on the route at 6 Sunday morning. In the more than 50 years service, he has made friends with the third generation of families along the line and his genial personality will be missed in the transportation changeover.

(HERALD PHOTO by Santariello)

The Last Trolley Ride on the 42-Year-Old Uniontown-Brownsville Line



When the last Brownsville-Uniontown trip by trolley was written into West Penn Railways history, Saturday night, January 28, West Penn officials joined Uniontown and Brownsville authorities for a "last ride." The two pictures at the top of this page dramatically illustrate the changeover. Driver Henry Dawson, Jr., of Masontown is shown with bus 103 after the first round trip between the two cities, Sunday morning, February 23. To the right of the bus picture is veteran trolley 718, shown as it pulled to a stop in Brownsville. A few minutes later, it rolled up Market Street and out of Brownsville on the last trip. The picture at the left shows part of the crowd on the last trip. The interior of the trolley can be compared with that of the modern buses, shown on the opposite page. At the lower left are some of the officials on the last ride. In the front row, left to right, are Uniontown police lieutenant Francis Lemansky, Vice President H. K. Breckenridge, Uniontown councilman A. E. Francis, Director of Public Relations H. S. Metcalfe, superintendent of transportation E. R. Kooser, Uniontown terminal porter Edward Baxter, who also made the first Brownsville run in 1908, Vice President Daniel Durie, master mechanic Reid Kuhns, assistant superintendent D. Harader, Uniontown city treasurer J. D. Kerfoot, and Uniontown councilman I. Wendell Rider. At the extreme right in the back row is municipal representative Charles Miller. In the picture below, Vice President Durie is shaking hands with motorman Robert J. Cupp of Uniontown, who piloted the last trolley. Uniontown mayor Edward L. Sittler, Jr., stands between them, and Uniontown police chief Alfred W. Davis is at the extreme right. Pictures courtesy of W. C. Giles, Brownsville, and the Uniontown Evening Standard.



Freight Service

WEST PENN and its predecessor companies had practically always carried small parcels and express items on their passenger cars, a real service to small business men along their lines and a source of some more revenue as well.

In the Coke Region prior to World War I, a freight and express schedule was operated daily except Sundays calling for two round trips from Uniontown to Martin to Brownsville to Uniontown. On July 16, 1920, freight service was started on the main line, Greensburg to Uniontown, for which West Penn built three freight motor cars in that year.

On August 1, 1924, service by freight cars was extended to Pittsburgh via Pittsburgh Railways Co.'s. Trafford line, thence via Homestead, 2nd Ave. (later via Ardmore Blvd. and Forbes St.) to a downtown freight depot on Duquesne Way, and was known as "Consolidated Electric Freight." Collection and distribution in the city was handled by Pittsburgh Railways as agents, although West Penn men operated the cars, assisted by Pittsburgh Railways "pilots" in the earliest days. Revenues on all shipments into and out of Pittsburgh were divided percentage-wise by the two companies.

At its peak, the freight network covered approximately 165 miles and required the use of twelve West Penn-built, 45 foot double-truck high floor cars, excellently suited for handling all sorts of items normally constituting L.C.L. freight. Special commodity rates were established for such goods as milk, ice cream, funeral caskets, empty bread cartons, macaroni and petroleum.

Express items, often carried even today in regular passenger cars, included: auto parts, flowers, dental laboratory products, engravings for newspapers, US Mail in pouches, and ice cream packed in dry ice.

Pittsburgh was the principal point of origin and the 300 foot long platform in the old covered depot was for years heaped high with miscellaneous freight which would be collected during the day, then moved overnight in quantities that often aggregated 6, 8 and 10 carloads per day. Ward Baking Co. trucked the equivalent of three carloads of bread and cakes to the station for transfer to the trolley; Sunday newspapers yielded a carload, and other heavy users were the Union Supply Co. and The 7 Baker Brothers bakery.

Two cars often moved as a train into and out of the city, length definitely limited by the narrow streets, the bridges, the right-angle turns and the auto traffic, but one train normally called for two cars which were separated at Hecla Junction, where one went directly to Connellsville, the other to Latrobe, Masontown and Brownsville. The crew on these trains of multiple-unit cars consisted of two men regardless of the number of cars involved.

The earliest freight service operated out of McKeesport was the run to Scott Haven on which the small, single truck freight car shown in the roster was used.

Between 1926 and 1938 there was a daily freight run starting at Connellsville and picking up and delivering along the way at Greensburg, Irwin, McKeesport, Duquesne, (then via Pgh. Rys.) Homestead, Glenwood (later via Homestead High Level Bridge and Forbes St.), Pittsburgh, Pitscairn, Trafford, Jeanette, Greensburg, Mt. Pleasant, Scottdale and Connellsville. Quite a trip! The smaller type freight car had to be used on this journey because of close clearance at a corner. No. 518, presently still at Connellsville car barn, was most often used, but on some trips two cars were run multiple-unit.

(25) Car 720 on trestle on Masontown-Martin line. (26) Typical scene of private right-of-way on the West Penn. (27) Trestle over the Western Maryland Railway near Dunbar. (28) 2 x 2 inch strap welded on top of the rail to prolong life of the rail. Mostly at locations where such braking was necessary and rail wear was great because of the magnetic car brakes. Welds were alternated on both sides of the strap to prevent breaking of the weld because of expansion. First used about 1940. (29) Rail stop used at end of Brownsville line so that hand brake could be released at one end before taking up brake on other end when changing ends. (30) Similar rail stop at Fourth St., Irwin.

Postcard View of West Penn Railway Car #605



West Penn Railway Car #294 at End of Line in South Connellsville on May 28, 1951



**West Penn Car #832 at Car Barn in Connellsville
On August 9, 1952**



HENRY MARTZ, TROLLEY CAR OPERATOR, FATALLY INJURED IN CRASH AT BITNER SIDING

A trainman was injured fatally while another operator and at least five passengers were less seriously hurt in the collision of two trolley cars of the West Penn Railways Company at about 10 o'clock Tuesday night at the Bitner siding on the Connellsville-Uniontown route through Juniata, Elm Grove and Phillips.

Henry S. Martz, 67 years old, of Bellview, near Coalbrook, one trolley trainman, died at 2:30 o'clock this morning at Connellsville State Hospital of injuries suffered in the crash. Both legs were amputated, his left arm broken and his body otherwise generally bruised.

Adam Fogle of Wheeler, operator of the other car, suffered cuts and bruises.

Three patients, who were admitted to Connellsville State Hospital for treatment and where their condition was described as fair, were:

Mrs. Carrie Kelley, 60, of Leisensring, injury to left leg.

Mrs. Thelma Beeson, 37, 3028 Banksville avenue, Pittsburgh, injury to left leg and right ankle.

Miss Emma Lou Welling, 17, Bitner, injury to head and both hips.

Taken to Uniontown Hospital where her condition was reported as "good" was:

Miss Marian Johnson, 19, Bitner, brush burns and lacerations of shoulder.

A Mrs. Cramer of West Craig street, Uniontown, was reported to have suffered bruises and lacerations which did not require hospitalization.

Mrs. Beeson had been visiting her mother, Mrs. Kelley, and the two spent Tuesday afternoon at Uniontown and were returning to the Kelley home when the accident occurred.

West Penn Railway officials were making a thorough investigation into the accident, one of the first in many years which has resulted in a fatality.

According to company officials, Martz was traveling toward Connellsville while Fogle was going toward Uniontown. The two trolleys were to have passed at the Bitner siding.

For some unexplainable reason, possibly because of faulty brakes, officials said, Fogle was unable to bring his car to a stop at the siding where he was to have changed the signal lights. As the car sped through the siding, it plunged practically headon into Martz' trolley which was pulling into the siding from the other direction, it was stated after a preliminary investigation.

The two street cars were badly damaged as they collided, Martz sustaining mortal wounds when he lost both legs, among other injuries. All passengers on the two cars were shaken up by the impact and some were cut by glass that was shattered.

Both operators are veterans of many years of service. Martz entered the West Penn employ April 19, 1904. He is survived by his widow, Mrs. Ruth Martz, and two daughters, Mary Hannah and Wilma.

The body was removed to the Charles A. McCormick funeral parlors in South Pittsburgh street.

*Died February
14 - 1945
2:30 in the
morning*

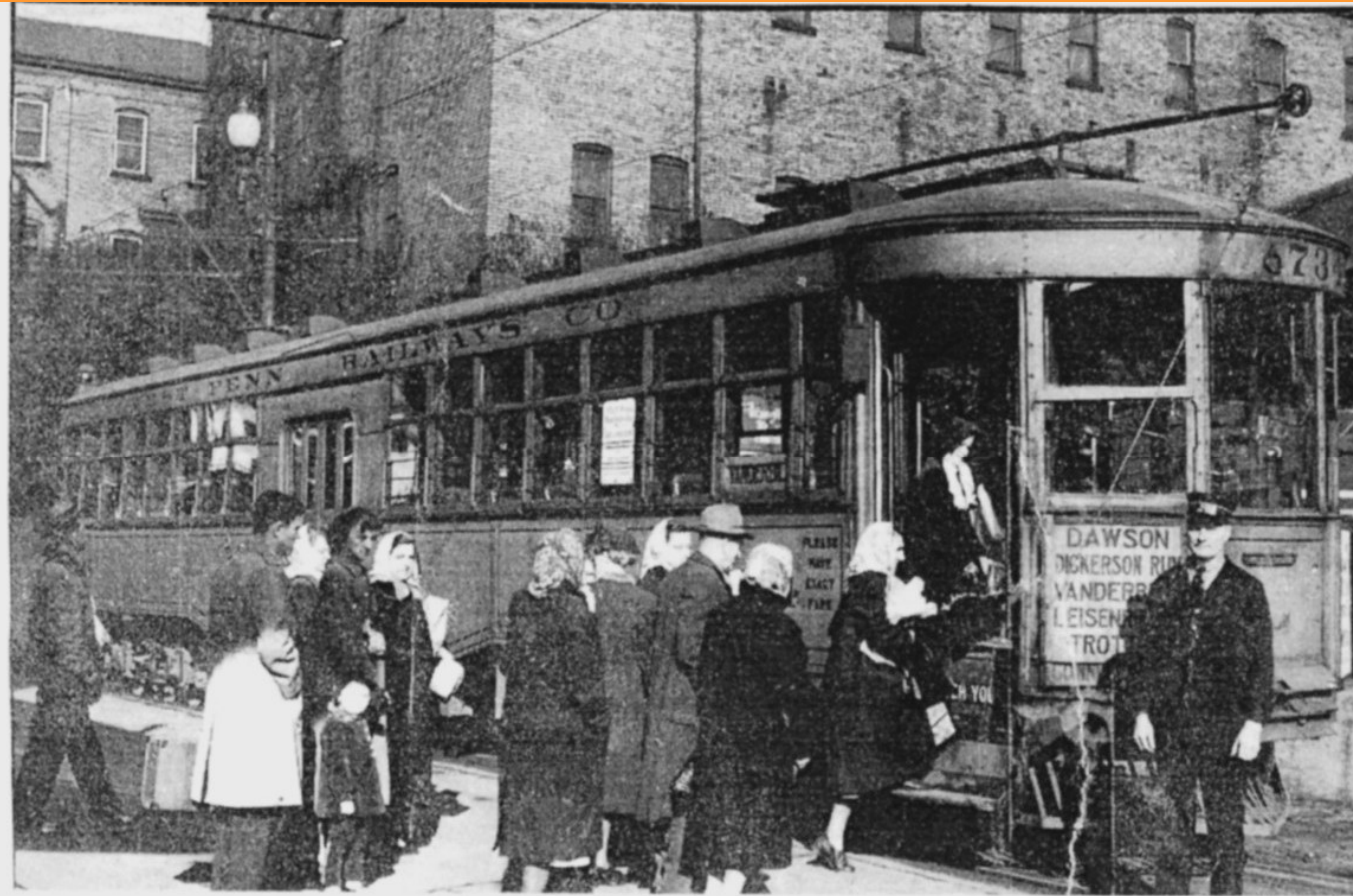
MARTZ FUNERAL

The funeral service for Henry S. Martz, West Penn Railways trainman, who died Wednesday morning at Connellsville State Hospital of injuries received when cars collided at the Bitner crossing, will be held at 2:30 o'clock Saturday afternoon at the Charles A. McCormick funeral home, South Pittsburgh street. Rev. Harry R. Roach, pastor of the First Presbyterian Church, will officiate. Burial will be in Green Ridge Memorial Park.

Mr. Martz, a West Penn veteran, was born September 10, 1878, in Southhampton township, Somerset county, a son of the late Simon G., and Hannah Stouffer Martz. From 1898 to 1904 he taught school in Somerset and Westmoreland counties. He entered the employ of the West Penn April 19, 1904, and was one of the most widely known men of the West Penn system. On October 13, 1925, he was married to Miss Ruth Nemon, daughter of Mrs. Mary Nemon of East Patterson avenue and the late Charles Nemon of Dunbar. He was a member of the First Presbyterian Church. Besides his wife, he is survived by two daughters, Mary Hannah, a student at the Pinkerton Secretarial School, Pittsburgh, and Wilma, at home, and a brother Alvey Martz of Poplar Grove.

The body was removed this afternoon to the funeral home where it may be viewed until the hour of the service.





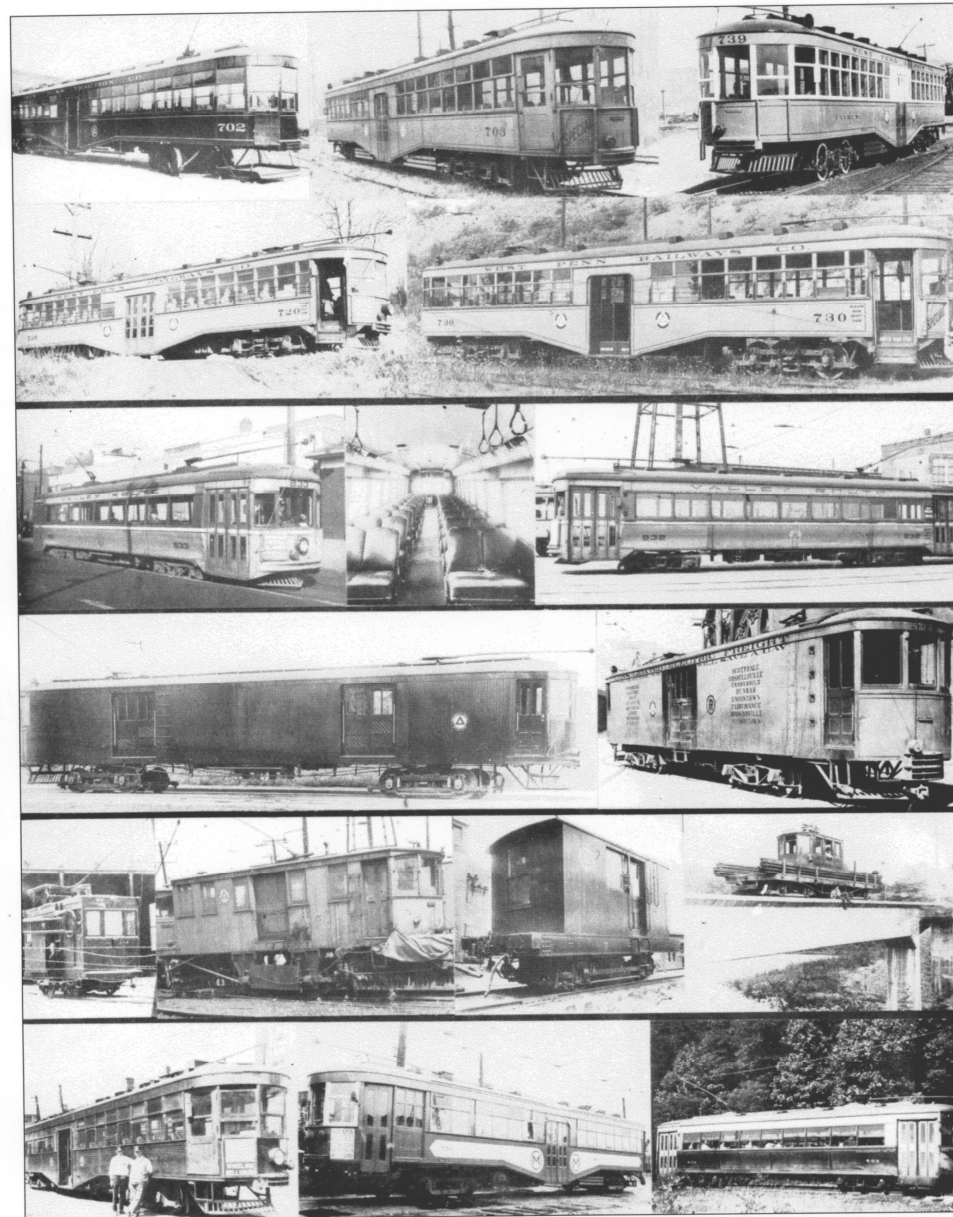
Those sweet streetcars!

Passengers board West Penn Railways in Connellsville, for a trip to Dawson / Vanderbilt — one of the streetcar system's final runs in January 1951. At front is motorman Grant McManus, according to Connellsville history buff Bill Balsley, who provided today's glimpse into Fay-West's past. Readers too young to remember West Penn Railways' heyday may be interested to know the streetcar's main passenger terminal was where Scottdale Bank and Trust Co.'s Connellsville Branch Office is now located — along South Arch Street. The Dawson / Vanderbilt line saw its last trip Jan. 20, 1951. The streetcars were the area's main sour-



INSIDE A WEST PENN TROLLEY

West Penn Trolleys



Freight Trolley in Front of Bus Depot





These pages are in the Trolley Album for Reading

T62

This is a 4 page article titled “West Penn tribute”

From Railroadiana Online

www.railroadiana.org/pgWestPenn.html

These pages are in the Trolley Album for Reading

T63

**Article from TRAINS Magazine February,
1950**

“The Wandering West Penn”

6 pages