



TWO BELLS
The occasional newsletter of the
Operations Department of the
Pennsylvania Trolley Museum

October 2024

<https://patrolley.org/ptm-operations/>

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Cindy, Laura, Sarah & Bruce Wells, as well as Artie Ellis,
look on as Artie Ellis unveils the "Ellis Trellis"
Jeanine DeBor photo



History that connects us.

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Ellis Stop Celebration

Scott R. Becker, Executive Director/CEO



Scott Becker, Art Ellis, and Artie Ellis
Jeanine DeBor photo

On Sunday October 6th we were happy to celebrate the completion of Ellis Stop and honor long-time volunteer Art S. Ellis, PTM Member No. 5. Approximately 40 people turned out at Ellis Stop to celebrate this event. Ellis Stop is our newest trolley stop that was built last spring and summer to better serve our visitors using the Eaton Parking lot during Park and Ride Service to the Washington County Fair. It was a great success during the Fair with thousands of visitors using Ellis Stop!

Its location at the apex of Redman Wye is adjacent to the west end of the Eaton Parking lot. This allowed for quicker trolley service to the Fair and simplified the operation using Volunteer Blvd.

This project was done “in house” by our paid staff and volunteers led by Kevin



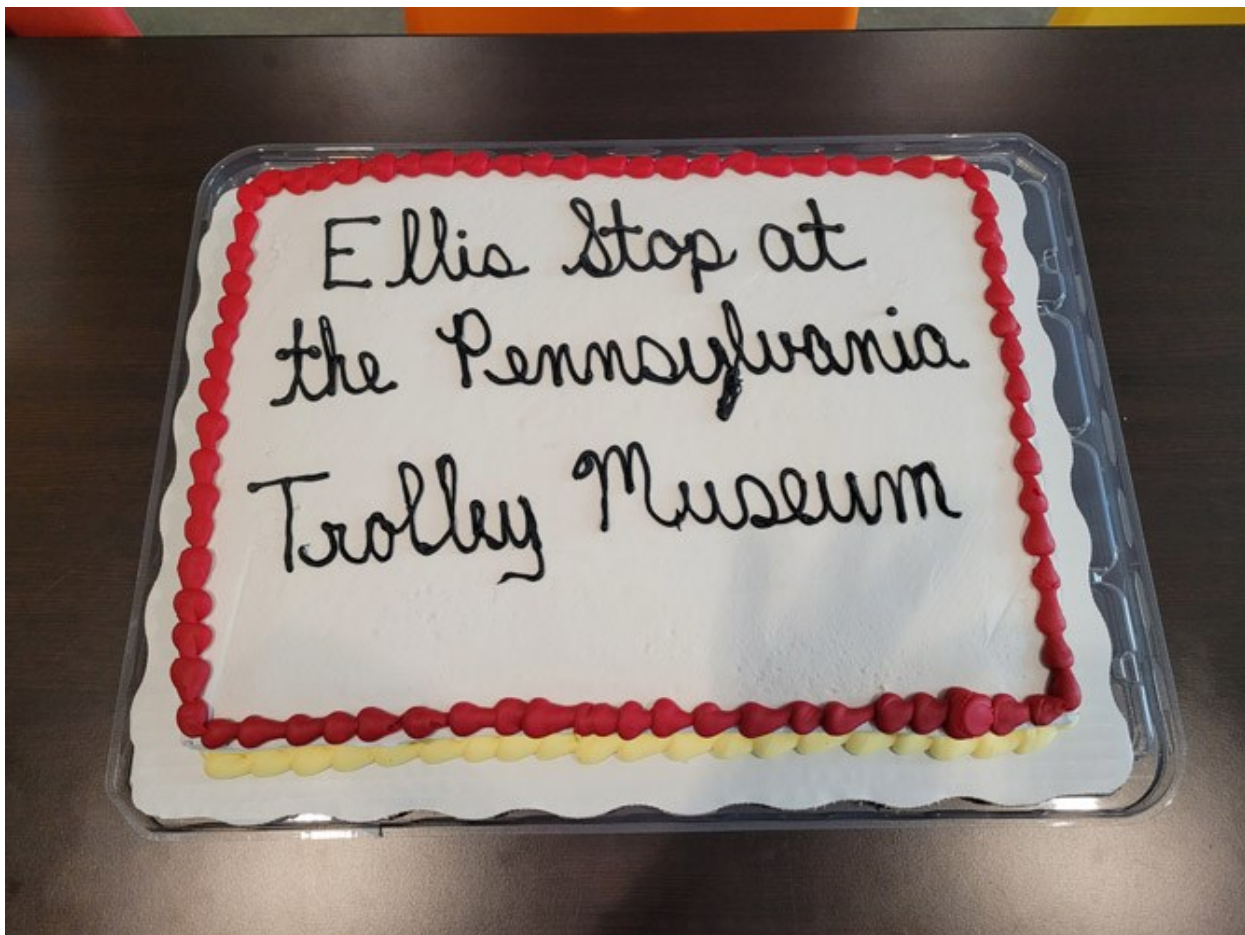
Crowd at Ellis Stop Dedication
Jeanine DeBor photo

Zebley, Director of Facilities, Operations and Safety. Its construction was under budget using donated millings from Alex Paris Contracting. Special thanks go to Larry Lovejoy and Dan Bower for designing the stop. Others involved were Laura & Sarah Wells (Art’s granddaughters), Michael Buchta and Bruce Wells. Bruce, Sarah and Laura put together a very nice Ellis Stop sign that harkens back to Art’s “Ellis Trellis” that stood at our West Campus for many years.

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It seemed logical to name the spot Ellis Stop in honor of Art S. Ellis many years of service to the Museum which goes back to 1950, well before PTM's founding! Art is soon to be 105 years old and has seen the Museum since its very beginnings. or most of those years he has been a very active volunteer! It is also appropriate that Ellis Stop is adjacent to of Redman Wye. Lou Redman and Art Ellis worked closely for many years.

Thanks to all of you that worked so hard to allow us to have a successful summer season and the Washington County Fair Park & Ride Operation. This fall will be very busy with our popular fall events and Santa Trolley during the Christmas Season. I look forward to seeing many of you during those events!



Jeanine DeBor photo



Department Update

Kevin Zebley-Operations Manager

The operations department is quite busy making changes after almost 1 year operating out of our new Welcome and Education Center. One of the first things that you might have noticed is the addition of 2 new instructors Tim Sheffield and Tom Pawlesh. We are currently updating the rule book for release in early 2025. If you have any suggestions for the new rule book please send me an email at operations@patrolley.org.

We will also be kicking off Monthly online operations department meetings for any operators that are interested in attending. These meetings will be intended to communicate any new changes or updates that affect the operations Department. This will also be a good opportunity for everyone to voice any concerns or suggestions that can help make the operations Department run smoother and easier for everybody involved. We have not determined when these meetings will be held and I am currently asking for your feedback on the best day and time each month to hold these meetings. We will most likely alternate every other month when the meetings are held so we can accommodate as many people as possible. I ask that you send me an email at operations@patrolley.org With your suggestion of day and time to hold the meetings.

We have just completed our fall new operator training course. As our new student operators complete their third day of training you'll start seeing them up here on the schedule as students and operating with you during normal operations. I ask all of our senior operators to help mentor our new students and please pass along all of your great skills and best habits. As you're working with these new students if you see any areas of concern or need for additional instruction please reach out to me at operations@patrolley.org so we can help everyone be successful. following this new operator training session we have decided to tweak the new operator training course and expand it back to 4 days. As we work on updating our training I ask for your input on anything you think needs to be changed with new operator training. remember you are all on the front line and you most directly see the outcomes of our training program. We are continually trying to improve things and look forward to your feedback.

Last but not least I would like to thank all of you for making this a successful year. We could not do what we do without all of our volunteers. If there is anything we can do to make operations smoother and easier for all of you please send any suggestions to operations@patrolley.org. We are constantly looking for ways to make things as usual friendly as possible. As we move into our fall season please look at the operations schedule and sign up for our upcoming special events. Pumpkin trolley for 2024 has been revised to become a magical pumpkin experience. For this experience, visitors will be planting pumpkin seeds at electric park behind Richfol shelter, then getting back on the car riding to Arden and then returning to where they planted the seeds to find pumpkins that have magically appeared while they are gone. We think this will be a better visitor experience and will once again get every pumpkin visitor to ride the streetcar.

Lucky the Motorman

Episode Four - 2711 Disappears
Brett Freithaler

Bob Lucky looked down at his watch. It was almost a quarter to twelve and his stomach was increasingly reminding him of the sandwich he promised himself that morning. “Well, I guess I’ll have to do one more before Fedora gets me a relief,” he thought as he loaded up his last passenger. After welcoming everybody and giving the safety speech he turned to Doughnuts, his motorman, and said, “Okay, Duncan, ding ding. Let’s roll,” before taking his seat near the rear of the car, 78.

He liked it when Doughnuts ran 78 because the car would lead him along and get them back in a reasonable amount of time. As they came eastbound past Enterprise Wye on their last trip, 2711, a charter, had been coming around the TDB westbound. This meant they would meet somewhere, but Fedora had told them that morning, “Run on good signals,” which meant Fedora did not want to organize car movements if he didn’t have to. Just then a passenger asked, “Excuse me, are these trolleys electric?” and there went Lucky’s train of thought until they arrived at Fairgrounds westbound.

At Fairgrounds, Doughnuts stopped for a red signal. Lucky finished explaining how electric motors work and looked up at Doughnuts, who was becoming more glazed the longer he sat there. He walked up and said, “Hey Duncan, is 2711 still up there?”

Duncan looked back half startled and said, “I guess. We didn’t pass them anywhere.”

“What time did we get here?”

“About five minutes ago.”

“They got a pretty good head start. They can’t just disappear.”

“Ever stood waiting for a streetcar in ten degrees and a foot of snow with your kids trying to get home after a movie?”

“No.”

“They can indeed just *disappear*.”

“It’s been six minutes. I’m calling dispatch. Maybe 2711 made good time and was behind us when we left. 78 to dispatch.”

This was followed by radio silence. There was a radio in the bathroom before the last trip and Lucky was slowly coming to grips with whose radio it was. “78 to 2711.” Still nothing.

As Lucky pulled out his rulebook and double checked, he said, “Okay Duncan, if it’s been six minutes, we can proceed with caution expecting to find another car.” Doughnuts rang the bell and off they crept. As they rounded the bend at Yanavich, 2711 came into view sitting at the safety stop at Arden loop facing them but not moving. After 78 came into view, 2711’s operator, Analise Apfelbaum, or Apples for short, stepped off the car and waved frantically at them. They pulled up and Lucky stepped off the car calling out, “Is everything okay there, Apples?”

“Nein, komm! Ze tram ist kaputt, mein radio ist kaputt, und ze telefon ist busy! Was zum Teufel!” Apples could speak English, but the more worked up she got, the more German would slip into her speech. She must have been nearing wit’s end. Lucky got into 2711 and true to Apples’s rant, the car would not move. Lucky cycled the doors with no success and the voltmeter was at thirty-eight volts where it should be. Lucky was not great at troubleshooting a PCC, but he could tow one. Of course 2711 had looped so the doors were on the wrong side to transfer passengers at Arden Platform. He’d have to drag 2711 all the way to Fairgrounds to transfer passengers, but he didn’t see a better way. He walked back to 78 and had Doughnuts position the car about eight feet from 2711. He got 78’s tow bar from the side of the car, hooked it into 78’s tow pocket, grabbed the other end and had Doughnuts inch the car until he got 2711’s pin dropped through the bar. Then he got on 2711, made sure the hook was still in forward, then proceeded to pull off the brake actuators. With all that done he walked back to 78 and asked Doughnuts, “Do you know how to manually advance this car?”

“What?”

“Never mind, I’ll tow it then. Change ends. I’ll get the poles.” As he turned around to get the poles, he saw a very confused look on Apples’s face.

“Vat are vee doing?” she asked.

Lucky replied, “I’m towing you guys back. At Fairgrounds, we can get your people on my car then afterward drop it on track 11. All I need you to do now is get on 2711 and close the doors. Can you do that for me?”

“Ja, sicher.” She joined her people on 2711 and closed the doors while Lucky changed his poles.

Back on 78, he asked Doughnuts, “Can you sit in the back and watch the tow bar? Give me a holler if anything changes.”

“Yes, I can do that.”

Everything went exactly as planned. The passengers were transferred at Fairgrounds and 2711 was dropped on track 11. “Apples, do you want to go find G. Rees and let him know 2711’s down for the count?”

“Ja. He’s over zere eating lunch. I sink I vill join him.”

“Thanks,” he said despite the well placed reminder that he had not eaten his sandwich yet. He departed for the East Campus and just as he crossed Museum Road, his radio squawked, “Dispatch to 78.”

“78 here.”

“I hear you were trying to call me earlier. Is everything okay?”

“It is now. Where was your radio?”

“You wouldn’t believe me if I told you.”

“It was in the volunteer restroom, wasn’t it?” The ensuing radio silence indicated a direct hit.

Take aways:

1.) Check your radio before leaving. It should be off and have a green light on the charger when you take it. Radios can die on the road, but you can prevent leaving with a dead one.

2.) Dispatch may not always be there to save the day in the event something does not go according to plan. Familiarize yourself with rules regarding signals and car movements in the event Dispatch is not available.

3.) Tow bars are very strong under tension, not so under compression. Be very careful and gentle when towing. If you are not comfortable doing so, you are under no obligation to do so. Contact instruction if you would like to learn.

Cars with usable tow bars: 78, 2711, 1711, 14, 4004, 1138

4.) Try not to tow a car with passengers aboard, but it may be necessary for a short distance to get them off the car safely.

PTM OPERATIONS DEPARTMENT OPERATING ORDER

OO# 24-02
Issued Setember 25, 2024
Effective immediately

Subject: Volunteer Boulevard crosswalk

To: Operations Personnel and All Concerned

A mandatory safety stop shall be made by all vehicles at the crosswalk on Volunteer Boulevard in both directions during times of public operations

Kevin Zebley
Operations Manager

PTM OPERATIONS DEPARTMENT OPERATING ORDER

PTM's Way & Track Department (W&T) will be performing track repairs at the east end of County Home Siding on October 11, 12 and 13, 2024. These repairs will, during specific times as noted below. require portions of the railroad to be out-of-service.

1. On Friday, October 11th, between 6:00 a.m. and 9:45 a.m., the railway will be out of service in both directions between Enterprise Wye and the County Home Steps. Service cars departing the Founders Barn shall not proceed east of the County Home Steps before authorized by the W&T foreman.
2. Between 6:00 a.m. on Friday, October 11th and 7:00 p.m. on Sunday, October 13th, the passing track of County Home Siding (normally used for Westbound operation) will be out-of-service. Operations in both directions shall use the main track (normally used for Eastbound operation). During this time, meets between opposing movements will need to be made at either Enterprise Wye or Fairgrounds.
3. On Sunday, October 13th, between 4:45 p.m. and 7:00 p.m., the railway will be out of service in both directions between Enterprise Wye and the County Home Steps. At the end of the operating day, service cars shall be left parked on Volunteer Boulevard and will be returned to the Founders Barn by the W&T track crew after completion of their work.