



TWO BELLS

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

December EXTRA 2024

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

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Celebrating 70 Years Of Preserving History!



History that connects us.

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Year-End THANK YOU

By Scott R. Becker, Executive Director/CEO

Sunday December 22nd saw PTM wrap up another successful season with Santa Trolley being completed for another year. Santa Trolley saw a number of improvements that we learned from our first year in the new building and also featured a very popular Festival of Trees display in the Trolley Display Building. 2024 proved to be the busiest season ever with over 45,000 visitors, a 20+% increase over 2023!

Thanks to all of you that worked so hard to allow us to have a successful year, our 70th in Washington County!

I wish you and your families a Merry Christmas and Happy New Year!

Pennsylvania Railway Museum Assn., Inc, Pittsburgh Railway Miscellaneous Work Cars

Number(s)	Description	Builder	Date	Notes
M11	PCC Instruction	St. Louis	1936	Ex-100, conv. June 1950 (1) .
M134	Traffic Paint	Bradley	1924	Ex-5432, conv. 1956 (2) .
M200	Tow Car	Pr. Steel	1911	Ex-4140, Ex-M458 (3) .
M210	Line Car	St. Louis	1914	Ex-4306 (4) .
M283	Crane	Differential	1929	.
M451	Snow Scraper	Brill	1909	Ex-4039 (5) .
M452	Scraper/Tow Car	Pr. Steel	1911	Ex-4100 (6) .
M454	Snow Scraper	Pr. Steel	1911	Ex-4115 (7) .
M455	Snow Scraper	Pr. Steel	1911	Ex-4116 (8) .
M459	Snow Scraper	Pr. Steel	1911	Ex-4145 (9) .
M517	Weed Sprayer	Differential	1916	Ex-dump, conv. 1934 .
M551, M552	Side Dump	Differential	1923	.
M555	Flat Car	Differential	1923	Ex-dump .

All cars are single-end, double truck except M510, M517, M551, M552, M555 which are double-end, (or were double end, some controls & poles have been removed)

- (1) - First Pittsburgh PCC, still used occasionally, present location - Tunnel
- (2) - Paints clearance lines on streets, replaced M133, present location - Craft
- (3) - Conv. to scraper 1939, conv. to Tow Car 1955 to replace M197 (Ex-4131) lost in Homewood fire of that year, present location - Homewood Shops
- (4) - Trucks, controls & frame parts from 4306 used, new body built. Present location. - Tunnel
- (5) - (7) - (8) - (9) - Cars converted about 1939-1940
- (6) - Conv. 1939, used as tow car when M200 is disabled.

Scrapers are located as follows: Tunnel: M451, M454, M459; Craft: M452, Keating: M455

The following work cars have been scrapped within the last year or so:

F8 (St. Louis 1903, Ex-W&C 203, Ex-PRCo 3553, Ex-freight motor F8), M282 (Browning hoist 1914., crane), M453 (Pressed Steel 1911, Ex-4101, scraper), and M701 (St. Louis 1914, Ex-4341, flat car). Car F8, after serving as a passenger car for two companies until 1917, then as a freight car until 1941, ended it's life as an interurban snow plow.

Remembering Dave Hamley – “Mr. Goodwrench”

by Scott Becker, Executive Director & CEO



Long-time PTM Volunteer Dave Hamley passed away on December 18, 2024, at age 84. He had volunteered at PTM since 1960 (PTM #47) and was one of our longest serving volunteers. Dave was a transit design engineer specializing in train control/safety systems. He started with Union Switch & Signal and then worked for Westinghouse, Adtranz and then retired from Bombardier Transportation.

Dave was often called “Mr. Goodwrench” and really enjoyed that moniker. He was involved in so many projects at PTM over that time that it is hard to list them all! Chief among them was the restoration of the three PCC's by Adtranz at Elmira, NY - PTC 2711, PRyCo 1711 and PRyCo

1138. Dave had proposed the idea to Ray Betler at Adtranz and Ray appointed him project manager for all three cars. I don't think these cars would have been restored without Dave shepherding the process. He was truly an expert on PCCs and up until recently was working with Dick Rhoton to re-gauge the trucks for Shaker Rapid #94 from standard gauge to broad gauge.



He was very involved in all aspects of diesel propulsion and spearheaded the work on Pennsylvania Transformer diesel 1311 and the restoration of diesels RG-2 and 89. #89, a 25-ton GE Locomotive was donated as a shell and Dave worked with Dennis Lavender who graciously donated



the missing diesel engine, generator and compressor. Dave took on the complex task of regauging this locomotive from standard gauge to broad gauge. It took all his engineering ingenuity to figure this out, I don't think it had been done before! Another major project was his “frame up” restoration of former Union Railroad Fairmont A8 speeder #396. Dave restored it in his garage and regauged it to PTM's broad gauge using spacers. It is used often by our track crew.

He also served as Museum President, Vice President and Trustee and started the Mobile Equipment Dept where he was the longtime manager. Dave had the unique ability to see the opportunity to turn cast-aside equipment into usable pieces found at Federal Surplus in Harrisburg. He was able to turn other people's junk into PTM's treasures! This included the Hyster Forklift, Pettibone and Galion Cranes and the large Case Bucket Loader. This equipment has proven extremely



Dave Hamley with wheelset

useful to PTM in many projects, both large and small. In 2014 we were able to honor Dave with a Lifetime Achievement Award for his years of service to the Museum – well deserved!



Dave Hamley works on replacing the Galion Crane's rear brakes.
Scott Becker photo

Dave was very easy-going and fun to talk to. He had a wealth of information as well and was happy to share that information with whoever needed it, including those in other museums. His generosity was amazing!

The Museum is much better because of Dave Hamley's presence, and he will be missed!

RIP Dave Hamley.



Dick Rhoton and Dave Hamley have successfully test fitted Shaker Heights wheels using a Pittsburgh Railways axle. 4-3-24
Scott Becker photo



Dave and Doug Kirkpatrick
work on GE loco 89

Scott Becker & Bob Jordan
present Dave Hamley the
PTM Lifetime
Achievement Award. 2014
Jim Herron photo



Dave Hamley (center) with
1799 Switching Crew.
Scott Becker photo

Scott Hamley, Dave's son would like to invite Dave's friends from PTM and Bombardier Adtranz to a Memorial Luncheon at PTM on Saturday March 8.

More details to follow

Our End of Year Thoughts & Thanks

You may like the adventures of 3756 back in the Windle and Carpenter era of training...Art Ellis – a couple of stories.

Let's go back to 1997, when I took operations training and 1711, 3756, 5326 and 66 were the only cars available when the line only went to the end of the double track near Reliance. 1711 was the first car to learn about, which in those days meant using the rear controller and backpoling from Arden Loop. Not too bad, most everyone dewired coming down at Fairgrounds. Then, after lunch came 3756. Hand controls, self-lapping brakes in front, straight air in the back, and changing the headlight. Yikes. Lots of things to remember and be conscious about. A scary afternoon for all, but all survived (four of us) and came back the next day.

A couple of months later, arriving in the morning, I found 3756 being the car of the day. The late Bill MacKenzie was the regular operator working this scary streetcar with me. Of course, we had our problems with backpoling (everyone did back then) and of course the breaking from the rear – but later in the day Art came on. He watched me like a hawk – which was good – and over a couple of trips, the rear controller and the breaking was a little smoother and the backpoling worked too, no dewirements. Art thought that (eventually) I would become a good operator, as well as a tour guide, and was very patient helping me out, to the point that changing ends and going from back to front to back was not as difficult as it was the first day. Of course, 3756 even back then didn't come out too often, usually 5326 and 66 were out running more in those days.

Time went on, however, and one Sunday night during County Fair (I don't remember the year, but the line had been extended to McClane by then – no more backpoling over a long part of the line – and the headlight could stay on the front) – I ran 3756 as a one-man car the whole night. Epiphany. No trouble – except for the first time I tried to start the car using the deadman instead of pushing down the controller (like 4398). I didn't remember that at first – until Art came over and said something like are you stuck? Close the controller, reset the key, push the controller down and go. I gave him a nice smooth that night, and then he told me (at the time) that was his favorite car. He said if you can figure out 4398 – you will enjoy running 3756 – and now I do. Thanks to Art.

Debbie when she was volunteering in the store in those days – she was always amazed how Art could run the myriad of cash registers the store had in those years – and the credit card machines – and how quickly Art could make change old school style by placing the bills on top of the cash door – even with tax – and how fast he could make change and remember how much items in the store cost – all in his head. Of course, back then, he always had good stories too to tell when the story wasn't busy.

Art was lucky in his lifetime that he rode the cars down in 1954 and was there for the grand opening of the VEC in 2023/2024. He got to experience it all – and help more than a few junior operators over the years as well. Including me.

Ray Janosko

I would like to thank the staff and volunteers at the museum. Living in Richmond, I do not make it to the museum often, but each time that I arrive, I am greeted with a warm welcome by everyone and am made to feel that my presence and services are appreciated. And, thanks to the staff and volunteers behind the scenes who make my job as an operator and a guide possible.

Stan Koepke

Here is a photo of Mike Buchta completing the reshaping and sanding of the back of 1713. This photo was taken on 12/19 at the end of a long and busy week for Mike who is preparing the car for its coat of primer scheduled to take place on 12/26. It has taken about 18 months of restoration and prep work to get 1713 to this point and Mike has been very helpful directing the volunteers, like myself, during that time. I am sure I speak for the other volunteers who spent time in the shop, sanding, grinding, sweeping, etc. that it's been a pleasure working with Mike.

Gary Malaskovitz



Not sure if this will meet the expectations for the the Extra.

Through my life I have learned so much from the elders in my family and those whom I have met like Art Ellis. I have always enjoyed listening to them in conversation. As a historian, there was always much to learn from their experiences.

Ray Lonabaugh

I think that the person who stands out to me, especially this year, is Scott Becker. This will be Scott's last year as Executive Director of the Pennsylvania Trolley Museum. Scott, as leader of the organization, ultimately gets credit for the bad and the good. Sure there are things that could be done better and faster but what has been accomplished under Scott's leadership is nothing short of amazing and will positively impact the Trolley Museum for decades to come. Each Member of the Staff has been significant contributors. The Volunteers have been awesome; I hate to mention names because there are so many that deserve recognition, but some like Dan, Larry, and on and on and on have given so much through their time and talent. Yes; we are all blessed to be associated with such a wonderful organization...but it all starts with the Man who has been totally committed throughout his career; Scott Becker!

God bless, Ray Betler

I think this is a wonderful idea!

I am immensely grateful for all the hard work our volunteers put into our Santa Trolley and every other event/day we are open. You are the heart of PTM! Merry Christmas, Happy Hanukkah, and Happy New Year!

Thanks 🙏

Jeanine DeBor

This past week I happened to interact with a grandmother who was a first-time visitor to the museum. She knows I volunteer there, and I have mentioned several times about all the museum has to offer. Anyway, the first weekend of Santa she decided to take her three grand children (ages 12, 8, 3) to visit with Santa. She said she never gave pre-ordering tickets a thought and just showed up. She was happy and grateful at how well she was treated and that they all got to ride with Santa. She said the kids all had a ball and really enjoyed themselves. It is rewarding to be associated with an organization like PTM and how much joy all of our efforts can bring to the visitors.

Barrie Baker

I want to profusely and publicly thank Kevin Zebley for everything he's done to bring the Welcome & Education Center from the 97% complete status it had when we first opened the doors a year ago to the 99.9% level it has today. The many things that were not yet "done" when we opened the doors may not have been apparent to most people, but they were all real problems. More to the point, they were largely outside of my personal skill set. Kevin "Army-of-One" dove in and brought those items to completion both by haranguing the contractors and consultants and through his personal efforts. While there are still a few tiny items hanging out, it's absolutely not for lack of effort on Kevin's part. THANK YOU!

Larry Lovejoy

I don't normally get an opportunity to post photos of myself operating Trolley cars at the Pennsylvania Trolley Museum. This photo was taken by PTM guest Amy Monjes on Friday 29Nov24 of her niece and nephew, Reagan (5) and Fitzgerald (7) and her son Evan (11) along with me after I took them for a ride on the "Yuletide Shuttle" on Pittsburgh Railways car #1711. Thank you, Amy, for the photo and please come back and visit us again soon.

She gave me permission to post this photo publicly...Bram Bailey #1526



An Introduction to: The Pennsylvania Railway Museum Assn. Inc.
and The Arden Electric Railway

The first effort at establishing a trolley museum in the Pittsburgh area was made in the early 1940's when a former Pittsburgh Railways trailer car was acquired by several local electric railway enthusiasts. This attempt was unsuccessful, however, due to lack of a suitable location, vandalism, and the wartime scrap drive.

After the war, interest in electric street and interurban railways steadily grew, and in 1949, the members of the Pittsburgh Electric Railway Club saw an opportunity to make a new attempt at building a collection of historic trolley cars. In April, 1949, the Pittsburgh Railways Co. was preparing to scrap one of the oldest cars on its system; pay car M-1. The diminutive M-1 was built by the Pullman Car Co. back in 1894, when street railways were something new and exciting. This car is of the "single truck" type, having only four wheels. This car was bought on May 2, 1949, at which time it had already been partially dismantled. Now that the first car had been acquired, planning began on the museum site. No suitable sites became available, so M-1 was stored for us by the Pittsburgh Railways Co. Another car was added in 1952 when West Penn Railways curved-side interurban car 832 was bought shortly after the demise of the West Penn system. This car was trucked from the West Penn shops at Connellsville to the Pittsburgh Rys. car house at Charleroi, and stored there for us by Pittsburgh Rys. Co. A suitable site for the museum became available in late 1953 when the Pittsburgh Rys. line to Washington was closed down. A 2100 foot portion of this right of way was purchased by the newly incorporated PERC and a third car was added to the collection. Pittsburgh Rys. car 3756, a "low floor" type car frequently used in interurban service, was selected from a large number of similar cars due to be scrapped. On February 7, 1954, these first three cars moved under their own power from Pittsburgh to the museum site. On their trip, they were accompanied by a Pittsburgh Railways car which took the riders back to Pittsburgh.

The years from 1954 to present saw slow but steady progress in both building the museum proper, and in adding to the collection of cars. A four wheel caboose, one of the last of its type, was acquired from the Pennsylvania Railroad in 1956 to serve as museum office and tool car. Philadelphia Transportation Co. car 5326 was purchased in 1958 and traveled to Arden over the Pennsylvania Turnpike, which is something not every trolley car can do! A large steel and aluminum car barn was erected during 1957 to 61. This building enabled us to put our entire collection under roof, something no other museum has done. West Penn Railways locomotive no. 1 was purchased to serve as a portable air compressor and dead car mover. All of the cars purchased up to this time were built to the so-called "Pennsylvania Broad Gauge" of 5 feet, 2½ inches, common to almost all trolley lines in the Keystone State. An exception was made in 1959 however, when Johnstown Traction Co. car 350 was bought. This car was in such good condition, and was of such local interest, that it was acquired in spite of the fact that it was built to "standard" gauge of 4 feet, 8½ inches. We hope to be able to convert 350 to our gauge so that we may operate it soon. Two more Pittsburgh Rys. cars that had been purchased in 1956 were brought to Arden in September, 1960. They are; 4398, a "low floor double ender" and 3487, a very old "high floor" car which had been retired from passenger service in 1934 and had served as a snowplow until resurrected by the PERC in 1956. We also acquired several small flat cars from various sources and a Fairmont motor inspection car from the Pittsburgh and Lake Erie RR. The latest car acquisition was "streamliner" PCC car 1138 from Pittsburgh Rys. in early 1961. We now have nine trolley cars, one caboose, and three small miscellaneous cars at the museum.

In order to put the museum on a wider basis of coverage, the name of the organization was changed to the Pennsylvania Railway Museum Assn. in 1960.

If you are interested in electric railways, you may wish to join the PRMA. We have two classes of membership available: The Regular Membership carries with it operating privileges at Arden and voting privileges. The dues are \$4.00 per year with an automatic \$18.00 per year museum assessment. The Associate Membership dues are \$3.00 per year with no assessments, but operating and voting privileges are not included. Both classes include free passage on the cars at Arden at all times and subscription to our monthly newsletter, "Trolley Fare." The PRMA also sponsors occasional charter trips on Pittsburgh Rys. and other trolley lines.

The PRMA has available a large selection of publications on electric railway subjects and color postcards of many trolley and railroad subjects.

The biggest step the PRMA has taken to date was the beginning of trolley operation on December 2, 1962. This success came only after eight years of "real good, old fashioned" hard work by our members. We have spent nearly \$10,000.00 building this museum, and no small amounts of blood, sweat, and tears. Any and all contributions will be deeply and sincerely appreciated. (and incidently, all such contributions are tax-deductable) We can't charge a fare for rides, so all income has to be from contributions. We suggest a contribution of 25¢ per round trip for adults and 15¢ for children under 12. If you plan to visit Arden frequently, you may wish to purchase an Associate Membership, as it includes free passage on the cars. We thank you sincerely for your interest, and we hope you will visit us again and take another "ride to Yesteryear."

DHH



Dave Hamley was a lot of things to a lot of people, but I bet most of you did not know the other side of him. Not only was he instrumental in getting the museum open (he took this classic image on June 23, 1963 & wrote the early history) but he documented the end of Pittsburgh Railways by creating rosters such as appear on page 3 and taking photographs, many of which have been used in our PTM Calendar. His dedicated hard work (and sense of humor) have helped me in writing calendar captions for 25 years. He was a true historian and we owe a great debt to he and his fellow compatriots.

Thanks for saving history!

