



TWO BELLS

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

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Llanerch— a Streetcar Suburb

DF Cramer-photo

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Operations

Make sure to use timetable #13. Punch in as usual and get a radio. Check the bulletin board and chalk board for notices. Put up the flags (weather permitting). **KEEP THE DOOR TO THE SUBSTATION CLOSED WHEN NO ONE IS ON THE PLATFORM.** Open the carbarn from the door in the middle of the new section of the building. There is an alarm keypad inside the door. Turn on the lights for the public area, unlock the door to the carbarn, select a car from the barn, open the big doors, turn on the power and get the control handles, pull the car out and close the big doors to the carbarn. If you turned on the lights inside the carbarn, turn them off at this time. Do not leave those lights on all day long. Lock the man-door between the carbarn and the public restroom area.

Do your inspection run. Be aware the default setting for the switch at Redman Wye is to the TDB. You should arrive at the TDB on Track 35. Always observe switch settings and wire everywhere on the railroad all day long.

(THIS IS A CHANGE) For most cars you will load from the carbarn side of Richfol Platform, PCC's and 4398 must load from the store side of the upper Richfol Platform. Regular service is from the upper platform of Richfol to Arden Loop and return. (THIS IS A CHANGE) **DO NOT STOP AT ARDEN LOOP.** Use the extra time for loading at Richfol half-way through the trip. If the store has extra passengers, they will alert you. **DO NOT CALL THE STORE.** Pick up those passengers from the lower platform of Richfol. It is the responsibility of the store to get them to that position in time. Proceed to the TDB, do your tour there (4 cars and Volunteer Opportunities), proceed out of the yard to McClane Loop (no stop) and then back to Richfol upper platform.

During the week, the paid staff will be responsible for turning off and setting the alarm at the TDB. The door should be locked each time you leave, but no need to set the alarm each time. On the weekends, you will need to find someone who has an access code to handle the alarm. The code for the main museum is not the same as the code for the TDB. At the end of the shift, always make sure there is not someone working somewhere else in the building before setting the alarm. Do not open the big doors to the TDB unless you have a wheelchair or are moving cars. Those doors must be properly latched for the alarm to work. Double check them if you use these doors.

Wheel chair customers will require a third person to go to the TDB in advance to set up the lift. Make arrangements through the store and or paid staff for that occasion.

Operations (continued)

At the end of the day make sure to complete the carbarn check list. Secure your car, turn out lights and secure all building doors. Set the alarm to the building. If it is a weekend, get someone to secure the TDB for you. Make sure to fill out your timecard with the date and times. We are having problems with people not securing cars, lights and buildings. Please help preserve your collection.

Always be courteous and engaging with the guests. Tell them what they are going to experience and what you expect of them. The conductor is the last on and the first off. Do not do customer bell ringing while loading or unloading the car.

Do your job--be alert, focused, professional. You are the face of the Pennsylvania Trolley Museum! We appreciate your time and talent.

Radios

All crew members should have a radio. Make sure to hold down the button for a few seconds before transmitting. It takes time for the system to work. If you are the person assisting in backing a single ended car, keep the button depressed once you begin closing in on an obstruction so the operator can hear clear, distinct instructions from you.

Car Operation

When starting a car on downward slopes (Richfol, inbound Fairgrounds) or flat areas (TDB & Safety Stop at McClane), please get into the habit of letting the brake valve release all of the air before you take a point of power. The upward slopes (Safety Stop before Arden, outbound Fairgrounds and coming out of the carbarn) still require you to take proper action to prevent roll back. Proper action is to wait until the air is just about all released and then take a point. Let the first point react before moving to the next point. Move up through the points in an even fashion and get to a running point. Shut off if need be and notch up again, but do not run in the lower points for any extended period of time.

In hand-controlled cars learn to spot the type of brake valve by where the handle inserts into the valve. If it is off to the side, it is self-lapping. If it inserts directly in the middle of the valve it is manual-lapping straight-air. (One application, two releases)

Always have one hand jewelry free. Do not hold on to any metal in the car when accessing any electrical panel. Protect your eyes from electrical flashes when using knife switches.

Lunch and More

The new timetable is more demanding than anything we have ever attempted in regular service in the history of the museum. We want you to be comfortable and safe. It is perfectly acceptable to take a lunch break, you earned it.

HOW?

If you are running on time, the car returns to Richfol from McClane at 12:06. You were operator on that trip. Your conductor, the next operator, goes to the store to pick up the next group of passengers for the 12:15. You go to lunch. The 12:15 leaves at 12:20, goes to Arden and returns to Richfol. You join the trip as the conductor and depart for the TDB at 12:32. You had 26 minutes for lunch. On the next trip do the same thing for the other person. You may choose which time slot you wish to take your lunch. Work it out with your fellow operator.

BEGINNING A TRIP HALF-WAY THROUGH

What if there are no passengers for the :15 trip but some arrive shortly thereafter. Turn the car and leave at :32 after the hour according to the timetable. Go to the TDB, McClane and return to Richfol. Inform them as to when the next car will leave for Arden.

IT IS THE RESPONSIBILITY OF ALL CREW MEMBERS TO KNOW THE LOCATION OF THE WHEEL CHOCK AND THE POSITION OF THE POLES.

DAYCARDS

Make sure to use the day-cards to keep track of the car and passengers. One day card per day in regular service.

DEWIREMENTS

If you have problems with the trolley coming off the wire--document the car, the end of the car you were operating from and the exact location of the dewirement. Put a small note in the car reports box in the substation so the maintenance and overhead departments can track the issues and make adjustments.

CARBARN DOORS AND ROPES

If for any reason the main doors are open to the carbarn, the yellow ropes must be used. Under normal operations these doors should remain closed.

The Rest of the Story



Llanerch is located about 2 miles west of 69th Street Terminal along PA Route 3, West Chester Pike, which is to the left of the park in the photo. Darby Road intersects West Chester Pike just behind the photographer.

The intersection was where the Ardmore & Llanerch Street Railway joined the West Chester line. Llanerch Depot was to the south of West Chester Pike and west of Darby Road.

The smaller building to the left is an artist rendering of the Llanerch Trolley Stop. The painting on the larger building in the little park commemorates the Battle of Llanerch Crossing between the Philadelphia and West Chester Traction Company and Pennsylvania Railroad during the 1890's. The streetcar line won the right to lay their tracks across the PRR and it was not too long after the battle the railroad stopped running passenger trains to Newtown Square. Ultimately the automobile won out. This suburb is now accessed by personal automobiles and SEPTA busses.

Much of the early development of the Streetcar Suburbs in Delaware County, Pennsylvania was because of the foresight of the early traction pioneers. Haverford Township and the community of Llanerch celebrate their streetcar heritage with this community history site.

Take time to study the new display prepared by Dave Vago and Ed Lybarger which is located in the movie room (old education room) of the museum. Make sure your riders are aware of this tremendous asset. Use it and the museum video to help tell the story of electric transportation, its affect on the growth of our suburbs and to help the visitor celebrate their favorite Streetcar Suburb.