



February 2009

Requalification Information

By now you should have received information concerning requalifying for 2009 in the mail from Walt Pilof.

Select your dates before March 1, 2009. The training session will include a review of the changes in the new rulebook, training on the US&S Signals, power and substation procedures, and using the TDB track. If 4398 is available, you will be notified to attend a separate session on the same day that you have selected for requalification.

You must requalify before you can operate for the 2009 season.

There will be a requalification session during the Washington County Fair in August.

I have included the training schedule as of February 1st, there are still lots of spots available.

<http://www.pa-trolley.org/>

This is the website for the museum. Bruce Wells has done a great job in bringing it up to date. Walt Pilof is working on an operations department website that will include a crew schedule, special orders, and more.

Operations Department

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Wayne Young

RETURNING OPERATOR TRAINING SCHEDULE 2009

Fri Mar 20 8 AM	Sat Mar 21 8 AM	Sun Mar 22 8 AM
1 R. Scott Davis	1 Bryant Schmude	1 Carleton Weber
2 Robert Alexander	2 Ronald Hertrick	2 Joseph Warkany
3 Richard Trudel	3 Doug Kirkpatrick	3 _____
4 Douglas Mahrer	4 Andrew Lynn	4 _____
5 John McCloskey	5 Jonathan Muse	5 _____
6 George Wm. Gula	6 _____	6 _____
7 David Hamley	7 _____	7 _____
8 Michael Ziviello	8 _____	8 _____

Fri Mar 20 1 PM	Sat Mar 21 1 PM	Sun Mar 22 1 PM
1 Donald Anderson	1 Stephen Kuznetsov	1 Charles King
2 William Fronczek	2 Larry Dallison	2 Jack Samuels
3 Robert Powischill	3 Jonathan Muse	3 _____
4 Gordon Green	4 Charles Baird	4 _____
5 _____	5 _____	5 _____
6 _____	6 _____	6 _____
7 _____	7 _____	7 _____
8 _____	8 _____	8 _____



RETURNING OPERATOR TRAINING SCHEDULE 2009

Fri Mar 27 8 AM

Sat Mar 28 8 AM

Sun Mar 29 1 PM

1 Anthony Schill
2 _____
3 _____
4 _____
5 _____
6 _____
7 _____
8 _____

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____
7 _____
8 _____

1 Allan Bluman
2 _____
3 _____
4 _____
5 _____
6 _____
7 _____
8 _____

Fri Mar 27 8 AM

Sat Mar 28 1 PM

Sun Mar 29 1 PM

1 Raymond Janosko
2 _____
3 _____
4 _____
5 _____
6 _____
7 _____
8 _____

1 William Comley
2 Frank Bobro
3 _____
4 _____
5 _____
6 _____
7 _____
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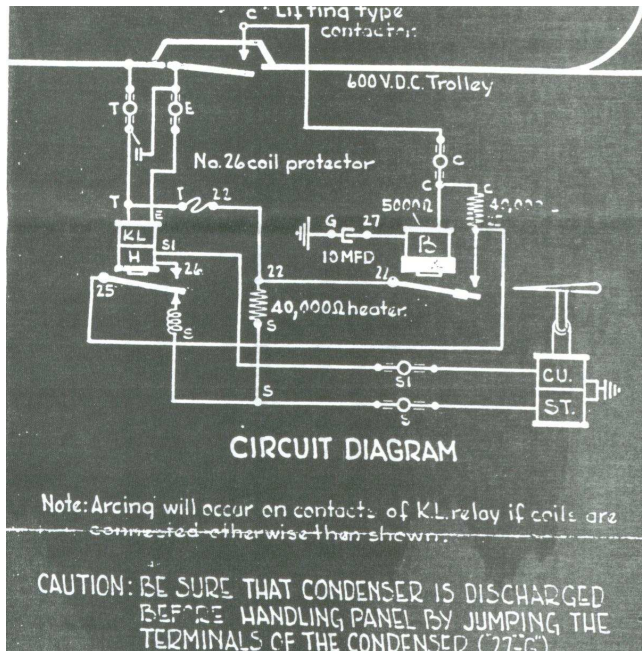
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The Electric Track Switch

(adapted from Two-Bells, Oct-Nov 1995)

According to a Pittsburgh Railways film, the concept of electric track switches goes back to the very early 1900's--meaning if you were one of the first operators of 3487, you would have been expected to twirl the handles on the B-type controller to guide the lumbering car through the maze of special track work that wove the city together.



The diagram to the left appeared in most of the switch contactor boxes throughout the system. We currently have two electric track switches: one at Arden Spur, which is deactivated and plugged, and another inbound at Museum Road crossing.

Here is the official accompanying explanation: "As the trolley wheel advances onto the contactor, the moveable runner with 600v DC thru the KL coil is connected thru the C contact to operate relay B as the 10 MF capacitor charges. Relay B is slow to release, and its contact (22) thru the unoperated KL/H relay, operates the ST winding of the switch for the straight track.

With relay B operated, if the trolley has sufficient load to ground, relay KL/H operates through its KL winding. KL/H relay contact 25/26 then applies 600 volts to the CU winding of the switch motor solenoid to set the switch for the curved track.

The 10 MF capacitor is in series with the relay B coil so that in case the trolley wheel stops on the runner of the contactor, relay switch B will eventually release after the capacitor discharges thru its coil to prevent overheating the switch motor solenoid."

Our switch at Museum Road is opposite of Pittsburgh Railways standard operating procedure. If you want to go into the yard, you apply more load (power) as the trolley wheel goes through the wire contactor. You can do this by simultaneously applying about 10 pounds of air and a point of power. (Yes it can even be done with PRT 5326) Once the switch throws, notch off the controller and release the air to minimize the jolt on the car and riders. PCC cars have the track switch button on the dash which drops a resistor into the circuit, causing the additional load to throw the switch to go straight. NEVER GO FASTER THAT 5 MPH WHEN APPROACHING THE CONTACTOR NOR THROUGH THE SWITCH.

To stay on the mainline, you coast through the contactor. PRCo employees were taught you were in the contactor when you were 12 feet from the switch point. We have yellow painted ties to assist you.