



## **TWO BELLS**

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

March 2014

<http://myptm.info/>

Operations Schedule  
Operating Policies & Procedures  
Operating Orders  
Operations Department Forms  
Log In Required

**Spring Training**

### **What's Inside?**

Page 2 2014 Operator Training  
Page 3 AED  
Page 4 2014 Operator Training  
Page 5 US&S Signals  
Page 6 Arden Loop Dwarf Signal  
Page 6 Crew Schedule On Line

Dennis F. Cramer - Editor

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**Sign-up Now**

# PENNSYLVANIA TROLLEY MUSEUM OPERATOR TRAINING 2014



**Enrollment**  
**January 2, 2014- March 27, 2014**

**Requalification** for returning **revenue operators, maintenance,** and those **student operators** who are actively working toward revenue status will be conducted in March. All operators will pick a date, as well as a **second choice.** **Instructors** do not need to return this form, you will be contacted at a later date. Class size is limited to fifteen (15) operators. The cost is \$10.00. Preference will be given to those living farthest away from the museum. If you turn 65 before May 1, you must submit a certificate of visual acuity and then every other year thereafter. (65-67-69-71-73-75-etc.)

Please identify your first and second date choice and your operating classification. You will receive confirmation from me once I have your form, but no sooner than January 2.

Mail to: **PTM Operator Training, Dennis Cramer, 147 Sherwood Drive, Kittanning, PA 16201**

Make checks payable to: **Pennsylvania Trolley Museum**

Contact [businessmanager@pa-trolley.org](mailto:businessmanager@pa-trolley.org) to use a credit card or pay cash in person

**PLEASE PRINT CLEARLY**

Name \_\_\_\_\_ Member Number \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Cell Phone \_\_\_\_\_

Email \_\_\_\_\_

Birthday (M-D-Y) \_\_\_\_\_

OPERATION CLASSIFICATION		
Revenue	Maintenance	Student

**RETURNING (\$10)      Choice**



Sat Mar 22    9:00-4:00 \_\_\_\_\_

Sun Mar 23    9:00-4:00 \_\_\_\_\_

Fri Mar 28    9:00-4:00 \_\_\_\_\_

Sat Mar 29    9:00-4:00 \_\_\_\_\_

Sun Mar 30    9:00-4:00 \_\_\_\_\_

<b>THERE WILL BE A 30 MINUTE LUNCH BREAK LUNCH WILL BE PROVIDED</b>
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<b>RETURNING OPERATORS BRING YOUR RULEBOOK, TRAINING MANUAL &amp; TOUR GUIDE MATERIALS WITH YOU Rulebooks may be printed from the Operations Website</b>
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## Automated External Defibrillator

An AED (automated external defibrillator) has been placed inside the Galbraith Shop Building to the left of the man-door beside Track 21. A sign has been placed outside above the door.

An automated external defibrillator (AED) is a portable electronic device that automatically diagnoses the life threatening cardiac arrhythmias of ventricular fibrillation and ventricular tachycardia in a patient, and is able to treat them through defibrillation, the application of electrical therapy which stops the arrhythmia, allowing the heart to reestablish an effective rhythm.

With simple audio and visual commands, AEDs are designed to be simple to use for the layperson. They will not work if they do not detect an issue in the patient.



When turned on or opened, the AED will instruct the user to connect the electrodes (pads) to the patient. Once the pads are attached, everyone should avoid touching the patient so as to avoid false readings by the unit. The pads allow the AED to examine the electrical output from the heart and determine if the patient is in a shockable rhythm (either ventricular fibrillation or ventricular tachycardia). If the device determines that a shock is warranted, it will use the battery to charge its internal capacitor in preparation to deliver the shock. This system is not only safer (charging only when required), but also allows for a faster delivery of the electrical current.

When charged, the device instructs the user to ensure no one is touching the patient and then to press a button to deliver the shock; human intervention is usually required to deliver the shock to the patient in order to avoid the possibility of accidental injury to another person (which can result from a responder or bystander touching the patient at the time of the shock).



Check it out on your next visit to the museum!

## Spring Training

Returning Operator Training begins in a little more than two weeks from the publication of this issue. Friday, March 21st is full and I have begun to move people to their second choice. To ensure your first choice, send your registration form today. The form is listed on Page Two.

The Returning Operator Exam has been written and placed on the Operations Department Website. Once you log-in, scroll down to the link. Print the exam and the answer sheet. Bring the completed exam with you to your training date. If you cannot access this for any reason, send a note to [DF Cramer](#) and I will send you a PDF of the exam.

<http://myptm.info/>

DF Cramer photo



Operations Manager Chris Walker gives Instructors a tour of the new US&S Signals governing the Arden Valley section of the line on March 1, 2014. These signals will be part of your Returning Operator Training.

All Revenue, Maintenance, and Student Operators must register and take the training course. Lunch will be provided. Sign-up today.

### Signals

The Nachod Signals have been removed from the Arden Valley portion of our line and US&S Signals now govern the line beyond Fairgrounds Siding. Nachod Signals still control the block between Richfol Platform and Fairgrounds Siding. There will be an Operating Order provided at Returning Operator Training to assist you in understanding the signals. This introduction does not cover all of the material in the Operating Order.



**Red over Red  
STOP**



**Green over Red  
PROCEED**



DF Cramer photos

### Arden Loop Dwarf Signal

A low, two position color-light signal, which operates in conjunction with the APB signal system. Dwarf signals are used to govern unusual or “reverse-running” movements onto the mainline.



**RED: (Stop)** This signal indicates that a leading car is in the signal section ahead, or an opposite-bound car has entered the single track block. **Stop** and wait for the signal to change. If the signal fails to change in double the published running time to the next siding crews will be governed by Rule 403.



**AMBER: (Caution)** Proceed onto mainline track with caution, in accordance with instructions governing operation past the Directional Indicator, with the expectation of finding a **RED (Stop)** signal at the next target. Approach it prepared to stop.

Crew Schedule On Line

Log-In and select your operating dates

<http://myptm.info/>

or

Contact [Lynne Thompson](#)

724-228-9256



DF Cramer photos