



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

August 2018

<https://pa-trolley.org/operations-department>

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

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WANTED

a few good operators
for a

BARBQUE

&

REFRESHER NIGHT

Friday August 10
5:00 · 10:00 pm

**Whether you run the cars every week
or once a year!**

COME ON OUT

for some good food & camaraderie!

*To RSVP or for more information please contact:
Operations@pa-trolley.org*

Welcome to the County Fair

Kevin Zebley

The Washington County Fair will soon be here. This is one of the busiest times of the year for us. We will have many of our out-of-town operators in to help us.

During the fair we run up to 5 cars at a time in regular service with headway times of 7 minutes. This is better than most transit systems and with this amount of activity safety is of utmost importance. The best way to stay safe is to maintain *situational awareness*. This means paying close attention to your task. As an operator you need to be constantly looking for anything that could be a safety hazard. Look for people on the track, make sure automobiles are going to stop at the crossings, check that all guests are standing clear at loading platforms and that you are following all signals. This is just a small list of things that you must look for. Do not get distracted. Do not talk to guests while operating the car. Safety is job number one!

Here are some things to remember for fair operations:

Rule 117 will be in effect. A mandatory safety stop shall be made at each facing point switch of Fairgrounds Siding.

Each operator will be given a crew schedule at the beginning of their shift. They are expected to follow it and be where they need to be at the appropriate time.

All crew changes *during evening operations* will be made at Fairgrounds.

Use extreme caution at Main Street Crossing and all loading platforms.

Crew call times and shifts are as follows

Day shift will be 9:00am to 4:00 pm

Evening shift will be 3:30pm to 11:00pm

Night shift will be 4:30pm to 12:00am

Rule 118. Operators are required to equip themselves with a flashlight during night operations



Pennsylvania Trolley Museum
Operations Department

GENERAL NOTICE

GN# 18-03

August 19, 2018

SUBJECT: Arden Line Closure
TO: Operations Personnel and All Concerned

With the closure of the Arden end of the line.

No Cars will pass Richfol Platform.

All cars at Richfol will be **CHOCKED**.

Time Table 20A will remain in effect.

Ride car will still use Richfol Platform.

When ride car returns from McClane the crew will offer the visitors a 10 minute tour of the Founders Car Barn.

All cars will be need to be double ended.

2711 is to still be used to accommodate wheelchairs. 2711 must be run with 2-man crew. The car should be run from the front controls with conductor watching from the rear of the car when backing. **Stop at every frog when backing.**

To remain in effect until the Fairgrounds Project is complete.

Kevin Zebley
Operations Manager

Trolley Poles Green Means Go

Kevin Zebley

This has been a difficult year for trolley poles. We have had five incidents dealing with back-poling this year. Most of these incidents are due to both poles being left up when changing ends at either the TDB or Track 11. Remember that it is both the Motorman's and the Conductor's responsibility to check that the car is ready to run. Make a point to look at the trolley poles before getting on the car. Also, make it a habit, when standing at the controller, to look up at the front pole to ensure that it is down before moving. We have added green marks to the trolley ropes to indicate when the pole is down. Just remember, "green means go."

While it is easy to prevent back-poling accidents with double ended cars, we must be extra vigilant when backing single-ended cars. When backing a single-ended car, you must have someone watching the rear of the car. This person is responsible for paying close attention to the trolley pole as well as obstacles on the ground. As operator and conductor you need to be aware of where problems are most likely to occur. Trolley wire frogs are generally going to be 99.9% of your problems. Always be wary when approaching frogs while back-poling. To comply with General Notice 18-03, stop before every frog during the Arden Line Closure Project. Speed through the frog needs to be slow enough that you can stop within 5 feet of passing the frog. After passing through a frog, the conductor should verify and acknowledge whether or not the pole went the correct direction. The operator must not proceed until he or she has gotten the signal from the conductor.

In conclusion, remember, it is all of our responsibility to protect our historic equipment. Caution is the best course of action. If an incident or accident does occur, be sure to first check that everyone is safe, and call for assistance if needed. Remember that for any incident that you may have it is important to fill out an incident/accident report. If you suspect that anything is wrong with or broken on the car you also need to fill out a "Car Defect" report to alert the shop to fix or inspect the problem. Car maintenance cannot fix something they don't know about. Accident prevention is everyone's responsibility. We all need to be helping each other, if you see something wrong, please tell someone. We are not looking to reprimand anyone, we just want to make PTM as safe as possible.

SAVE THE DATE
2019 Return Operator Training
March 15, 16, 23, 24

SAVE THE DATE
2019 New Operator Training
March 30-31 & April 6-7

When a Wishbone Brings Bad Luck

Dave Carpenter

Reprint from January 2001 Two Bells

A wishbone results when a double-end streetcar leaves after changing ends with two poles on the wire. This may happen when one of the crew forgets to pull down the front pole before departing. It may happen anywhere on the line where a double-end streetcar changes ends. If the pole that is backpoling takes the wrong wire at a switch or jumps the wire for any reason, several detrimental things may happen.

- The trolley rope may break, leaving the pole up in the air with no way to relieve it without climbing up onto the roof of the streetcar.
- The trolley pole may hit a span wire or wire bracket arm and be bent back, usually causing severe permanent bending of the pole, rendering it useless.
- In addition to the above, the pole may be driven down against the roof of the streetcar damaging the roof, particularly if the pole jumps the wire at speed.
- It is not unknown for part of broken pole to smash a window and injure a passenger or crewmember.
- The trolley wire may be torn down by the pole tangling with the wire or pull-offs as the pole is bent backward. This causes the substation to trip and brings the entire line to a halt.

If you allow this to happen you are embarrassed, stranded and in need of help. The line may be tied up until your crippled streetcar is returned to the shop. The museum may be exposed to the added risk of transferring passengers to another streetcar or vehicle, the public is inconvenienced, the museum may lose some credibility and maintenance personnel are faced with another repair job that could have been avoided.

Why does a wishbone occur? Lack of attention to detail is the primary cause of forgetting to pull down the front pole. Lack of attention may be caused by many factors. Some of these factors are:

- Distraction by passengers, railfans or crewmembers.
- Distraction by equipment or signal malfunction.
- Distraction by radio cross talk or responding to a transmission.
- Distraction by events outside of the streetcar.
- Missed communication between crewmembers.
- Crewmember hurried because streetcar is running late.
- An unusual sequence of events disrupts the routine.
- Fatigue.
- Any combination of the above.

Regardless of these factors, crews are responsible for attention to all of the details involved in the safe and efficient operation of the streetcars at the museum. It is important that every operator and conductor develop good operating practices that reinforce attention to detail.

Wishbones can be prevented. Here are some suggestions to help reinforce this attention to detail.

- Before leaving the car barn, look up at both ends of a double end streetcar to make sure that only one pole is up and that the other pole is hooked down.
- Develop a routine that requires changing the poles as the first order of business at every end change.
- The operator should change the poles as the conductor does the talking.
- Walk along the outside of the streetcar when changing poles whenever possible. This avoids distractions from inside the streetcar and allows for inspection of the trucks and underbody of the car.
- After pulling down the front pole walk back far enough to visually confirm that the pole is properly centered under the hook.
- If an end change requires an additional operation outside the streetcar such as throwing a track switch, pull down the front pole first before throwing the switch.
- Use the hooking down of the front pole to remind yourself to change the headlight.
- Mentally review the end changing sequence before starting the streetcar. Has everything been done?
- Think before acting. Visually check if in doubt.

Your efforts to develop good operating practices by paying attention to the details that make our operations safe and efficient will help the museum to ensure that our visitors will have an enjoyable experience during the coming seasons.



The presence of a wishbone generally means that personnel have to be called away from their own work to repair the streetcar. Don't let this happen to you!

Photo by John Polyak



These two images accompanied the article in the January 2001 Two Bells

A clear example of a wishbone is shown here in 1999. 78's pole has been ruined as a result when the car was moved from the barn while the front pole was resting on the wire board

September Happenings

September 8-9, 15-16

New Operator Training

Class will be offered if there is a minimum of four candidates.
Candidates should contact Sarah Llerch

September 12

Washington County Community Foundation Gives Event

See more online

https://pa-trolley.org/wccf_gives/

September 15

Instruction Review Noon-4:00 PM

Need a refresher in backpoling?

Instructors will be available to assist you.

Come as you please, no need to RSVP

Annual Meeting 7:00 PM

Meeting of the members as required by the by-laws

Allegheny Valley Trolleys

PowerPoint presentation immediately after the Annual Meeting

September 22-23

Dinosaur Train

A new event with Special Guest
Carnegie Museum of Natural History