



June 2018

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

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

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A Few Reminders

Chris Golofski

As you may well know, the regular operating season is going to be starting shortly. This means weekday operations in addition to Saturday and Sundays. There are a number of birthdays and groups already booked. We would like to remind all operators of a few items which need to be kept in mind:

The new Schedule #20A, effective April 7, 2018 MUST be used. Copies are available on the Ops website and in the substation.

Two cars should be used if possible, one for the Tour and one for the Ride. The Tour car should be a double ended car to facilitate changing ends in the yard after each trip.

The Conductor MUST be at the rear of all cars. If using a PCC or 4398, they may move to the center doors as the car approaches a stop where passengers will be discharged or picked up. The Conductor should NEVER be at the front of the car unless assisting a student operator.

A "Safety Speech" MUST be given at the start of EVERY trip. It should be given just prior to the scheduled departure time. Please do not give a five minute speech when it is time to leave.

Smoking is not permitted anywhere except at the designated smoking area which is located on the patio area next to the substation.

Use of cell phones while operating is strictly prohibited by BOTH Operator and Conductor.

You must have a reliable watch set to the correct time on the clock in the substation. Please observe the time and do your best to maintain the timetable with safety always in mind.

During events at the TDB, passengers will be dropped off on the inbound at Allison, AFTER going around the loop at McClane.

The usual "Report Time" is 9:00 am. This means you should have obtained a radio, used the restroom, etc. and be ready for any pre-job meeting which should start promptly at 9:00 am.

A "Line Check" is required before the start of any operation.

Thank you for making our operation safe and guest friendly.

How High the Step?

Alex Bruchac

Sounds like a line from a musical....but it's not. For a while I have been listening as to why certain cars should have limited service due to high steps or slow loading. So during 'Santa Pumpkin' I took some measurements on a few cars. I bring up this subject after noticing the huge imbalance in car mileage. We seem to have three or four favorite cars and the others sit. So here we go.

New Orleans 832	1711, 2711, most PCC's	PRCo 4398
First Step 13 inches	Both Doors	First Step 15 inches
Second 14 inches	First Step 14 inches	Second 9 inches
Third 9 inches	Second 9 inches	
Red Arrow 14	Red Arrow 78	PST 66
Both Doors	Both Doors	First Step 17 inches
First Step 16 inches	First Step 16 inches	Second 13 inches
Second 13 inches	Second 14 inches	Third 11 inches
Cincinnati 2227	PRCo 4145	Rio 1758
Front Door	Front Door	First Step 18 inches
First Step 16 inches	First Step 17 inches	Second 16 inches
Second 14 inches	Second 15 inches	Third 8 inches
Third 11 inches		
Rear Door	Rear Door	
First step 15 inches	First Step 17 inches	
Second 14 inches	Second 14 inches	
Third 11 inches		

You will notice most cars have high steps....it is the nature of the beast. Having a modelers eye, I've noticed the first height is related to the diameter of the wheels being referenced to the center of the axle in most cases.

At some point in the near future the Arden Branch will close for almost a years time. I would suggest that our operations favor all the single end cars for the Ride. I believe we would balance fleet mileage as well as give the double end cars a rest.

Something to think about.

Remembering Don Anderson

Don Anderson, member 1058, started as a student operator at the turn of the 21st century and volunteered until 2015 when his health no longer supported his passion. The father of five children, he was a former Bethel Park school teacher, Methodist minister, founder and first President of Schoolhouse Arts Center and instrumental in many civic projects regarding Bethel Park. He also performed locally as

a Frank Sinatra impersonator.

Don always had a smile on his face and thoroughly enjoyed interacting with both our guests and his fellow crew members. He was 83 years old.



John Polyak photo

Scott Becker photo



Frank J. Sprague
Official Cat of the Pennsylvania Trolley Museum
Scott Becker-Robert Jordan

It is with great sadness that we report that Frank J. Sprague, Official Cat of the Pennsylvania Trolley Museum has passed away. There was never a person that Frank didn't like and his talents included greeter, mouser, paper weight, chair



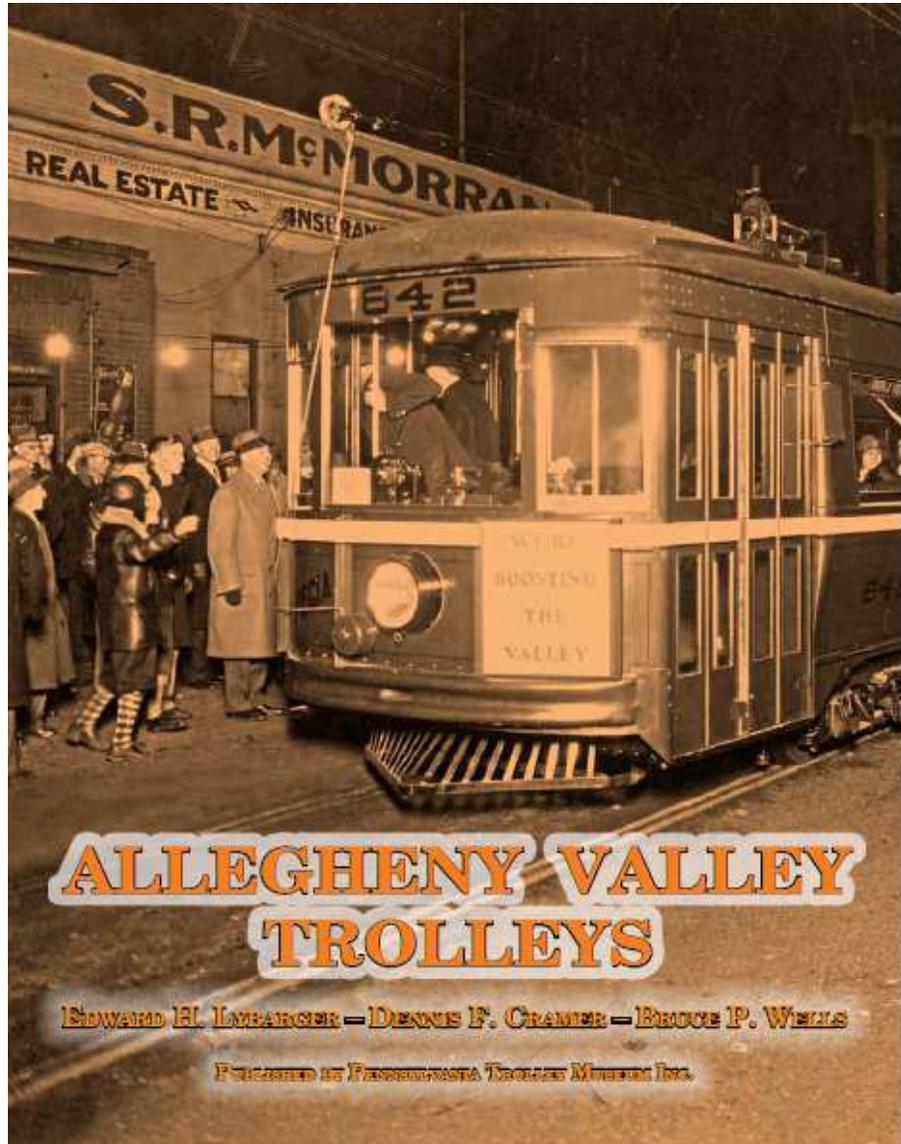
warmer, and shop companion. He had the amazing ability to lift the spirits of the sad, and with a simple rub or purr, brighten someone's day.

Frank had been living at the museum for about 10 years after being dropped off by persons unknown. He adopted us and became our mascot. Frank became quite a celebrity appearing in *Cat Fancy* magazine, on the front page of the *Observer-Reporter* newspaper, and even having his own Facebook page. He was loved by PTM's volunteers, staff, and even had a following of visitors that would ask for him.

Sadly, Frank had been slowing down over a period of time, and despite regular medical attention, reached a critical stage requiring emergency care. In severe pain and found to have a massive tumor in his abdomen, the heart-wrenching decision was made to allow him to cross the Rainbow Bridge to wait for us on the other side. A special memorial is being planned in Frank's favorite spot where he sat by the hour watching visitors come and go.

Please take a moment to think about Frankie and all your special pets past and present as we remember this special feline ambassador that effected so many lives here at the museum and through his Facebook page. His passing leaves an empty spot in all of our hearts.

Memorial contributions may be sent to ATTN: Frank J. Sprague Memorial, Pennsylvania Trolley Museum, 1 Museum Rd. Washington, PA 15301.



Coming June 1st

The first comprehensive history of the trolleys of the lower Allegheny Valley.

Published by
Pennsylvania Trolley Museum

A multi-year project written
by PTM members

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Bruce P. Wells

