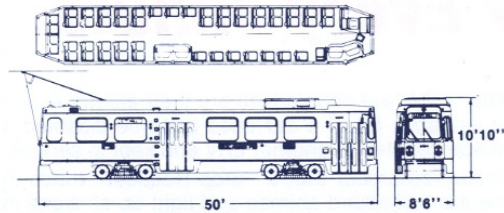
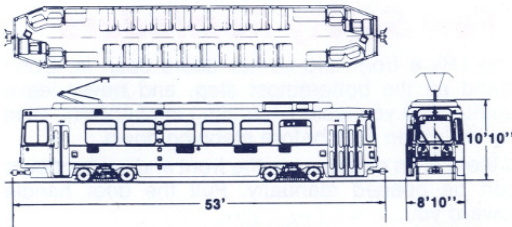


Some Operating Features and Technical Data

Single-End Car



Double-End Car



	SE LRT Car	DE LRT Car
Length	50'	53'
Width	8'6"	8'10"
Height to roof top	10'10"	10'10"
Weight	57,882 lbs	60,043 lbs.
Seating capacity	51	50
Max. Acceleration rate	3.0 mph ps	3.0 mph ps
Max. Speed on level	50 mph	62 mph
Max. Braking rate	4.0 mph. ps	3.5 mph ps
Power Collection	Trolley Pole	Pantograph
	(provision for pan)	
Propulsion	4 DC Series motors, electronic chopper	
Electrical Systems	600 VDC primary, with secondary systems 230 Volts AC 3 phase, 37.5 volts DC, 12 volts DC	
Lighting	fluorescent	
Braking Systems	Dynamic, air disc brakes on axle, and track	



**This Light Rail
Vehicle — called an LRV
for short — is very special.**

It is dramatically different from the old trolley cars in more than 70 major ways. Those changes are all around you providing vastly improved comfort, convenience and communications.

This leaflet tells you how to use the new LRV and its features...



Southeastern Pennsylvania Transportation Authority

9/1/81 graphics

You Can See, Feel or Hear Something New Every Minute...

As The LRV Approaches

The **ROUTE/DESTINATION SIGN** is much more readable and has two variations to watch for:

If the sign says "Short Route" under the route number, the LRV is not going to the end of the line.

If it has black printing on a yellow background which says "Not in Service" or "Charter", the car will not pick up passengers.

When You Board

The **LOW FRONT STEP** makes boarding much easier, especially for senior citizens and handicapped persons. The step is just 10 inches from the ground compared to 14 inches on old streetcars.

A **NEW FARE BOX** counts your money electronically and signals when the proper fare has been deposited. Please remember to have your fare ready in exact change.

As You Ride

The **IMPROVED SEATING ARRANGEMENT** places a line of single seats along the right side of the car between the front and center doors, and opposite the center doors are three single seats. This helps passengers enter, exit and move through the car more freely and comfortably.

AIR CONDITIONING AND HEATING are produced in a combined, automatically controlled comfort system — compared to old cars which have no air conditioning and unreliable heating.

ACCELERATION CONTROLS make the LRV start and operate as smoothly as a gasoline or diesel powered vehicle. The familiar jerky motion of an old trolley car is gone.

The LRV has an **AIR SUSPENSION SYSTEM** to provide a smoother ride than you get from the basic spring system on old streetcars.

A **PUBLIC ADDRESS SYSTEM** with eight speakers throughout the car enables the operator to announce stops and advise passengers of service information.

The **TROLLEYPHONE** provides direct communication between the LRV operator and the SEPTA Control Center. This is more than a safety and security improvement. Now the operator will be able to advise you of service delays and reroutings, and tell you what has caused them.

When You Leave

The **STOP REQUEST SYSTEM** removes any doubt of whether your signal was heard or not. When the operator announces your stop, pull the cord along the window or push the button at the center doors. A chime will sound and a "Stop Requested" sign will light up on the operator's console and at the front and center doors. If these blue and white signs are already lit, someone else has signalled and the next stop will be made. (This is true even if you're in the second car of a two car train. LRV trains are discussed below.)

You should use the **CENTER DOORS** when you leave the car. As soon as the green light comes on, step down onto the door mat and the doors will open automatically. For added safety, a **WARNING ALARM** will sound just as the doors start to close.

Multiple Unit (MU) Operation

Until now, when you have seen two old cars operating together you knew one of them was disabled. That will not be the case with the new LRVs — they can be coupled into trains of up to four cars.

When LRVs are coupled, so are their electrical and air systems. So, if a car does become disabled it can be coupled to another LRV and kept in service. Please remember that a "Stop Request" made in one car will sound chimes and light up all signs in both vehicles.

A Few Safety Reminders

The LRV's front and center doors open in. Don't stand on the bottommost step, and **never** leave unattended youngsters standing in stairwells. Wait for the green light before stepping down.

If there is an emergency, the front and center doors can be opened manually. Pull the door handle toward you.

When leaving an LRV (or any SEPTA vehicle that stops with an open traffic lane beside it), be sure to look for vehicles attempting to pass illegally before stepping down.

If your LRV is delayed in a subway tunnel (but not at a station) **do not** get off the car unless specifically directed to do so by the operator. Listen carefully to his or her instructions.

Never attempt to cross a street by climbing over the couplers between a two-car LRV train.

A Car for Today ...And Tomorrow

The few features we've explained will make your ride more pleasant now, and the 60 we haven't mentioned will keep this vehicle in reliable service for a long, long time.

We hope you enjoy your new LRV today ... and in years to come.