

**BELL SYSTEM PRACTICES**  
**Outside Plant Construction**  
**and Maintenance**

**SECTION G51.015.1**  
**Issue 1, May, 1955**  
**AT&T Co Standard**

**CABLE CAR**  
**USE**

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**1. GENERAL**

- 1.01 This section covers the use of the Cable Car. It together with Section G80.640.1 replaces Section G80.640.
- 1.02 In no case shall a workman ride a 2200 pound strand as it is not erected in a manner to permit this to be done safely.
- 1.03 Do not ride spans attached to buildings regardless of the size of suspension strand because of the variations in the construction of buildings and the consequent uncertainty of the holding power of attachments.
- 1.04 Before riding a strand test it as covered in the section on testing suspension strand.
- 1.05 Each span to be ridden should be observed for power wires which might be contacted by the workman and necessary steps taken before riding the span to avoid contact with them. This is particularly important in the case of wires passing under the strand since the weight of the workman will cause additional sag at the point of riding.

1.06 Except as covered in Part 9, the hand line should not be allowed to hang free while attached to the workman or the car while suspended aloft; it should be coiled to avoid being entangled with stationary or moving objects on the ground.

1.07 The workman should always be secured against falling while using the car. Use of the safety strap and cable car straps is described in Part 5.

1.08 When transferring from one support to another as in getting into or out of the car the new support should be tested before entirely releasing the existing support.

1.09 When passing through branches of trees where the snap-hooks are likely to be contacted, watch the keepers to see that they are not accidentally opened and the hooks disconnected.

1.10 Never rest the cable car on the safety strap as the car may accidentally depress the keepers of the snap hook.

## **2. INSPECTION ROUTINE**

2.01 Inspect the car each day before use in accordance with instructions in the section covering Cable Car Maintenance.

2.02 The car should also be inspected immediately after it has been subjected to any severe shock such as would occur if it were dropped.

2.03 Supervisors shall inspect the car periodically.

## **3. ADJUSTMENTS**

3.01 The height of the cable seat with respect to the strand is adjustable. When placing rings, temporary supports, etc., it is usually desirable to have the seat high enough to permit passing an arm over the strand. For other work, such as inspecting cable, it is usually advantageous to ride in a low position to facilitate inspecting all sides of the cable.

3.02 The lengths of the cable car straps are adjustable to suit the size of the rider and the nature of the work to be performed. One strap should be snapped to each Dee ring of the body belt before leaving the ground.

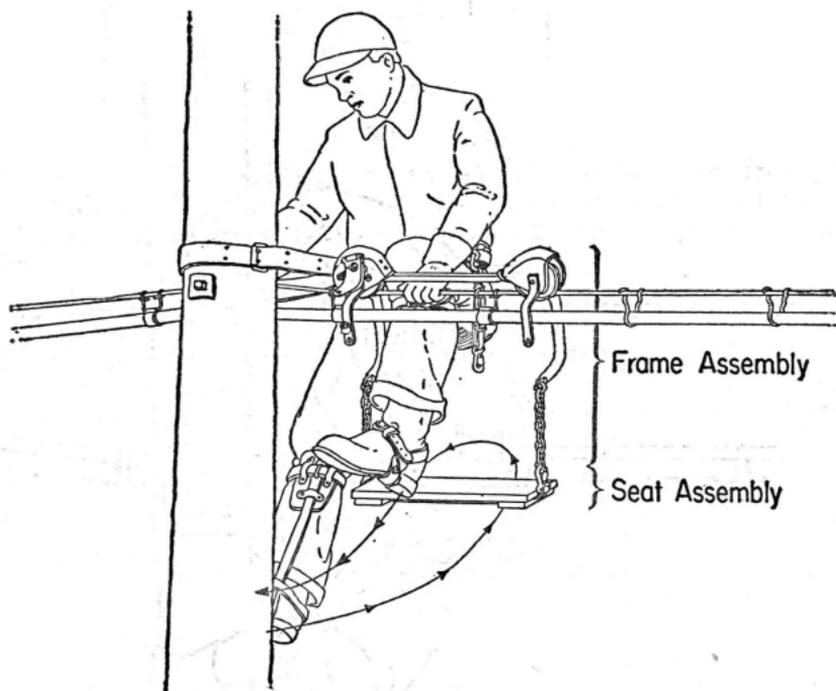
3.03 The length of the safety strap should be adjusted to allow proper movement in getting into and leaving the car.

3.04 These adjustments should be based on experience and should normally be made before the workman leaves the ground.

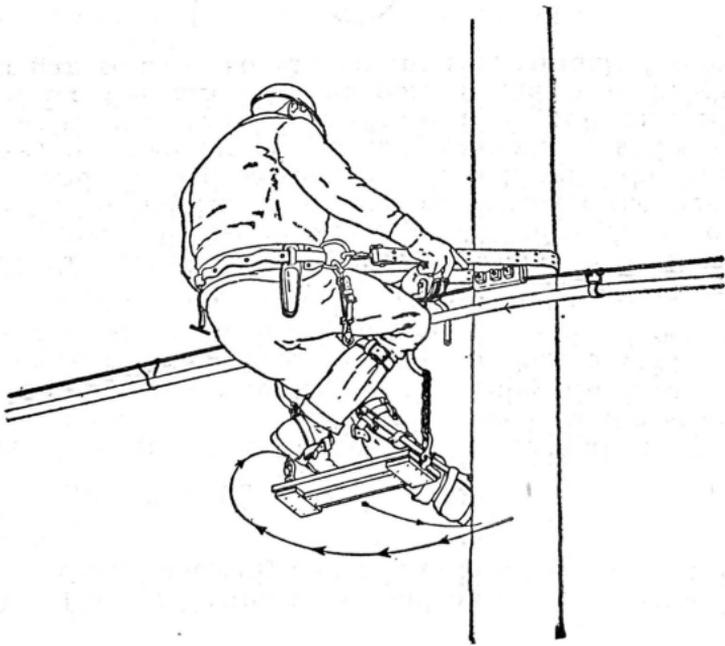
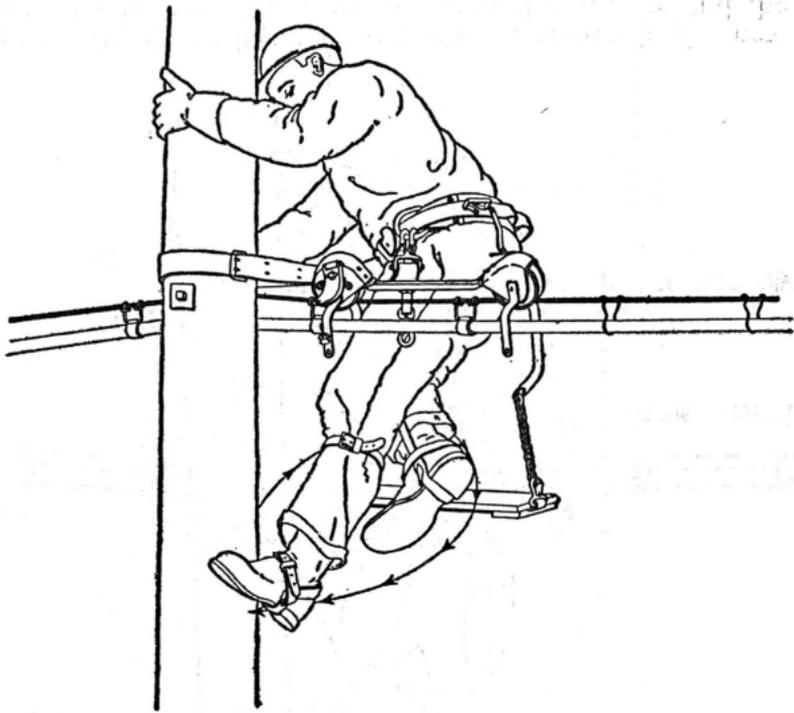
#### 4. ENTERING THE CAR

4.01 The car may be entered in several ways. In those methods where the car is placed on the strand before it is entered set the brakes by tightening the brake wing nut. For those cars not equipped with brakes, a cable ring, loop upward, a lashing wire grip or other effective block should be placed on the strand in front of the car wheel.

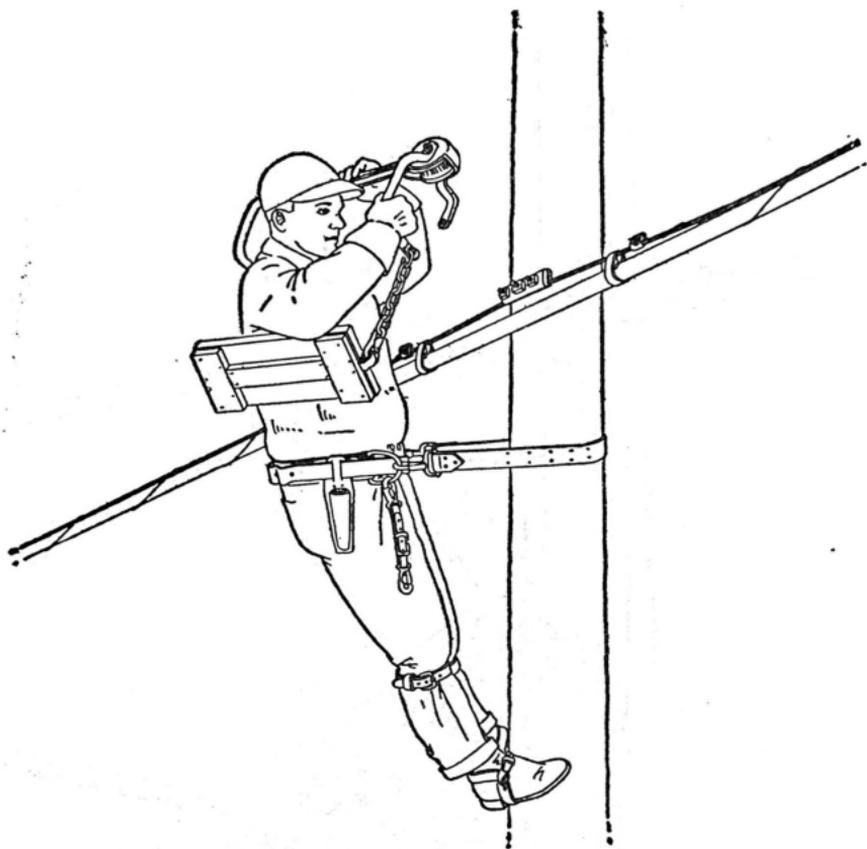
4.02 To enter from a pole by stepping into the car, first place the car on the strand as near the pole as practicable with the tubular frame members on the near side of the strand. Take a position on the pole with the knees about midway between the strand and the seat. Pass the leg near the car through the car as shown in the following illustration and drive the gaff into the pole at the same height as the other gaff so as to stand over the seat straddle fashion.



Then pass the other leg over the seat as shown in the next two illustrations, bending the knee to bring the foot behind the first leg. Then climb down the pole into the seat.



4.03 To enter the seat by passing it over the head proceed as in the following illustration. Note that the tubular frame is on the side of the car nearer the workman.



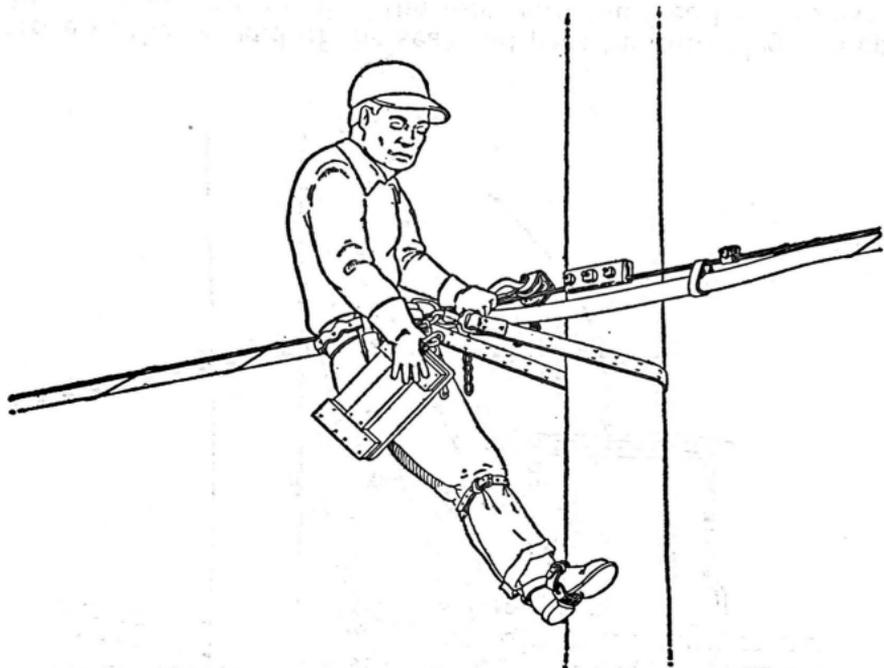
Then move around the pole and place the car on the strand as illustrated below and climb down the pole into the seat.



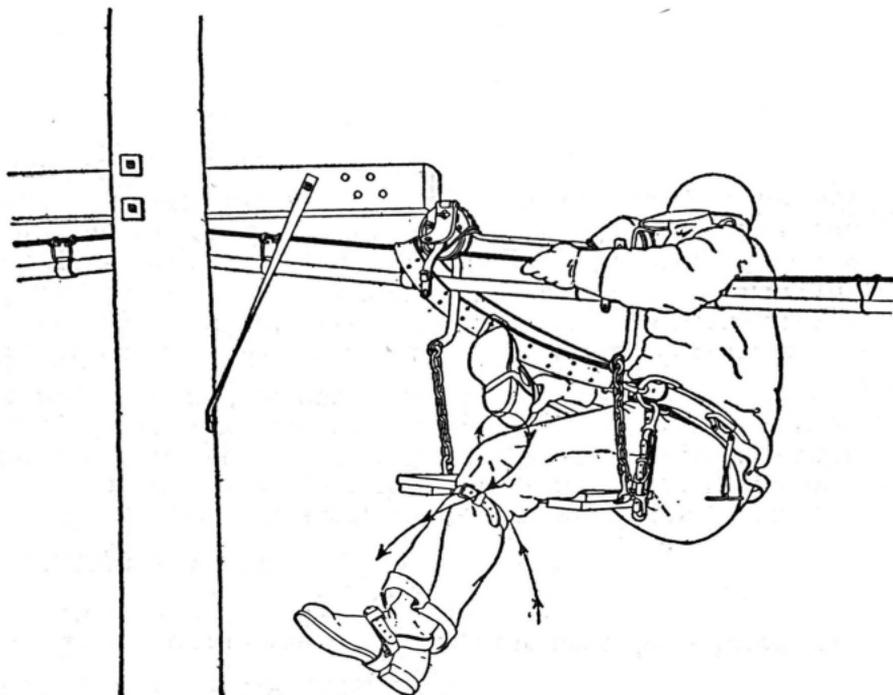
When the edge of the seat is at the top of the pole, the worker should move around the pole and place the seat on the strand as illustrated below and climb down the pole into the seat.



4.04 The car may also be entered by placing it on the strand with the tubular frame toward the workman, unsnapping one side of the seat from the chain, passing it behind the upper portion of the legs and refastening it.





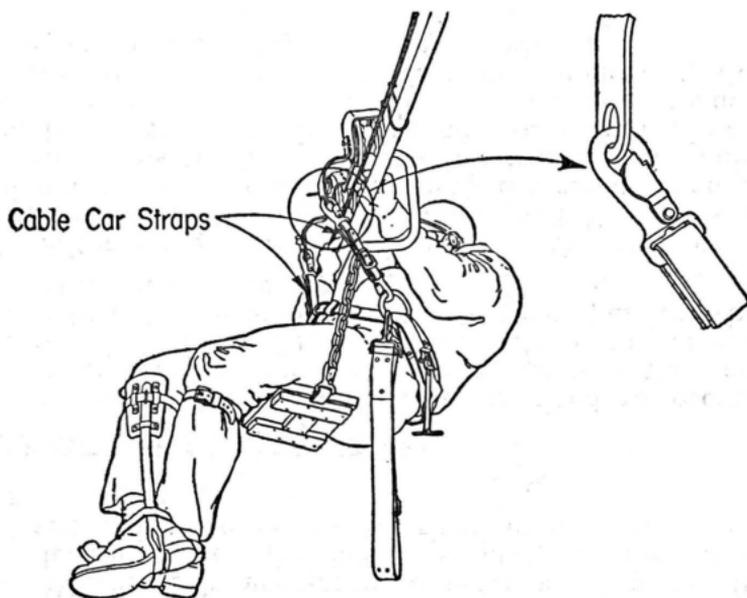


4.06 Where it is necessary to enter a cable car from a ladder, fasten the ladder securely to the suspension strand and enter the car as described in the preceding paragraphs.

## 5. USE OF CABLE CAR STRAPS

5.01 Cable car straps have been provided to prevent the rider from falling out of the car and the car from falling off the strand. They also provide a convenient back support which has been found advantageous particularly when the seat is in the low position.

5.02 After being seated in the car pass the cable car straps, which are attached to the body belt Dee rings, outside the tubular frame members and under the cable. Then connect their snap-hooks to the corresponding frame horns before removing the safety strap from the pole or strand. Note in the following illustration that the rider is seated on the side of the car nearer the tubular frame members supporting the seat. Never enter the car from the opposite side.



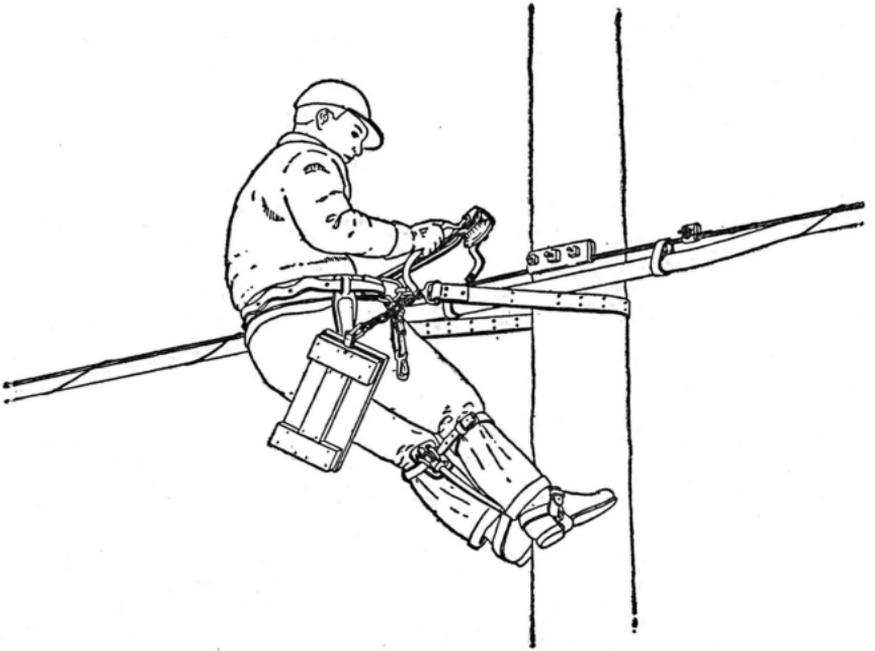
## 6. GETTING OUT OF THE CAR

6.01 To get out of the car reverse the procedures listed for entering it.

## 7. PASSING A POLE

7.01 When it is necessary to pass a pole, as in changing from one span to another, one procedure is to get out of the car, transfer it to the other span and enter it again following the methods for leaving and entering the car outlined above for the condition encountered.

7.02 When there is no guard arm or other obstruction on the pole, an alternative method eliminates leaving the car. Place the safety strap around the pole and disconnect the cable car straps. Climb up the pole to take the weight off the seat, lift the car off the strand as shown below, move around the pole and place the car on the strand on the opposite side of the pole.



## 8. PASSING SPAN CLAMPS

8.01 When spans carrying drop wire clamps are encountered ride the strand on the side opposite the drop. To pass the drop bring the car close to the clamp, disconnect the cable car strap nearer it, pull the wire under the frame horn, if there is sufficient slack to do this, and reconnect the strap. Roll one wheel over the clamp, bring the other wheel up to it and similarly pass the wire under the second horn.

8.02 If there is insufficient slack in the drop to permit the above procedure or when a drop is encountered on the near side of the cable resume the work from the opposite end of the span or work from a ladder. Do not disconnect the drop or remove the clamps.

## 9. RIDING STEEP GRADES

9.01 In riding spans on grades it is usually easier to ride down hill. When using the cable car on grades, the cable car brake, actuated by pulling down the brake lever, can be used to retard the rolling movement of the car. For cars not equipped with brakes or when steep grades are encountered where it is difficult or impracticable to safely control the movement of the car, have another man control it from the ground by means of a hand line. One end of the line should be securely tied to the tubular frame member on the up-grade end of the car and the other end held by the man on the ground.

9.02 If there is any possibility of a vehicle or person running into the line, as would be the case when working on a span across a thoroughfare, pass a line from the car through a small sheave block securely attached to the up-grade pole at about the same height as the strand, then to the man standing at the base of the pole. Do not allow the line to sag excessively.

9.03 On very steep grades use a sheave block as described in Paragraph 9.02 and have the line snubbed around the pole. Have the man on the ground tie the line securely to the pole if at any time it is necessary for him to release it.