



October 2009

<http://ptmops.org>

Operations Schedule
Museum Calendar
Operating Policies & Procedures
Operating Orders
Operations Department Forms

Updated every Sunday!



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Some Points to Remember

Operators should remember that quickly notching up to full series then notching off and coasting is the desired way to control speed. The use of the first and second notch on the controller is OK when rounding loops, operating in yard limits, and inching a car. However, operation of the car for long periods while not in full series or full parallel overheats the resistor grids and is wasteful of electric power.

The conductor is responsible for getting the group to the car before the scheduled departure time, so the car may leave on time.

The conductor is the last on and the first off. Safety first and always.

The conductor should tell the operator when it is safe to proceed, after the safety speech has been given.

Keep our guests from walking between the rails in the carhouse. This will keep grease out of our cars, off of their shoes and out of their vehicles.

The Conspiracy

**We've all seen the movie, "Who Killed Roger Rabbit?"
Trolleys quit because General Motors was buying trolley lines to
get rid of the trolleys. We all know they were convicted of doing
this. It must be true. Everyone knows it.**

In the court case, National City Lines versus U. S., 9th Circuit Court of Appeals, Chicago, 1950, NCL was convicted of monopolizing the interstate sale of motor vehicles, tires, and petroleum products, and forcing its member companies to buy only from NCL stockholders (General Motors, General American Aerocoach, Firestone Tire and Rubber Co., Phillips Petroleum, et al). NCL was never tried and thus never convicted of illegally getting rid of trolley cars *because*

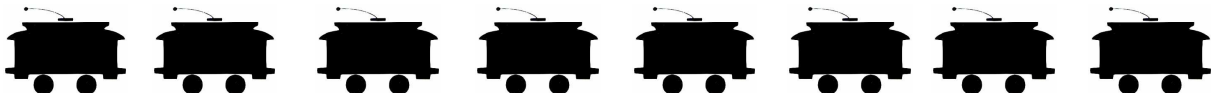
that in itself is not and was not illegal as long as it had been previously approved by the local government regulatory bodies.

This is not a valid reason for why trolleys disappeared. Again, they disappeared because they did not make money. National City Lines was a corporation that preferred to make money, and if trolleys worked, the company continued to run them until they were no longer practical. But when they were no longer practical, then the company policy dictated from whom vehicles were to be purchased.

St. Louis was an NCL property that had no general plan for conversion from rail to bus; routes were converted individually when city or state plans for freeway or bridge construction made it impractical to continue rail service. The successor transit authority converted the last St. Louis route to bus. El Paso continued rail service until Mexico expelled the company. The last Baltimore routes were abandoned because of one-way street projects. Twelve rail routes were still in service in Philadelphia when SEPTA bought the property from NCL. In actuality, larger cities with NCL owned trolley lines actually had cars longer than those that were not NCL properties.

Another example of similar behavior was the ownership by General Electric of Electric Bond and Share Co., which in turn owned nearly 40 electric power companies and numerous electric railways in 18 states plus Guatemala, Cuba and Panama. Rail holdings in Pennsylvania included Scranton, Altoona, Allentown, Lancaster, and Williamsport. Pennsylvania Power and Light Co. was part of this empire. Do you think this didn't also sell generators, transformers, switchboards, and power transmission and car hardware manufactured by General Electric?

(This article was originally included in the Spring 2004 Docent Manual, prepared by Fred W. Schneider III, Edward H. Lybarger and Dennis Cramer.)



How are we doing?

It has been a year since changes in the Operations Department were instituted. We want to know what you think. Send your responses to DF Cramer or put them in his mailbox in the substation.

1. What do you like about the way the Operations Department is run?
2. If there one thing you could change about the Operations Department, what would it be?
3. Are you satisfied with the system of scheduling your shifts?
4. What improvements would you make in scheduling?
5. How can we recruit more operators?
6. What would you change, if anything, in the way we handle our guests during their visit?
7. How can we get more visitors through the TDB?
8. How would you add or delete from Operator Requalification?
9. What training would you like to see and when would you like to have it offered?
10. Comments, questions, reflections?

Name (optional) _____

Please return no later than October 31, 2009.