



Photo Credit: Jeff Terry

MSM Operations Newsletter

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2017 – A GREAT YEAR

While 2016 was a great year, the 2017 season may be even better. Two big events will happen in 2017. Thanks to the hard work of a dedicated crew, Winona 10 will operate in Excelsior. While the specific date has not been determined, we are expecting the car later this year. In the fall is the HeritageRail Alliance conference. This will be a great opportunity for the museum to showcase its collection, operations, and incredible volunteers. Much more to come on this as the event gets closer – but it is never too early to sign up in ShiftPlanning.

Before I get into some of the details on the next phase of the 2017 season, I wanted to thank some special members who have volunteered to fill needed roles

- Keith Anderson Chief Engineer
- Pat Cosgrove Volunteer Coordinator
- Ben and Mary Porter Foremen Station Grounds

We are looking for a Foreman – car cleaning. If you are interested, please let me know and I can provide detail on the position (bruce.gustafson@optum.com or 952-220-5870). The primary task of these positions is a willingness and ability to organize other volunteers.

Finally, and most importantly, I would like to welcome back all returning Operating crew and our new members. On behalf of the Museum's operations leadership, I would like to thank you again for your time and active participation in supporting our Museum and with your help look forward to a great 2017 season.

RECERTIFICATION TRAINING

As a reminder ALL operating members are required to recertify by attending an operator or foremen session and taking a recertification test. All second year operators and anyone who operated less than 10 hours in 2016 are also required to complete a short check ride – where the member is tested on his/her behind the wheel skills. Until you complete the recertification requirements, you cannot access ShiftPlanning.

CHSL Operator Meetings are listed below. Meetings should take 45 minutes to an hour. Check rides will be done immediately following the meeting, weather permitting.

- Monday, April 17 6p
- Wednesday, April 19 6p
- Sunday, April 23 2p
- Others as needed

ESL Operator Meetings are listed below.

- Saturday, April 22 12:30p
- Sunday, April 23 12:30p

New this year we are requiring all CHSL operators (and foremen) to take training on the POS. This is to address significant changes to the system and an attempt to reduce the number of errors we experienced in 2016.

CHANGES TO OPERATIONS

For 2017, there are minimal changes.

1. ESL

- Schedule. No change to the schedule
- We will continue with the very successful 3 person crew. The 3rd operator is not a required position to operate a shift.
- ShiftPlanning. The 3rd crew person is identified in ShiftPlanning as a Station Agent/Operator (identical to CHSL). If you are an operator looking to fill a shift, I ask that you fill the Operator position first (before the Station Agent/Operator) to allow a non-operator to fill the Station Agent position and to easily communicate that the shifts status in needing two operators (Foreman, Operator).
- Targets. Targets will be installed at ESL sometime this summer. The plan is to position them at the same point as the existing yellow ties.

2. CHSL

- Schedule. The Sunday schedule has been reduced from 3 to 2 shifts. The overlapping PCC shift has been eliminated. This is in response to challenges we have had over the last two years in filling all of the Sunday shifts. During 2016, we cancelled 6-7 PCC Sunday PCC shifts due to crew shortages.
- ShiftPlanning. We have added a new position at CHSL – “Event Helper”. This position identifies non-standard positions generally supporting our special events. Examples include pumpkin wrangler, additional crossing guards, etc.
- Targets. The targets will be repainted and in some cases moved one or two poles.

3. Rule Book and Sequence of Operations

- No changes at this time

TRAINING – DAVE HIGGINS

NEW HIRE TRAINING

The new operator class of 2017 has just started. The training program is identical to last year. As summarized below there are 4 phases to the program. The first two phases are all held at CHSL. Phase 3 and 4 are done at the locations where the new member will operate – CHSL or ESL.

1. All new operators start training at the same time. This builds some comradery within the group and is a much more effective use of the trainer’s time.
2. The training has been broken down into 4 phases:
 - Phase 1 - Rules and Regulations
 - Phase 2 – Braking
 - Phase 3 – Sequence of Operations
 - Phase 4 – Revenue training

For 2017 we started with 33 people who expressed an interest in running the streetcars to our volunteer coordinator, Pat Cosgrove. With standard attrition we have 24 volunteers entering Phase 1 training (17 CHSL, 5 ESL, 2 undecided). This compares to 2016, when we had 19 volunteers in phase 1 (12 CHSL, 7 ESL).

PCC TRAINING

Fred Beamish (FJB2109@hotmail.com) again is leading the PCC training effort. If you are interested, please contact Fred as soon as possible. We are encouraging both new PCC operators as well as those PCC operators who would like some refresher training.

Scheduled training includes:

- April 28 1-4p and 5-8p
- April 29 1-4p and 5-8p
- April 30 1-4p and 5-8p

SAFETY – EVERYONE’S RESPONSIBILITY

As a reminder and to emphasizing the importance of safety has been on-going discussions with the Board and Officers of the Museum. I am reprinting from last year the Board’s summation emphasizing safety:

Running the streetcar at MSM is a lot of fun, but we must keep in mind at all times that SAFETY is the most important part of our job. We are operating very large, very heavy vehicles in close proximity to people and your first responsibility is to protect yourself, your passengers, the public, and fellow volunteers. No matter the circumstances, NEVER hurry or rush, always ask yourself, "What is the safe way to do this?" and if you have ANY uncertainty about it, STOP and get help. Foremen and crew members must work together as a team to ensure safe operations

During the off-season John Dillery, Superintendent of Safety, and others identified some safety enhancements for 2017. These include:

1. A recovery strap is available at both CHSL and ESL. These can be used to move a car off a dead spot in the overhead.
2. Rolling Break Test. We are requiring all operating personnel to comply with paragraph 16.2.
 - o *16.2 A rolling brake test must be made each time the direction of travel of a streetcar is changed, i.e., from forward to reverse or vice-versa*

What is a rolling brake test? It does not mean bringing the car to a full stop. **To perform a rolling brake test, Operators on standard cars will do the following:**

1. For forward operations, the Motorman applies power to the car (1st notch) for a couple of seconds until the car is going approximately 3-5 miles per hour. Then shut off power and take a small amount of air until you can feel the car slowing down. When the speed slows slightly indicating that the brakes are working normally, release the air and apply power in accordance with our rules and Sequence of Operations (SoO).
2. When operating from the rear, the Conductor uses the toggle switches to apply and then shut off power after the car is going approximately 3-5 mph. The Conductor then takes a small amount of air until the car starts to slow down. After it’s clear that the brakes are working normally, the Conductor releases the brakes and applies power and operates the car in accordance with our rules and SoO. For rearward operations, the Motorman does not need to shut off the controller when the Conductor performs the rolling brake test. After the rolling brake test is done and the Conductor applies power, the motorman advances the controller in accordance with our Sequence of Operations.

Performing a rolling brake test will ensure that the transfer of full control to the Operator running the car has been properly done. If for some reason the car does not slow down when a small amount of air is applied or if power does not shut off when the “off” toggle switch is pushed at the rear controls on the standard cars, immediately bring the car to a smooth stop and determine the reason for the malfunction.

OPERATIONS & SAFETY REMINDERS FOR THE COMO-HARRIET STREETCAR LINE

We are continuing to emphasize several critical operational and safety issues.

- Speed from the north siding switch to the south side of west 42nd Street, when travelling in both directions (this is commonly called the Linden Hills station “slow speed zone”) is a **maximum of 5 miles per hour**.
- The conductor is expected to give a brief safety announcement at the start of every trip. If the conductor is unable the motorman can make the announcement

- When we operate two streetcars in regular revenue service, or if the second car is a charter or training car, the end of the line talk will be done at the Isaacs carbarn, not at the north platform.
- When approaching a street crossing the streetcar **must make a full safety stop** if the Operator does not see the crossing guard in the middle of the street. At ESL, since there is no crossing guard, the stop is mandatory on all trips. The streetcar may proceed only when there are no automobiles or pedestrians in the immediate area of the crossing or when the crossing guard is positioned in the middle of the street. Ring the foot gong several times when crossing the street whether the crossing is guarded or not.
- Crossing guards must wear the yellow/orange safety vest **at all times** while guarding the west 42nd Street crossing, i.e., during daylight hours as well as after dark.