

MINNESOTA STREETCAR MUSEUM

MINUTES

Annual Membership Meeting

Saturday — March 19, 2016

Pavek Museum of Broadcasting, St. Louis Park, Minnesota

Call to Order: Chair Aaron Isaacs called the meeting to order at 10:05 AM. MSM Members in attendance by head-count was 46. As of December 31, 2015 the active membership of MSM was 310. Therefore, a quorum was achieved for this annual meeting.

State of the Museum presentation was made by MSM Board Chair Aaron Isaacs. Highlights of Isaacs' presentation are as follows.

The year 2015 was a good one for your Museum.

- Winona No. 10 is being reassembled, the home stretch of a restoration that started over a decade ago and has cost over \$200,000. Specifically, 2015 saw it placed on its rebuilt power truck and the completion of much of the wiring and painting. Wiring continues, and the interior and controls are being installed.
- The George K. Isaacs carbarn addition was built, featuring more storage space, a new machine shop and the first ever library/archive room.
- The Como-Harriet depot fence was extended.
- At the Excelsior Streetcar Line, the Water Street stop saw a crosswalk installed that was made from unearthed original streetcar pavers has been installed.
- ESL carbarn track 2 has been realigned so that any No. can enter the barn on that track.
- Overall ridership was down slightly from 2014. At ESL, Christkindlmarkt set a new record of 1407 riders.
- On the people side of things, 2015 saw the largest class of trainees ever. Twenty seven new Operators graduated greatly improving our ability to cover operating shifts. Because of the new Operators, Excelsior has implemented three-person crews.
- Jim Berry came forward to serve as our first ever Volunteer Coordinator.
- John Dillery has filled the long-vacant position of Superintendent of Safety.
- Fred Beamish will fill the new position of PCC Operator Trainer.
- Several long-time volunteers have stepped down from positions of responsibility. They deserve our thanks for their faithful years of service. Thanks also to the folks who have replaced them.
 - ✓ Bill Arends, five years as General Superintendent, replaced by Bruce Gustafson.
 - ✓ Charles Barthold, 10 years as Merchandise Manager, replaced by Bill and Rose Arends.
 - ✓ Don Nielsen, five years as Bookkeeper, replaced by Tim Crain.
 - ✓ John Prestholdt, 34 years as Chief Cashier, replaced by Bill Arends.

The Annual Appeal

At the end of every year we ask for the financial support of our members, and we suggest a project for restricted donations, although we welcome unrestricted donations. Last year the

emphasis was on the carbarn addition. This year our fund efforts transition to rebuilding the trucks under streetcars No. 1239 and No. 1300. Doing both will probably add up to at least \$200,000, so this will be a multi-year effort and we'll also apply for grants to help fill the gap. However, it needs to be done, or eventually those cars won't run.

This current 2015-2016 Annual Appeal has been quite successful, raising over \$20,000 to date. Of note are \$5000 donations from Frank Sandberg and Ray (Casey) Bensen, Jr.

Looking ahead to 2016

There's plenty to look forward to in the coming year. Hopefully Winona No. 10 will begin test operations.

- The design and construction of tracks into the "speeder shed" portion of the Isaacs carbarn addition should begin, along with the design of a new tower No. with greater reach capability. New gutters will be installed to divert the runoff from the old portion of the carbarn roof into the underground cistern, thus controlling the rate of runoff into Lake Harriet.
- Several improvements to ESL are in the works for 2016.
 - ✓ ESL will receive new informational and history signage, including a programmable video screen like the one installed two years ago in the Linden Hills depot.
 - ✓ The third crewmember will help by having a presence at the Water street platform.
 - ✓ We will also install sign at the Water Street platform the purpose of which is to better inform visitors when the No. is coming back, if the crew consists of only two people.
 - ✓ Back guys will be installed to straighten several overhead wire line poles.
- The Linden Hills depot will be reroofed and repainted and some new displays will be installed. New items will be offered for sale.
- The first-ever refresher sessions for Foremen will be conducted. The goal is to uncover issues of concern to the Foremen, make operations more consistent and improve safety and the management of unexpected problems.
- There will be a greater emphasis on safety than ever before, including a complete review of all operating procedures.
- A new Restoration Standards Committee will write new restoration guidelines and will be the forum for settling any disagreements on restoration details.
- On a personal note, the new library has made it possible for me to hold a series of four streetcar history classes in January and February, 2016. We teach our volunteers how to drive a streetcar, but need to do more to communicate the history. I'll be working with the trainers to reach this year's new recruits.

Finally, thank you for supporting our Museum.

At the conclusion of Isaac's report, Judge James Rogers commented on donations to the Museum for those members who are over 70 years old. He reported that as a result of recent congressional action, the new law now allows those who are aged 70½ or older to make gifts of up to \$100K directly from their IRA account to one or more qualified charities without paying federal income tax on the withdrawal. Judge Rogers gave Mr. Isaacs a copy of the information he obtained from the University of Minnesota Foundation. Isaacs responded that this information will be shared with the Museum's general membership.

Reports by Museum Officers.

Corporate Secretary's Report. Corporate Secretary Jim Vaitkunas rendered the following report.

- MSM Complied with all Federal, State of Minnesota and local statutory/regulatory reporting requirements
- Renewed all Insurance Policies – 2015 premiums
 - \$ 1,034 general liability
 - 6,002 property (buildings & streetcars)
 - 1,463 Directors & Officers
 - 250 Volunteer accident
- **\$ 8,751 TOTAL**
- Membership (as of December 31, 2015)
 - | | 2014 | 2015 |
|------------------|-------------|-------------|
| Lifetime | 39 | 41 |
| Household | 85 | 79 |
| Individual | 172 | 187 |
| Honorary | 3 | 3 |
| Expired/Deceased | 26 | 27 |
| Joined | 21 | 35 |
- Total Membership in good standing
 - 2015 – 310
 - 2014 – 301
 - 2013 – 303
 - 2012 – 313
 - 2011 – 303
 - 2010 – 300
 - 2009 – 276
- Annual Election of Directors
 - ✓ Notices mailed o/a November 30th
 - ✓ No nominations from the members
 - ✓ Two Directors will be elected tonight: Dave French & Aaron Isaacs
- Members are encouraged to renew their memberships for two years to save our Museum funds spent on printing and postage.
- Board Meetings in 2015 – 5
 - ✓ BOD Minutes are on website. Members are encouraged to view the minutes.
 - ✓ All members are invited to attend Board meetings.

During the course of describing the insurance status of MSM, Vaitkunas reported that the premium for our liability coverage was reduced from \$8,500 in 2014 to \$1,034 in 2015. This happened because in early 2015, Insurance Coordinator Vaitkunas, asked HMBD our insurance brokers in California, to contact our insurance No.rier, Philadelphia Indemnity Insurance Company to determine whether the liability insurance premium could be reduced as it seemed to have increased significantly compared to the last few years. The contact with Philadelphia Indemnity resulted in the finding that the Museum had been misclassified as an organization that had to pay a much higher premium for the same

liability coverage. As a result of the follow-up by HMBD, the premium was reduced by over \$7,000. A member then asked whether we had requested a refund of the overpaid premiums for 2014 and earlier. Vaitkunas replied that we did ask for a refund but the company declined our request and at that point, Vaitkunas felt there was no point in “objecting” to their answer.

Member Howie Melco asked what was the purpose of the Director’s and Officer’s insurance. Vaitkunas responded that this insurance protects the Museum in the event a Director or Officer of the Museum commits a criminal or illegal act such as misappropriation of Museum funds. Melco then asked about the volunteer accident insurance and Vaitkunas described the purpose of that insurance as well.

Treasurer's Report. Treasurer Keith Anderson provided copies to the members present of the cash balances report for FY 2015. This report is attached to, and form a part of, these annual meeting minutes.

Anderson went into some detail regarding the cash balances report highlighting and discussing specific expenses such as the Isaacs carbarn addition, which is now essentially finished. He then answered several questions from the members.

Corporate Secretary Vaitkunas then commented to the group that more detailed financial reports are always a part of Board meeting minutes and that members have ready access to these minutes as they are posted on our website.

After some other comments, the following motion was offered.

MOTION: Made by Tim Crain; 2nd by Dick Zawacki.

That the MSM Treasurer’s annual report be approved as to form and content.

VOTE: Unanimously approved by all members present.

General Superintendent's Report. General Superintendent, Bruce Gustafson rendered his report to the members in the form of a PowerPoint presentation. This presentation is attached to these minutes. Gustafson then answered several questions from the members.

At the conclusion of Gustafson’s presentation Jim Vaitkunas commented that the unsung heroes of our Museum are the volunteers who work diligently to keep out rolling stock in serviceable and safe condition. It’s amazing how much time and energy they spend on these antique vehicles. Kudos also needs to go to the Excelsior restoration crew for their work on Winona No. 10. The members then responded with a long round of applause for the ESL and CHSL shop volunteers.

Scott Heiderich echoed Vaitkunas’ comments and expanded on them highlighting the shop crew’s hard work to keep our operating streetcars running. Heiderich also briefed everyone about the crew working on Winona No. 10 and especially the work that was done to install the electrical system on Winona 10 by Mike (St Paul) Miller.

ESL Superintendent's Report. ESL Superintendent Todd Bender rendered his report on activities at the Excelsior Streetcar Line for 2015 and plans for 2016. The report is attached to these minutes.

Other Reports.

MSM Streetcar Accidents in 2015 and Efforts at Increased Safety Awareness. Vice Chair, Dave French gave the members some background on the three accidents the Museum experienced in 2015. French’s reports follows.

During our Museum's 2015 operating season we had three serious accidents involving our streetcars. The first two were training accidents.

On May 1st a new Foreman was being trained in operating the No. into the ready barn at Lake Harriet using No. 1300. The trainee overran the stopping point and collided with PCC No. 322. Minor and repairable damage was done to both streetcars in this accident.

On May 9th an Operator trainee was being trained at Excelsior on streetcar No. 1239. When the Foreman perceived that the No. was approaching Old Excelsior Boulevard too fast, the trainee was removed from the controls by the Foreman and the No. overran the end of track, breaking the end line pole which anchors the overhead wire. Fortunately, there were no injuries in these two accidents and damage to the streetcars was relatively minor.

The accidents were investigated and it was determined that we must have a greater margin of safety when learning to stop at a specific spot. Now when training a student to pull the No. into the ready barn at Lake Harriet, the No. parked in the south end of the barn will be pulled out and parked on the maintenance barn track and cones will be placed at the point where the back of that No. is normally in the barn. The student will then practice several times pulling the No. in and stopping at the normal point. If he/she overruns that point, the No. will run over the cones and no harm will be done. Likewise, at both lines when training to stop at the end of the line, cones will first be set up well before the end of track, and the student will practice several times stopping at the cones. That way, if the student makes a mistake he/she will just hit the cones and not run off the track. This will also reduce the stress of the students and trainers, since they will not have to worry about running into another No. or off the track, and can simply focus on stopping smoothly at the specified point. Only when the student and trainer feel comfortable will the student "graduate" to attempt stopping at the end of track or in the barn with a streetcar ahead.

On July 24th, we had a much more serious accident that resulted in the first serious injury we've had in over 43 years of running streetcars. During regular operations at Lake Harriet, a charter was scheduled. The charter crew was attempting to operate streetcar No. 265 out of the maintenance barn. Due to dirt and debris in the flange-ways outside that barn, the No. stalled with the trolley wheel on the insulated joint located above the barn door, resulting in no power to move the streetcar. The device normally used to move a dead No. had been placed in storage and could not be located. When No. 1300 arrived at the carbarn during its regular run, it was decided to connect the drawbar on No. 1300 to No. 265 and use No. 1300 to tow No. 265 off the insulated joint. Jerry Olson was attempting to connect the drawbar while No. 1300 was being jockeyed back and forth. Jerry was caught between the two streetcars and he suffered very serious injuries.

It was reported that No. 1300 unexpectedly surged backwards when Jerry was injured. Extensive testing was done by our shop forces and it was found that this could happen when the transfer control valve's handle at the front of our TCRT standard streetcar was not placed firmly in position. Modifications have now been made with the installation of a failsafe mechanism which ensures that none of our streetcars can move if the transfer control valve lever is not firmly in position.

All of us have had accidents whether at home, at work, or on the road. All accidents are different but they almost always have some common elements. At least one and usually several mistakes are made leading up to an accident, and they often occur when we are

trying to rush or hurry. We can't "take back" an accident that has already occurred, but we can immediately learn from the accidents and raise awareness and what can be done to prevent another like it. Within a few days of Jerry's injury we issued a safety bulletin and instructions to all foremen and operators, and foremen were directed to discuss these documents with their crew before every shift.

For operator recertification in 2016, the following points will be emphasized.

1. The Foreman is in charge of the shift. Any unusual occurrence must be reported to the Foreman immediately and the Foreman will decide what action should be taken and will directly supervise.
2. The No. moving device is now stored in a clearly marked, prominent location at both carbarns and operators will be shown how to use it.
3. The drawbar will be used to move a streetcar only under the supervision of a superintendent or shop foreman. When hooking up the drawbar, personnel will NEVER position themselves between the cars. Instead, a board or rope will be used by two people on either side of the cars to hold the drawbar up and maneuver it into the receptacle on the disabled No..
4. Flange ways outside the barn must be inspected for debris before pulling a car out.
5. Accidents can occur even when the personnel involved have many, many years of experience. Everyone at MSM, whether this is your first or thirtieth year, must take your time and think before you act, and if there is any uncertainty about what the safe course of action is, you must wait and get help.

John Dillery has stepped up to take on the duties of MSM Safety Officer. We are grateful to John for volunteering to take on this most important position and we ask every volunteer to help him to keep MSM a safe place to volunteer and ride the streetcars.

We are grateful that after multiple surgeries and many hours of physical therapy, Jerry Olsen continues to make slow but steady progress. He and Muriel will continue to be involved with our charter operations and Jerry is hopeful that he will be to run the streetcar again. As a tribute to Jerry and Muriel's past and future service to MSM, let's all rededicate ourselves to making our museum as safe as possible for our passengers, volunteers, and the public.

Information Technology Improvements Project. Project manager Ben Franske rendered the following report to the members.

Looking Back – Completed 2015/16 Projects:

- Prototype of MSM membership database enhancements completed. The prototype uncovered some bugs which still need to be worked on before further testing.
- Prototype of CHSL cashier electronic reporting system.
- Network and phone wiring installed in CHSL carbarn expansion, wireless connection relocated to office area of carbarn.
- Purchased, prepared, and installed computer system for office in CHSL carbarn expansion as well as storage server system.
- Started archive of scanned and native digital shop manuals, drawings, etc. on server with access from carbarn office PC.
- Upgraded software for Twin City Lines publishing and related software.

- Converted photo database to cloud-storage backed system. There are still a few rough edges with this I have on the project list to work on.
- Signed up for Office 365 for non-profits, tested and transitioned email service for trolleyride.org and msmuseum.org to this service. In addition we will receive Office Online and substantial cloud storage space for backing up museum documents. Accounts being rolled out as needed to museum personnel.
- Tested archiving of old, but digital, Twin City Lines files to PDF format.
- Upgraded thermostat and now have remote temperature control of one furnace at CHSL.
- Setup and testing of automated statistical collection of data from CHSL POS system.
- Planning and budgeting for 2016 projects.
- Acquired and installed steeply discounted Autodesk Product Design Suite (CAD, 3D Modeling, etc.) for carbarn office PC.

Looking Forward or In-Process – 2016 Projects:

- ESL digital history display project similar to the one at CHSL to be installed at ESL carbarn.
- Replacement of 2-way radios for CHSL and radios for events at ESL to be purchased.
- Duluth Street Railway No. 265 improvements and upgrades:
 - ✓ Purchase and installation of 12volt converter which will keep battery charged and provide low voltage circuit power. This is the same converter as being used on Winona No. 10. Additional backup converter was also purchased. All 12v wiring on the No. being relocated from pole to gate side.
 - ✓ Ditch lights will be upgraded to high output LED lights front and rear to substantially improve nighttime visibility and safety.
 - ✓ Motor start/stop control circuitry undergoing complete redesign and rewiring to enhance safety and reliability of operation. This is a major undertaking involving the design and production of a set of modular custom circuit boards to manage a number of additional sensors on the No. including brake handle position sensors, air transfer sensors, door sensors, etc. When complete the No. should look and operate (when being operated according to the rules) as previously but will have significant under-the-hood enhancements and monitoring.
 - ✓ Additional maintenance and training sensors to be added as time allows.
- Carbarn monitoring system especially for barn temperature and overhead power supply monitoring and logging.
- Website redesign is scheduled for this year to make site easier to use from mobile devices, refresh the site look, and to prepare for 2017 ATRRM convention information.
- Installation of EMV terminal for credit No.ds once the hardware is available from our credit card processing vendor.
- Consulting on improved ridership statistics project.
- Integration of CHSL POS system with cashier reporting system, testing, and roll-out.
- Continued work on membership database, Office 365 rollout, cloud-backup strategy, and photo database as time allows.

Election of MSM Directors. After a brief description by Corporate Secretary Jim Vaitkunas of the sequence of events that occurred regarding this year's Director's election to fill two Board vacancies, Chair Isaacs then called for a motion.

MOTION: Made by Rod Eaton; 2nd by Bill Graham.


That David French and Aaron Isaacs are elected to fill Director positions on MSM's governing Board of Directors for a term of three years that expire in March, 2019.

VOTE: Unanimously approved by all members present.

Open Member Comment and Question Session. Since the election of the two MSM Directors was the last formal action to be made at the annual meeting, Chair Isaacs then opened the session to the members present and asked if anyone has a comment or a question for the Museum's Directors and Officers. None responded.

Adjournment. The annual meeting adjourned at 11:20 PM.

History Presentation. After the formal business meeting was concluded, Chair Aaron Isaacs, MSM Historian and Photo Archivist, then gave a presentation on local streetcar buildings and other items that still exist. In some cases the photos were in a "then and now" format. A video showing local television news, and other amateur film, footage taken during the special operations of TCRT No. 1300 on the Minnesota Commercial Railroad Midway yard in July, 1963 was shown.


James A. Vaitkunas
Corporate Secretary

ATTACHMENTS.

FY 2015 MSM Cash Balances Report as of 12/31/2015

General Superintendent's report

ESL Superintendent's report

CASH BALANCES REPORT

Jan-Dec 2015

	Sub-account Allocations	Beginning Balance	Receipts	Payments	Transfers	Ending Balance
CASH ALLOCATIONS						
Unrestricted		146,139.46	137,628.06	(62,909.61)	(159,336.00)	61,521.91
General Track Maint Reserve		31,057.00				31,057.00
General Reserve (10%)		5,000.00		(4,422.00)		578.00
CHSL Additional Fencing along Queen Ave	5,000.00			(4,422.00)		578.00
Carbarn Angle Iron Replacement	2,000.00					2,000.00
Unallocated General Reserve	92,074.00	92,074.00			(20,000.00)	72,074.00
General Reserve Total	99,074.00					
Carhouse Expansion		72,975.00	925.00	(188,733.21)	166,025.00	51,191.79
Winona 10 Restore		(2,011.00)	5,100.00	(16,489.34)	13,311.00	(89.34)
Carhouse Run-off				(8,671.25)		(8,671.25)
ESL Improvements - Ittner Fund			-			-
Realign track #2 at ESL	6,000.00	6,000.00		(7,735.00)	1,000.00	(735.00)
Unallocated Ittner Fund	13,077.00	13,077.00			(1,000.00)	12,077.00
Ittner Fund Total	19,077.00					
Total		366,311.46	143,653.06	(288,960.41)	-	221,004.11
CASH ACCOUNT BALANCES						
1001 Undeposited Receipts - CHSL						\$ -
1002 Undeposited Receipts - ESL						\$ -
1004 Credit Card Clearing						\$ 22.00
1012 Checking-TCF Bank						\$ 20,977.62
1013 PayPal-TCF Bank						\$ 495.05
1018 Savings-TCF Bank						\$ 92,339.23
1014 US Fed Credit Union						\$ 105,512.72
1003 PayPal Account						\$ 157.49
1019 Change Cash						\$ 1,500.00
Total						\$ 221,004.11



MINNESOTA STREETCAR MUSEUM

2016 Annual Members Meeting
General Superintendent Report

March 2016





2015 Season Recap

Ridership

- Across the system (combining CHSL and ESL) 2015 total ridership was essentially flat (+235 on base of 38,300 riders) with the prior year. Underlying the system numbers is significant year-over-year growth at ESL with generally flat performance (-3%) at CHSL driven by Charter and Special Event activity. Charter activity down due two large charters in 2014 (Bus History Assoc. and ERA)

Charter / Special Events	2015	2014	Variance
PJ and Trick 'r Trolley	469	461	8
Murder Mystery	219	221	(2)
Ghost Trolley	443	769	(326)
Ghost Trolley Late show	121	144	(23)
Streetcar camp	12	12	0
Holly Trolley	1,517	1,108	409
Vinternatt	325	193	132
Musical	0	193	(193)
Moonlight	0	8	(8)
Special Events	3,106	3,109	(3)
Charters	1,948	2,435	(487)
Total Events	5,054	5,544	(490)

- Halloween – Ghost Trolley. Ran 2 nights in 2015 vs. 4 in 2014. One of the two was quite rainy; General waning interest in the Ghost Trolley. Declining ridership for years
- Musical. Did not schedule in 2015
- Vinternatt. Ridership was up 132. While the nice weather helped this is becoming a popular event.
- Holly Trolley. Ridership was up 409. Growing interest - great job Mike and Kathy do as Santa and Mrs. Santa; Perfect weather both weekends



2015 Season Recap

Trip Summary Detail - CHSL

Standard car

- Lost Shifts.
 - Rain. 7 full shifts lost and an additional 3 scheduled shifts shortened
 - Other. 3+ days due to a variety of factors including short crew, loss of power and an accident

PCC

- In total I believe we lost ~15 PCC shifts. These would have moved to standard cars (Wednesday night) or been abolished and covered by the single standard car on the weekend. An insignificant number of paying riders would have been lost

May - Oct	
CHSL	
Standard Car	
Riders	26,103
Tokens	19,230
Trips	1,655
Riders/Trip	15.8
Tokens/Rider	74%
Days (shifts)	148
PCC	
Riders	2,113
Tokens	1,522
Trips	193
Riders/Trip	10.9
Tokens/Rider	72%
Days (shifts)	18



2015 Season Recap

Other

Operators – Operating Hours

- Almost 4,000 hours of employee operations
- 6 operators with over 100 hours (Warren Algren, Bill Arends, Patrick Desbonnet, Rod Eaton, Jim Kertzman, Gerry Peterson)
- 5 operators with over 70 hours (Karl Jones, Karen Kertzman, Ron Neitzel, Ben Porter, Steve Simon)

Training

- Very strong class of 2015. 27 new operators completed training and operated in during 2015 season
 - ESL – 12
 - CHSL – 15
- No PCC training

Operations – ESL

- Successfully implemented 3rd person on regular crew



2016 - Operations - Changes

Operating Changes

ESL

- Regular crew to have 3 positions. Two required for operation

Schedule Changes

- No major changes to schedule
 - CHSL regular service ends October 30
 - ESL regular weekend service September 24; Farmer's Market October 25
- New Special Events at CHSL – Royal Express, Super heros



2016 - Operations - Safety

Safety, Safety, Safety

Several enhancements are planned in 2016 to promote a safer working environment:

- Appointed Superintendent of Safety – John Dillery

- More focused training
 - ❖ Car moving device
 - ❖ Use of cones to practice stops

- Capital investments
 - ❖ Sand pit at ESL
 - ❖ Track ramp at CHSL

- ESL to install targets on overhead



2016 - Training

Current Situation

- All operators have been removed from ShiftPlanning – same process as prior years
- Re-activated once recertification training is completed

Training Plan

- | | | |
|----------------------|-----------------------|-----------------------------------|
| ▪ Foremen Discussion | Targeting 4/3 and 4/9 | Training, Safety, Idea discussion |
| ▪ Recertification | mid- April | Similar to last year |
| ▪ New Operator | early April | |
| ▪ PCC Training | early May | Fred Beamish lead trainer |



2016 - Operations - Other

Open Positions

- Chief Engineer
- Track Foreman
- Car Cleaning Foreman
- Buildings, Grounds & Gardens Foreman

Ridership Summary

	May	June	July	Aug	Sep	Oct	Nov	Total
2015	632	715	976	841	795	1095	1407	6461
2014	421	481	1100	767	799	1641	1186	6395
2013	434	654	1152	1012	553	1471	1266	6542

New Volunteers

Bill Graham took charge of the 2015 ESL training program. With the help of Ron Neitzel and Jim Kertzman, 13 new volunteers entered regular operator service at ESL and are a welcome addition to our crews. With so many new volunteers, we expanded our shifts in 2015 to utilize a three person crew. New volunteers have even been spotted with the Tuesday restoration and Sunday Maintenance crews.

Foreman

Ron Neitzel and Denny Morrow were promoted to foreman during the 2015 season. We also lost two foreman during the 2015 season.

Cancelled Shifts

We had several cancelled shifts due to lack of foreman, especially after Labor Day. As with previous years, we have a small number of dedicated volunteers who run most of the shifts at ESL, though it has been refreshing to see the number of new volunteers signing up throughout the 2015 season.

Track Realignment

Railway Specialties completed track 2 realignment. With the track realignment complete, we now have the ability to store a wide-body car on track 2, though gauge issues near the Track 2 switch present a derailment risk for TCRT 1239.

Back-guy Anchors

Killmer Electric has installed six (of seven) back-guy anchors. The final back-guy anchor was skipped due to the location of gas lines.

Trail Crossing at Morse Ave

Scott Heiderich was contacted by Scott Schmidt of Three Rivers Park District and Jessica Galatz of the Hennepin Railroad Authority regarding a rash of bicycle accidents where the bike/pedestrian trail crosses our track. The Three Rivers Park District proposed the following improvements to the crossing:

- Installation of a fence separating the trail from our rails, starting ~150 feet from Morse Ave and ending at the trail crossing

- Removal of all asphalt surrounding our rails from the start of the fence up to the trail crossing except for the path between the office building and the parking lot
- Installation of a temporary barricade across our rails at the trail crossing to force riders and pedestrians to use the trail. MSM crews will need to move the barricade while operating and restore it at the end-of-the day. The temporary barricade would be removed in 2016 after all riders are comfortable with the trail changes.

The asphalt surrounding our rails from the start of the proposed fence up to the trail crossing (except for the path between the office building and the parking lot) has been removed. Temporary barricades have been set up to force riders and pedestrians to stay on the trail. The proposed fence between the trail and our rails has not been installed, though markers for the fence post have been painted.

Maintenance

Yearly checkup / maintenance was performed on 1239 and 78 at the start of the season, with a second checkup performed prior to the start of Ghost Trolley.

The following work was completed on 1239:

- Replaced rear brake assembling
- Replaced air-transfer valve.
- Fixed broken gate linkage (Howie Melco)
- Re-varnished floors (Bill Graham)
- Repainted roof (Sunday Maintenance crew)

The following work was completed on 78

- Fixed arcing issue in controller #1

Welcome Center

We expanded our presence at the Welcome Center in 2015 by offering T-Shirts, posters, pins, magnets, tokens, ornaments, books, and postcards for sale. To display these items, a small display case was moved from the ESL car barn to the Welcome Center.

Unfortunately, sales fell short of our expectations and we will be pulling out of the Welcome center in 2016. The display case will be relocated back to the car barn, where we plan to continue offering merchandise for sale.

Story Time Trolley

Story Time Trolley continues to grow, even with the Tuesday Farmer's Market schedule conflict.

Ghost Trolley

Ridership at this year's Ghost Trolley was down significantly. The primary culprit was a raining Friday, though scenes along the trail continue to decline. Total ticket sales hit an all-time low for the eleven year event at 822, which was down significantly from 2014's 1,326.

Trick-r-Trolley

Trick-r-Trolley was extremely successful, with 100 riders, \$500 in ticket sales, and \$60 in donations.

Christkindlsmarkt

This year's ridership of 1,407 at Christkindlsmarkt blew past the previous record of 1,266 in 2013. The event continues to grow and has attracted television coverage from both WCCO 4 and KARE 11. We have experienced a few growing pains due to the larger crowds and the second year Santa, but we are taking steps to resolve these issues in 2016.

Plans for 2016

Schedule Changes

An agreement has been reached with Ann of Excelsior Bay Books to move Story Time Trolley to Thursday to avoid conflict with Farmer's Market.

Full Saturday / Sunday service will start on Memorial Day weekend instead of the start of May. We will offer limited Saturday service from the start of May up to Memorial Day weekend.

Sandpits

Plans for a sandpit at Old Excelsior Blvd are picking up, with the goal for final installation before the start of our 2016 season.

Concrete Loading Platform

While still in the talking stages, we would like to install a concrete loading platform for use by Duluth 78 and Winona 10. The ticket booth and picket fence were both relocated in 2015, freeing up space for the concrete platform. This would also increase the visibility of Duluth 78 and Winona 10 by allowing them to stop close to Water St.

Signage

The Excelsior Historical Society approached us about installing historical markers / signs at Water St and along our right-of-way. As we have had a lack of signage for several years, this is a good opportunity for our organizations to work together and increase our visibility. We would also like to create a larger sign promoting both organizations at Water Street, possibly utilizing the ticket booth as a focal point.

Three Person Crew

We plan to continue the expanded three person crew, using the third person to interact with folks at Water St. while the trolley is making a run. We may also explore using the ticket booth (with ELMHS approval) to sell merchandise during special events and Farmer's Market.

Foreman

We plan to promote at least three operators to foreman positions and are actively seeking additional recommendations.