



Photo Credit: Jeff Terry

MSM Operations Newsletter

Issue No. 18 -1
March - 2018



2018 – WELCOME BACK

As noted in the following pages, the kick-off to the 2018 operating season will be very similar to last year. We will go through recertification training during the months of April and May with operations starting the first weekend in May. Rod has once again developed what I am told is the hardest test in years – plenty of trick questions. We are again looking for more PCC operators and will make every effort to accommodate your schedule to train you.

The other item of note for the 2018 operating season will be the movement of cars between our two locations. Car No. 1239 will move to CHSL to undergo planned truck work. Car No. 265 will in turn be sent to ESL to fill the gap caused by the transfer of car no. 1239. Winona 10 is also expected to make its debut early in 2018.

Before I get into some of the details to start the 2018 season, I wanted to thank some special members who have volunteered to fill needed roles

- Steve McCulloch Foreman right-of-way CHSL
- Chris Heck PCC lead trainer; Foreman overhead

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 2018 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 2017 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.

Foremen Meetings:

- CHSL Sunday, April 8 Noon
- CHSL Monday, April 9 6:00p
- ESL Saturday, April 14 11:00a

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 16 6:00p
- Wednesday, April 18 6:00p
- Sunday, April 22 Noon
- Others as needed

ESL Operator Meetings are listed below.

- Sunday, April 15 Noon
- Saturday, April 21 11:00a
- Sunday, April 22 Noon (Bad weather option)

NOTE: POS refresher training is required for all CHSL operators and foremen.

RECERTIFICATION TRAINING – OPERATORS REQUIRING A CHECK RIDE

The operators listed below worked less than 10 hours last year and will require a check ride prior to being activated in Shift Planning/ Humanity. Check Rides will be offered after operator meetings at both CHSL and ESL. Other options will be available please contract Bruce.gustafson@optum.com to coordinate a check ride at CHSL and Todd Bender tmbender@gmail.com for ESL.

CHSL

Christianson, Dave
Doyle, Mike
Ehrenberg, Rolly
Halker, Nils
Heimerdinger, Walt
Kozlak, Connie
Larson, Norm
Loscheider, Michael
Lowry, Thomas
Malinoff, Mike
Miller, Mike
Poe, Tracy
Preiss, Bill
Rapoport, Ed
Reinan, John
Schow, Tyler
Talley, Jim
Wagner, Lantz
Wetzel, Holly

ESL

Anderson, Keith
Buck, Mike
Graham, Bill
Helde, Michael
Levang, Craig
Schnorr, Trudy

CHANGES TO OPERATIONS

For 2018, there are minimal changes.

1. CHSL

- Schedule. The weekday PCC shift is moving from Wednesday to Thursday evening. This will eliminate the conflicts with the scheduled special events (i.e., Story Time Trolley), which are generally scheduled on Thursday evenings.
- Operations – Crossing 42nd Street. To improve safety, we will require a complete stop at 42nd Street. Historically accurate stop signs will be placed on both sides of the street. A complete stop is required regardless of the presence of a crossing guard.

2. ESL

- Schedule. No change to the schedule
- We will continue with the 3 person crew. The 3rd operator is not a required position to operate a shift.

NEW HIRE TRAINING – DAVE HIGGINS

The new operator class of 2018 will begin in April. The training program is identical to last year with the initial phases combined for CHSL and ESL crews at CHSL. Later phases (3 and 4) will be held at the specific locations where the new member will operate – CHSL or ESL.

1. 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

Pat Cosgrove, the museum's volunteer coordinator, will be responsible for recruitment and will work with Dave to get interested individuals to the orientation/ training classes.

Over the last two years we started training with 33 and 19 interested individuals in 2017 and 2017, respectively.

PCC TRAINING – CHRIS HECK

WE NEED YOU!!! We continue to need PCC operators. All operating volunteers are welcome to sign up, including those who have not operated No. 322 before, as well as those who have but would like a refresher.

Training will take place in April and May (and thereafter upon request), with the exact schedule to be determined around your availability and other training sessions. The program will consist of two 2-hour sessions at CHSL, and will cover an overview of the car along with plenty of hands-on training.

Come and see why the PCC is the favorite car to operate for many of our volunteers! For more information or to sign up, please contact Chris Heck at chris.heck@trolleyride.org or 651-249-5358.

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

As a reminder, we require a rolling break test 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

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

- Slow speed zones at both locations call for a **maximum speed 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
- CHSL. 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.
- CHSL. 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.

NEW MERCHANDISE

Bill Arends has arranged new pottery mugs to be sold through the museum. The green (shown below) and gold 12 oz pottery mugs are made by Grey Fox Pottery in Minneapolis. They are lead free and microwave and dishwasher safe. The mugs will sell for \$21.

