



MSM Operations Newsletter

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June - 2018



Photo Credit: Jeff Terry

SUCCESSFUL OPENING

Candidly, the early results of the 2018 season have been mixed. The recruiting and training activities, building and grounds work, and charter interest have gone extremely well. Regular ridership, on the other hand, has languished behind last year. At this point I believe the lag is due to weather – both a wet May and a lingering impact from the late winter.

As of June 8 we had 101 active operators and 17 new operator trainees. This compares to 106 operators in 2017 and 104 operators in 2016.

I would like to thank some of our volunteers who have stepped up to fill leadership positions.

- Steve McCulloch – Foreman Grounds
- New Foremen:
 - Fred Beamish ESL
 - Pat Cosgrove CHSL
 - Pat Kriske CHSL
 - Elaine Love ESL

Finally, I would like to encourage all of our Operating Crew members to sign up early for operating shifts. This relieves much of the pressure in determining if a shift should be cancelled and allows the foreman to contact the crew in advance.

OPERATIONS SUMMARY

The table below summarizes ridership for May

CHSL	2018	2017
Revenue rides	3,065	3,902
Memorial Day	722	845
ESL	304	586

CHARTERS

For 2018, we have run or are scheduled to run 24 CHSL and 5 ESL charters. Included in the CHSL total is a 4 hour photo shoot and the German railfan charter – both of which have substantially higher than average revenue. These totals are nearly identical to 2017 - by late June we had 27 CHSL and 6 ESL charters – not counting those associated with the fall convention

OPERATIONAL REMINDERS

GENERAL

1. CHSL – Crossing 42nd Street.

- As a reminder – all cars must come to a complete stop at the stop sign. The stop must be made regardless of the availability of a crossing guard/ flagman.

- The crossing guard should not enter the street until the street car has come to a complete stop. Once the street car has stopped the crossing guard should position himself in the center of the street on the east side of the track. (This spot is marked by a yellow dot).
- Once in the street the crossing guard is in charge of ALL traffic, including signaling the streetcar operator when to move forward across the street.

2. Expectations.

- We continue to ask that all operators volunteer an average of two times each month during our peak operating months of June, July and August.
- Operators are asked to sign up early on ShiftPlanning.

MECHANICAL DEPARTMENT UPDATE – DICK ZAWACKI

○ Car No. 1300.

Temperature sensors and monitoring circuitry have been installed on the motor bearings to monitor their operational temperatures. The maintenance crew has started monitoring and recording bearing temperatures during test runs. Initial data indicates that the bearings and Babbit material are going through a normal break-in period. Once we have done enough testing on the car to feel confident in its "track-worthiness", we can release it for limited revenue service and training. Initial testing indicates that the new motors draw a little less current than before and accelerates a bit quicker. The truck noise reported before has decreased, and is somewhat like "pre-overhaul" levels, especially when the car was moving faster. The rear truck sounds quieter than the front truck. The ride is also a bit stiffer due to new springs on the truck, as we expected. In summary, we need to do enough testing to understand what the "new normal" is for 1300 and have confidence in it.

○ Winona No. 10

The car was formally dedicated on Sunday, June 17. Approximately 75 people attended the dedication including Ken Albrecht, representatives of the Winona Foundation, the son and daughter-in-law of the people who used the car as a cabin, and representatives of the Winona Foundation. The three granddaughters of Joseph McCormick (the last motorman to run Winona #10 in regular service) cut the ribbon to allow the car to exit the car barn. The car then completed the regular shift for the rest of the day. Several problems occurred during the first day of full operation that the restoration crew will need to address to consider the car ready for regular service. We have a proposed design to fix the back EMF problem that occurred last month and are consulting with people who have experience with this problem to ensure our design is sound and will work in our application. Until these problems are solved, Winona #10 will not be released for revenue service, charters, or training without the approval of the project leader, Howie Melco.

○ Car No. 265

The car carries on as the workhorse for CHSL operations. It takes the lion's share of regular, training, and charter service and operates very well thanks to the work and dedication of the CHSL maintenance crew. The crew is looking forward to having the car over the pit for an extended period once 1300 is placed in regular revenue service.

○ Car No. 1239

The trolley pole was damaged when the car was used to tow Winona #10 off the main line and move it back into the carbarn after it blew a relay. The pole has been replaced. Other adjustments and checks continue to be done during the operating season.

TRAINING – DAVE HIGGINS

New Operator Training. Training has gone extremely well again this year with several new operators having graduated for regular service in June. Special thanks to Pat Cosgrove for his leadership with the recruitment activities and Dave Higgins for organizing the training.

The number and progress of the trainees is comparable to last year. As of June 8, we have had 3-4 trainees complete training and enter regular service.

	2018	2017	2016
At Orientation	33	33	
Post Orientation		30	
Post-Phase 1	26	24	
Pipeline June	17	19	16

PCC Training. I would like to thank Chris Heck for leading the PCC certification process. At this time we have 37 PCC qualified operators.

VOLUNTEER BADGES

We have decided to go with an engraved badge with a yellow background that has the Museum's logo, the volunteer's name, and the year when the volunteer started. The Museum will provide new operators with a badge at no cost upon completion of the training program and entry into regular service. All other members needing badges will be asked to pay for the new badge.



HUMANITY/SHIFTPLANNING (H/SP) TIPS AND REMINDERS – JIM VAITKUNAS

1. Humanity/ShiftPlanning (H/SP) Tutorial Update.

- Chris Heck has updated the Humanity/ShiftPlanning Tutorial and it is now on YouTube at the following URL.

<https://www.youtube.com/playlist?list=PLaZHMSnN3FKE-il-E3bAQO10tOmgj-DjV>

- The Tutorial was updated to reflect the changes in the Dashboard format and several other minor differences between the old and new tutorial. It might be a good idea to take a quick tour of the tutorials which are only 3-4 minutes long for each one.

2. Check Your Humanity/ShiftPlanning Profile.

- If you haven't yet reviewed your personal profile in H/SP we ask that you do so at your earliest convenience. Conducting this review will ensure that H/SP has the correct phone number (cell & landline if you still have one), correct address, e-mail address, etc.

3. How do I remove myself from a shift?

- Once you sign-up for a shift you cannot then go in and take your name off the shift. Only the H/SP Administrators can do that. We understand there will be times when you are forced to cancel your shift because of some emergency. Here are the rules we have established to cancel a shift.
- If the shift that you need to cancel is more than two weeks (15+ days) in the future, call or send an e-mail to Jim Vaitkunas (or Bruce Gustafson or Bill Arends) and tell them what's going on. They'll take your name off the shift "free of charge."
- If the shift is 14 days in the future or sooner, you are responsible for finding your replacement. This is no change from our previous policy on cancelling a shift because of an emergency. You can use the H/SP feature to find a substitute or you can call a friend and ask for a swap or if they'd be willing to take your place. When you find a substitute, you need to call a H/SP Administrator so they can make the changes on the shift in question unless H/SP does it automatically.
- Sometimes we sign up for a shift and then realize almost immediately that we made a mistake. If that happens, please call or send an e-mail immediately to one of the H/SP Administrators so they can take your name off the shift in question. Do not wait until the last minute to inform one of the Administrators.

BUILDINGS & GROUNDS

BUILDINGS / STRUCTURES

- North-end Platform (CHSL). Contractor has been selected. Work to begin soon.
- Linden Hills Depot steps. The steps at the rear of the building need to be replaced. Pat Kriske is working to get a contractor through a bid processes.

GROUNDS

- Linden Hills Depot Garden. Ben and Mary Porter are doing a fantastic job in maintaining/ enhancing the station garden at CHSL. The Linden Hills Neighborhood Council approved a \$1500 grant to improve the garden in front of our Linden Hills depot. The money will help pay for the commercial landscaping work to complete the garden all the way to the pedestrian underpass.
- Steve McCulloch is leading a dedicate group including Ben Porter, Steve Simon, and Scott Heiderich that are weed whipping and tree trimming.

SPECIAL EVENTS – ROD EATON

Murder Mystery runs Friday through Sunday July 27, 28, &29 and August 3, 4 & 5. All performances are at 9 PM. When selling tickets from the Agent's Binder you should check the date and carefully count the tickets. They are bar coded.

The Late Show is Sunday, October 28. Performances are at 7, 8 and 9 PM.

Tickets for both shows are also available online.

PJ Party tickets are available through the Minnesota Streetcar Museum this year (not through Wild Rumpus). Tickets for the July Party will go on sale around July 5. Watch our website for information

OPERATIONS & SAFETY REMINDERS – JOHN DILLERY AND JIM VAITKUNAS

Yes, summer is finally here. That means we will have warm temperatures usually accompanied by high humidity at times. When you are on a shift please remember to hydrate. Bring those water bottles or liquid drink containers. Like voting in Chicago, drink early and often. And if you can, stay in the shade. We don't want anyone to fall ill because of the high temps and humidity.

OPERATIONS BULLETINS IN EFFECT

CHSL

- **18C-1 - Operation of Cars under the William Berry Street Bridge.**

Due to loose wire under the William Berry Street Bridge, until further notice all cars operating in either direction are REQUIRED to proceed at a slow walk speed when moving under the bridge. The wire has not been repaired and "normal" speeds under the bridge may cause damage.

All operations shall be done at 5mph or less (slow walking speed) for:

- *Northbound cars from the span wire just south of the bridge (Cottage City Platform) to the span wire just north of the bridge, identified with the red and white flyers.*
- *Southbound from the span wire just north of the bridge identified with red and white flyers, until the rear of the car passes the span wire south of the bridge with the green target attached.*

ESL

- **18E-1 - Operation of All Streetcars in the Excelsior Car barn Yard.**

The Foreman is the only crewmember authorized to operate a streetcar within the ESL car barn yard. The ESL car barn yard is defined as all track leading from the mainline switch into the yard lead with two left-hand switches, and all three yard tracks including the tracks inside the ESL car barn. Track #1 is defined as the track nearest the ESL mainline with the other two tracks numbered 2 and 3 in a southward direction.

While operating a streetcar within the ESL car barn yard, Foremen must observe the position of the switch points to ensure that the switch is correctly set for the track onto which the streetcar should go. After determining that the switch is set correctly, the streetcar can then proceed.

- **18E-2 - Operation of Winona 10.**

Winona no. 10 is removed from operational service to allow for the completion of restoration and safety related work. The car can only be used for testing by authorized personnel