



Photo Credit: Jeff Terry



2020 – THE START OF AN UNUSUAL SEASON

I along with all of the members of the Operating Committee would like to thank you in advance in helping with the Museum's 2020 operations. For a number of reasons 2020 will be unique and challenging year. In addition to planned changes in the operating plan the Museum, as with all other aspects of our daily lives, is responding to importance of and uncertainty surrounding novel coronavirus or COVID-19.

COVID-19

We are fortunate that our 2020 operating season does not open to the public until the first week in May by which time we should have a better understanding of the official government plans and policies to control the virus. To proactively address the situation and ensure the safety of our volunteers and their families, the Operating Committee has decided to cancel the in-person foremen and operator meetings that we typically hold during April in preparation for the start of the operating season.

At this point, we are moving forward assuming we will begin our operating season on schedule the first weekend in May. This is subject to change. Like other public organizations we will re-evaluate the situation every few weeks to determine next steps. In mid-April the Operations Committee will hold a special session to review the current situation and decide on the May operating schedule.

Summary of start-up activities for the 2020 operating season:

- All foremen and operator meetings normally scheduled for April are cancelled
- Recertification quizzes will be taken online as was done last year. Instructions will be distributed in the next two weeks
- Recertification check rides and POS training are not scheduled at this time. We will provide relevant information regarding the go-forward plan the second week of April
- New operator training is on indefinite hold
- The Operations Committee will reassess the situation the second week of April and will communicate plans for May

COMMUNICATION

In the absence of the in-person meetings this Spring I would like you to send me any questions you have and I will respond both to you individually and as a distribution to the operating family as appropriate. Please send questions to me at bruce.gustafson@optum.com.

Jim will be publishing the Currents on or around April 1 and will provide any new information or updates.

2020 OPERATING SEASON

As with every new season there are a few changes to the operating plan.

- Eliminate Monday night operations to allow the overhead maintenance crew and the Training Dept. activities
- Add a Friday afternoon schedule in June, July, and August hoping for success similar to our current Wednesday afternoon operations, which is very popular with grandparents and younger children

- Encourage volunteers to become PCC trained. Strongly encouraging all Foremen to become PCC trained
- Raise fares for some of our fall/winter special events

Again 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 in 2019 and with your help look forward to a successful 2020 season.

2019 SUMMARY

OPERATORS

For 2019 we have 124 rostered volunteers of which 108 have contributed time to the operations. This is down slightly from the 113 that operated in 2018, but well within our normal range (in 2017 we had 107 active operators). In 2019 we did not have any disruptions in operations due to short crews.

Given normal churn of operators dropping, the lower number is driven by the smaller 2019 graduation class. The 2019 active volunteers include 30 ESL operators and 84 CHSL operators, which compares to 34 (ESL) and 87 (CHSL) operators in 2018.

TRAINING

Training was led by Dave Higgins with Pat Cosgrove managing the recruitment process. Chris Heck led PCC training. The 2019 class was significantly smaller than the last two years, but was fairly productive in getting volunteers into operating service. The size of the 2019 class (shown below) is not unusual, but is significantly smaller than the last couple of years. The size of the graduating class is only relevant in that it provides a larger population from which we hope to have a few volunteers who become active and last more than a year or two.

The 2019 New operator class graduated 8 (CHSL – 6 graduates; ESL – 2 graduates). This compares to an average of 19 graduates (15 CHSL; 4 ESL) over the last two year - 2017-18. The 2019 graduating class contributed 210 hours, which is about 6% of the total operating hours. This is down slightly from prior years with a bigger graduating class, but the average individual contributor volunteered significantly more hours.

2020 RECERTIFICATION TRAINING

The recertification process is the same basic steps as last year.

1. All volunteers are currently deactivated in Shift Planning/ Humanity (S/P).
 - a. If you are deactivated you CANNOT sign up for a shift
2. Volunteers not requiring a check ride will be reactivated in S/P as soon as:
 - a. Recertification quiz is complete. This will be sent out in the next week to 10 days with instructions
 - b. Completion of point of sale training at both locations. Details will be distributed at a later date; targeting start mid/late April
3. Volunteers requiring a check ride will be reactivated in S/P as soon as:
 - a. Recertification quiz is complete. This will be sent out in the next week to 10 days with instructions
 - b. Check ride is complete. Currently targeting mid/late April
 - c. Completion of point of sale training at both locations. Details will be distributed at a later date; targeting start mid/late April
4. ESL DSR Car No. 78 Recertification
 - a. A final determination has not been made, but all operators may be required to complete a test ride in car 78

CHECK RIDES:

For 2020 the following categories of individuals are required to complete a check ride:

- All second year operators
- All operators who operated less than 10 hours in 2019. *(NOTE: This is by location.)*

As a reminder - until you complete the recertification requirements, you cannot access ShiftPlanning.

CHSL CHECK RIDES

The following operators assigned to CHSL require check rides for the 2020 season.

Bongiorno, Vito	Flemming, Tim
Burke, Seamus	Graber, Kathleen
Dewitt, John	Halaas, Al
Ehrenberg, Rolly	Harp, Leah
Jacob, Andy	Stomberg, Jeremy
Malinoff, Mike	
Mayer, Mike	
Miller, Mike	
Prakaashana, Amrita	
Rach, Dick	
Schwarze, Trevor	

ESL CHECK RIDES

The following operators assigned to ESL require check rides for the 2020 season.

Beamish, Fred	Cahill, Pete
Brothen, Mark	Hadley, Richard
Crain, Tim	Osmundson, Zach
Dockendorf, Jim	
Frey, Carol	
Hanson, Traci	
Kobs, R. Bruce	
Krysinski, Brian	
Schnorr, Trudy	
Vogt, Tom	

Additional details on check rides will be sent separately. 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.

2020 CHANGES TO OPERATIONS

1. CHSL
 - Eliminated Monday evening service
 - Added Friday afternoon service in June, July, August
 - Extended regular service through the 3rd weekend in October
 - PCC will continue to operate Thursday evening and first shift on Sunday
2. ESL
 - Added scheduled operations for the Friday of MEA weekend
 - Farmers Market operations will end the week before Labor Day
 - The special events calendar has not been finalized

PCC TRAINING – CHRIS HECK

WE WANT 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.

The training schedule has not been determined, but if you are interested please contact me (bruce.gustafson@optum.com) or Chris Heck at chris.heck@trolleyride.org or 651-249-5358.

SAFETY – EVERYONE’S RESPONSIBILITY – JOHN DILLERY

As a reminder before the season starts, listed below are several general reminders on safety.

- Check all mirrors - both the outside and inside ones - to be sure you get a clear view of what you should see in them from your operating position inside the streetcars before you move.
- Follow safe driving practices as when you drive an automobile - drive defensively. Look forward at least 100 feet down the track as you move along. Keep your eyes moving - check side vision every 10 to 20 seconds, left and right. Remember the limits of your vision on your right and left perimeter, moving your head right and left as necessary so you see the unexpected. Always consider the car's stopping distance.
- Remain aware of the time. Our customers expect us to arrive at regular intervals, but more to a safety point, being aware of time and place is a proven method to remain vigilant and avoid distraction or "zoning out".
- Watch for cross traffic at the known points carefully. Turn your head to be sure no person or vehicle is approaching outside your side vision limits.
- Listen for unusual noises coming from the streetcar, such as leaking air and report them. Even if you hear nothing, remember to check the air gauge for correct pressure on the air-brake cars while coasting before you reapply power.

OPERATIONS BULLETINS IN EFFECT

CHSL

○ **20C-1 - Operation of Cars at 42nd Street**

The motorman on a northbound trip and the conductor on the southbound trip do not have to request permission to move forward from the other operator once the car has come to a complete stop at 42nd Street.

The revised sequence of operations is summarized below:

- *Approach 42nd Street and come to a complete stop at the location indicated by the stop sign.*
- *As appropriate ensure that the flagman is stationed in the correct position and has established control over any nearby traffic.*
- *The leading operator (motorman on southbound trips, the conductor on northbound trips) can move the car across the street when he/she determines that it is safe to do so. The leading operator does not request permission to move.*

ESL

○ **20E-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.

○ **20E-2 - Movement of DSR Car No. 265 in/out of the Car Barn**

Extreme care must be taken when moving Duluth Street Railway (DSR) car no. 265 in or out of the car bar.

Movement to/from Track 1

- *When leaving the carbarn on track 1 slowly proceed through the first frog to ensure that the trolley wheel goes through the frog successfully.*
- *When putting the car away the trolley wheel will follow the track 2 wire when going through the frog. To correct for this, the Foreman must STOP the car allowing the Conductor to MOVE THE TROLLEY WHEEL TO THE TRACK 1 wire. The crew should continue to monitor the car as it slowly moves toward the carbarn.*

Movement to/from Track 2.

- *It is necessary when leaving the carbarn on track 2 to STOP right before the Trolley wheel goes through the first frog (2 - 3') AND MOVE THE WHEEL TO THE TRACK 3 wire. Then slowly proceed forward and the wheel should go through the frog OK. IF this is not done the wheel WILL DEWIRE.*
- *When putting the car away the wheel will follow the track 3 wire when going through the same frog. STOP AND MOVE WHEEL TO TRACK 2 wire.*

MECHANICAL UPDATE – DICK ZAWACKI

TCRT 1300 (Available for the season)

L&S Electric has completed its work refurbishing motor #1. After finding a way to overcome the snow and ice built up on our tracks this winter, it has been returned to CHSL. The motor completed its reinstallation in the car on March 14. The car is starting its testing to be sure it functions correctly on 4 motors. Initial operation of the car looks positive and we will begin long-term testing to insure it is fully operational. A valve in the air compressor has been reworked and cleaned to eliminate a leak in the system. The brake system now works much better than before and pumps up in the normal amount of time. The car is being readied for revenue service once we officially start the season.

TCRT 1239 (Unavailable)

The car undergoing a number of improvements and upgrades while the trucks are being overhauled. Some examples of the improvements are rewiring and upgrading the interior lighting system and modifying the rear gate doors to prevent passengers from possibly falling off the car when exiting at the 42nd Street depot. Now that the major work on 1300 is wrapping up, the crew will turn its full attention to rebuilding of the trucks on 1239.

TCRT 322 (Available)

The car is undergoing its regular off-season maintenance to make it ready for the operating season.

DSR 78 (Available)

The controller that failed last year has been completely reworked to replace all the internal wiring to eliminate all places where they could short out against internal edges or rub against sharp corners where they come through the car floor. The controller has been reinstalled in the car. In addition, both controllers in the car will be firmly anchored to the floor to reduce vibrations which were a cause of the original problems. All other wiring in the car and in the other controller is being evaluated and will be upgraded to allow the car to operate safely and make it ready for the operating season.

DSR 265 (Available)

The car continues to serve as the operational car at ESL. Normal maintenance is being performed on the car to ready it for the operating season.

Winona 10 (Unavailable)

AC Electric in Bangor, Maine, is working to refurbish the motor. They are having sample coil windings made for the armature to evaluate how they will fit into the armature. If all goes well with the windings, they will evaluate the commutator to determine what needs to be done to make it operational. There are still a number of major hurdles to be overcome to refurbish this 1890's vintage motor that is used on Winona #10.

Mesaba 10

The ESL crew continues to remove and store or scrap all the stuff that is currently stored in and under this car. The car has been partially cleaned out and new temporary lights have been installed. This spring, the ESL crew will

determine how to safely position the car body on the two trucks that are under it and prepare it for later restoration work.

Fargo-Moorhead 28

The car body remains stored on a farm just south of Watertown, MN. We plan to keep it there for at least 2 years when the ESL barn will be in a better position for us to determine how we will store the car body and prepare it for restoration.

HUMANITY/SHIFT PLANNING UPDATE – JIM VAITKUNAS

Jim Vaitkunas will again be the H/SP manager for this operating season. When the season begins, Jim will send weekly e-mail blasts to all operating personnel with the vacancies for the following week to 10 days. However, we urge everyone to sign-up as early as you can so you can get the shifts that you like. While all of us have gotten more-or-less used to using H/SP, if at any time you run into problems, or if you need any help, please contact Jim at jim.vaitkunas@trolleyride.org

There is a mobile smart phone app for H/SP that you can download onto your smart phone from the Google Play Store and use to check your schedule, sign-up for shifts, etc.

Finally, if you are forced to cancel your shift because an emergency situation has arisen, please let your shift Foreman know that immediately. If your shift is two-weeks or more in the future, let Jim Vaitkunas know so the vacancy can be advertised. If your shift is scheduled for less than two weeks, let your Foreman and Jim know but the burden is on you to try and find your replacement by either getting someone to take your place or by swapping shifts with someone.

OPERATIONS & SAFETY REMINDERS

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

- Slow speed zones at both ESL and CHSL 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 to make the announcement, the motorman can do so.
- If workers are present on or near the tracks, the streetcar must not pass until signaled to do so by the workers.
- A rolling brake test is required every time the car changes direction.
 - Apply power. After a moment shut power off and apply brake slightly.
 - If an air pressure gauge is available - as soon as the air pressure needle begins to move, release brake and apply power.
 - If an air pressure gauge is not available - as soon as you hear air movement or begin to feel the effect of braking, release the brake and apply power.