



MSM Operations Newsletter

Issue No. 24-3
June - 2024



MID-SEASON CHECK-IN

To me this is always an interesting, but often uneventful part of the operating season. Start-up activities (i.e., new operator training, recertification, implementation of new operating rules) are complete, the full schedule is operational, and the core of the special event activities is still well into the future. So how are we doing? Everything is going well.

- We have 18 new operating volunteers,
- Trained/ recertified 19 PCC operators,
- Have an active roster of 111 operating volunteers,
 - o *This level of staffing is comparable to the last several years.*
- Sold 20 charters,
 - o *This compares to full year 2023 sales of 52*
- Our outreach programs are going well,
- ESL ridership is up YTD ~300 riders (+25%)
- And total sales are strong.
 - o *Year-to-date sales of ~\$34,800 represents ~30% of last year's total revenue. Given the time of year and seasonality, this is reasonable.*

As always, I want to express a deep appreciation on behalf of myself and the Museum's leadership for your ongoing commitment and dedication to providing a safe and entertaining environment for our volunteers and guests.

OPERATIONS & SAFETY REMINDERS

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

- It is important to conform to the speed requirements at both locations. The well-researched speed limits are set to enable the operators to control the streetcar and provide sufficient time to react to potential safety issues, particularly in areas where there is known pedestrian and vehicular traffic effectively and safely. The speed restrictions also prevent excessive wear on switches (i.e., south switch at 42nd Street) or derailments.
 - o Pay particular attention when moving through:
 - Station areas
 - Switches
 - Yards/ car barn areas
 - Street crossings
- Reverser Handle. Remember that whenever the motorman leaves their position at the front of the streetcar, even for a few seconds, they must remove the reverser handle and keep it with them until they either return to the motorman's position or give it to another operating person. This rule pertains to ALL streetcar operations including charters, maintenance operations, extra operations, etc. This rule will be incorporated into the next edition of MSM's rule book which will be issued sometime this summer.
- If workers are present on or near the tracks, the streetcar must not pass until signaled to do so by the workers.
- Remember to lock all doors (station, car barn, etc.) at the end of your shift.

NEW HIRE TRAINING – BILL PEKARNA

The MSM new operator training has finished its 2024 activities. Of the 23 Operator Trainees that began the training program way back in April, 13 have qualified as operators and another five have volunteered as station agents. Thank you, new operating volunteers:

CHSL Operators

Archuleta, Corgan
Betzler, Joseph
Corbin, Marcus
Gardner, Bill
Gingerich, Bill
Harrington, Joe
Harstad, Nattie
Haubner, Garron
Maurer, Erin
Orbe, Nick
Riehle, Ali
Schnabel, John

ESL Operators

Buckman, Dave

CHSL Station Agents

Danyluk, Beth
Kohl, Alan
Mitchell, Mark
Thompson Margie

ESL Station Agents

Behning, Ann

The program this year also resulted in one ESL maintenance volunteer – Jack Bingham.

The dedicated training crew did a fantastic job in helping prepare the new operators for (hopefully) a long and enjoyable association with the streetcar museum. Listed below is the training team, led by Bill Pekarna, and the estimated number of hours on the car training.

Bill Pekarna (160 hours)
Linda Ridlehuber (50)
Marion Garcia (38)
Jerry Betz (25)

Andy Jacob (16)
Katie Barron (12)
Pat Cosgrove (9)
Anthony Lebda (3)

PCC TRAINING – FRED BEAMISH

As with the new operator training crew, the Museum is indebted to the PCC trainers, led by Fred Beamish, to train new operators and recertify those with prior experience. The training group (Fred, Katie Barron, and John Dillery) trained/ recertified 19 operators. While the official training season has ended, we are always looking for new operators and will work to make training available.

STREETCAR CLEANING – LOUIS HOFFMAN

Streetcar cleaning is an essential element of the Museum's customer-facing presence. A dirty environment can create a bad experience for our customers. Once a month at both CHSL and ESL a group of dedicated volunteers cleans the cars and other areas accessed by our guests. Please consider volunteering for this event. If interested contact Louis Hoffman (CHSL) or Karen Kertzman (ESL). To make the process to sign up easier, we have added the CHSL car cleaning activities into Humanity/ ShiftPlanning.

CHSL Dates are:

- August 3 (all dates start at 9a)
- August 24
- September 21
- October 19

SPECIAL EVENTS – KAREN KERTZMAN/ PAT COSGROVE/ BILL ARENDS

Special events represent a significant portion of the Museum's operating revenue and venues to attract different categories of guests.

CHSL

Key events:

- Open Doors (May 18-19; see Sales section for details)
- PJ Party
- American Sign Language event (June 1)
- Sold 17 charters
- Independence Day celebration
- Motorette First Hire (July 6)
- Summer Santa (July 30)
- Find Waldo (July)

The "Find Waldo" contest, sponsored by Wild Rumpus, is a scavenger hunt to find Waldo starting July 1 and running throughout July. Participants have a passport (or can get one at the depot) which is stamped once they find Waldo at participating locations. When a participant has gathered the required number of "sightings" (stamps) they are eligible for discounts at Wild Rumpus.

ESL

Key events:

- Storytime Trolley June 20th – sold out. The theme is "Fun in the Sun"
- Excelsior on the Lakes
- Independence Day celebration
- July StoryTime Trolley
- Excelsior Crazy Days
- Sold 3 charters and a Motorman's certificate

Sill evaluating participation in the Farmer's Market

MECHANICAL UPDATE – DICK ZAWACKI

CHSL STREETCAR STATUS

TCRT 1300

Our flagship streetcar supported all the training activities that were conducted before the start of the 2024 operating season. The CHSL Maintenance Crew continues to perform on-going maintenance on 1300 as needed to keep the car in a state of operational readiness. Currently, this car supports the majority of our regular revenue service, charters, and special events at CHSL.

TCRT 322

After completing repairs caused by last summer's accident and repairing other problems found during that work, the CHSL Maintenance Crew tested the PCC in May and determined it was ready to support regular service. Our 322 operates on Thursdays and Sundays this season for regular revenue service. In addition, it is available for charters and special events as needed. Over the past few months Howie Melco worked with the CHSL Maintenance Crew to repair several rusted areas on the car's metal body.

TCRT 1239

Work continues to replicate the Baldwin #5 trucks that were originally under the car. To accommodate work done during the revenue season, this rebuild is being done in the cold (ready) barn. New components are being machined and modified as needed. New journal bearings were cast by Windy Hill Foundry and look very good. They are being machined at CHSL to accept the axle bearings. We are looking for more scrap bronze to make additional castings. The new bull and pinion gears are in the process of being machined.

ESL STREETCAR STATUS

DSR 265

The last exterior trim board was recently installed below the rear roof line to restore the car to its original profile. The rear seat frame was formed into its correct shape and is now mounted in place. John Prestholdt will perform necessary repairs to the rear seat caning at CHSL as needed. New control and replacement lighting wiring is complete. On June 25, operational tests were performed on 265 and the crew found that the rear brake and motor controls operated correctly. At this time, it continues to look like the car will be ready for regular operations in time to support our fall special events.

DSR 78

The car has supported all the training, revenue service, charters, and special events held during the beginning of the 2024 operating season. The ESL Restoration Crew continues to address and solve all the minor maintenance issues that have occurred during the season so far.

MVPS (Winona) 10

After successfully completing its "maiden voyage" with a rebuilt motor on August 22, 2023, the car has resided in the cold storage barn due to the work needed on DSR 265. MVPS 10 will need run-in time, adjustments to the braking and other systems, and related fine tuning before it is ready to support the 2024 operating season. At this time, it looks like the Restoration Crew will start working on the car in late summer. The date when the car may return to service is not known at this time.

Mesaba 10

Additional clean out work was done on Mesaba 10 in preparation for starting some restoration work. Unfortunately, due to the priority of completing restoration work on DSR 265, work on Mesaba 10 is suspended for the foreseeable

future. The long-term plan continues to be to restore sections of the car as a part of creating a display to show our patrons how our on-going restoration process happens.

SALES – BILL ARENDS

The table below summarizes sales activity through June 26. Online sales reflect book sales only.

SALES - YTD June 26										
	MSM		CHSL		ESL		Online Sales	Union Depot	Total	MSM
	No.	\$	No.	\$	No.	\$				
Fares	5,766	\$ 17,331	4,926	\$ 14,778	840	\$ 2,553	\$ -	\$ -	\$ 17,331	49%
Passes	130	4,502	109	3,882	21	620	325	-	4,827	14%
Charters	20	2,315	17	2,095	3	220	-	-	2,315	7%
Special Events (ticketed)		2,294		1,707		588	-	-	2,294	6%
Merchandise		6,643		5,324		1,319	1,214	298	8,155	23%
Donations		532		354		178	-	-	532	2%
Total		\$ 33,617		\$ 28,140		\$ 5,477	\$ 1,539	\$ 298	\$ 35,454	

NOTES:

- Special Events. The ESL special event is the Story Time trolley. About \$600 of the CHSL special events is for the June PJ Party. The rest is for advance ticket sales for future ticketed special events.
- “Open Doors” Event (CHSL). Sales for the two-day event (which are included in the table above) were \$3,439 including 703 fares (\$2,109), season passes (~\$600), with the balance being merchandise.

LOST TOKEN CONTEST (CHSL) – JOHN DILLERY

As you know, to celebrate the renovation of the Como-Harriet depot platform, we conducted a contest to estimate the number of tokens recovered when the old wooden platform was removed. The contest generated a lot of interest resulting in 315 entries.

The winning entry (winner of an Annual Streetcar Pass) was 589, which was incredibly close to the actual count of 587.

OPERATIONS BULLETINS IN EFFECT

These ops and safety bulletins are also posted on MSM's website at: [Operations Documents | Minnesota Streetcar Museum \(trolleyride.org\)](#)

Both Locations

- **24CE-1 - Cancellation of Operations Due to Excessive Heat**
It is MSM policy operations will be cancelled when the heat index reaches a dangerous level. A shift should be cancelled if the heat index is 95 or greater, which is reflected by the green line in the heat/ humidity chart below.

As with other weather-related cancellations the Foreman will decide to cancel a shift. They should check local weather conditions using websites such as NOAA or Weather Underground to get the latest heat index info.

When the Foreman cancels a shift due to heat, the procedures are the same as a rain cancellation. Foremen are responsible to:

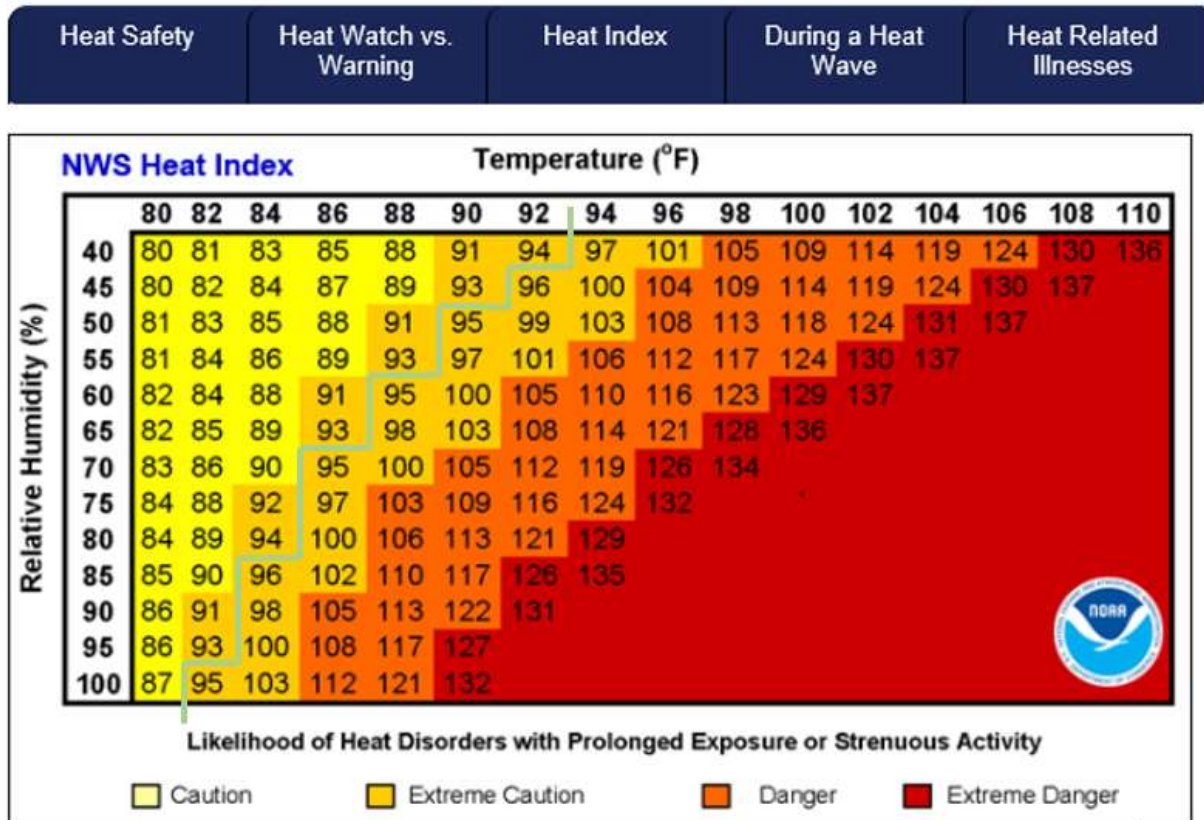
CHSL:

- 1) call your crew
- 2) contact Rod Eaton or Ben Franke to post the cancellation to our website
- 3) if possible, place a sign in the depot door indicating the reason operations are cancelled

ESL:

- 1) Call your crew
- 2) Call Karen or Jim Kertzman

When temperature and humidity rise, it is critical that volunteers drink plenty of water, slow down, and watch yourself and others for any signs of heat exhaustion.



CHSL

None at this time

ESL

▪ **24E-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.

▪ **24E-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.*

- **24E-3 - Required Air Brake Test When Leaving the Carbarn**

To avoid potential loss of braking power after the departure from the car barn for the Water Street platform, it is required that the operator conduct rolling brake test to ensure the air brakes are functioning properly.

This step is in addition to the current requirements of conducting a rolling brake test when changing directions.