



MSM Operations Newsletter

Issue No. 24-2
April - 2025



2025 – WELCOME BACK

Weather permitting the start of the 2025 operating season will begin the first weekend in May. The focus of this edition of the Operations Newsletter will be on start-up activities, focusing on recertification. As we have done in the past all operating volunteers (including station agent only volunteers) will be required to take a recertification quiz, which will be done in-person. Those operators who had less than 10 hours of operating time in 2024 and all second-year operators are required to complete a hands-on check ride (in addition to completing the quiz) to ensure their operating skills meet the standard to operate the equipment safely and effectively. We hope to complete the check-rides in April so that all operators are eligible prior to the season start.

There are a couple of items that I would like to bring to your attention.

- The recertification quiz will be administered live during the foremen and operator meetings at both CHSL and ESL. Dates and times are outlined later in the newsletter. If you cannot make one of the sessions, please contact me (hoyas81@gmail.com) or Karen Kertzman. The quiz will be distributed electronically and you are asked to complete the quiz at home and bring a completed copy to the recertification meeting.
- Please familiarize yourself with both the Operating Rule Book and the Foreman’s Checklists prior to operating, which can be viewed and downloaded from our website: <https://trolleyride.org/member-resources/operations-documents/>. As in the past, the recertification quiz provides specific references to the Rule Book, highlighting the importance of understanding the appropriate rule and its application.

START-UP ACTIVITIES

April	Foremen/ Operator meetings Recertification quiz Check-rides POS refresher training
May 3	Season begins

Finally, and most importantly, I would like to welcome back all returning Operating crew 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 2025 season.

2025 RECERTIFICATION TRAINING

As we have done over the last several years all operators (see CHSL exception below) have been deactivated and cannot access ShiftPlanning/ Humanity until they successfully complete recertification training.

Recertification requires:

1. ALL operating members (Station Agent-only volunteers do not need to complete the quiz) are required to recertify by completing a recertification quiz. Given the emphasis on safety and ensuring all members are knowledgeable of how to prevent and respond to accidents quizzes will be taken/ completed in person during the foremen and operator meetings. (Station Agent-only volunteers are asked to attend the recertification meetings).

2. POS training (required at both CHSL and ESL). Efforts will be made to combine training with other required recertifications.
3. In addition, certain operators are required to successfully complete a check ride (a hands-on test of operating competency) prior to being allowed to sign up for a shift in Shift Planning and operating a streetcar.

FOREMEN/ OPERATOR MEETINGS

The meetings will last approximately 1 hour, during which time the quiz will be reviewed, and other expectations including safety/ operational plans will be discussed.

CHSL (at the carbarn)

- Foremen Only Meetings
 - Tuesday (4/8) 5:30p; 6:30p
 - Wednesday (4/9) 5:30p
- Operator (Foremen) Meetings
 - Wednesday (4/9) 6:30p
 - Sunday (4/13) 1:30p; 2:30p
 - Tuesday (4/15) 5:30p; 6:30p

ESL (at the carbarn)

- Thursday, April 10 from 10-11,
- Saturday April 12 from 10-11
- (Alternative date) Sunday, April 13 from 1-2.

CHECK RIDES

For 2025 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 2024. *(NOTE: This is by location.)*

CHSL

Operators requiring check rides are listed below. Starting in mid-April (depending on weather) we have scheduled a series of sessions to allow operators requiring check rides to sign up for slots. While our focus is on a subset of the volunteers as listed below, if you are not on the list and would like to practice operating prior to the season, please contact me (Bruce Gustafson).

- **CHSL operators requiring check rides will be active in ShiftPlanning/ Humanity as a “Helper”. In ShiftPlanning Helper shifts will be created in April to allow volunteers to pick their check ride sessions.** If the identified dates/times in ShiftPlanning do not work for you, please contact me, Bruce Gustafson directly.
- **Dates/ Times for the check-rides are being confirmed and will be distributed later this week.**

Second Year Operators:

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

Operators < 10 hours in 2024:

Eide, Pete	Lipscomb, Jim	Taylor, Greg
Hogan, Dave	Talley, Jim	

ESL

Operators requiring check rides are listed below.

Dates and times for check rides will be coordinated by Karen Kertzman.

Second Year Operators
Buckman, Dave

Operators < 10 hours in 2024:

Anding, Chuck	Gardner, Bill
Beamish, Fred	McCollum, David
Bender, Todd	

NEW HIRE TRAINING – BILL PEKARNA

The training team is led by Bill Pekarna, Training Superintendent, and includes Linda Ridlehuber (Assistant Superintendent), Katie Barron (Instructor for PCC/1300), Jerry Betz, Marion Garcia, Pat Cosgrove, Tony Lebda, Andy Jacob, Fred Beamish (PCC Lead), Karen Kertzman (ESL) and Jim Kertzman (ESL). The recently completed orientation sessions have resulted in a preliminary pool of new operators of 27. Training is planned to start early April.

Post orientation, Bill has identified the following interest:

Operators:

- | | |
|-------------|----|
| ▪ CHSL | 17 |
| ▪ ESL | 4 |
| ▪ Undecided | 5 |

Non-Operators:

- | | |
|-------------------------|---|
| ▪ CHSL Depot Agent Only | 1 |
|-------------------------|---|

OPERATIONS BULLETINS IN EFFECT

Both Locations

- **25CE-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:

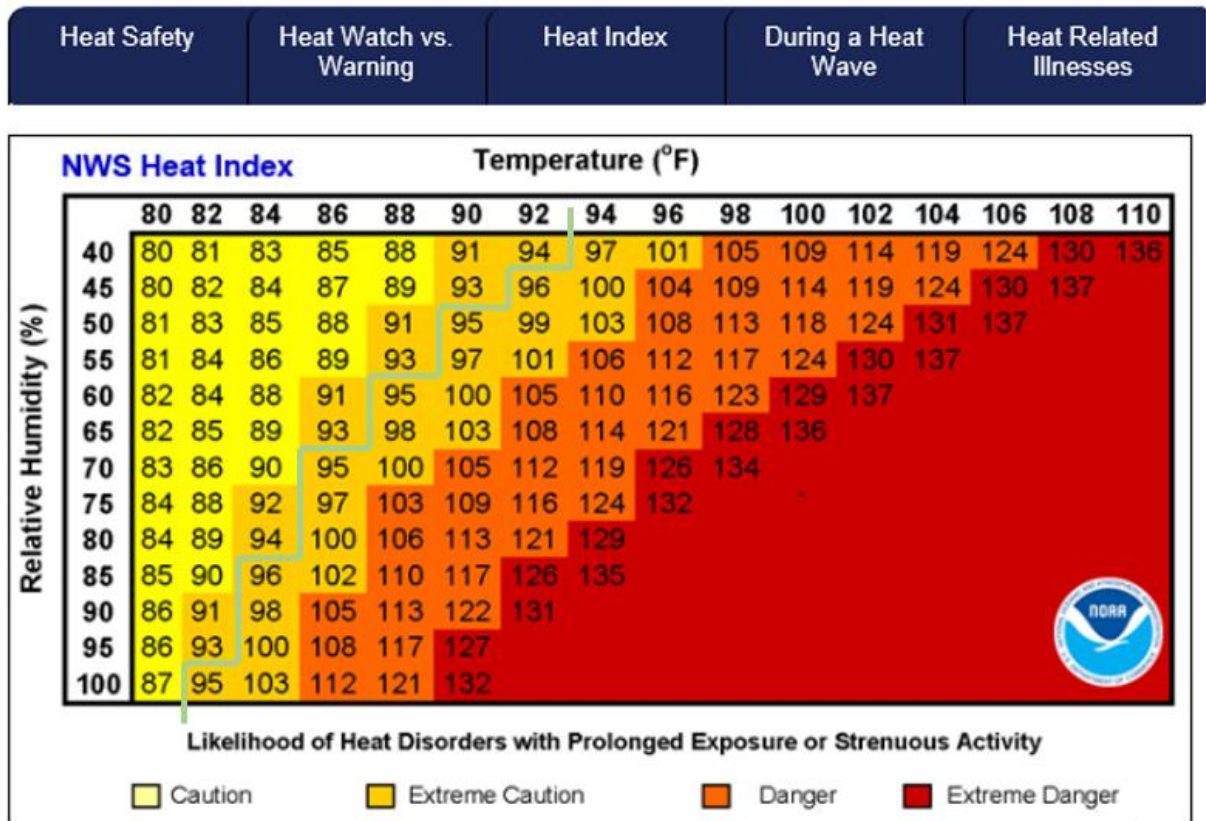
CHSL:

- 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. There are no special bulletins in effect at this time

ESL

▪ **25E-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.

▪ **25E-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 car barn 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 car barn.*

Movement to/from Track 2.

- *It is necessary when leaving the car barn 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.*

▪ **25E-3 - Required Air Brake Test When Leaving the Car barn**

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.