



MTTV News Loop

June 2012

Museum of Transportation Trolley Volunteers

New Trolley Brochures

We have received the new brochures. Thanks to Steve Binning and a crew of several for getting this job done! The brochures are in a clearly marked box to the left of the tool crib. Please see that there is a supply on the car that you are operating. Hand one with a few pleasant words to each family or group that boards the car.

Operations Around the Loop

You may already know this, but, just in case, here's the temporary method for operating car 44 through the rubber switch:

Begin the run counter-clockwise from the platform to the tunnel. Then, from the tunnel, clockwise, back around and past the platform, to the frog. Stop before running over the switch, reverse direction and run back to the platform.

PCC 1743

For the past several weeks, we have had quite a few workers out on the 1743. We, therefore, are showing some good progress. The roof has its first finish paint in one section. We are ready to paint the rest of the white on the top of the car. It's just a matter of getting all the people and tools available at the same time.

Two of the special windows in the car body have been installed.



The interior is nearing completion and will be ready for paint soon. A new volunteer has the skirts around the entire car looking good. We have started refurbishing the doors. All these tasks take lots of time because of all the fine detail involved.

Car #10

We are making progress on the air system control on #10. It involves some 600 volt wiring, so we are taking extra care to make it inaccessible to any and all curious visitors.



Car 44 Doors

We apologize for some nuisance incidents with the #44 doors. With this old equipment, we are fortunate that we don't have a lot more problems.

Keep reporting any troubles that you encounter and we will strive to correct the cause. It's like when you take an old car to the mechanic, the car won't make the same noise there as it does on the road. So, in order to find out what's wrong, we have to catch a streetcar when it is acting up.

Which Car to Operate?

If a scheduled car is not available, use the car scheduled just before or just after.

Thursday Date	Thu	Fri	Sat AM	Sat PM	Sun AM	Sun PM	Sunday Date
6/14	2740	2740	44	44	44	44	6/17
6/21	44	44	2740	2740	44	44	6/24

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Children Are Our Future

By

Vincent P. Love

I am a model train enthusiast, railroad enthusiast, and street car enthusiast. I enjoy volunteering as a member of the Street Car team at the Museum of Transportation. I have been a member of MTTV since 2001. I was excited to be a part of helping to restore the “Water Works #10” street car. I actually spent one day helping lay rails when the circle track was laid. During my running times as operator or conductor, I have seen many young people and little children that share that same love of rail transportation. I see them at model railroad train shows and swap meets. I see kids faces light up at the Museum of Transportation as they are gazing at “Big Boy” or many of the various rail cars, cabooses, and other steam engines. Many of these children are amazed to stand next to the driver wheels of the mammoth “iron horses” or they are thrilled to climb into the cab of the engines just to ring the bell. A select few of these children are great grandkids of railroad workers or street car motormen. Being that the Trolley cars are the only operating rail exhibit for the public on the museum grounds, this is a special treat to ride the rails for many of the youth. To me this makes the street cars and it’s restoration team very special. I believe those that ride the street cars feel the same way.

As operators we don’t treat the trolley cars as “amusement or carnival” rides. We look at them as a part of our American urban rail history restored. Talking to our guests that ride, old and young, we stress that fact. It’s not only the adult guest that appreciate climbing aboard one of our beautifully restored cars, it is also the children or grand kids that are just as amazed to know this was the way their grandparents got back and forth to work, or shopping, or to school.

The average age of our street car team volunteers is about 65 years old. These men and women are very knowledgeable and very good at their assigned duties. I am sorry to say the trolley car team is aging. Our team members can’t be restored to the way we were thirty or forty years ago like our street cars and railcars, so we must look to our youth to carry on the memory and history of our rail transportation. Most of us are grandparents. Most of us, if not all of us, know the importance of passing down our knowledge to our kids and grandkids. The same basic flow of knowledge rests on us as motormen and conductors of the street car team. We have hundreds of pre-schoolers that ride with us along with parents and grandparents. Some of these may be our future restoration “men and women” volunteers or tour guides. We as operators and conductors need to show these possible future rail enthusiasts the joy we have in operating, restoring and sharing the history of these once proud running vehicles. Children can pick up quite a bit of information from adults without a word ever being spoken. Children are very observant. They can tell if “Mr. Conductor” is friendly or grumpy or ignoring them. The children that visit us at the museum want to learn and it is our responsibility to aid in that desire for knowledge. All kids are not problem children. As I take on the role of conductor, I gear my “tour” talk to the kids and I always throw in “trivia” questions about how a street car runs or comparing the streetcars to the current Metro-Link or even their school bus. I involve the kids in two way communication so they are not “just riding” the car like a carnival ride. Talking to them is just as important as talking to our adult guests.

As I mentioned earlier about children being observant, the appearance of our operators also plays a big role in shaping the youngsters’ “love of the rails“. The late Bill Cordes set the pace by requesting our operators to “dress the part” by wearing the service hat, white shirt & tie, dark pants and shoes. We are not just playing “dress-up” in our dad’s old clothes, we are representing an era of pride the operators exhibited in their job. We are proud of the work the restoration team has put into bringing back to life the cars that have been abandoned and left for scrap. So, when we greet our riders, not only our adult guest appreciate this, but the kids see this and remember. We want the kids to remember the conductor that talked *to* them not *at* them. We want the kids to remember the smiles on the operators and conductors face, not the frown. We want the children and adults to leave with pleasant thoughts of their short ride with us. We are keeping the history and memory of urban rail travel alive not just by restoration but by representation to the public.

The children are our future...to the past.

Thank you and have a great day!

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At left is one of the light rail trains in Buenos Aires, Argentina.

The picture was taken downtown along the Puerto Madero waterfront which is a gentrified area that used to be where the shipping docks were located. Its very upscale and yuppified now.

Thanks to Noel Moss for the Buenos Aires pictures.



The above plaque is on the mausoleum of *Frederick LaCroze* who founded the first streetcar system in Buenos Aires. Note the images of the horse car and the early trolley (tranvia) in the upper corners. It's located in the Recoleta cemetery in the Recoleta neighborhood of Buenos Aires. The area is like the upper east side of Manhattan. Many of the movers and shakers in Argentine history are buried there, including Evita Peron.

Your Input Will Be Appreciated

Do you have news, pictures or other information of interest to your fellow trolley volunteers? Please let me know by e-mail, U.S. Mail or phone.

Thanks,
Charlie Jones

MTTV CREW SCHEDULING

To **Schedule** or **Change**, contact Charlie Jones
Home: 636-391-8258 Cell: 314-277-2748
or, charlie.jones@charter.net

Chain of Rocks Fun Fair Park

I recently acquired this 10 cent trade token that was once used at the *Fun Fair Park* at Chain of Rocks. It's made of aluminum and is 1 1/2 inches in diameter.

Does anyone have more historical items/information about this park?

Charlie



Trolley Operations Scheduling

Watch for the email updates, or, give me a call to discuss your preferences.

With your help, we can avoid cancellations.

See the Run Board at:

<http://www.mot-trolleyline.org/schedule/schedule.html>

