

NEWSLETTER

THIS MONTH'S PIECE | March

Pliers Obliterator

Remember the pliers that the "pica" (collector) used to obliterate CARRIS passengers' tickets? The figure of "pica" and his pliers gave rise to caricature stories and even starred in Portuguese songs. We are talking about a piece that integrates the imaginary of Lisboners and that refers us to a certain nostalgia of other times, less digital.

Today we highlight a less common and more complex pliers exposed in Nucleus 1 of the Carris Museum. In a showcase dedicated to objects that employees and passengers used in traffic, such as tickets, whistles, professional identification plates or pliers.

This obliterator pliers produced by Towle MFG Co. NY. Ptd, 1864, is equipped with a deposit for the obliterated paper, a bell that signals the validation of the ticket and, still, with a clock counter type dial that, by the action of two hands, counted the obliterations made.



Image 1 - Pliers Obliterator, Towle MFG Co. NY. Ptd, 1864



Image 2 - Pliers Obliterator, commonly used in the 60-80 times. This piece is less sophisticated, but more practical. Often integrated into the conductor's own case through a leather buckle.

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Are you familiar with the Virtual Visit to the Carris Museum?

The Carris Museum launched on May 18, 2020 - International Museum Day a Virtual Tour. The motivation for creating this tool became more pertinent with the Covid-19 pandemic, and is now a growing project.

Be alert. Soon we will have news.

In this visit are available the Nucleus I and II of the Museum as well as the route (interior and exterior view) in the Tram of the Museum.

Finally, this online experience includes a trip to the Bica Funicular.



- To access the virtual visit simply click on the image.

DID YOU KNOW THAT...

Did the Glory Funicular have a shelter in 1927? Product of the initiative of the Nova Companhia dos Ascensores Mecânicos de Lisboa, the Glória Funicular, which establishes connection between Praça dos Restauradores and Bairro Alto, was inaugurated on October 24, 1885. Another admirable product of the engineer Raoul Mesnier du Ponsard.

The traction system, then used, was rack and cable by water counterweight. Its movement was determined by the weight of the water that in the Superior Station was added to the descending vehicle and dumped when it reached the Restorers.

The cars were of two floors, having the bottom two seats arranged longitudinally, with the back to the street and the top, to which if accessed by a staircase of snail, other two, arranged in the same direction, but back with back, so that the passengers were facing the surrounding space.

Having also used steam as the driving force, the Glória Funicular was electrified in 1915. The work of alteration brought with it profound changes. The road started to present only the rails on which the wheels of the cars are based.

The cars started to operate by means of electric motors installed on board and connected in series.

The bodies were then in wood, the color of mahogany. Yellow as a distinctive colour only appeared after 1926 when, by the dissolution of its original owner, the lift became the property of CARRIS.

At this point a shelter was built for the car and passengers next to the Restaurateurs, although it was withdrawn in 1934 as a result of increasing negative criticism.

Like its counterparts in Lavra and Bica, the Ascensor da Glória has been classified as a National Monument since February 2002.



Image 1 – Photo of the shelter of Glory Funicular in 1927. Copy obtained from photography borrowed by Alberto Cutileiro of the Collector's Center in 1985.

