

NEWSLETTER

THIS MONTH'S PIECE | october

Workers' Ticket

In October we choose the workers' ticket as piece of the month. At Section II in the Carris Museum we have a panel with some specimens of this ticket.

The history of the workers' ticket comes true on August 1, 1935, when Carris started charging special tariffs for workers on Lisbon trams. On this day, it is estimated that 4 000 people have used the first careers available with this service: Belém - Almirante Reis; Praça do Comércio - Alto de S.João; Belém - Caminho-de-ferro; Ajuda - Rossio; Rossio - Poço do Bispo.

It was Pedro Teotónio Pereira, State Undersecretary for Corporations and Social Security who came up with this idea, which received support from Carris and the Lisbon Municipal Council.

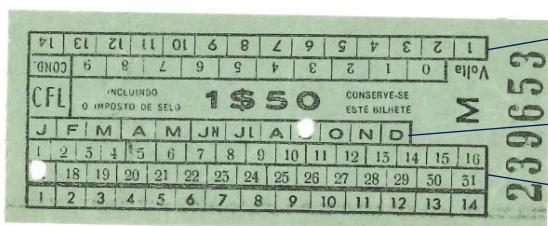
"The workers' trams" began to circulate in Lisbon with "careers at reduced prices". For one zone it was 30 cents, for two 40 cents and for four or more zones 50 cents. The cars named "workers' cars" performed the service every weekday with tickets sold at reduced prices, only until 7:30 A.M. After this time, the tickets purchased had the value of the normal fare.



The cars named "worker´s trams" were designed to serve the lines with a large influx of workers, namely on the marginal network, performing the service known at the time as "people's cars", with prices charged for this service being lower than those of the general tariff. This "workers' cars" circulated in general until 1942, some until 1946.

After this date, the worker's ticket kept its reduced fare until the beginning of the 70s.

In the permanent exhibition, at Section II, there are two workers' ticket in the Typography, in the frame dedicated to transport tickets. Next to this picture is the piece of the month. The Museum´s Printing Office was the former Carris Printing Office where Carris tickets were produced from 1878 to 2003.



Zone Numbers

Months of the year

Days of the month

NEWS | october

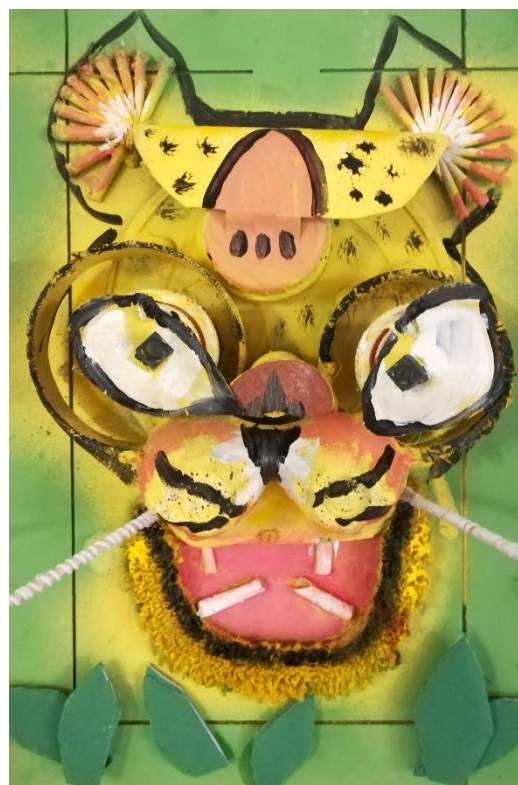
Families Workshop Mini-Bordalo II

Next month, we're back to **family workshops over the weekend**.

We started with the Mini-Bordalo II Workshop, on the first Saturday of November, the 6th.

Inspired by the work of the Portuguese artist Bordalo II, this workshop challenges each family to build their own small sculpture. Bordalo II is an artist who represents animals through the technique of sculpture. Its raw material is the garbage. As a street art, to finish the work he spray-paints and creates special effects.

In this family workshop we will have ideas together, and give a second change to some materials.



Date: November 6, das 10:30 AM -1:00 PM

Duration: 2.30 hours

Maximum number: 20

Minimum number: 10

Ages: from 5 years old

Price: 8€ per participant

Registration: mandatory

Monitors: 2

Materials: included

Applications are open until November 3rd,

by email: museu@carris.pt

DO YOU KNOW THAT...

On October 24, 1885, the Glória funicular was inaugurated. The day before, it was published in the Portuguese journal, *Diário de Notícias*:

"Foi ontem dado por pronto pelo Eng. da Câmara Municipal, depois de uma verificação minuciosa das suas condições de funcionamento em todas as hipóteses, a linha do ascensor mecânico da Calçada da Glória. A Câmara, ao receber a participação da companhia e a comunicação do ilustre técnico, autorizou a exploração, devendo a abertura oficial realizar-se amanhã. (...) Vai pois cessar a ansiedade pública, em todos estes dias, tão largamente manifestada pelos milhares que têm afluído a ver o novo melhoramento que vai indubitavelmente ter o mais extraordinário sucesso".

(*Diário de Notícias*, nº7098, October 23, 1885)

Built by *Nova Companhia dos Ascensores Mecânicos de Lisboa (N.C.A.M.L.)*, it can be said that the history of the Glória funicular begins in 1875, when the City Council of Lisbon granted to two privates, license to install a transport on an inclined plane on *Calçada da Glória*. Despite this license, the projects for this construction haven't progressed. In 1882, the concession for its construction was granted to engineer Raoul Mesnier de Ponsard, which immediately transferred it to the *N.C.A.M.L.*

It was the second funicular to appear in the city of Lisbon, following the Lavra funicular, inaugurated the previous year.

Initially, its traction system was a rack and cable by water counterweight. This system was replaced by a steam engine before its electrification in 1915.



Fig. 1 – 1930 photograph of the Glória funicular.

In 1926 it became the property of *Companhia Carris de Ferro de Lisboa*.

In 2002 it was classified as a National Monument and remains in operation to this day, linking *Restauradores* and *São Pedro de Alcântara*.



Fig. 2 – Recent photograph of the Glória funicular.