

MINNESOTA STREETCAR MUSEUM



Streetcar CURRENTS



Mar-Apr — 2017

Minneapolis & Excelsior, Minnesota



Bill the Motorman Says:

- *Our operating season is only five weeks away. We hope you can come and help out with our activities if you are not a streetcar Operator*
- *Volunteering with our Museum helps us in so many ways. Please consider volunteering and ask your neighbors or co-workers if they might be interested in MSM*



Inside This Issue

From the Front Platform	2
MSM's Restoration Standards Committee Formed	3
No. 1300 truck Update	4
Winona No. 10 Update	5
Coming Events	6
MSM News & Views	6

Masthead. Back in February 2005, several shop guys took Duluth No. 265 out for a ride in the fresh snow. Here we see No. 265 posed on the culvert adjacent to the Park Board's maintenance area. The culvert was removed when our track was rebuilt in 2006.

(Russ Isbrandt photo)

Volunteers are the Strength of MSM

Bruce Gustafson—General Supt.



To successfully operate our Museum's railways, we need reliable and safe streetcars, well-trained operators, and track, grounds, and buildings that are safe and attractive.

With the start of the 2017 season a little over a month away I would like to recognize some of the Museum's behind the curtain volunteers who provide the critical services to allow the streetcars to run. **Dick Zawacki, John Prestholdt, Dennis Stephens, Jim Wilmore, Scott Heiderich**, and a host of other dedicated members have worked countless hours over the winter to have the streetcars mechanically sound for the start of the season.

March/April is also the time when new Operator training begins. **Pat Cosgrove** has graciously volunteered to be MSM's Volunteer Coordinator assuming those duties from **Jim Berry**. Pat has jumped right in and in addition to distributing Operator recruiting press releases to a number of local newspapers, Pat will be the initial point of contact to answer questions and get new volunteers to the orientation sessions organized by **Dave Higgins**. Dave will again lead a highly qualified team of trainers including **Bill Arends, Todd Bender, Rod Eaton, Bill Graham, and Jim Kertzman**. New Operator Candidate training will begin in early April with a targeted completion around Memorial Day.

For our returning operators **Rod Eaton** is trying to outdo himself in developing the toughest recertification test EVER. As in prior years, all existing operators have had their access in *ShiftPlanning* deactivated. A deactivated account cannot sign up for shifts. Recertification (test and in some cases a check ride) is scheduled to start in mid-April. (Detailed information will follow in separate communication.) Once an operator has completed recertification their account will be reactivated. Starting in May we will schedule PCC Operator training, which will be led by **Fred Beamish** and **Joel Schuweiler**. If you are interested in PCC training or in helping with the PCC training please contact me: bruce.gustafson@optum.com or 952.220.5870.

Transitioning from training to operations, I would like to recognize several members who have taken on critical roles. **Keith Anderson** has volunteered as Chief Engineer. One of Keith's priorities will be to develop a multi-year plan to update and repair our overhead trolley wire at both CHSL and ESL. **Dennis Stephens** has volunteered to be the CHSL Mechanical Projects Coordinator supporting our CMO **Dick Zawacki**. **Ben Porter** has volunteered to assume the duties of the Garden Foreman and will lead efforts to maintain and upgrade the station garden.

Many thanks to all of these volunteers, and those whom I haven't named, who work hard and long hours and sometimes days to make our Museum the recognized success that it is. 🍷

MINNESOTA STREETCAR MUSEUM

The Minnesota Streetcar Museum is a non-profit, all-volunteer organization with the mission to preserve and communicate to the public the experience of Minnesota's electric street and interurban railway history. To accomplish this mission the Museum operates historic streetcars at two demonstration railways.

COMO-HARRIET STREETCAR LINE
Excelsior Streetcar Line

For more information on our Museum, our collection of historic streetcars and our demonstration railways, visit our website: www.TrolleyRide.org

The museum's business address and telephone number are:

P.O. Box 16509
 Minneapolis, MN 55416-0509
 952-922-1096

Streetcar CURRENTS
March-April 2017

Jim Vaitkunas—Editor
 Bill Graham—Distribution

Streetcar CURRENTS is a newsletter published for the members and friends of the Minnesota Streetcar Museum.

Deadline for submitting items for the next edition of the **Streetcar CURRENTS** is April 20, 2017.

Please send items to the editor **Jim Vaitkunas** at the following address:

13326 Huntington Lane
 Apple Valley, MN 55124-9481
 You can send input or enquiries by e-mail to: jvaitkunas@msn.com


From the Front Platform—Thoughts on Our Museum

Aaron Isaacs — *MSM Board Chair*

The year in review. At the MSM annual meeting I gave a report on the last 12 months. It was one of the most productive years we've ever had.

Rolling stock

- We raised over \$170,000 to fund the overhaul of TCRT No. 1300's trucks and work is well underway.
- Winona No. 10 made its first test run. The interior is being installed.
- We received a \$25,000 grant to overhaul TCRT No. 1239's trucks.
- Duluth No. 265 has been equipped with LED ditch lights and new safety interlocks to prevent unintended acceleration.
- All of our two-way radios have been replaced.
- The parts and drawings for Winona No. 10 and Fargo-Moorhead No. 28 have been removed from Ken Albrecht's farm.
- Two new shop air compressors, paint and several ladders have been donated.

Physical plant

- The Linden Hills station got a new roof, wood repairs and exterior paint.
- The Isaacs Car barn speeder shed switch was installed and track materials purchased. Wall shelving was installed in the speeder shed.
- The Russell L. Olson Library was dedicated.
- All the locks were re-keyed.
- A new bulletin-board style all-weather information sign was erected in Excelsior at the Water Street platform.
- An interpretive history sign was installed above the Selby Tunnel's lower portal near the intersection of Selby and Summit Avenues in Saint Paul.

Staffing

- Bruce Gustafson replaced Bill Arends as General Superintendent.
- Bill and Rose Arends replaced Charles Barthold as Merchandise Managers.
- Bill Arends replaced John Prestholdt as Chief Cashier
- Pat Cosgrove replaced Jim Berry as Volunteer Coordinator.
- Pat Kriske became the first Buildings and Grounds Manager.
- Keith Anderson filled the long-vacant Chief Engineer job.
- John Dillery became first Safety Superintendent.
- Fred Beamish became the PCC trainer.
- Dennis Stevens has filled the newly created position of Mechanical Projects Coordinator.
- 10 new operators were recruited and trained.
- A revamped, more comprehensive operator training program was implemented.
- ESL went to 3-person crews.
- We held the first ever Spring refresher meetings for Foremen.
- There was a much stronger emphasis on safety throughout the operating season.

Programs

- Ridership increased 6%, includes special events up 17%, Halloween up 20%, Vintarnatt up 115%.
- The Halloween programs at ESL and CHSL were completely revised.
- The Christmas program at ESL was freshened-up.



(Continued on next page)

The Restoration Standards Committee

Mike Miller—Chair

The Minnesota Streetcar Museum has never had formal written restoration standards and procedures, nor a process for arriving at them. The informal rule has been to accurately restore what is visible to the public and pragmatically use modern materials and methods elsewhere. In general the results have not unduly compromised the historical validity of our restorations. However, there has also been a tradition that the persons in charge of the restoration, or those present at the time work is initiated, have been free to make these decisions without the benefit of written policies or external review and input. That is not proper museum procedure and has sometimes resulted in historical inaccuracies that didn't have to happen.

The intent of this committee is not to unduly tie the hands of the restoration volunteers. Rather, it will ensure an open discussion of the tradeoffs that are part of any restoration and increase the likelihood that historic accuracy will be achieved.

Purpose and Role

1. Set restoration standards and procedures for the Minnesota Streetcar Museum.
2. Act as the forum for discussions of the particulars of a restoration project.
3. When there are disagreements on the particulars of a restoration project, hear the arguments on both sides and determine the best way forward.

MSM Restoration Priorities

All restorations shall start from the assumption that historical accuracy is the highest priority and a case must be proven for any inaccuracy.

Departures from historical accuracy will only be permitted if:

1. Necessary to ensure safety.

2. Historically accurate materials are unavailable.
3. Non-historic materials will not be visible to or discernible by the public, and there is a compelling technical reason for substituting them.

Recommendations

1. That quality maintenance and restoration reflect both accurate historical interpretation and technology appropriate to the equipment.
2. That, whenever possible, and consistent with safety concerns, repair should supersede replacement.
3. That each operating site shall prepare a seasonal work plan for review by the Standards Committee.
4. That said committee shall consist of the chair, the Chief Mechanical Officer, and standing membership to include two MSM "historians," two "technicians," and the CHSL and ESL shop foremen. Additional members who have expertise or a significant interest in the project under consideration may be added.
5. That any active volunteer may raise an issue to be considered by the committee. All meetings of the committee will be open to all museum members. At the discretion of the chair, minor, non-controversial issues may be discussed and resolved by email.

Sample Topics to be considered by the committee.

1. To what point in time should a streetcar be restored/maintained?
2. Safety.
3. Paint and repaint colors.
4. Mechanical and electrical issues.

Mike Miller, Chair

March 29, 2017

(From the Front Platform *Continued from page 2*)

- ESL retail sales were removed from the Welcome Center and upgraded inside the ESL car barn.
- A set of 4 Twin City streetcar history seminars is now on YouTube.
- The new book *Twin Cities Trolleys in Color* was released.

Coming Attractions for 2017

- The MSM website will be totally re-done and improved. That work is currently underway.
- The speeder shed track will be completed.
- Winona No. 10's interior will be installed and it will run in regular service.
- TCRT No. 1300's truck overhaul and underframe repairs will be completed.
- TCRT No. 1239's truck overhaul begins late in the year.
- The ESL ready barn will get a partial concrete floor and a concrete Water Street platform.
- A new concrete platform will be installed at the Lake Calhoun stop at CHSL.
- The big event of the summer will be MSM hosting the 2017 HeritageRail conference Oct. 2-7. 

TCRT No. 1300 Work Continues



Before No. 1300's wheel sets can go to the shop so the wheels can be re-profiled, the inner roller bearing "races" needed to be taken off the axle ends. Here we see **Jim Willmore**, **Tom Schramm** and **Mark Digre** heating the race on one axle so it can expand and be pried-off the axle end.



With No. 1300 jacked-up, the shop forces took this opportunity to do a major scrape, repair and paint job on the underframe and the other components hanging from No. 1300. **Keith Anderson** (left) and **Mike Miller** are seen here applying moss green paint to No. 1300's frame.



You can't dismantle a streetcar truck any more than this! These grey steel members comprise the upper frames of both trucks from No. 1300. Pedestal jaws, truck bolsters, swing links, brake rigging, etc., have been taken off for evaluation and refurbishing or replacing if they're found to be defective.

All photos this page by Jim Vaitkunas



Dick Zawacki is shown here working on fitting the floor traps. The floor traps are removable to allow access to the motors for servicing.
(*Jim Vaitkunas photo*)



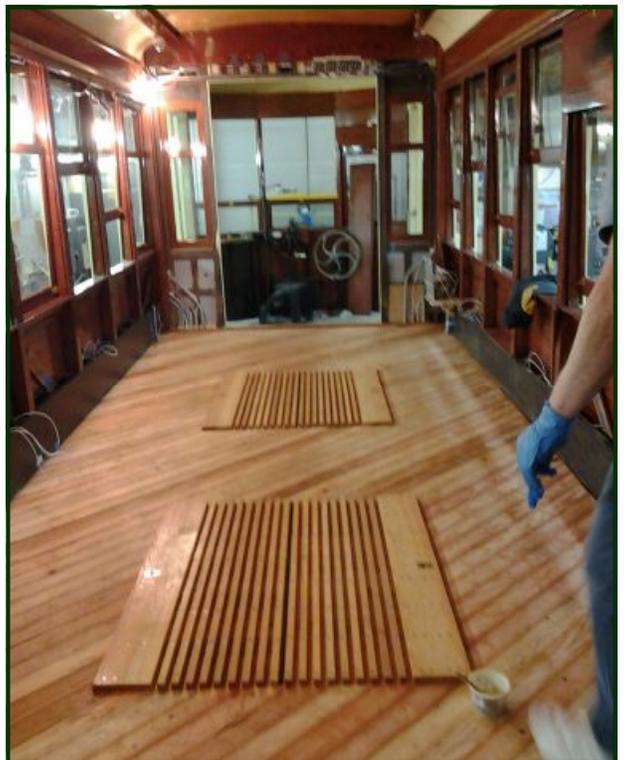
Here's a photo of the crew working on the floor (left to right): **Art Ruder, Dick Zawacki, Howie Melco** (kneeling), **Art Abrahams, Carl Floren and Mark Brothen**.
(*Scott Heiderich photo*)



Controls and seats are pretty much finished. (*Jim Vaitkunas photo*)



**Winona
No. 10
Progress
Report**



The sub floor is in. The main floor boards go in next. The main floor will continue the grooved wood shown on the floor traps. Seats will be on each side. (*Scott Heiderich photo*)

What's Happening?

- April-May----- CHSL & ESL new Operator recruiting and training
- May 2-----ESL's Thursday afternoon operations begin
- May 6-----CHSL's weekend operations and ESL Saturday-only service begins
- May 26-----CHSL's daily service begins
- May 27-----ESL's Saturday & Sunday service begins
- May 29----- Memorial Day Operations at ESL and CHSL
- May 31-----CHSL's Wednesday afternoon service begins



MSM News & Views — News of our Museum's Administration and Membership

Jim Vaitkunas — *MSM Corporate Secretary & Assistant Ops Chief*

New & Old Members. We are pleased to welcome Henry Pan, the newest member of our Museum and John Cochran, who is a former member and Operator who has returned to the fold.

Annual fund. We are still receiving donations to our 2016-2017 Annual Fund appeal. We thank the following members and friends for their most generous donations received since the last issue of the *Streetcar Currents*: Robert R. Johnson, Terry Warner, Mike Joynt, Jim Harrison, John Stewart, and Jim & Sue Willmore.

MSM's Annual Meeting. Our annual meeting of the Museum's members was held on Saturday, March 11, 2017 at Metro Transit's Operations and Maintenance shop for the green light rail line. Over 40 members attended which was great. After the reports from the Museum's officers, the group was given a tour of the O&M shop. You can learn what was presented at the annual meeting by going to the Museum's website and read the minutes of the meeting. The minutes can be read, downloaded or printed by going to: http://www.trolleyride.org/Member_stuff1/index.htm



(Top Left) The MSM members are shown moving in the heated side of the O&M shop. This is where running repairs and maintenance to the Green Line's operating LRV's is done. The north side of the shop contains five indoor tracks for storage of the Green Line's LRVs during off-peak times.

(Above) The group stopped to get a briefing by our tour guide on the work that's done at this particular work station.

(Left) A light rail vehicle was spotted inside the maintenance area of the O&M shop. *(Photos by Jim Vaitkunas)*



John Kennedy RIP

We regret to report the passing of former MTM and MSM member/volunteer John Kennedy. We were informed of John's death by MSM members Dave Norman and Rick Krenske. John was a friend, a railroader and a long-time Museum member. He was a Foreman aboard our cars and headed our Operator training program for a time. He decorated our Halloween trolleys inside and out with ghosts, goblins and other horrors that made them memorable for our guests. John was also into trolley modelling and helped organize the O-scale model trolley line at the Twin City Model Railroad Museum's layout. Along with Dave Norman and Bill Olsen, John built the cars, maintained the track and overhead, and kept the streetcars running each weekend for many years. He retired from a career with the Soo Line, and he will be missed by all our members. *Written by Bill Graham*