



STREETCAR CURRENTS

SPECIAL PHOTO SUPPLEMENT
FEBRUARY 2005



For the past 25 years or so the pattern of activity in the shops at Lake Harriet, and more recently at Excelsior, has not varied much. Between the end of the operating season and the beginning of the next, much work gets done in the confines of our shop buildings. During the winter of 2004-2005 the focus of our maintenance and restoration activities have been in the Linden Hills carbarn. A lot of work has been done on the rear platform of TCRT No. 1300. After the exterior wood siding and the interior panels were removed the steel members of the platform were inspected and found to be in decent shape. Some of the wood was found to be rotted and needed replacing. The steel was treated and painted and the platform is now being rebuilt. Work is also on-going to restore the magnetic track brakes on TCRT PCC No. 322 so that they function properly. Linden Hills shop is a busy place in the winter. Come on down and visit sometime.

LINDEN HILLS SHOP



From left to right: Shop Foreman **Karl Jones**, **Bill Arends** and **Ken Albrecht** hard at work (hardly working?) on No. 1300. It seems that Karl, at least, is having fun. That's good! We need to keep our industrious shop crew happy. (Howie Melco photo)



Sometimes a fine touch just doesn't work. Here **Roy Harvey** is going to show the rear bumper of No. 1300 who's the real boss! (Howie Melco photo)



(Top) **Jim Willmore** and Tom Fairbairn are working on the magnetic track brakes on PCC No. 322.
(Left) **Ken Albrecht** poses next to gutted rear end of No. 1300. Ken has been masterfully fabricating wood pieces to replace the rotten parts of No. 1300's rear platform. (Howie Melso photos)



EXCELSIOR SHOP

Work on Winona No. 10 has slowed as the priority of the shop force's efforts is focussed on No. 1300 and PCC No. 322. However, work on Winona No. 10 has not stopped. The carbody was levelled and sturdy support cribbing have been placed along each side of the car. Also, **Bob Dumas**, **Bill Graham** and **George Ittner** have continued the work on the striping and repairs to the window sash and the folding doors. Preliminary work on tracing the interior wiring of the car is being done by **Neil Howes** and several others from the "Tuesday Boys" work crew.



Ken Albrecht manufactured the cribbing that Winona No. 10 now sits on. Having multiple support points along each side will allow removal of a set of cribbing to facilitate the repairs to the steel side sheets. (*Bill Graham photo*)



Here's an interior shot of Winona No. 10. We sanded down a section on the floor and you can clearly see where the seat base was screwed into the floor. The interior is in excellent shape and work on this part of the car should start soon. (*Bill Graham photo*)



George Ittner continues his great work on Winona No. 10's eight folding doors. Here is a group of them in various stages of the restoration process. All the doors are marked and parts labeled or tagged so they will go back in the same place from which they were removed.

The sequence of works goes something like this. First, George removes the hardware and glass and marks them. Then he removes the old finish and paint. Next, George will repair the wood, gluing pieces back together while replacing wood that is too far gone. Then holes are filled and the door is sanded. That's where work stops for now. Eventually, the glass will be put back in and the doors painted and finished. (*Bill Graham Photo*)

WANT TO HELP?

Work sessions at Excelsior are on Saturday mornings from around 8:30 AM until noon and sometimes later. If you want to be part of this great Winona No. 10 restoration project call **Bill Graham** at 952-435-9724 and he'll give you all the details and coordinate your work schedule at the shop.

DULUTH STREET RAILWAY No. 265 IN THE SNOW!



There's a certain magic when you operate a streetcar in freshly fallen snow. On January 24th, No. 265 was pressed into special service and **Russ Isbrandt** took these fine photos of No. 265 out on the Como-Harriet Streetcar Line. (*Three photos by Russ Isbrandt*)

DSR No. 265 is shown here in front of the cold and silent Linden Hills station and platform.



In this photo, No. 265 has just passed under the William Berry Parkway bridge.



Here No. 265 is just about to pass over the small culvert on its way to the Lake Calhoun platform.