



# COMO-HARRIET CURRENTS

## SPECIAL PHOTO SUPPLEMENT NOVEMBER 2003

### The Move of Fargo & Moorhead Street Railway Birney No. 28 – October 17 & 18, 2003

Photos by Bill Graham



Friday (10/17/03) was “prep No. 28” day. Here’s a photo of the big Friday crew after the false roof and all the interior wood had been removed from No. 28. From left to right: Scott Heiderich, Ken Albrecht, Jim Willmore, Mark Digre, Jim Vaitkunas, Bill Arends and Clark Hoffman. Not shown are Phil Settergren and Bill Graham.



No. 28 has been jacked up about 36 inches--still a ways to go and the crew was taking a breather. Ken Albrecht is on the left, Mike Peet, the former owner of the car in the center and Jim Vaitkunas on the right. Refer to the September 2003 issue of the **COMO-HARRIET CURRENTS** for the “before” shot of the car showing the false roof.



Some horseplay as No. 28 is being jacked up on the cribbing. No, Ken is not a “blockhead” but he sure knows how to produce those jacking blocks. Note the silver paint showing in several shots of the car. In the 1930s the body was painted “Kodak yellow” but sometime prior to that it appears the car was painted silver with perhaps orange ends?



Bright & early Saturday morning (10/18/03) the truck arrives and loading and tie down begins. Note the body of No. 28 is way, way up in the air. The trailer bed was 40 inches off the ground so the bottom of the cross beams supporting No. 28 were about 45 inches off the ground.





By 10:00 AM No. 28 was loaded and tied down. Here's the smaller Saturday crew: Bill Graham, Bill Arends, Jim Vaitkunas, Mark Reimer of R&R Contracting (the guy who rigged No. 28 and drove the truck), Ken Albrecht and Jim Willmore. Vaitkunas is scratching Mike Peet's hound who helped us both days.



No. 28 arrived at the Albrecht farm in North Mankato around 4:30 PM. The drive from the Mike Peet farm took about 6½ hours and was uneventful. Behind the blank sheet metal panel at the near corner of No. 28 is a complete two-leaf folding door with hardware. The underfloor door operating linkage and air engines are long gone.



Mark Reimer and R&R Contracting's truck are gone and we start the process of lowering the body closer to the ground. That's Jim Willmore starting the "jacking down" process using one of the big car jacks. Lowering the car was time consuming and had to be done carefully. Note that all window sash were removed prior to the move. The windows and all other loose pieces were removed, marked and catalogued to ensure that the piece goes back in the same place it came from when restoration begins in a few years.



It's getting late but No. 28 is now safely close to the ground. Time to call it a successful day! From left to right: Jim Vaitkunas, Jim Willmore, Ken Albrecht and Bill Arends with Bill Graham holding the camera. During the following week several others went down to N. Mankato to help push No. 28 into Ken Albrecht's machine shed seen to the rear (the carbody as you see it maybe weighs 7,000 pounds!). Scott Heiderich, Tom Fairbairn and one or two others helped Ken move No. 28 into the shed for safe, covered storage.