



Streetcar CURRENTS

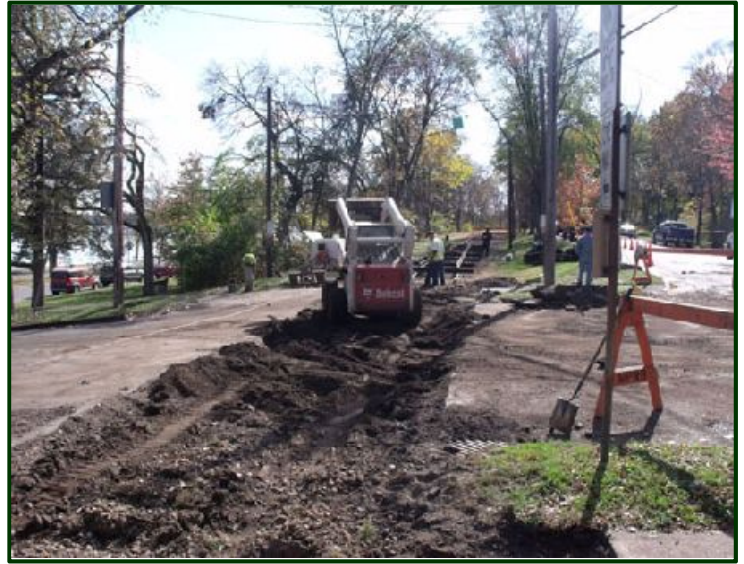


SPECIAL PHOTO SUPPLEMENT

NOVEMBER - 2010

YOUR DONATIONS ARE HARD AT WORK - PART 1

Each year around this time Museum members receive a letter or flyer soliciting donations to the various priority projects that are needed at both of our demonstration railways. Last year, the projects we highlighted were the car barn improvements and rebuilding the West 42nd Street crossing at our Museum's Como-Harriet Streetcar Line. This photo supplement will show what your generously donated funds accomplished in 2010 regards the crossing rebuilding project. Accomplished during the week of October 18th, the project involved complete renewal of the track and new asphalt pavement. Many thanks to **Keith Anderson** for coordinating this project, to **Scott Heiderich** for his over-watch while the project was on-going and, most especially, sincere thanks **to each of you** who donated to this very important improvement. *(All photos by Jim Vaitkunas unless otherwise noted.)*

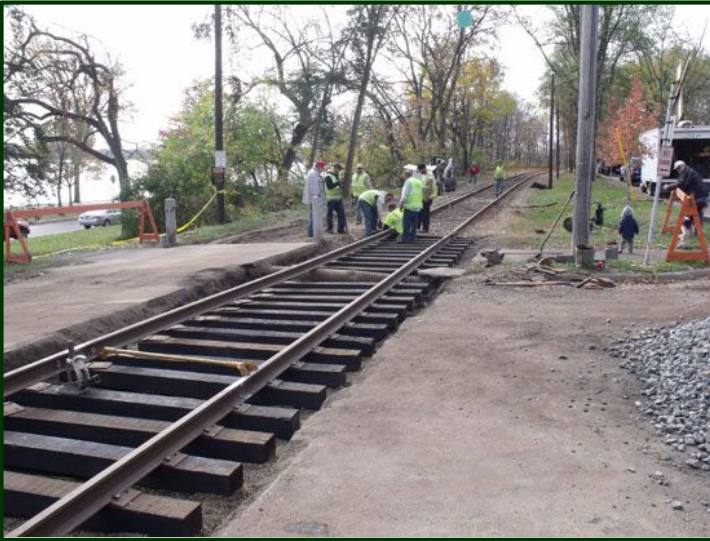


(Top Left) This is what the West 42nd Street crossing looked before the work started. The crossing was built in 1971 and was in obvious need of replacement. Besides the deteriorated ties and bad rail joints, the pavement also was in pretty bad shape as this photo attests.

(Above Right) Late morning on October 18th, the crossing was mostly dismantled--the rail has been removed and most of the ties taken up and stacked for disposal as hazardous waste (because of the creosote in them). None of the ties in the street crossing were worth keeping.

(Bottom Left) One of the Rail Specialties workers is using a rail saw to cut one of the old rails. The saw has a gasoline engine similar to a chain saw. To the rear are the two lengths of rails that were welded together using the Thermit process.

(Bottom Right) This photo shows the Bobcat taking out the last of the old ties. Next the bucket will replace the forks on the Bobcat, and the Bobcat will start removing the remaining fouled ballast and dirt in preparation for placing the new ties, trap rock ballast stone and rail.



(Top Left) By the time your photographer arrived on the scene on October 19th, the trench was cleaned out, the new ties were put in and the two pieces of welded rail were placed on the ties and tie plates. Note the pile of trap rock ballast stone on the right.
(Top Right) Spiking the track to gauge has now begun. The implement in red is a pneumatic spike driver.
(Bottom Left) Some things still have to be done the old fashioned way. Note the welded joint opposite the Rail Specialties worker.
(Bottom Right) Two crews are working at each end of the crossing. The trackwork was finished in two days. In the rear is the tie tamping machine that will raise and level the new track. The City of Minneapolis was responsible for the asphalt work which happened the day after.



Meanwhile, Up at the George Isaacs carbarn.

While the crossing work was being done a quarter-mile to the north, the Tuesday crew was busy putting down bricks in front of the carbarn. The dirt taken up from the crossing was hauled up to the Isaacs carbarn and put between the rails. Here's the crew (L to R) of **Neil Howes, Keith Lindberg, Phil Settergren, Bob Smith** and **Walt Strobel**, who is out of the photo getting more bricks. Thanks, guys, for a great job!

It's finished. What a big improvement! (Aaron Isaacs photo)