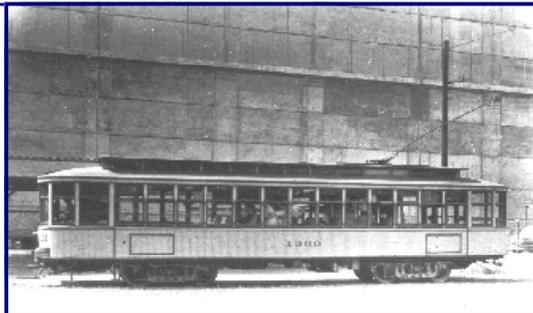


MINNESOTA STREETCAR MUSEUM



Streetcar CURRENTS



August 2016

Minneapolis & Excelsior, Minnesota

The TCRT in 1907

- TCRT operates a total of 363 miles of track—at its height [1931] TCRT will have 523 miles of track
- TCRT's basic fare is five cents
- TCRT operates approximately 600 streetcars—ten years later TCRT will operate over 1,100 cars
- In 1907 TCRT carried over 117 million passengers—in 1920 TCRT carried 238 million passengers
- TCRT's Snelling Shops opens (September)
- In late 1907, our No. 1239 is one of the last group of cars built by TCRT's 31st Street shops
- Our No. 1300 is one of the first cars built (in 1908) at the brand new Snelling Shops in St. Paul

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Masthead. Masthead photo (date unknown) shows our No. 1300 standing in front of the long-gone State Fair Hippodrome which was located to the left of the track diagram shown on this page.

The Great Minnesota Get Together is coming up in another few weeks. So, for this issue of the Streetcar Currents we're featuring a Street Railway Journal article on how TCRT handled the State Fair crowds in 1907. (MSM Photo Archive)

TCRT's 1907 Minnesota State Fair Operations

BILL THE MOTORMAN



Well, a quick look at the calendar tells me right quick that it is Minnesota State Fair time. What a great State Fair we have, probably one of the best in the Midwest if not the entire country! And as you all know the State Fair was located on the Como-Harriet "interurban" line.

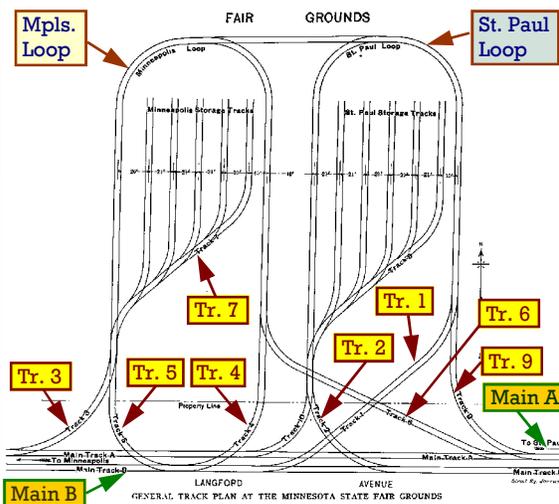
The TCRT was thoroughly prepared to move the throngs of people who took the streetcars to the fair each year. So, let's take a closer look at the TCRT's State Fair operations for the year 1907 (as described in the Street Railway Journal) and you can get an idea of what the company did to "move the masses," so to speak.

During the six days of the fair in 1907 (September 2-7) the company carried approximately 250,000 people to and from the grounds; the heaviest single day was Sept. 2, Labor Day, when attendance mounted to 80,000. The company's fair terminal consisted of two great loops, enclosing five storage tracks between each loop. This duplicate arrangement is adopted to separate the Minneapolis and St. Paul traffic; the St. Paul cars enter and leave on the east or St. Paul loop, while the Minneapolis cars use the west or Minneapolis loop. Large signs direct the passengers to the proper points and absolutely no confusion occurs. The main loops are so connected to the two main tracks that cars can be run in and out of the terminal on almost any conceivable manner, making a very flexible arrangement.

The method of handling and dispatching cars in and out of the terminal is as follows: Through service, running on a five minute schedule, is maintained between Minneapolis and St. Paul (*this is the Como-Harriet Line—Ed.*). These cars come from Minneapolis on main track B and enter the St. Paul loop by means of track 1. They proceed around this loop, stopping at the upper end to receive and discharge passengers, and then go out to main track B again via track 2. Through cars from St. Paul enter the Minneapolis loop from main track A via track 6, proceed around the loop, stopping at the

loading platform at the upper end as described above and then leave the terminal over track 3 which switches the car again on to main track A.

Local cars are run from both cities on a 1 1/4 minute schedule. The Minneapolis cars enter from main track B via track 4 and proceed to the unloading platform, from which they return to Minneapolis over track 3 or enter the storage yard via ladder track 7. St. Paul cars are run around the St Paul loop in a similar manner. This method gives a con-



(Continued on page 4)

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:

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 Minneapolis, MN 55416-0509
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Streetcar CURRENTS
 August—2016

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 August 20, 2016.

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

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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

TCRT 1300's trucks. For those who haven't heard, No. 1300 is out of service indefinitely.

The center of the casting that covers one of the axle ends broke off a couple of weeks ago.

How did we get here? No. 1300 has run about 100,000 miles in museum service. Its trucks were last overhauled in 1975 at Soo Line's Shoreham Shops. The car received new wheels, refurbished traction motors, new gears, new traction motor support bearings and repairs to the brake rigging. A number of years later, the trucks were rewired.

We knew the trucks were tired and it was time for an overhaul. The wheels are worn with sharp flanges. The brake rigging is out of adjustment. Following the axle cover failure, the shop guys have pulled the other axle covers and discovered more axle and bearing wear that needs to be addressed.

I've personally been running No. 1300 for 40 years, and could tell that it used to accelerate faster and roll more easily. Recognizing that it was time to do it, the MSM Board made truck overhaul the focus of the Annual Appeal.

Since last winter I've been working on a Minnesota Legacy Grant application for \$100,000 to rebuild the trucks. The total cost will probably be about \$140,000. I didn't ask for that much because our application has a better chance if we put up a partial financial match. The application was turned in on July 28th, a day before the deadline. We'll learn if we got the money in a couple of months. If we get the grant, the money will arrive in early November. Until then, any money we spend cannot be reimbursed from the grant.

There is \$11 million in grant applications pursuing \$4.4 million in grant money. Our mathematical odds of getting the grant are 1 in 2.5, not too bad. I think if No. 1300 is out of service, it improves our odds of getting the grant. In the grant application, I'm telling them that No. 1300 cannot run again unless the trucks are overhauled.

If we don't get the grant, I believe we have no choice but to send out the trucks at our expense. I think we can get other grants to cover part of it, but it's clear we'll have to absorb most of the expense ourselves. Bear in mind that we are projecting a 2016 year end cash balance of \$219,000, which doesn't include the truck work. If we have to self-fund all of the truck project without any grants, that will drop our cash reserves below \$100,000.

As an MSM member, you need to know that we face some large expenditures in the next few years. TCRT No. 1239's trucks also need major work, perhaps another \$100,000+ expense. A commercial track maintenance company needs to replace ties and line and level our track. Another financial time bomb is the need to eventually replace the overhead wire poles at Lake Harriet, most of which date from the 1970s.

New Linden Hills Depot roof. The depot's cedar shake roof has been replaced. Thanks to **Bill Arends** for managing the project.

New Building Maintenance Manager. One of the vacancies in our org chart has been Chief Engineer, in charge of all physical plant. That's a big job, so we've divided it into two jobs, buildings and track. I'm pleased to announce that **Pat Kriske** has volunteered to be the Building Maintenance Manager. Pat is a new operator at CHSL, and has a long professional background in building management. He will be responsible for up-keep and repairs to both carbarns and the Linden Hills depot. Please give him every courtesy and cooperation. ♻️



Our News in Photos



Left. This is a photo of the front truck under No. 1300. The culprit is the journal on the left. Near as we can tell the "race" that supports the roller bearing worked its way outward undetected over the years until it hit against the journal cover which is a steel casting. When the journal cover eventually broke we immediately took No. 1300 out of service.

Our shop crew pulled all the other journal bearing covers and discovered that all bearing elements showed signs of excess wear. All the other bearings and journals were then thoroughly cleaned, inspected and fresh oil put in the journals.

While the fine work our shop crew has done so far will likely make No. 1300 mobile again, the shop crew is unsure whether our Museum's "mother car" will be able to operate in regular service this year. After the bad bearing race is repaired and installed a few test runs will determine the status of the car.

It is clear, however, that No. 1300's trucks will have to be sent to a shop to be rebuilt over the 2016/2017 winter.



Here is the new roof on the Linden Hills station. It's doing its job already as the photo was taken on July 27th, a rainy Wednesday afternoon. Note the new Linden Hills sign—sure looks great!



The Minnesota State Fair is fast approaching. Here we see PCC No. 439 entering the fair gate platform area in 1953, the last year TCRT streetcars served the fair. The standard car on the left is gate car No. 1269 serving as TCRT's state fair dispatching center and office. Note the 600-volt drop-cord going from the trolley wire to the car's trolley wheel—the car is not on live track but still needs lights!



Bottom two photos. One of our recent passengers took some photos on 7-10-2016 and posted them on Facebook. They are actually pretty good so I thought you might like them. (Photo by Jamie Heidi)



Photos of the "pole side" of our streetcars are relatively rare. Here is one of TCRT gate car No. 1239 operating on our Excelsior Streetcar Line. (Photo by Jamie Heidi)

What's Happening?

August 6.....	Streetcar Cleaning at CHSL, 9 AM to 11 AM
August 11.....	Streetcar Camp at CHSL
August 11.....	Story Time Trolley at ESL
August 18.....	PJ Trolley at CHSL
August 24.....	Last day of Wednesday afternoon service at CHSL
September 2.....	Last day of daily service at CHSL
September 4.....	Last day for Sunday streetcar service at ESL
September 5.....	Labor Day holiday service at ESL and CHSL

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

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

Annual Appeal a Continuing Success. Donations to our 2015-2016 Annual Appeal fund continue to come in, for which we extend a grateful **THANKS** to the following donors: Glen Bottoms and Martin VanHorn.

Membership Renewals and other Membership Matters. We've experienced continuing problems with membership renewals being lost or misplaced because members pay their dues at the Linden Hills depot or at the Excelsior car-barn, but then fail to also include the membership renewal slip along with their dues payment. When that happens we get a check but don't know what it's for. We have to then track down the member and gather the information to process their renewal. This takes time away from several of our volunteer cashiers and from **John DeWitt** our Museum's Membership Services Manager.

Also, please, when you get your membership renewal notice in the mail, take a few minutes right then and there to write that check, place it in the envelope we provide you, put the stamp on the envelope, and mail it to us. Following these simple and quick steps saves so much time and expense when your Museum sends out a second notice or a final notice that you're being dropped from MSM's member rolls. Thanks! And, enjoy the rest of your summer! 🍷

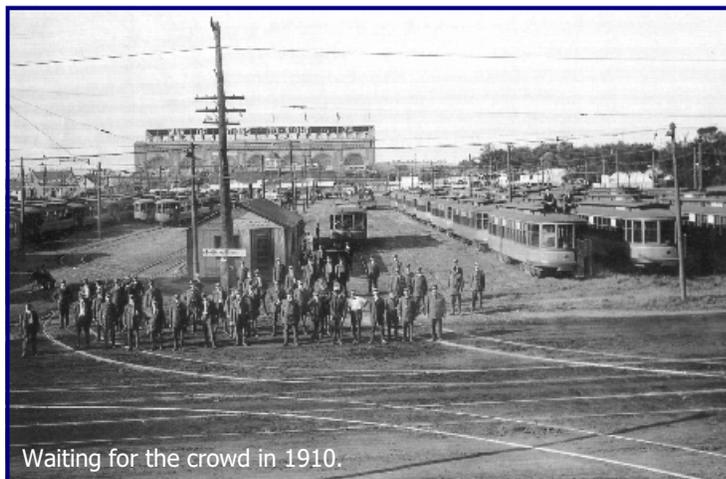
(TCRT's State Fair Operations Continued from page 1)

tinuous uninterrupted stream of both through and local cars, all moving in the same direction on each loop; the traffic from each city is completely separated, an important feature in operating a terminal of this nature. While under normal conditions the cars are dispatched as described above, the main line connections are purposely arranged to permit any variations from the usual procedure that an emergency may dictate. Two or three repairmen and a dispatcher is all the operating force necessary at the terminal. A repair car is also maintained in readiness for any emergency.

Twin City standard cars are designed to load and unload from the rear platform only. At the fair terminal, however, special steps were provided so that passengers were unloaded from both platforms at once. Ninety-five percent of the travel was either in one direction or the other. By using both platforms for unloading and loading, a car could be emptied and filled in practically one minute.

The fair exodus reaches a maximum at 5 and 10 PM. To provide for these rush periods from thirty-five to fifty cars are stored on the Minneapolis tracks and from twenty-five to thirty on the St. Paul tracks. Cars are dispatched from these storage tracks in order of their occurrence, so that during the rush periods one-quarter minute service is maintained to Minneapolis and St. Paul. This amounts to 240 cars per hour to each city. Each car carries about 100 passengers, which means that the maximum number of passengers moved per hour to each city is 24,000.

This record was actually attained several times during the week, and the traffic was handled without undue crowding or congestion. Every passenger did not get a seat, but this could not be expected. The company made an honest effort to provide and keep moving a sufficient number of cars to carry the crowds. By means of this terminal this was accomplished throughout the week without a single hitch. *(Editor's Note: The track layout shown on page 1 was changed in 1909. See the revised layout on page 48 of Electric Railways of Minnesota.)* 🍷



Waiting for the crowd in 1910.