

MINNESOTA STREETCAR MUSEUM



Streetcar CURRENTS



Jan-Feb — 2017

Minneapolis & Excelsior, Minnesota



Bill the Motorman Says:

- Interested in becoming a volunteer with our Museum? If so, call Volunteer Coordinator, Pat Cosgrove at 952-953-6559 or pkcosgrove@charter.net
- Our operating season is just around the corner. Now is the time to talk to your friends, co-workers, etc., about them learning how to run a streetcar.

2017 Season Planning

Bruce Gustafson—General Supt.

One thing I've learned since becoming MSM's General Superintendent is that there is not much rest between operating seasons. MSM's Operations Committee met in early January to discuss the 2017 season and opportunities for improvement. In addition to a continued focus on safety, the Committee discussed schedule changes, special events, training, building improvements, and key maintenance items. Summarized below is an overview of the recent operating discussions. Details will follow in the coming months.



Schedule. As we did in 2016, regular scheduled operations at CHSL and ESL will start the first weekend in May through the end of October.

CHSL: Daily (evening) operations will run from Memorial Day weekend through Labor Day. Our highly successful Wednesday afternoon operations in June, July and August will continue. We are evaluating some minor changes to the PCC operating schedule in response to crew scheduling issues during weekends. The Committee also discussed new ideas to increase CHSL's weeknight ridership.

ESL: Given the success of the 3-person crew, the schedule will now show three positions including a Station Agent/Operator. At ESL Thursday farmer's market operations will also continue.

Special Events. After a very successful 2016 holiday season, **Rod Eaton** has been busy in his creative laboratory developing new ideas for special events. More details will be forthcoming as the ideas are fleshed-out. At ESL, **Todd Bender** and his crew have expressed an interest in expanding the holiday event after the 2016 event had reduced participation from the local historical society.

Training. **Dave Higgins** and **Todd Bender** will lead training in 2017 following the successful format used in 2016. **Fred Beamish** will also continue as the lead for PCC training. Fred has plans to offer recertification training for all PCC operators. Similar to 2016, Foreman recertification meetings will be held in early April, with recertification and Operator Candidate training starting mid-April. **Pat Cosgrove** has volunteered to be our Museum's volunteer coordinator, and he will have an active role in managing new volunteers and new Operators. We will leverage both a live and YouTube version of **Aaron Isaacs'** *Twin City Lines* history presentations to provide historical context for new volunteers and other attendees. Training will also include a refresher on cash register operations lead by **Bill Arends**.

Building Improvements/Maintenance. **Pat Kriske** is working to complete new fencing and some roof repairs at CHSL. At ESL Pat plans to put in a concrete floor in the carbarn and have some electrical improvements made. Streetcar maintenance is an important on-going activity and the maintenance crews are hard at work getting all of the cars ready for revenue service. According to CMO **Dick Zawacki**, we expect all cars to be ready for opening day. In addition, Winona No. 10

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Streetcar CURRENTS Winter Publication Schedule

The Streetcar CURRENTS is now in its winter publication schedule. See the notice on page 6 for more info.

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Masthead. MSM started operating the Holly Trolley in 2005. In mid-December of 2008 there was an early light snow fall but that didn't stop us from operating into the first weekend of December as this photo shows. Here we see TCRT No. 1300 passing over the Lake Harriet pedestrian underpass at CHSL making another run to the north pole, or thereabouts. (John Prestholdt photo)

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
January-February 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 March 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

TCRT No. 1300's trucks. The project to rebuilt 1300's trucks is well underway. As this is written, the trucks have been disassembled, with much of that work done by MSM volunteers. Thanks to **Dennis Stephens, Jim Willmore, Karl Jones, Ben Franske, Pete Connors, Tom Schramm and Mike Miller.** The motors have been sent to the motor shop, which found one bad motor bearing and that shaft will have to be replaced. All the motor armature shaft bearing surfaces will need to be turned. All the motors passed all of their electrical tests.



The equalizers, the visible lower parts of the truck's side frames, were found to be in rough shape. New ones were fabricated by **Jim Truax**, who donated the steel and the labor to have them fabricated. **Jim Willmore** provided CAD drawings for the new equalizers.

You may recall that last July No. 1300 was disabled when the roller bearings on one end of one axle came loose, and the axle moved laterally and punched through the axle cover. A national search found enough of the original Hyatt roller bearings to reequip the trucks and they have been purchased. The rest of the truck frames have been inspected for flaws and then sand-blasted.

We're lucky to have a local contractor for the truck rebuild. Because of that, our volunteers are doing some of the work resulting in their having a much better understanding of how the trucks are put together. Their labor has also reduced the project's cost.

No. 1300's underframe. Removing the trucks exposed inaccessible areas underneath not seen for decades. **Karl Jones** spent a great deal of time needle scaling off the accumulated dirt, grease and crud. Also working under the car are **Pat Kriske, Mike Miller, Dennis Stephens, Jim Willmore, Ben Franske** and **Russ Isbrandt.** This has revealed some deteriorated wood and rusted metal that require attention.

New Chief Engineer. The position of Chief Engineer, responsible for all buildings, grounds, track and overhead wire, has been vacant for years. Now **Keith Anderson** has volunteered to take the job. A Civil Engineer and a long-time MSM volunteer, Keith is well qualified.

The Chief Engineer reports to the General Superintendent. Two positions that have been filled for some time will report to the Chief Engineer. They are **Pat Kriske**, the Building Manager, and **Scott Heiderich**, the Overhead Wire Foreman. We still need someone to manage track inspection, maintenance and repairs and the garden by the Linden Hills depot.

New Volunteer Coordinator. **Pat Cosgrove** has stepped up to be MSM's new Volunteer Coordinator. He will replace **Jim Berry**, the first to hold the position. My thanks to Jim for defining the position's duties. The job of the Volunteer Coordinator is to make sure that new volunteers don't fall through the cracks. The VC is their first contact, orients them to the museum, learns their skills and interests, and works with our supervisory personnel to place them in the right job. It's an important job, because without volunteers we're out of business.

Another grant for truck repair. I'm pleased to report that the 20th Century Electric Railway Foundation has granted MSM \$25,000 toward the overhaul of TCRT No. 1239's trucks. That should happen next winter. ☺



MSM to Host **HeritageRail Fall Conference**

SAVE THE DATES: OCTOBER 3-7, 2017

Every year the **HeritageRail Alliance** Fall Conference brings railway preservationists together to network, attend seminars and visit tourist railroads and railway museums. This year it will be held in Minneapolis on October 5-7, with optional pre-conference trips on October 3 and 4. MSM will host it.



The conference will have something for every rail preservation interest. We'll visit the Minnesota Transportation Museum's Jackson Street Roundhouse museum in St. Paul. We'll ride MTM's Osceola & St. Croix Valley Railway on a 30-mile trip through the beautiful St. Croix River valley.

We'll visit the Milwaukee Road 4-8-4 steam locomotive No. 261 steam shop and the recently beautifully restored monumental St. Paul Union Depot. We'll also ride the steamboat *Minnehaha* on Lake Minnetonka.

There will be up to 24 different educational and informative seminars and workshops presented. Our conference theme is **Brand Building**, but seminars will cover a wide array of topics. Between sessions we encourage you to visit the industry vendors exhibiting their products and services.

Pre-conference Trips

Three optional pre-conference trips will be offered.

Tuesday Oct. 3. A railfan tour of the Twin Cities, led by TRAINS Magazine correspondent and local rail expert **Steve Glischinski**. It will include an 80-mile, 2 hour round trip on the Northstar Commuter train.

Wednesday Oct. 4: There will be two options.

Trip One: We'll bus to Duluth where we'll visit the Lake Superior Railroad Museum in the former Duluth Union Station. Then we'll take a 52-mile round trip to Two Harbors on the North Shore Scenic Railroad. We're hoping to ride behind Duluth & Northeastern 2-8-0 No. 28, currently in the final stages of restoration.

Trip Two: A traction tour of the Twin Cities on a 1954-vintage Twin City Lines bus. You'll see traction remnants around town, take a one-way trip on the Green Line LRT from St. Paul to Minneapolis, followed by a visit to the Minnesota Streetcar Museum's Como-Harriet Streetcar Line for guest operations.

Conference Program

Thursday October 5: Seminars in the morning, then a 30-mile roundtrip on the Osceola & St. Croix Valley Ry. At the hotel in the evening there will be an opening reception followed by rail movie nite.

Friday October 6: Seminars in the morning, then we ride the Excelsior Streetcar Line, featuring newly restored streetcar Winona No. 10, and sail on the Streetcar Steamboat *Minnehaha*. In the evening there's another reception and a show & tell session by **HERITAGERAIL ALLIANCE** members.

Saturday October 7: We ride the Como-Harriet Streetcar Line, visit the St. Paul Union Depot, Jackson Street Roundhouse and Milwaukee Road 261 Steam Shop. We return to our hotel for the final reception, annual banquet and awards presentation.

The Convention Hotel

We're based at the Loews Minneapolis on 1st Ave. N., across from the Target Center.

Volunteers Needed

We'll need lots of volunteers to be bus guides, seminar hosts, streetcar operators, carbarn docents and other jobs. It will be a lot of fun, because you'll get to meet and network with trolley and railway museum people from across North America. You'll probably make some new friends. We'll offer greatly reduced registration fees to any MSM member who wish to attend.

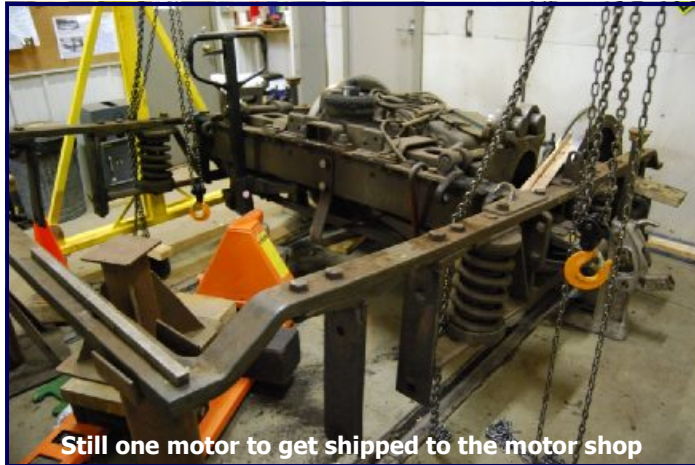
Contact **Aaron Isaacs** at 612-929-7066 or aaronmona@aol.com if you're interested in volunteering or attending.

Work on TCRT No. 1300's trucks Continues

Work on the two trucks under TCRT No. 1300 continues under the direction of our contractor, **Rob Mangels**. Both trucks are now fully disassembled and the motors have been shipped to a motor shop in north Minneapolis. All motors have checked out good on the electrical side, but one armature bearing was found to have worn to the point that the armature shaft was scored beyond repair. The other steel members on the trucks were inspected and the eight equalizers had to be replaced because they were cracked and/or had weld repairs which compromised their structural integrity.

One good situation that has helped us with the project is the active involvement of our shop staff in the George Isaacs carbarn and shop. These hard working volunteers are learning about streetcar trucks the best way they can, by tearing them down and putting them back together over the next few months. Their hard work also saves us lots of money.

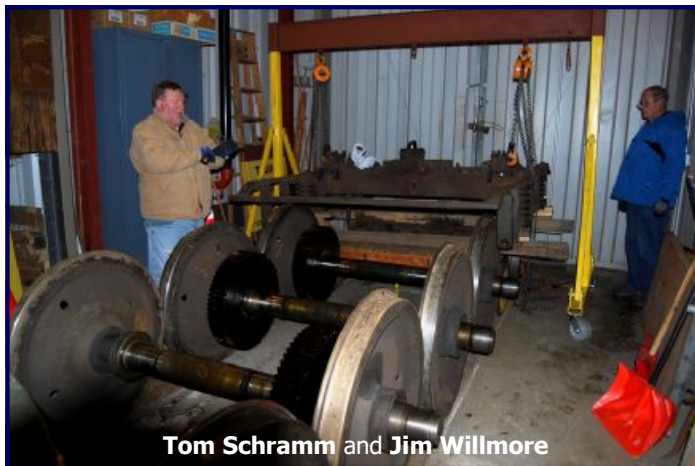
Since the truck is dismantled and the pieces scattered in various places, there's not much of the trucks to see right now and not much truck work to do. So, the shop guys are now hard at work on the naked underside of No. 1300 making repairs to both steel and wood members. If you're interested in this project, there's nothing stopping you from coming down to the Isaacs carbarn at Lake Harriet on a Saturday morning and see what our shop guys are doing. *(All photos by Mike Miller)*



Still one motor to get shipped to the motor shop



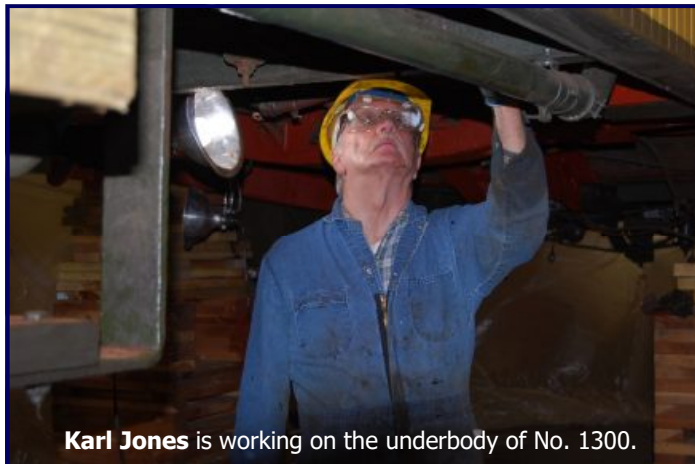
Brass bearings



Tom Schramm and Jim Willmore



Russ Isbrandt, Pete Connors and Tom Schramm



Karl Jones is working on the underbody of No. 1300.



Mark Digre, Pete Connors and Jim Willmore

Work on Winona No. 10 Also Continues

The volunteers in our restoration shop took some well-earned time off to enjoy the holidays, which is a good thing. Now that we're past that busy time of the year, it's time to get back to work for the Winona No. 10 restoration crew.

Much has been accomplished since the initial test run back in November. That test run resulted in several things that need further work, especially with the braking system. The car did not stop as quick as we wanted which means that the brakes need further work. And it was clear that a larger air reservoir is required.

A lot has been done to the electrical systems, both the controls and lighting circuits. The traction power circuit is complete and interior lights are installed. Within the next few weeks the crew will start putting in the floor and installing the seats.

(All photos by Jim Vaitkunas)



The two floor pieces show in this photo are removable so our shop volunteers can gain access to the motors and air compressor. The rest of the floor will be permanently installed once all underfloor work is completed.



The platform controls are complete. The black thing seen on the floor to the right of the controller is a heater. No. 10 will be heated with electricity.



(Above) Here is one of the 12 seats that will be installed in Winona No. 10. The wood seats were built by **Ken Albrecht** and really look great. Winona No. 10 will be the only streetcar in the Museum's collection that will have reversible seats as the car is rigged for double ended operation, i.e., No. 10 has two sets of controls, one set at each end of the streetcar.



Howie Melco photo



(Right) The hand reaching out from under No. 10 belongs to **Howie Melco** who has been working on adjusting the brake rigging. Howie is standing in the pit under the car. **Art Ruder** is standing in the foreground while **Mark Brothen** is kneeling down to hand Howie a tool.

What's Happening?

- March 11----- MSM Annual member's meeting, 10 AM—Metro Transit's Green Line O&M facility, St. Paul
- March-April----- CHSL & ESL new operator recruiting and training
- April----- Foremen and Operator recertification training. Dates & times to be announced.
- May 2----- Begin of ESL's Thursday afternoon operations
- May 6----- Begin of ESL's & CHSL's weekend operations



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

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

New Members. We gained the following new members to our Museum in the last two months: **Doug Fuerst** and **Robert Shogren**. Welcome, guys, to the MSM family.

Annual fund. Our annual appeal was a record breaker this year, with over \$55,000 in donations received. This number includes several major donations from the 20th Century Electric Railway Fund, Ray Benson, Jr., Aaron Isaacs, Hon. James Rogers, Rod Eaton and an anonymous donor. All of these donors gave at least \$1,000 or more. Here is the roster of our generous donors to this year's annual appeal.

General Fund. Bruce Allyn, Bill Arends, John Cartwright, Steve Collin, Rod Eaton, Dennis Fischer, Ben Franske, Gordon Geddes, Bill Graham, Cheri Hanna, David Hogan, Russ Isbrandt, Pat Kriske, Thomas Lowry, Charles McCarthy, Russ Olson, Eric Neumann & Joe Plante, Dick & Joan Niemiec, Bill Preiss, John Prestholdt, Barbara Risken, Gerald Robertson, Judge James Rogers, Ann & Conrad Smith, The Head Family Foundation and Anonymous.

No. 1300 Truck Rebuilding Fund. 20th Century Electric Railway Fund, Keith Anderson, Darrell Arndt, Dr. Douglas Beedon, Ray Benson, Jr., Richard Darling, Steve Eberly, Aaron Isaacs, Karl Jones, Dick Levering, Ron Neitzel, Gary Neunsinger, Ben Porter, Dr. John Stewart, Gregg Thomas, Tom Traxler, Jim Vaitkunas, Dave VenHuizen and Terry Wagoner.

It's Tax Time, Again! Many of us have already started work on preparing our income tax returns for the year 2016. Remember that some of your money spent to volunteer with our Museum can be a charitable donation if you itemize your deductions. Some examples of things that can be listed as a deduction include: donations of cash or materials used in the course of volunteering with MSM; mileage allowance for your travel to and from a Museum activity to include attending an official meeting (e.g., a BOD meeting); travel to and from your home and ESL or CHSL if you are volunteer on an operating shift; your membership dues; cost of your uniform to include cleaning; and cost for travel and lodging if you attend a meeting or conference during which you officially represent MSM and the Museum doesn't reimburse you.

Disclaimer. This information is not intended to give you legal advice or give you definitive instructions on preparing your tax return. It's intended to give you a general idea on some of the things you ought to consider when working on your tax return. You should consult a tax preparer or go to the appropriate IRS publication for specific guidance. ☺

MSM's Annual Meeting

Our annual meeting of the Museum's members will be held on Saturday, March 11, 2017 starting at 10 AM. Location is Metro Transit's Operations and Maintenance shop for the Green light rail line. The O&M facility is located at 340 Broadway Street in St. Paul. This is 1 1/2 blocks west of the St. Paul Union Depot stop on the Green Line, which happens to be the last stop for eastbound trains. At the conclusion of the annual meeting tours of the O&M facility will be conducted. The photo on the right shows the 2016 annual meeting held at the Pavak Museum of Broadcasting.



(2017 Season Planning *Continued from page 1)*

is expected to make an initial appearance in revenue service at ESL in late August or early September.

HeritageRail Alliance Conference. Our Museum is hosting the fall conference of the **HeritageRail Alliance** on October 3 to 7. HRA is the trade organization for North American streetcar/railroad museums and tourist railroads. (*See the conference information on page 3. Ed.*) This is a **BIG DEAL** and a great opportunity to showcase our museum and its capabilities. **Aaron Isaacs** and the conference committee are leading the effort and will provide more information in the coming months. MSM volunteers will play a significant part in providing operating and non-operating support. All conference volunteer positions, both operating and conference administrative and operational support, will be entered into ShiftPlanning once specific plans are final.

Thank you again for all you do. I look forward to working with you for a safe and successful 2017 season. ☺

Streetcar **CURRENTS Winter Publication Schedule**

The **Streetcar CURRENTS**, is now in its winter publication schedule. You'll be receiving the **Streetcar CURRENTS** every other month until the May 2017 issue is published. Publication date for the last combined issue will be on or about April 1st. If you don't receive your issue on or shortly after that dates please contact me at: jvaitkunas@msn.com