



Streetcar CURRENTS



SPECIAL PHOTO SUPPLEMENT SEPTEMBER - 2011

WINONA NO. 10 RESTORATION IS MAKING GOOD PROGRESS

As most of you know, Winona No. 10 was built in 1914 for service on the Winona streetcar lines of the Wisconsin Railway, Light & Power Company, which had assumed control of the Winona, Minnesota streetcar system a year or so earlier. Number 10 provided service in Winona until late July of 1938 when the last line was converted to bus operation.

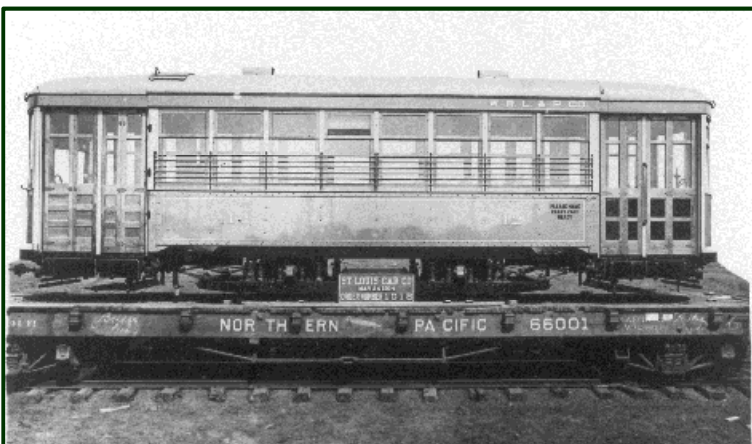
We wish to thank the Winona Foundation and the 20th Century Electric Railway Foundation for their very generous donations to the Winona No. 10 restoration project. Winona No. 10 is unique and historically significant, both locally and nationally, in several respects.

- Winona No. 10 was the last streetcar to operate in revenue service in Winona on July 27, 1938. Winona was the last small-city streetcar system to operate in Minnesota.
- No. 10 is one of only five preserved streetcars of its type built during the short period between the end of all-wood and the beginning of all-steel construction methods. No. 10 has national historic significance.
- No. 10 is one of only a few surviving streetcars built by one of the electric railway industry's leading streetcar builders—The St. Louis Car Company.
- No. 10 is a rare streetcar. No. 10 is of composite construction, i.e., built of both wood and steel materials. The period during which streetcars were built with both wood and steel was relatively short, as by the start of World War I most streetcars were being built using mostly steel components or were built as all-steel lightweights as in the Birney-type streetcars (of which Winona operated several).

The Museum's volunteers have been worked steadily on Winona No. 10 for the last several years. The car was stripped down to its basic elements and repairs made to the underframe and window posts as necessary. Major work accomplished included replacing corroded steel, replacing a number of steel underframe pieces, replacing rotten roof boards and refinishing the oak interior panels and molding. Now begins the process of putting the car back together, piece-by-piece.

The power truck that will go under Winona No. 10 will be on it's way to a shop in Pennsylvania to be totally rebuilt. The two GE-800 motors will be rebuilt in a motor shop located in Bangor, Maine. Soon, the platform support steel will be re-attached to the body of the streetcar and the platforms will be rebuilt. Before the floor gets installed, all the 600-volt wiring and the air brake piping will be installed. The linkage for the door operating mechanism will also be installed before the floor gets down.

Below are some photos of the recent progress made on Winona No. 10. But first...some history!



The first modern streetcars for Winona were built by the St. Louis Car Company. Four cars, Numbers 9 to 12, were delivered in late March, 1914. Here's No. 12 ready to go north to Winona. (MSM archive photo)



The Winona system went through several color schemes before settling on the traction orange of the 1930s. This photo shows our No. 10 in the orange paint scheme. (MSM archive photo)



Scott Ingram is seen here scraping and sanding down the interior of one of the platform hoods. It's tedious work, and our volunteers do a superb job. *(Jim Vaitkunas photo)*



This photo was taken in April, 2011. Roof repairs are complete and the shop guys are ready to put on the canvas. The roof boards were first sanded and then several coats of boiled linseed oil were applied. *(Dick Zawacki photo)*



The canvas roof is on, stretched tight and then saturated with several coats of boiled linseed oil. It's now ready for the color coat and installation of trolley board cleats. *(Jim Vaitkunas photo)*



This ladder looking item is called a roof mat. A handle will go on the right side of it. This will allow someone to climb up onto the roof to make repairs to the trolley pole, for example. *(Dick Zawacki photo)*



Here we see about half of the Winona No. 10 restoration team. (Left to Right) **Steve Mages, Dick Zawacki, and Tom McGruder.** Standing on the mezzanine are **Howie Melco** and Winona No. 10 restoration project Manager, **Ken Albrecht.** *(Jim Vaitkunas photo)*



Here's the freshly painted roof with the trolley board cleats installed on the roof's centerline. Two trolley boards will be attached to these cleats and in the middle the trolley pole base will be attached to the trolley boards. Winona No. 10 had only one trolley pole so at the end of the line, the pole had to be swung around. *(Howie Melco photo)*



What the heck are these doo-dads? These "things" are just a few of the dozens of support bearings and other fittings that are needed for the six folding leaf doors that will be on Winona No. 10. I suppose it won't come as much of a surprise to some of us when we say that a completed Winona No. 10 will be comprised of thousands of parts such as these. (Ken Albrecht photo)



These three photos show loading of the Dupont No. 35 truck onto an auto transport trailer. The truck was dropped off at a local shop and will soon be transported by commercial carrier to a shop in Pennsylvania for major rebuilding. The truck will have its wheelbase lengthened to eight feet, new axles and wheels will be placed in the truck, and new springs will be installed. (All three photos taken by Dick Zawacki)

In the top photo we see some of this day's crew comprised of (left to right) **Tom McGruder**, **Steve Mages**, **Ken Albrecht** and **Howie Melco**.



Easy does it! The truck is half-way up the trailer. It might look lightweight, but it weighs about 4,000 to 5,000 pounds. On the left are **Jim Peschong** and **Marv Krafve** standing in the background by the door.

Barely visible inside the Excelsior car barn is the front of high-speed interurban, Mesaba Railway No. 10.



Almost there. The Dupont No. 35 truck was designed for a fairly light streetcar—a horse car that was converted to an electrically-powered car in the 1890s. Our truck will have to be lengthened and strengthened so that it can adequately support Winona No. 10, which is a heavier car. The body of Winona No. 10 will weigh approximately 15,000 pounds with the seats and controls installed in it. Total weight of the car, with the truck and motors installed, will be around 11 tons.

Lurking in the background inside the Excelsior car barn is Duluth No. 78, built in 1893 and restored by the Museum's volunteers in the late 1980s.