



# Streetcar CURRENTS

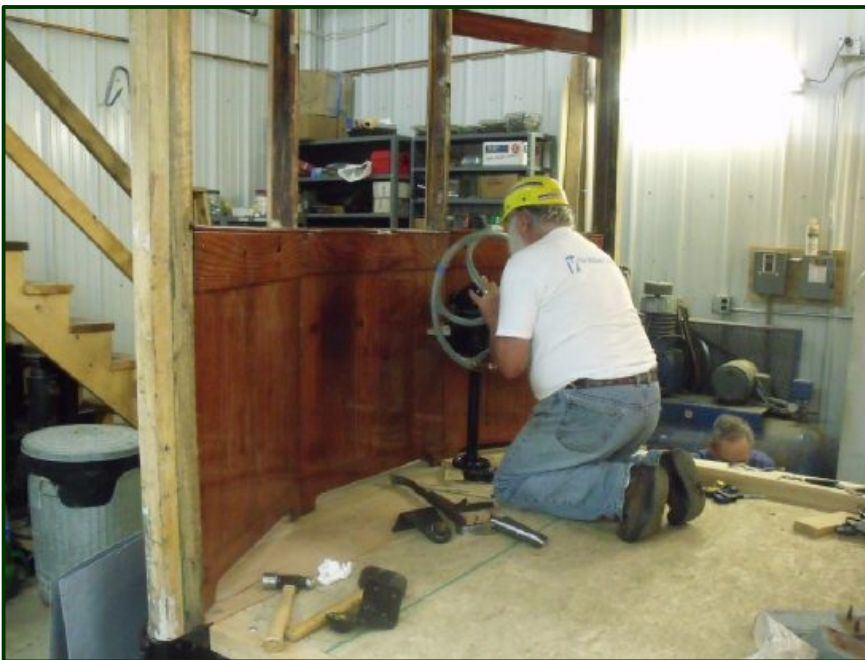


## SPECIAL PHOTO SUPPLEMENT AUGUST - 2012

### WINONA NO. 10 RESTORATION PROGRESS

The crew working on Winona No. 10 have made steady progress in “putting humpty-dumpty back together again.” After stripping the body of the streetcar to the bare bones, the laborious, and sometimes tricky, process of putting the car together has picked-up the pace. The Winona No. 10 restoration project is led by **Ken Albrecht** and the crew consists of **Jim Willmore, Howie Melco, Mark Brothen, Steve Mages, Dick Zawacki, Tom McGruder, Jim Peschong, Marv Krafve, Marsh Ginthner** and **Scott Ingram**. Several others have helped when necessary including **Dennis Stephens** and **Karl Jones**. We would be remiss if we didn't mention the late **George Ittner** who was as faithful and hard working as anyone in helping with the project.

So, with that short intro, here are some photos of the good progress being made on this historic streetcar.



(Left) The crew is working on one platform at a time. Here we see **Steve Mages** taking measurements of one of the brake stands to make the brace that will connect it to the front of the streetcar. The refined wood panels shown in this photo are temporarily in place. They will be fixed in place once the outside front sheet metal dasher is installed and the headlight is in place and wired.

(Bottom Left) The platform floor you see in this photo is temporary. There is a lot of wiring, air brake pipes and hand-operated door rods and bell-cranks underneath the platform and it'll be easier to install these items if the permanent floor boards are not in place. Note the dark area to the left of the brake stand. This is where an electric heater was installed for the benefit and “comfort” of the operator.

(Bottom) Here we see **Dick Zawacki** and **Steve Mages** working on the platform. **Tom McGruder** is partially hidden around the corner of the platform. The sheet metal dashers seen on the shop floor in front of Dick have been primed in grey paint and will be on the front of the streetcar soon. (*Jim Vaitkunas photos*)





Here a close-up of the end of Winona No. 10. The metal dasher panels have been primed but are not yet ready to be installed. Note the obviously new pieces of wood. Some of the old wood pieces were rotten beyond re-use. (Jim Vaitkunas photo)



Here is the "bare bones" look of the streetcar at the moment. It looks like the guys have put up some of the interior shown on the upper left to see how things will fit. The floor is also temporary to allow for later under-floor work as mentioned above. (Jim Vaitkunas photo)



On June 29<sup>th</sup>, the guys travelled to Winona to take a look at the body of Winona No. 9, sister to our No. 10. The body is not restorable but luckily for us, the family allowed us to remove some hardware items that were missing from our No. 10, some of which were hidden behind a false ceiling put up years ago. In this photo we see **Steve Mages**, **Marsh Ginthner** and No. 9's owner, **Chris Beirne** entering No. 9. (Dick Zawacki photo)



Finding No. 9 and then being allowed to visit to take measurements and remove some hardware items was a godsend to our restoration of No. 10. We had only one original ceiling vent and found all of them intact in No. 9. We also got some original interior light fixtures and window lift hardware. The ceiling on our No. 10 was long-gone when we got it and it was good to see the original ceiling still in No. 9 (Dick Zawacki photo)



**Before and After**

The above photo shows two of the original brass ceiling vents that we were allowed to remove from No. 9. After some hard work and TLC on the part of **Dennis Stephens**, four of the refurbished vents are shown in the photo on the right. (Dennis Stephens photos)

