



# Streetcar CURRENTS

SPECIAL PHOTO SUPPLEMENT  
JULY - 2014



## RESTORATION OF WINONA NO. 10 PROGRESS REPORT (All photos by Dick Zawacki unless otherwise noted)

Good progress is being made in the restoration of single truck streetcar Winona No. 10, but if/when you visit the streetcar in the Excelsior restoration shop, the progress isn't immediately apparent. A lot of the work being done right now is in the area of reinstalling the wood molding and panels which is a slow process. Installing the interior lighting circuits and the bell/buzzer wiring is also a tedious process. It has been six months since the last update on the progress on Winona No. 10, so hopefully this photo supplement will bring all our members and friends up to date.

The restoration crew at our Excelsior restoration shop continues to work on the interior of the streetcar. And, as reported in a recent Streetcar Currents newsletter, the single truck is now on the premises and very soon the carbody will be mounted on the truck.

The logo on the masthead of this photo supplement is of the Mississippi Valley Public Service Company, which operated the Winona streetcar system starting in 1926. MVPS provided electric power and transit service to several communities in the area including in LaCrosse, Wisconsin. This photo shows the tracing of the MVPS logo taken from the side of No. 10. No. 10 made the last run on the "Main" line on July 22, 1938.



The Dupont model single truck was delivered on May 7, 2014. Soon the body of No. 10 will be jacked-up and the truck will be rolled under the car. When the body is lowered onto the truck, for the first time in 76 years, No. 10 will be sitting on powered wheels! (Jim Vaitkunas photo)



The carbody is now primed and ready for the finish coats of paint. All sash are now refurbished and ready to have the glass put in.



This photo shows one of the two sets of "off-side" doors and steps. One set of the doors and step to the left of the Motorman at each end of No. 10 will be permanently closed like No. 10's doors were. The doors on the right will be manually operated.



Other than missing controllers and air brake stands, the front platforms are nearly complete. Pipe railings will also be installed on each platform to control passenger flow.



Wiring for the light bulbs over the main doors is roughed-in right now. **Mike Miller** and **Scott Heiderich** are working on the interior wiring.



Interior lighting circuit wiring is also roughed in by Mike and Scott.



Grab bars used by passengers are shown in this photo. The interior of the platform is also primed and ready for the finish coats of paint.



Number 10's main entrance/exit doors are to the right of the Motorman and on opposite corners of the car, as No. 10 will be a true double-ended car with duplicate controls at each end. The doors are manually operated and can be opened and closed independent of each other. The folding steps are linked to the doors so that when the doors open the steps drop down and they fold up when the doors close.