



Streetcar CURRENTS

SPECIAL PHOTO SUPPLEMENT

DECEMBER 11, 2016

Installing the Speeder Shed Switch.

As reported in the November-December issue of the *Streetcar Currents*, a lot has been going on at the Museum, especially at the Como-Harriet Streetcar Line. Mentioned in both **Bruce Gustafson's** and **Aaron Isaacs'** columns were the projects to install a switch and track into the speeder shed portion of the newly constructed Isaacs Car barn & Shop addition, and the work to rebuild the trucks under TCRT No. 1300. Profuse thanks needs to go to all the hard working volunteers who helped with these projects. For the speeder switch project, **Scott Heiderish, Dennis Stephens, Aaron Isaacs, Tom Schramm, Russ Isbrandt, Jim Willmore, Pete Connors, Bill Graham, Dick Zawacki** and others from the CHSL Tuesday crew worked on this project.

While the last issue of the *Currents* highlighted these projects, there were no photos of them in that issue. To make up for that shortfall, here are some photos of both projects. (*All photos by Dennis Stephens except as noted*)



On November 9th, the flatbed from Harmer Steel delivered the switch to the Park Board's maintenance area adjacent to Lakewood Cemetery and Lake Calhoun, which was the best place to unload and temporarily store the switch.



A heavy-duty forklift courtesy of the Park Board put the switch onto two maintenance flats for transport up to the Isaacs Car barn and Shop when it's needed for installation. Until then, the switch remained there to wait for the track crew to install it.



On Tuesday, November 15th, No. 265 towed the switch to the Isaacs car barn for installation the next day.



The switch sat in front of the Isaacs car barn waiting for installation by Railroad Specialties.



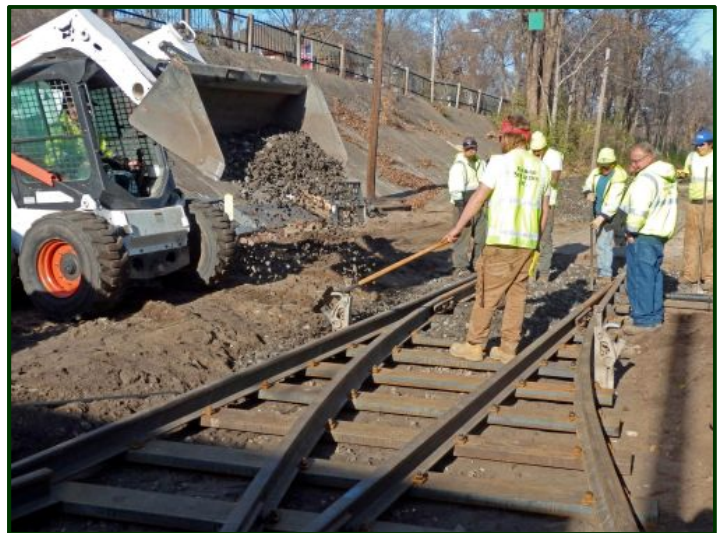
On November 16th, the Railroad Specialties crew arrived and started work to remove the carbarn lead track where the speeder shed switch will go.



The switch is put in place by the two bobcats.



Here one of the Railroad Specialties workers is drilling a bolt hole.



The switch is in place and bolted to the existing rails. Now the stone ballast is being applied to surface the switch.



Jim Vaitkunas photo



Jim Vaitkunas photo

The new switch is finished and looking great.

Rebuilding TCRT No. 1300's Trucks.

Once we received the word that the grant from the Minnesota Legacy Fund was approved, we immediately hired the contractor to start work on evaluating and refurbishing the trucks under No. 1300. To do that requires a four-step process: (1) dismantle the trucks as far as necessary, which includes removing the four traction motors; (2) Inspect each of the major components of the truck to ensure they are sound and repair or replace them as required; (3) inspect and refurbish the motors at an outside motor shop; and, (4) reassemble all the parts back into the trucks and put the trucks back under the car. Some of the work on the trucks, such as removing some components, is being done by our volunteers at the Isaacs Car barn & Shop, thus saving us time and money.

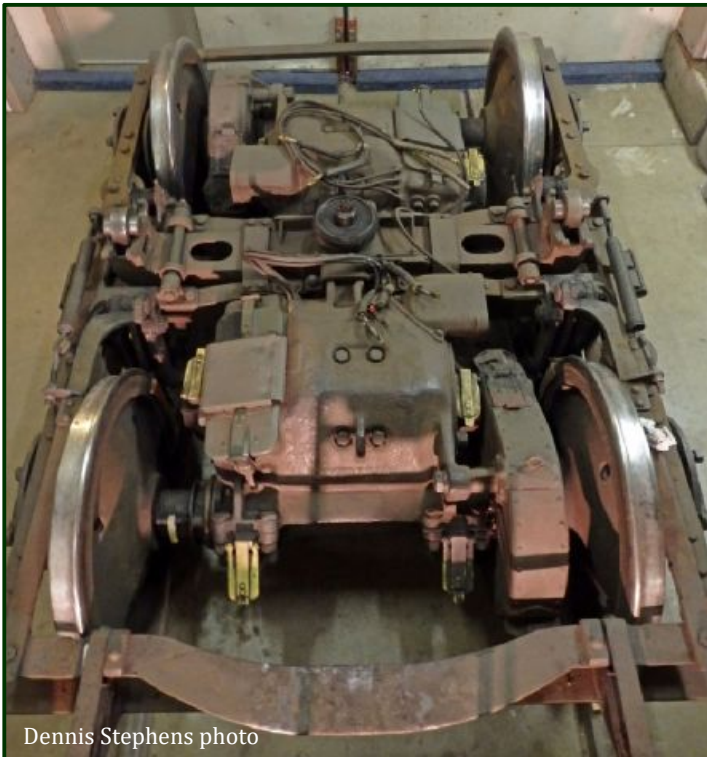
While No. 1300 is jacked up on blocks in the maintenance barn the shop crew, led by **Karl Jones**, is working hard on the underbody of No. 1300 while we have clear access to it.



PHOTOS - CLOCKWISE FROM TOP.

- Front truck ready to roll out. Note air reservoir that will block the rear truck from rolling out towards the front.
- Both trucks out from under No. 1300.
- Work has started on frame and components under the car.
- Rusty steel frame members will need scraping and painting.
- Good top-down photo of the front truck. Each truck weighs around seven tons and will be dismantled during the rebuilding.

(All Photos by Mike Miller unless otherwise noted)



Dennis Stephens photo

