June 17, 2018 was another “red letter day” for our Museum. On that day, we celebrated the restoration of Winona No. 10. Approximately 100 members and guests watched as the ribbon was cut and No. 10 rolled out of the car barn for its official “coming out” so to speak. Over the course of the next hour more members and guests arrived so the total attendance for the initial celebration event was over 100 people. Many thanks to all who came out to help us celebrate this fine restoration and to ride No. 10. Here are some photos of the celebration and of No. 10. You’ll find more photos on pages 2 & 3.
Winona No. 10 dedicated. As seen elsewhere in this issue, the Winona No. 10 dedication took place on Father's Day, June 17th. The Excelsior Streetcar Line shuttled about 100 attendees to the carbarn from Water Street. Included were several members from the Winona Foundation, which helped fund the restoration. Cutting the ribbon were the three granddaughters of Joseph McCormick, the Winona motorman who piloted No. 10 on the last run in 1938.

Although the dedication is done, Winona No. 10 isn't. There are a number of important operations-related punch list items to be completed before the car can enter regular service.

Targeted marketing needed. Some years ago the MSM management decided that purchasing paid advertising was not a productive use of our limited resources. We rely on our website and Facebook page, spontaneous visits by people who see us while visiting Lake Harriet and Excelsior, and word of mouth to attract riders. However, there are some places where targeted marketing would be productive.

1. Senior citizen residences and social organizations
2. Day cares and summer kids programs
3. Bus tours

Like any museum initiative, we need someone to take this on. So this is a call for volunteers to design and implement this outreach program. It doesn't have to be expensive to be effective. If you're interested, please contact Aaron Isaacs at 612-231-8989, or aaronmona@aol.com.

Twin City Lines magazine back issues available. We launched Twin City Lines magazine in 2007. To date 45 issues have been published totaling 1080 pages. That's the equivalent of three 360-page books on Minnesota streetcar history. If you're a newer member and wonder what you've missed, we're selling back issues for the bargain price of $2 each. If you're interested, contact me at aaronmona@aol.com or Merchandise Manager Bill Arends at motormanbill@gmail.com.

Winona 10: Then and Now

(Above) Winona No. 10 reportedly on the day following the last runs. Joe McCormick, the motorman on the last runs, is standing beside No. 10. The photo was taken at the Johnson Street carbarn which still stands. The last runs made after dark were somewhat rowdy according to some reports, with souvenirs stripped from the car. Note the upside down destination sign. I guess no one got that one; or maybe someone did. Wonder where it is now?

(Above right) Nineteen years ago, this is what Winona No. 10 looked like. Photo was taken on May 8, 1999 by Karl Jones. If you look closely you can discern one end of Winona No. 10 on the left partially hidden by the tree branch.

(Right) Winona 10 on June 17th, doing what it was built to do—carry passengers. (Photo by Todd Bender)
Winona 10’s Coming Out Party

Winona No. 10 is shown running out of the car barn immediately after the ribbon was cut. (Photo by Todd Bender)

The two Winona No. 10 restoration project managers wait for the ribbon cutting ceremony. Ken Albrecht (L) led the restoration from 2004 until 2012. Howie Melco continued the work and finished the restoration. Job well done, guys! (Photo by Jim Vaitkunas)

The first passenger load in Winona No. 10 was at capacity and then some. No. 10 was designed to seat 28 passengers and there were at least 32 on that first run. (Photo by Pam & Robert Todd)

A rare three-car line-up at the Old Excelsior Blvd., end of ESL. (Photo by Karen Kertzman)

It’s now “All Aboard” time for MSM’s members and guests. It’s a rare event that brings all three streetcars out of the car barn and operating. This was a very special day. (Photo by Todd Bender)

Scott Heiderich waves to the photographer while Dick Zawacki operates No. 10. (Photo by Todd Bender)
Frank Sandberg Passes

It is with sadness that we report the death of one of the founders of our Museum, Frank Sandberg. Frank was a railfan from his earliest days and his love of railroads and railroading was helped immeasurably by the fact that his father worked for the Milwaukee Road for 53-years as an engineer. As he grew older his interest in Railroading increased, fueled by his ability to ride trains for free on his father’s railroad employee pass and with the encouragement from his soon to be wife Judy Casey. Frank and Judy soon married and it was common to see them out chasing steam excursions such as the CB&Q steam loco No. 5632 or driving all night to Duluth to watch the DM&IR thaw the frozen iron ore with steam. Judy would drive the car and Frank would take the pictures. They were a great team! In 1961 both Frank & Judy were founding members of the Minnesota Transportation Museum and at the age of 17 in 1958 instrumental in the preservation of Twin City Rapid Transit Company streetcar No. 1300, now operated by the Minnesota Streetcar Museum at its Como-Harriet Streetcar Line Museum site in southwest Minneapolis. Frank was a leader in rail preservation and was a founding member of the National Trade organization named the Tourist Railway Association (TRAIN). He went on to serve as the Minnesota Transportation Museum’s President during the 1980’s. In the 1990’s, Frank focused his love and support to restore and operate Milwaukee Road steam locomotive No. 261, which is based in Minneapolis. His son, Steve is currently the driving force for No. 261 which operates special excursions several times a year.

The photo on the right shows Frank and Judy Sandberg riding on TCRT No. 1300 during the 40th anniversary celebration of operations at the Como-Harriet site, held in August 2011. Sadly, Judy left us in 2014. (Photo by Bill Graham)