

# STREETCAR

## CURRENTS

July 2018



MINNESOTA STREETCAR MUSEUM

### Winona No. 10 Dedication

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 it’s 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.



Aaron Isaacs started the celebration of with some remarks to the members and guests. (Photo by Pam & Robert Todd)



This photo shows the poster listing the names of all the volunteers who helped restore Winona No. 10 (Photo by Pam & Robert Todd)



Refreshments were enjoyed by all. Here's one of the cakes made specially for the celebration. (Photo by Pam & Robert Todd)



The ribbon was cut by the granddaughters of Joe McCormick, the motorman who operated Winona No. 10 on it's last runs on July 22nd, and into the early hours of July 23rd, 1938. From left to right: **Diana Wilber, Margaret Gaustad and Julie Florin.** (Photo by Rod Eaton)

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## From the Front Platform—Thoughts on Our Museum

Aaron Isaacs — MSM Board Chair


**W**inona 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 car barn 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.

**T**argeted 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.

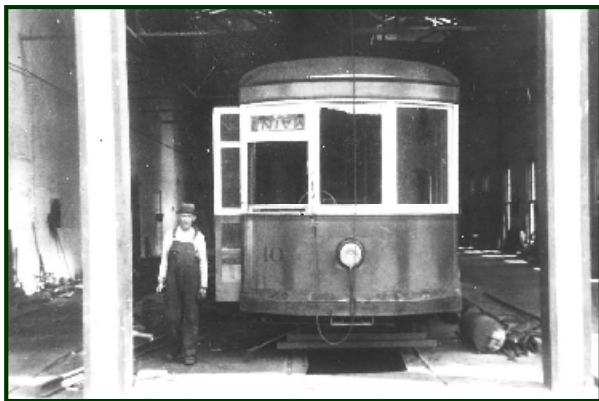
1. Senior citizen residences and social organizations
2. Day cares and summer kids programs
3. Bus tours

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](mailto:aaronmona@aol.com).

**T**win 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](mailto:aaronmona@aol.com) or Merchandise Manager Bill Arends at [motormanbill@gmail.com](mailto: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 car barn 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)



It's now "All Aboard" time for MSM's members and guests. It 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)



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)



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



- June 30-----Car cleaning at CHSL starting at 9:00 AM
- June 30-----Owl service at CHSL starts at 9 PM and goes until 12-midnight
- July 4-----CHSL & ESL special Independence Day Operations
- July 12-----Story Time Trolley at ESL—5 PM & 6 PM
- July 19-----PJ Trolley Party at CHSL—6 PM & 7 PM
- July 19 to 22-----Excelsior **Crazy Days** special event. ESL operates on all four days. See website for times.
- July 27-----Murder Mystery at CHSL—9 PM



**MSM News & Views — News of our Museum's Administration and Membership**

Jim Vaitkunas — *MSM Corporate Secretary & Assistant Ops Chief*

**Annual fund.** We continue to receive fine financial support from our members and friends, for which we are grateful. We'd like to thank the following people for their generous support: Barb & John Risken, Linnea Sodergren, Bob Woodburn, and Byron (Barney) & Alis Olson. Many thanks to these members for their support to our Museum.

**Revised Bylaws.** In mid-2017 the Corporate Secretary was directed to organize a working group to review and revise as necessary the Museum's Bylaws. The purpose of the review was to simplify the Bylaws and eliminate unnecessary or confusing content. The intent was to make the job of the Directors and Officers less complicated, tedious and time consuming. The Directors were given their first chance to review the proposed revised Bylaws at the December 2017 Board meeting. At the meeting of the MSM Board of Directors held on June 16, 2018, the Bylaws were approved by the Directors. The Bylaws are now on the Museum's website:

<https://trolleyride.org/member-resources/organizational-documents/>

You are encouraged to go to the website and check out our newly revised Bylaws. ☺

**MINNESOTA STREETCAR MUSEUM**



*The Minnesota Streetcar Museum is a non-profit, all-volunteer organization with the mission to preserve and communicate to the public the experience of Minnesota's electric street and interurban railway history. To accomplish this mission the Museum operates historic streetcars at two demonstration railways.*

**COMO-HARRIET STREETCAR LINE  
 Excelsior Streetcar Line**

For more information on our Museum, our collection of historic streetcars and our demonstration railways, visit our website: [www.TrolleyRide.org](http://www.TrolleyRide.org)

The museum's business address and telephone number are:

P.O. Box 16509  
 Minneapolis, MN 55416-0509  
 952-922-1096

**Streetcar CURRENTS  
 July—2018**

Jim Vaitkunas—Editor  
 Bill Graham—Distribution

**Streetcar CURRENTS** is a newsletter published for the members and friends of the Minnesota Streetcar Museum.

Deadline for submitting items for the next edition of the **Streetcar CURRENTS** is July 20, 2018.

Please send items to the editor **Jim Vaitkunas** at the following address:  
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 Apple Valley, MN 55124-9481  
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**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 1990s, 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)

