

STREETCAR

CURRENTS

January-February 2019



MINNESOTA STREETCAR MUSEUM

Plans for the 2019 Operating Season

Bruce Gustafson—General Supt.

With the 2018 operating season successfully behind us, the Operating Committee is now focused on planning for the 2019 operating season. The Operating Committee (**Bill Arends**, **Todd Bender**, **John Dillery**, **Rod Eaton**, **Dave Higgins**, **Aaron Isaacs**, **Jim** and **Karen Kertzman**, **Jim Vaitkunas**, **Dick Zawacki**, and me) met in mid-January to cover several key topics including training, the operating schedule, and mechanical and streetcar availability issues.

Training. I would like to thank **Pat Cosgrove** (Volunteer Coordinator to recruit and serve as the initial point of contact for potential volunteers), **Dave Higgins** (lead trainer), **Chris Heck** (PCC training), **Todd Bender** (ESL training), and **Karen Kertzman** (ESL training). With the movement of cars between CHSL and ESL and the reintroduction of No. 1300 into revenue service, we are planning a more robust recertification process to include check rides for all operators. Details and schedule on this will be sent to all Operating Personnel in a future Operations Newsletter. With the new POS (cash register) system installed at CHSL by our technical wizard **Ben Franske**, **Rose Arends** will be conducting required POS training for all CHSL operators and station agents.

Non-Operating Volunteers. I am making a special request to all our Museum's members to consider volunteering for car cleaning and maintenance activities and the other "behind the scenes" tasks. Without these support activities we could not operate and provide our guests a safe and enjoyable experience. Car cleaning is scheduled once a month, generally the first Saturday of the month and typically lasts about two hours. If you are interested in helping at CHSL please contact **Jerry Peterson** (651-698-5490) and at ESL please contact **Todd Bender** (952-334-4065). If you are interested in helping with streetcar maintenance please contact **Dick Zawacki** (952-215-4572). Your help in any of these activities is greatly appreciated. If you are interested in volunteering in some other activity, please call our Volunteer Coordinator, **Pat Cosgrove** (952-953-6559).

Schedule. For 2019, we are not planning any major changes to our schedules. We are looking at minor changes to ESL's Sunday shift times (possibly moving it forward 30 to 60 minutes) and possible adjustments to CHSL's fall shift times. I would like to express a special thanks to **Rod Eaton** whose creativity and drive have powered the Museum's special events for many, many years. Rod is looking to focus his leadership to some of the special events including Halloween and Christmas. If you are interested in taking a leadership role, please contact me or Rod.

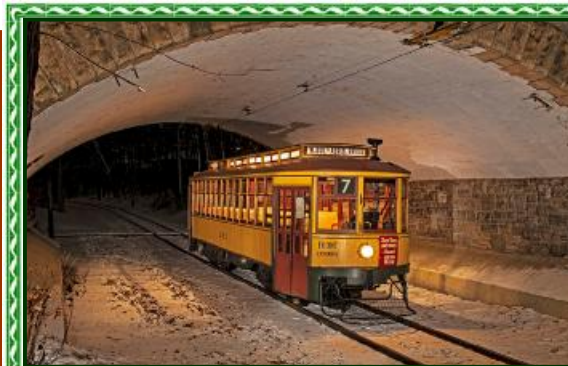
In closing, on behalf of the Museum's leadership team I would like to thank you for your continued support of the Museum and your interest in making 2019 a great year.

Thanks for all you do.



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Duluth No. 265 Says Farewell to Como-Harriet

A special nighttime photo charter was scheduled on December 3, 2018 as a farewell to Duluth No. 265 which was scheduled to be moved from CHSL to ESL the next day. This photo shows No. 265 under the William Berry Parkway bridge.

(Steve Glischinski photo)



From the Front Platform—Thoughts on Our Museum

Aaron Isaacs — MSM Board Chair

The car swap. Boy, did I lose sleep imagining what could go wrong with the car swap, sending Duluth No. 265 to Excelsior and TCRT No. 1239 to Lake Harriet. As it turned out, none of my fears were realized and the only glitch was one that never occurred to me. The angle between the flatbed truck and the pavement of Morse Avenue caused the front end of No. 265 and the back end of No. 1239 to scrape. Thanks to our volunteers and some jacking, the moves got done, but No. 1239's rear gate linkage suffered some damage. It's repairable, but we have a lesson learned for whenever Winona No. 10 gets moved. Consolidating the three Twin City streetcars at CHSL and the two Duluth streetcars at ESL creates some opportunities for better interpretation of the history of each system.

TCRT No. 1239's trucks and other motor repairs. The overhaul of No. 1239's trucks has begun. They were unpowered Chicago Transit Authority L car trucks from the early 1920s. One motor was installed in each truck and the brake rigging was modified to create a big enough space for the motors. The motors came from the TCRT-owned locomotive that switched coal hopper cars at the Main Steam Station, TCRT's power plant in Minneapolis at the east end of the Stone Arch Bridge.

With the third rail current collecting shoes removed, the trucks look reasonably like the Baldwin #5 trucks that were under No. 1239. However, the car is pretty slow, having only two motors and low gear ratio, and the trucks have always been noisy. When one of the cast iron wheels broke and had to be replaced, the contractor failed to recognize that streetcar wheels have a narrower tread than standard railroad wheels. When the new wheels were pressed on the axles, they set the gauge wrong and No. 1239 is always close to falling off the rail. After 27-years of museum service, the trucks are tired and really need a rebuild.

Unlike No. 1300's trucks, these are not historic to Minnesota, so we have the freedom to modify them. The goal is to: 1) make them look as much like the original as possible; and, 2) make them as trouble free and easy to maintain as possible. This will probably mean making some new parts, reusing others, replacing the wheels and maybe replacing the motors.

The ingredients are all in place. We purchased four motors from Toronto streetcars from the Halton County Radial Railway trolley museum in Ontario, Canada. They're newer and smaller than the two currently in the trucks. This opens the option to rebuild the trucks with two motors each. Our contractor **Rob Mangels** will work with the shop crew to decide on the final design.

Meanwhile, one of No. 1300's motors developed some trouble and has been sent to L&S Electric for repairs. Winona No. 10 also experienced a motor failure and it has been removed for repair.

TCRT No. 1239 to get a Baker heater. Car No. 1239 was built with a Baker heater, an upright coal stove and hot water heater mounted on the front platform behind the motorman, a somewhat similar arrangement to Duluth No. 265. There was no heater available when the car was restored, so there's an empty space where it ought to be. That's about to change. During the HeritageRail Alliance Spring meeting in Strasburg, PA, I discovered that the Strasburg Rail Road built replica Baker heaters for its coaches. So I ordered one for No. 1239. It won't be functional because we don't want to light fires inside wood streetcars. Not buying the innards will also reduce the price by about a third. Look for the heater to arrive during 2019. ☺



MSM's Annual Meeting

The annual meeting of our Museum's members will be held on Saturday, March 23, 2019 starting at 10:00 AM until approximately 12:00 Noon. Location of the annual meeting is Metro Transit's Fred T Heywood office building, 560 6th Ave. N., Minneapolis, MN 55411 (corner of 7th St. & Olson Hwy.). All members are invited and encouraged to attend. The Chair of the Board of Directors and Museum officers will report on the state of the Museum and we will hold the election of Directors.

After the annual meeting, Chair Aaron Isaacs will make a presentation on electric railway history.

MSM's Holiday Operations Were Very Successful



At ESL, TCRT No. 1239 was decked out in greenery and is looking good.



Inside No. 1239, Santa with a full carload of happy passengers.



Here's Santa with some youngsters. (Three ESL photos by Karen Kertzman)



Meanwhile, over in Minneapolis, Duluth No. 265 was also decorated for CHSL's Santa Claus trolley.



Santa, a/k/a our own **Mike Helde**, talks to a young person about their Christmas wishes.



While No. 265 was off on its run to Santa Land, local carolers entertained those waiting for the next run. We had an excellent turnout of passengers at CHSL. (Three CHSL photos by Rod Eaton)

The BIG MOVE of Duluth 265 and TCRT 1239

The big news in late 2018 was the move of two of our Museum's historic streetcars on Tuesday, December 4th. We moved Duluth No. 265 (TCRT Snelling Shops, 1915) from our Como-Harriet Streetcar Line in Minneapolis to our Excelsior Streetcar Line and then brought TCRT No. 1239 (TCRT 31st Street Shops, 1907) from Excelsior to Lake Harriet. The purpose of all this was to get No. 1239 in our Isaacs shop so we can begin the process of rebuilding No. 1239's trucks. No. 1239's trucks are former Chicago Transit Authority unpowered trucks. The trucks were originally modified when Duluth No. 265 was being restored in the early 1980s. While the trucks are more-or-less sound, there are problems with them, particularly with the ancient motors and the jerry-rigged brake system. No. 1239 needed to come to CHSL because the Isaacs shop is better suited to do the kind of work to get No. 265's trucks back into good and safe condition. On this page and on page 5 are a few photos of the "big move."

Many thanks to the crew that worked on the moves: **Howie Melco, Scott Heiderich, Dennis Stephens, Karl Jones, Dave Higgins, Dick Zawacki, John Prestholdt** and **Karen & Jim Kertzman**. Also a big thank you to our truck driver Dale from State Tractor Trucking.



The **BIG MOVE** started with Duluth No. 265 being loaded at CHSL in Minneapolis and transported to ESL in Excelsior. Both streetcars weigh approximately 23 tons.

(Photo 1) No. 265 is ready to be loaded onto the tilt-bed heavy duty trailer at the north end of CHSL.

(Photo 2) On the trailer and ready to be tied-down after the trailer is tilted back to horizontal.

(Photo 3) No. 265 has arrived at ESL and the trailer is being lined-up with the rails at the Morse Avenue crossing.

(Photo 4) The tie-down chains were removed, the trailer is tilted and No. 265 will shortly be eased down onto its new home rails.

(Photo 5) Down goes No. 265. Streetcars are flexible—sometimes.

Photo credits: **Dennis Stephens:** photos 1 & 2

Dave Higgins: photos 3 & 5

Dick Zawacki: photo 4



Here are two of our Museum's three standard cars, built by the Twin City Rapid Transit Company. When built in 1915 TCRT No. 1791 looked identical to No. 1239 (left). No. 1791 went to Duluth in 1916 and became No. 265. In 1929 the car was modified for one-man operation by the Twin Ports Lines in Duluth.
(Dave Higgins photo)



Next up, No. 1239 was run up to Morse Avenue and is ready to be winched onto the trailer. (Dick Zawacki photo)



No. 265 is being slowly winched-up onto the trailer at Morse Avenue. (Dave Higgins photo)



No. 1239 is lowered onto its new home rails at CHSL's north platform.
(John Prestholdt photo)



After unloading No. 1239 was run back to the Isaacs carbarn and safely tucked-away for the night. Here we see No. 1239 at the West 42nd Street crossing heading south. (Dave Higgins photo)



Several days after No. 1239 arrived at its new home, a test run was made to the north platform to see if there were any major clearance issues we had to deal with. There were no major ones but there are potential clearance problems at the Linden Hills platform that will need attention.
(Dennis Stephens photo)

March 23 -----MSM Annual member's meeting, 10 AM in Minneapolis. See box on bottom of page 2.
 March-April -----CHSL & ESL new operator recruiting and training
 May 4 -----Beginning of ESL's & CHSL's weekend operations
 May 7 -----Beginning of ESL's Tuesday afternoon operations



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

Jim Vaitkunas — MSM Corporate Secretary & Assistant Ops Chief

Welcome New Members. We give a hearty welcome to the MSM family to three new members: Barry Krelitz, Scott and Karen Wardrope, Frank Loetterle and Brian Shelton.

Membership Renewals. We're approaching the months when quite a number of our members will renew their memberships. We ask that when you receive your renewal notice in the mail that you take a few minutes right then to write your check and use the envelope we provide to send your renewal dues to us. Doing it as soon as you can really saves us time and money when we have to send you a second notice. You can also renew your membership by logging onto our website at the following URL:

<https://trolleyride.org/about/become-a-member/>

Note that while the form you see appears to be a "join the museum" form, simply check the "renewal" bullet at the bottom of the form to renew your membership. 🕒

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

The museum's business address and telephone number are:

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

Streetcar **CURRENTS** January-February—2019

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 March 20, 2019.

Please send items to the editor **Jim Vaitkunas** at the following address:

13326 Huntington Lane
 Apple Valley, MN 55124-9481

E-mail: jvaitkunas@msn.com

And the work goes on!



While our volunteers get involved in exotic projects like the BIG Move of No. 265 and No. 1239, there are a myriad of other things that get done over the winter by our shop volunteers that are important to the safe and reliable operation of our historic streetcars. Here are a couple of photos of some of that work being done on TCRT No. 1300. This winter, the car's interior and exterior lighting circuits are being re-wired and converted to A/C electricity for safety.

(Top) Mike Miller is doing some touch-up painting around the ceiling light fixtures in No. 1300.

(Bottom) Tom Schramm is doing some of the wiring work on No. 1300's tail light.

We'd love to have you join our all-volunteer shop crew to help with this important work on Tuesday and Saturday mornings. No experience necessary.



Charlie McCarthy

We regret to report that longtime Museum member Charles McCarthy was killed in a pedestrian/vehicle accident in Portland, Oregon where he had lived. Charlie was very active in the early years of CHSL. Charlie was a math professor at the University of Minnesota 1961-2002. When he moved to Portland, he was an active operator on the Willamette Shore Trolley. He was a regular donor to the Annual Appeal and visited here when our Museum hosted the 2017 HeritageRail Alliance conference.

Streetcar **CURRENTS** Winter Publication Schedule

The **Streetcar CURRENTS**, is now in its winter publication schedule. The **Streetcar CURRENTS** is published every other month from November until May each year. Publication date for the next issue will be on or about (o/a) April 1st. If you don't receive your issue on or shortly after that date please contact me at: jvaitkunas@msn.com