

STREETCAR

CURRENTS

March-April 2019



MINNESOTA STREETCAR MUSEUM

Bruce Gustafson—General Supt.

To successfully operate we need reliable streetcars, well-trained operators, and track, grounds, and buildings that are safe and attractive.

With the start of the 2019 season a little over a month away, I would like to recognize some of the Museum's behind the curtain volunteers who provide critical services to allow the streetcars to run. I would like to recognize the maintenance and restoration crew at ESL, which included **Todd Bender, Mark Brothen, Tom Dulebohn, Carl Floren, Bill Graham, Scott Heiderich, Scott Ingram, Karl Jones, Jim Kertzman, Karen Kertzman, Mike Kimitch, Steve Mages, Dave McCollum, Tom McGruder, Howie Melco, Michael J. Miller, Art Ruder** and **Dick Zawacki**. Kudos to the maintenance crew at CHSL, which includes **Pete Connors, Mark Digre, Ben Franske, Russ Isbrandt, Karl Jones, Pat Kriske, Michael E. Miller, John Prestholdt, Tom Schramm, Dennis Stephens,** and **Jim Wilmore**. My apologies if I forgot to include other dedicated volunteers who helped over the winter to ensure that our streetcars are mechanically safe and sound for the 2019 operating season.



For our returning operators this year we will be trying something new. The recertification quiz, developed by the quiz master **Rod Eaton**, will be distributed to all operating personnel via email. All returning operators will complete the quiz individually and return the completed quiz to Rod, who will grade the tests and look for patterns of missed questions, which we will then emphasize in the Foremen and Operator meetings (see the recent Ops Newsletter for dates and times). The quiz is open book and the questions refer to particular sections of the updated Rule Book, which is available on the Museum's website: <https://trolleyride.org/wp-content/uploads/2019/03/MSM-Rule-Book-4th-edition-2019-5-1-Final.pdf>

Check rides are required for: 1) all second-year operators; 2) anyone who operated less than 10 hours in 2018; and, 3) all ESL operators because of the arrival of DSR No. 265 to ESL. It should be noted that the hour requirement necessitating a check ride is based on the number of hours at each location. I ask that all operators attend a Foremen or Operator meeting to discuss key operational and safety issues.

Consistent with prior years, all existing operators have had their access in ShiftPlanning deactivated. Once an operator has passed the recertification quiz and, where applicable, a check ride the operator will be given an operator's license and re-activated within ShiftPlanning. For those of you interested in running PCC car No. 322, **Chris Heck** has volunteered to lead PCC training, which will start in May. If you are interested please contact Chris at chris.heck@trolleyride.org or 651-249-5358.

Transitioning from training to other operations, I would like to recognize several members who fill critical roles: **Steve McCulloch**, who has taken over from **Pat Kriske** as Buildings & Grounds Foreman; **Ben** and **Mary Porter** will continue as Garden Foremen at CHSL, leading efforts to maintain and upgrade the Linden Hills Station's garden; **Jerry Peterson** is our CHSL car cleaning Foreman; **Tom Dulebohn** is our ESL car cleaning Foreman; and **Steve McCulloch** will again be in charge as the CHSL right-of-way Foreman. Steve will be active in coordinating brush cutting and other efforts to control mother nature's relentless encroachment on the museum's right-of-way.

Inside This Issue

<i>From the Front Platform</i>	2
<i>Bob Dumas –R.I.P.</i>	3
<i>Coming Events</i>	4
<i>MSM News & Views</i>	4

I have two final thoughts: 1) Please consider volunteering for some of the non-operating activities such as car cleaning, gardening, brush cutting, and/or streetcar maintenance—work in these areas is critical and generally is done by a very small contingent of volunteers; and, 2) I would again like to express my sincere appreciation for all the work you do in helping make the Museum a great destination and educational experience. 🍷



The Year 2018 in review

The Minnesota Streetcar Museum had another year of accomplishments in 2018. Winona No. 10 was formally dedicated, only to suffer a motor failure. Streetcar TCRT No. 1300's trucks were overhauled, then it too had a motor failure. Duluth Street Railway No. 265 was moved to Excelsior and TCRT No. 1239 to Lake Harriet. At CHSL, the new Lakewood Cemetery waiting platform was built. The Excelsior carbarn store and display area received a makeover. The east side of the Isaacs carbarn was completely fenced off to prevent graffiti. We hired a contractor to clean out the north half of the Linden Hills depot garden so it can be replanted. Our volunteers cleared all the vegetation off the 102-year old retaining wall next to the Isaacs carbarn. Considerable progress was made on the new electric speeder and auxiliary rewiring of No. 265 and No. 1300.



On the personnel front, we graduated 18 new operators and successfully filled several administrative positions. A new Library working group is now meeting on Saturday mornings.


Looking ahead to 2019

There's a lot on the Museum's table for 2019. The top priority is repairing No. 1300's bad motor. Next in line are repairing Winona No. 10's motor and rebuilding No. 1239's trucks. Here's the list of the other projects that are likely to be completed, in no particular order of importance.

- The start of the season will see new point of sale and membership computer systems at CHSL.
- The ESL carbarn should get a video presentation screen.
- Credit cards will be accepted in the ESL carbarn store.
- The new electric speeder will be completed.
- The Linden Hills station's garden will be completely planted.
- Over 500 new historic photos will be available for viewing online.
- The internal rewiring of No. 1300's lights will be completed.
- Fargo & Moorhead St. Rwy. Birney No. 28 will be moved to the ESL carbarn.
- A cosmetic restoration of Mesaba No. 10 will begin at ESL.
- New basement steps and drainage at the Linden Hills station.
- All 3-dimensional artifacts in the library catalogued.
- Group sales marketing initiative will begin.
- Build a new tower car for CHSL.
- Begin work on refurbishing CHSL's overhead trolley wire system.
- Our streetcars will be solar powered by subscribing to community solar.
- Streetcar history interpretive signs will be fabricated and installed along the former TCRT 44th Street right of way west of CHSL.

Of course these projects don't happen by themselves. If you want to get involved in any of them, please contact me (Aaron Isaacs) at aaronmona@aol.com or Volunteer Coordinator [Pat Cosgrove](mailto:pat.cosgrove@trolleyride.org) at pat.cosgrove@trolleyride.org.

Share the MSM Facebook Page

We're trying to market the museum through Facebook. [Brian Long](#) has been posting historic TCRT photos on our Facebook page at least weekly. Please visit our Facebook page regularly and take a look at these which are quite well done. Then share them with your Facebook friends. Since Brian started his posts a few months ago, the number of people following us has increased by 10 percent and may have resulted in several new members joining our Museum. 

R.I.P. Bob Dumas

It is with much sadness that we report the passing of MSM Member and volunteer Bob Dumas of Orono, Minnesota. Bob was a long-time member of MTM and our Museum. Bob was one of the volunteers who worked on restoring the TCRT "streetcar steamboat" *Minnehaha* in the 1990s. If it wasn't for Bob, the boat might not have been restored (see Bill Graham's comments below). Bob was also one of the principal volunteers on the restorations of our Museum's streetcars: Duluth No. 265 (late 1970s); Duluth No. 78 (mid-late 1980s); TCRT No. 1239 (late 1990s); and, Winona No. 10 early in this century. Bob was a master wood worker and his work on all of the above projects, and especially No. 78, was excellent. When we got No. 78 it was in terrible shape (see photo). The interior had three good intricately carved bulkhead panels but one was gone. Using the others as a template, Bob replicated the fourth bulkhead panel and you really couldn't tell which panel Bob replicated. Bob was that good a woodworker!

Bob started work on the restoration of Winona No. 10 in 2004 but by then the years were catching up with him. He became inactive with the Museum after 2006 and spent his days in retirement at his home in Orono. Bob was a great friend of our Museum and he will be missed.

Bill Graham had this to say about Bob. Bob taught us how to replicate 78's curved body panels by attaching layers of veneer to the frame members using epoxy glue. He built virtually the entire *Minnehaha* by first making the frames, keel, stem and stern timbers, one piece at a time. He then bent and applied the planks to enclose the hull. Without his quiet, purposeful leadership, we probably could not have accomplished these projects. Bob had a wry sense of humor and always had a corker of a joke for us.

Below are a few photos of the legacy Bob left with our Museum. (All photos are from MSM's photo archives.)



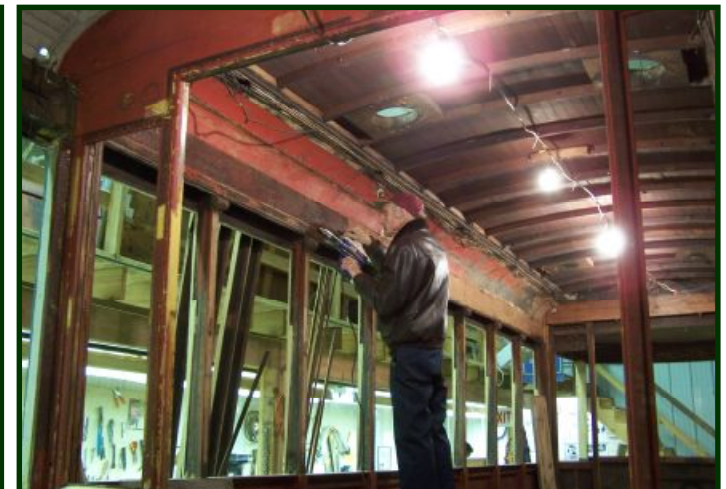
In May, 1974 Duluth No. 78 was in temporary storage at the former Northern Pacific Ry Como-Shops in St. Paul. It was basically an incomplete shell. Restoration of the shell was done at CHSL.



No. 78 has to be Bob's finest streetcar restoration work. This photo was taken at ESL's Water Street platform, with the adjacent county library's flower garden and hiking/biking trail in the foreground.



Bob (left) watches as Excelsior's mayor breaks a bottle of Lake Minnetonka water on the "people catcher" of TCRT No. 1239. The dedication ceremony was held in the summer of 2004.



Here's Bob working on his last project with our Museum, the restoration of Winona No. 10. Unfortunately, he retired from this hard work shortly after this photo was taken in 2006.

- May 1.....Beginning of ESL's Tuesday afternoon operations
- May 5.....Beginning of ESL's & CHSL's weekend operations
- May 24.....Beginning of daily service at CHSL
- May 28.....Memorial Day service at ESL and CHSL (extended hours at CHSL—9:30 AM to 8:30 PM)



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

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

MSM's Annual Meeting. Our annual member's meeting was held on Saturday, March 23, 2019. We had over 45 MSM members present at the meeting. Minutes of the meeting and reports from the Board Chair and Officers of the Museum can be read by going to our museum's website.

Annual fund. We have been remiss in acknowledging in the *Streetcar Currents* the many donations to our 2018-2019 annual fund from our members and friends received over the last several months. So we're playing catch-up in this issue. Here are the fine donors to whom we offer thanks for your great generosity.

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
 March-April—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 April 20, 2019.

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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Address Changes and Other Admin Things.

- Please let your Museum know when you change your mailing address. We still receive notices from the Post Office of address changes and these notices cost us money.
- Please renew your membership promptly. Members can now renew their membership on-line using MSM's website.
- BOD meeting minutes are posted on MSM's website, usually no later than one week after the meeting. Members are encouraged to view the minutes. ☺