

STREETCAR

CURRENTS

May 2025



MINNESOTA STREETCAR MUSEUM

Getting Ready For Opening Day

Bruce Gustafson— General Supt.

I would like to thank the Operators who have completed the recertification process and are ready to operate this season. I would also like to encourage those of you who have not completed necessary steps for recertification to do so as soon as possible. At this point, most of the scheduled recertification activities are past and most volunteers have completed the recertification requirements. For those of you who have remaining tasks, please reach out to these managers.

- To Schedule a check-ride at CHSL, contact **Bill Pekarna**.
- To schedule POS training at CHSL, contact **Rose Arends**.
- For ESL recertification contact **Karen Kertzman**.



Because no more Operator recertification meetings are scheduled for this year, e-mail the annual recertification quiz to me at Hoyas81@gmail.com. I will review the quizzes and send out comments in an upcoming Operations Newsletter. The intent of the group meetings is to encourage a dialog around specific rules and procedures to ensure a common understanding across the museum.

As we begin the operating season it is critical that all operating volunteers are proficient in our operating rules and have a good knowledgeable and understanding of our safety policies and practices. Reference materials are available on the Museum's website and specific questions can be addressed to **John Dillery** MSM's Safety Superintendent, myself, **Karen Kertzman**, or your shift Foremen. If you have a question, ask. If you see something unsafe, say something.

I would also like to remind everyone that there is more to making our Museum successful than moving a streetcar and ask that each of you consider volunteering for one or more of the non-operating activities. These activities cannot be done by one or two people. If you are interested in helping with the non-operating volunteer efforts they are listed below, along a contact person. If you are not able to connect directly with the activity leader, please contact **Pat Cosgrove** (volunteer coordinator) or me.

- Streetcar maintenance—**Dick Zawacki**
- Track maintenance—**Keith Anderson**
- CHSL grounds maintenance—**Jerry Betz**
- ESL buildings & grounds maintenance—**Jerry Draeger**
- CHSL streetcar cleaning—**Louis Hoffman**
- ESL streetcar cleaning—**Eric Werner**

Many of the activities do not require a lot of time or an ongoing commitment. Car cleaning, for example, which occurs monthly, requires about 2 hours (assuming a 3 to 4 person crew) to clean the cars and sweep out and clean the depot. The result of the work is well worth your time.

I would like to point out two items: 1) For CHSL operators, if you are interested in learning how to operate the PCC or would like some refresher training, please contact **Fred Beamish**. 2) Last month in listing the volunteers supporting streetcar maintenance, I erroneously omitted **Mike Miller**. Mike, thank you for your work.

Finally and most importantly, I would like to thank all new and returning volunteers in advance for their time and effort. I hope you enjoy your experience with the Museum this year.

HAVE FUN AND BE SAFE! 🚦

Inside This Issue

From the Front Platform	2
Como-Harriet Update	3
Upcoming Events	4
ESL Photo Ops	4



From the Front Platform—Thoughts on Our Museum

Aaron Isaacs — MSM Board Chair

Linden Hills Station canopy. Getting the station canopy built has kept me busy. A little background on the project. For a long time we've wanted some kind of shade for our riders and volunteers during those hot summer afternoons. Various ideas came and went. The need to remove the old wood platform forced the issue. In late 2023 we decided that the most appropriate solution was to use the original 1912 concrete platform and replicate a portion of the canopy that was built as part of the chalet station. It was attached to the station roof and extended to the sidewalk at 42nd Street. After the station was demolished in 1955, the darker platform concrete, railings and steps survived. From the patches in the concrete, we could see where the canopy columns had been. Replicating it would provide shade and help us tell the history story. Win-win. (See photos on next page-Ed.)



The Linden Hills station was designed by prominent local architect Harry Wild Jones. He designed the 1892 and 1904 Lake Harriet pavilions and the men's and women's restroom buildings that still stand at the north end of the Lake Harriet parking lot. Their turreted roofs inspired the design of today's band shell and refectory. The station was a joint use facility. Besides providing shelter for streetcar passengers, it housed a confectionary, dining area, Park Board storage and a holding cell for the park police.

Getting back to the canopy replication, retired architect **Joe Metzler**, who has been interested in the chalet station for a long time, drew the concept plan. Architect **Tim Fuller** did the final drawings. Before that could happen, we had to determine if the original column footings were still down there and usable. We excavated the northern one and it appeared very robust. Structural engineer **Ken Green** was brought in to design the column bases and take into account wind loading and other structural issues. He determined we could use the footings.

Meanwhile the concrete retaining wall around the east and north sides of the platform was crumbling. The railing post at the northeast corner was hanging in mid air. We hired Hage Concrete to repair it.

Because the station and the streetcar line itself are on the National Register of Historic Places, the design needed approval by the Minneapolis Heritage Preservation Commission. We got that in September 2024 with the requirement to put up an interpretive sign explaining what was historic and what was new build.

We were hoping to construct in late 2024, but the permit approval process pushed construction into this spring. I'm the project manager, but because six different contractors would be involved in construction, I needed help. To the rescue came semi-retired general contractor **Glen Sandness**. He lives in the Linden Hills neighborhood and had supervised the 2015 car barn expansion project (speeder shed, machine shop and library) for us, pro bono. He has volunteered again, and as before, made the project possible. I can't thank him enough.

We knew the north footing would work, but would the others be down there? They were, but the south footing was unexpectedly six inches closer to the middle one than we anticipated. That's why it has a larger concrete base, to accommodate the shift.

The steel is up, the electrical wiring is done and we've painted it. In the last *Streetcar Currents* I said it would be complete for the start of scheduled service. The roofing is taking longer than anticipated, so it should be another week or two.

My thanks to the Minneapolis Park and Recreation Board for waiving the construction permit fee. I want to thank **Bill Arends, Keith Anderson, Miles Anderson, Pat Cosgrove, Ben Franske, Bill Graham, Karl Jones, Tom May, Augie Lassig, Dennis Stephens** and **Eric Werner** for their help. 🌱

CHSL Training

Operator training is now well underway at both our railways. On the left we see a smiling **Ellie Maag** obviously having fun learning to operate TCRT No. 1300. On the right a group of trainees are learning what all those big objects are that are hanging from the bottom of No. 1300.
(Photos by Bill Pekarna)

Linden Hills Station Canopy

Digging out one of the original canopy footings.



Concrete retaining wall repaired. Conduit is for electric and remote camera wires.



Steel work is almost complete.



(Above) The canopy steel arrived in red primer, so we held a painting party to apply the black Rustoleum. It took five hours. The party animals (L to R) are **Eric Werner, Pat Cosgrove, Augie Lassig, Miles Anderson, Tom May** and me behind the camera. **Bill Graham** also participated.

May 11-----Mother's Day. All mothers ride free at ESL & CHSL

May 17 & 18-----Doors Open Minneapolis event 10 AM to 5 PM both days. Car barn tours for interested visitors.

May 26-----Memorial Day operations at CHSL start at 9:30 AM. ESL operates from 10 AM to 4 PM.



Mississippi Valley Public Service logo that graces the sides of Winona No. 10.

Excelsior Photo Ops



Jim Kertzman, Karen Kertzman, and Gregg Thomas wait for passengers for the first ESL charter of 2025. Forty-seven riders arrived for a 4th birthday celebration. Duluth No. 265 is all ready for the operating season.

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 e-mail address are:

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Streetcar **CURRENTS** May 2025

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 June 20, 2025.

Please send items for the Currents to:
Jim.vaitkunas@trolleyride.org



The ESL car barn crew did an excellent job in renovating the ESL shop's bathroom into something that's downright presentable. The crew used tongue-and-groove match board just like the TCRT cars for the exterior, the door looks like a TCRT sliding door that the early cars had, and they painted the exterior in TCRT colors of TCRT yellow with maroon and green trim. The mirror inside is actually inserted into a window frame from a TCRT standard streetcar. Very classy I'd say.

(Aaron Isaacs photo)



ESL readied for the 2025 season by setting up a new display area in the ESL car barn. **Jim Huebener** loaned his model of the steamboat *Minnehaha* shown in the photo. The *Minnehaha* was built by TCRT in 1905-06 and along with her six sisters, provided "streetcar" service on Lake Minnetonka until 1926. Also on display will be a model of a standard TCRT "gate car" and three Mesaba 10 models. Other artifacts will also be on display.

MSM Insurance Manager Needed

When MSM separated from MTM in 2005, Jim Vaitkunas became the insurance manager for the museum. It's now time for someone else to take over from Jim who is no spring chicken. The job is not difficult nor is it time-consuming. If you manage your homeowners and auto insurance, you can manage the museum's insurance, although it would be helpful to have someone who works in the insurance area. For more information, or if you have questions, please contact Jim Vaitkunas at: Jim.Vaitkunas@trolleyride.org or 952-688-7255