

MINNESOTA STREETCAR MUSEUM

MINUTES

Board of Directors Meeting
7:00 PM – Thursday – August 7, 2025
Computer Tele-Conference using Zoom Application
Minneapolis, MN

Directors Present:	Katie Barron	John Dillery	David Downs
	Ben Franske	Dave French	Aaron Isaacs
	Andy Jacob	Karen Kertzman	Darel Leipold
	Elaine Love	Jim Vaitkunas	

Directors Absent: None

Others Present:	Pat Cosgrove	Bruce Gustafson	Brian Long
	Bill Pekarna	Dick Zawacki	

The meeting was called to order at 7:01 PM.

The agenda was approved with no changes.

Approval of the minutes of the board of directors meeting held on March 20, 2025.

MOTION: Made by Karen Kertzman; Second by Elaine Love
The minutes of the board of directors meeting held on March 20, 2025 are approved as to form and content.
VOTE: Yes – 11; No – 0 **Motion Approved.**

Approval of two electronic votes taken since the last Board meeting.

MOTION: Made by John Dillery; Second by Darel Leipold
The electronic vote held on March 13, 2025, to approve changes to, and to update MSM Policy No. 14-Safety, is affirmed.
VOTE: Yes – 11; No – 0 **Motion Approved.**

MOTION: Made by Dave Downs; Second by Dave French
The electronic vote held on June 6, 2025, to approve the submission of MSM's tax year 2024 IRS Form 990 with attachments and to approve the FY 2024 annual report to the Minnesota Attorney General is affirmed.
VOTE: Yes – 11; No – 0 **Motion Approved.**

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Board Chair's Report. Board Chair **Aaron Isaacs** began by stating that he had only a couple of updates to several projects he's been involved with.

- The platform canopy project is coming along slowly but surely. There have been several work sessions that have taken place, but the project has been delayed either by absence of critical personnel or hot or rainy weather. **Isaacs** praised our pro-bono contractor **Glen Sandness** for helping with this project. **Isaacs** then updated the directors on what's left to do to get the canopy finished.
- **Isaacs** summarized the "Stillwater project" which has the purpose to commemorate TCRT's interurban line from St. Paul to Stillwater. The historical display will be on land owned by an MSM member **Bob Kroening** that will be donated to the Stillwater school district. **Isaacs** gave the directors the basics of the plan and emphasized that the project will not cost the museum anything. **Isaacs** estimates that the project will be completed for around \$10,000 with grant funds being the source for the project. He reported that he'll be meeting with Stillwater personnel in a week or so to continue the planning.
- Chair **Isaacs** proposed that the Board meet sometime in early 2026 to make long-range plans for the next five or so years. Possible topics for discussion include:
 - plans for work on interurban car Mesaba No. 10;
 - installation of solar power panels on carbarn roofs with a related project to re-roof the Excelsior carbarn; and,
 - decide on the sequence of several actions (e.g., completion of the 1239 truck rebuild, creating more storage space at the CHSL carbarn, etc.) that would have to happen before the museum can bring Fargo & Moorhead No. 28 from its current commercial storage site into one of the museum's carbarns from its current storage location and the beginning of restoration of this streetcar.

Isaacs concluded by stating that the long-term planning session would be in-person and off-site and would look five years into the future. **Isaacs** requested that if a director had any suggestions on projects to send them to him.

Treasurer's Report. Treasurer **Dave Downs** started his report by displaying a PowerPoint presentation showing MSM's financial information (attached to these minutes). The information displayed is for the first half of the fiscal year, January to June 2025.

- Table #1 which displays museum cash, savings and investments categorized by type. Currently the museum has approximately \$550K in investments, cash on hand and savings. The investment account has performed very well as have the stock and bond markets. **Downs** commented on several of the dips and deviations in the various accounts as reflected on the first table, which are to be expected with the recent volatility of the stock market.

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- Downs then displayed the budget versus actual table and briefly discussed the several income accounts as shown on the table. Regarding the low special events income numbers so far this year, MSM's Special Events Manager and MSM Director, **Katie Barron** commented that this low number is to be expected at this point in the season, and she anticipates that the fall events will perform well, and the income should come close to that projected in our budget. **Barron** also commented that with the all-to-frequent shift cancellations we've experienced this year because of severe weather events, the museum needs to do a better job in posting timely information on our Facebook page and in other media. She also commented that when specific information for an event got posted on the Facebook page, we've noticed an increase in ridership on a shift.

An issue raised by Secretary **Vaitkunas** was that **Rod Eaton** formerly did the Facebook postings at least weekly but has not done so lately now that he is semi-retired. **Barron** commented that we need to post a notice on Facebook whenever a shift gets cancelled or a special event is planned to alert our passengers to any changes in the schedule and to highlight the special event. This is in addition to the posting on MSM's website home page. Referring to the financial information displayed in the table, General Superintendent **Bruce Gustafson** commented that the special events income only reflects ticketed events recorded on the POS system. This means that other special events we operate don't get reported in this category because many of them require only the standard fare, for example the recent Motorette weekend, the Doors Open Minnesota weekend and the various special Halloween events. Chair **Isaacs** asked **Barron** about the suggestion from **Anja Curiskis** that we should commemorate the 150th anniversary of the first streetcar line in Minneapolis and **Barron** mentioned several things that we can do to commemorate this milestone including two-car operations and having a cake to celebrate the anniversary. This would be a good event to advertise on social media.

Dave **Downs** then continued with a review of the remainder of the income section and then transitioned to the expenses portion of the table. **Downs** mentioned that the insurance expense was higher than projected. But that expense will be offset to an extent by the insurance settlements received in 2023 and 2024 that we received because of the accident at Excelsior.

Downs then reviewed the capital improvements project. Regarding the 1239 truck project, **Downs** asked if there were any updates on whether the projected expenses will take place, also on the Winona 10 curtain status and the CHSL north end run-off. He asked because he moved funds from savings into the checking account and if the funds won't be spent, he should put some of the funds back into our investment account so they can earn interest.

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General Superintendent's report. General Superintendent **Bruce Gustafson** began his report by stating that it covers both ESL and CHSL with input from all the department heads. Included in the report was a separate report from the Chief Mechanical Officer. The report is attached to these minutes.

Gustafson began by discussing the first three sections on page one of the report. Overall, the staffing at both railways has remained steady. One thing to note is that the participation by the volunteers so far this season is in line with past years. Again, a significant percentage of the schedule is filled by those few volunteers who can plan ahead and sign-up two to three weeks in advance. Promoted to Foreman in 2025 at CHSL were Ed Rapoport, Tom May and Marion Garcia, and at ESL Dave Buckman.

Scheduling issues primarily relate to the PCC shifts. **Gustafson** gave some history on PCC shift scheduling and described the problems we've had with the PCC shifts and specifically the second shift on Sundays, which have been hard to fill. It's clear that the PCC shift schedule will have to be reviewed. Regarding the Sunday shifts, it may be that the two shifts will be shortened with the second shift operating with the standard cars.

Gustafson then transitioned to the point-of-sale financial information displayed in the two charts in slide #2. Of note is that while ridership is down slightly because of the cancelled shifts so far this season, revenue is five percent higher. Of particular interest is that eight shifts have been cancelled so far because of rain or heat. While this is slightly above average, significantly many of the cancelled shifts occurred on the weekends including the July 4th weekend. Treasurer **Dave Downs** asked if these numbers were an anomaly because if they aren't then we may need to consider lower fare revenue in our budget estimates for the next fiscal year. **Gustafson** responded by stating that increased cancellations aren't necessarily a long-term trend and he stated that several special events and Memorial Day weekend's very good ridership numbers softened impact on the shift cancellations because of rain or excessive heat.

Director **John Dillery** suggested that we encourage Foremen to take proactive steps days earlier in recruiting crewmembers when a particular shift is often known to be short-staffed. **Katie Barron** then commented that offering increased opportunities for basic and refresher training on PCC No. 322 will go a long way to increase the confidence for those Operators who haven't spent much time operating the car in revenue service. In addition, **Barron** stated that we really don't have a good roster of who is qualified to operate the PCC.

Gustafson concluded his comments by stating that the information in the remainder of the report is self-explanatory and he solicited comments or questions from the directors; there were none. **Gustafson** asked if Chief Mechanical Officer **Dick Zawacki** needed to make any comments on his portion of the report and **Zawacki** replied that he had no comments to make on his report.

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New Business.

Insurance. Chair **Isaacs** then asked MSM's insurance manager **Jim Vaitkunas** to update the directors on the status of transition of our insurance management to a new museum volunteer. **Vaitkunas** replied that with the recent response on the discrepancy in the property insurance premium from our insurance agents, HUB International in California, that he's convinced that we need new agents to handle our insurance affairs. **Vaitkunas** stated that this would be a good time to relinquish his insurance duties and he recommends that MSM volunteer **Tim Gephart** be appointed the new MSM insurance manager and that Tim work with the local insurance agent he knows to evaluate all our insurance policies. Tim is experienced in insurance management, and he would be a good person to do the job of managing the museum's insurance affairs. The new local insurance agent should evaluate both insurance policies and at a minimum look at getting the property insurance from another insurance carrier if possible.

Chair **Isaacs** asked directors **Karen Kertzman** and **Elaine Love** to comment on Tim's insurance background. **Kertzman** responded that he has vast background and experience in the insurance business and has received awards and accolades for his work in the business. She further commented that he would be a great asset to the museum. **Elaine Love** commented that Karen's remarks were spot-on, and she agreed with them. Finally, Chair **Isaacs** stated that the board gives a big thank you to **Jim Vaitkunas** for the work he has done over the years managing the museum's insurance affairs.

Facebook. Secretary **Jim Vaitkunas** suggested that the museum needs to have the Facebook posting responsibilities clarified. As mentioned earlier in the meeting, in the recent past **Rod Eaton** was posting schedule information. **Griffin Lawrence** had been occasionally posting on Facebook and **Brian Long** has been doing the well-received weekly history postings. The comments by **Katie Barron** earlier in this meeting about posting on Facebook when service is cancelled were on point and excellent and someone needs to follow-up with that. Chair **Isaacs** commented that in fact, Facebook postings have fallen off this year for a variety of reasons. **Katie Barron** then said that we can do much more with Facebook to include short postings on our historic streetcars. **Barron** also had several other suggestions regarding postings for our operations, special events, linking to other groups' Facebook pages, etc.

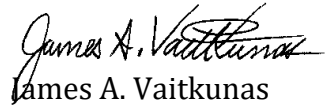
Chair **Isaacs** asked who oversaw Facebook postings and social media. Secretary **Vaitkunas** reviewed the museum's organizational chart which revealed that no one was designated responsible for social media and Facebook activities although several individuals were listed as performing specific tasks associated with social media postings. Chair **Isaacs** then stated that he and **Katie Barron** should get together to establish a plan to improve the Museum's social media activities. We know that improvements need to be made, and we can get others involved in establishing a structure and making assignments for improving the museum's social media activity.

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Adjournment. There being no further business or reports, the meeting adjourned at 8:06 PM.



James A. Vaitkunas

Corporate Secretary

Minnesota Streetcar Museum

Attachments

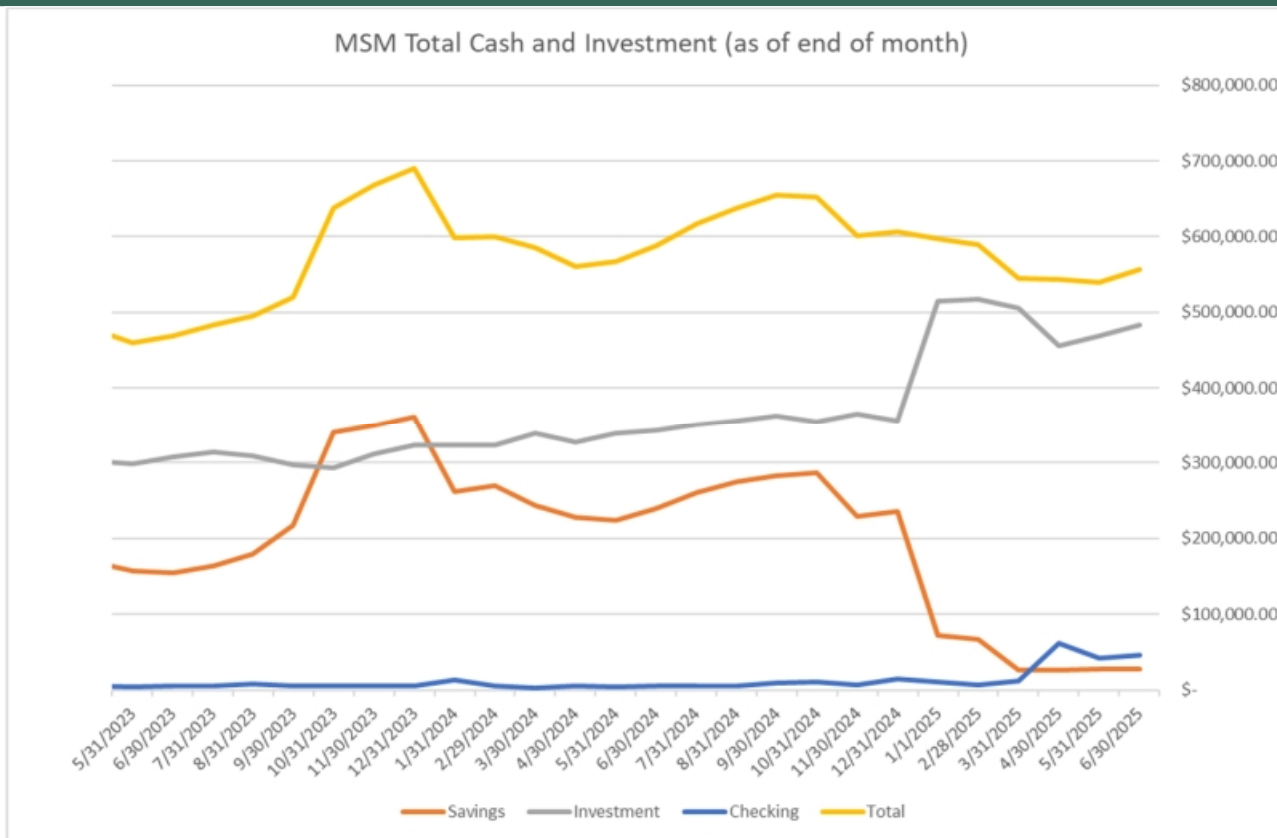
1. Treasurer's financial report presentation
2. General Superintendent's report

MINNESOTA STREETCAR MUSEUM

FINANCIAL REPORT (AS OF 7/1/2025)



TOTAL CASH AND INVESTMENTS



INVESTMENT PORTFOLIO PERFORMANCE

Minnesota Streetcar Museum

Return of 10.9%

Collapse Chart



2025 BUDGET VS. ACTUALS (AS OF 6/30/2025)

Income	Budget	Actual	%	Expenditures	Budget	Actual	%
Contributions	\$28,000	\$15,521	55	Repairs/Maintenance	\$58,850	\$10,117	17
Fares	\$60,500	\$24,312	40	Operations	\$1,050	\$615	59
Charters	\$6,600	\$4,390	67	Special Events	\$5,760	\$344	6
Special Events	\$22,200	\$2,575	12	Insurance	\$34,000	\$36,325	(7)
Merchandise	\$23,900	\$7,325	31	Utilities	\$13,800	\$6,647	48
Dues	\$13,000	\$8,210	63	Other	\$40,932	\$21,638	53
Other	\$5,500	\$940	17	Total	\$154,392	\$75,686	49
Total	\$159,700	\$63,273	40				

Net Revenue

(\$12,413)

2025 CAPITAL IMPROVEMENT PROJECTS (AS OF 6/30/2025)

Project	Budget	Actuals	%
Winona #10 Window Shades	\$4,000	\$0	0
I239 Truck Replacement	\$65,000	\$1,527	2
CHSL Platform and Canopy	\$68,727	\$50,491	73
ESL Tie Replacement	\$25,000	\$23,490	94
CHSL North End Runoff	\$10,000	\$0	0
Totals	\$172,727	\$75,508	44

Minnesota Streetcar Museum

General Superintendent's Report – August 2025

I. GENERAL COMMENTS

- Staffing. From a summary perspective we are in a good position and are following historical patterns.
 - Our total number of qualified operators/ station agents is 116 which is well within the range we have seen over the past decade (excluding COVID).
 - The participation rate (volunteers contributing hours/ total qualified personnel) is 84% YTD (historically we are in the mid to upper 80s) 2024 followed two well-established patterns.
 - The cadre of volunteers who contribute the most hours (I have used the cumulative cutoff of 50% of total hours) continues to evolve as some members age out and are replaced by newer members. We are again fortunate to have this group of dedicated volunteers.

In looking more closely at Shift Planning, one of the reasons the operating hours are so concentrated is that those with the most hours are more planful in scheduling their time further out.
- Foremen. As a follow-up to the discussion at the last Board meeting, we promoted 4 foremen (3 at CHSL – Marion Garcia, Tom May, and Ed Rapoport; one at ESL – Dave Buckman)
- Schedule. I think there are two issues that we will look to address in the off-season and at the Operating Committee meeting early next year.
 - Open PCC slots. The PCC shifts have been more difficult to fill than the standard car shifts. The best comparison I can think of that removes issues of charters and station agent/operators is looking at the number of short crews (with one open standard car or PCC position open). During June and July there were 4 short PCC crews compared to 3 short standard car crews. While the difference does not seem significant, on a weekly basis there are 3 PCC shifts compared to 6 standard car shifts and if we look at the nine-week period the understaffing happens on ~15% of the PCC shifts vs. ~6% for the standard car shifts.

There are three options to address this: 1) train more PCC operators, 2) reduce the number of PCC shifts, and 3) address the Sunday second shift issue (see next item).
 - The Sunday second shift has been an ongoing challenge to staff for several years. This year the Operating Committee thought by making the second shift a PCC shift we would eliminate the need to swap cars on Sunday and provide another PCC shift, which had been identified as a want by the PCC operators to have more time allotted to PCC operations. The change to a PCC shift has not had the desired outcome and, in fact, puts more pressure on a smaller group of volunteers to fill what seems to be a very undesirable shift.

This will also be addressed in preparation for the 2026 operating season. A likely outcome will be to reduce the hours of operation on Sunday and move the second shift back to a standard car – to allow a larger population to fill the shift.
- YTD (July 31) Performance. The results as captured by the POS system are shown in the following tables. Total revenue of \$59,282 is, as expected, driven by ticket sales and is slightly ahead of 2024 performance. Even though special events are concentrated later in the season,

they have had a significant impact on revenue representing 21% of YTD revenue. YOY special events activity is down slightly due to changes in the CHSL offerings. Special events for 2025 added “Spirits on the Streetcar” in July (about \$500) while removing “Summer Santa” (about \$520) and “Murder Mystery” (about \$1,500).

SALES - YTD July 31 (2025)										
	MSM		CHSL		ESL		Online Sales	Union Depot	Total	MSM
	No.	\$	No.	\$	No.	\$				
Fares	10,945	\$ 32,835	9,305	\$ 27,915	1,640	\$ 4,920	\$ -		\$ 32,835	56%
Passes	151	4,792	133	4,482	14	310	240		5,032	9%
Charters	46	5,255	40	4,615	6	640	385		5,640	10%
Special Events (ticketed)		11,106		9,534		1,572	985		12,091	21%
Merchandise		2,725		1,730		995	-		2,725	5%
Donations		959		339		620	-		959	2%
Total		\$ 57,672		\$ 48,615		\$ 9,057	\$ 1,610	\$ -	\$ 59,282	

Year-over-Year Performance

SALES - YTD July 31 (Year-over-Year)										
	MSM		CHSL		ESL		Online Sales	Union Depot	Total	MSM
	No.	\$	No.	\$	No.	\$				
Fares	499	\$ 1,497	381	\$ 1,143	118	\$ 354	\$ -	\$ -	\$ 1,497	3%
Passes	-23	(404)	-11	(73)	-10	(331)	105	-	(299)	-1%
Charters	14	1,720	13	1,545	1	175	100	-	1,820	3%
Special Events (ticketed)		(181)		517		(698)	(258)	-	(438)	-1%
Merchandise		(1,595)		(1,755)		160	-	(280)	(1,875)	-3%
Donations		342		56		286	-	-	342	1%
Total		\$ 1,380		\$ 1,434		\$ (54)	\$ (53)	\$ (280)	\$ 1,047	

II. OPERATIONS

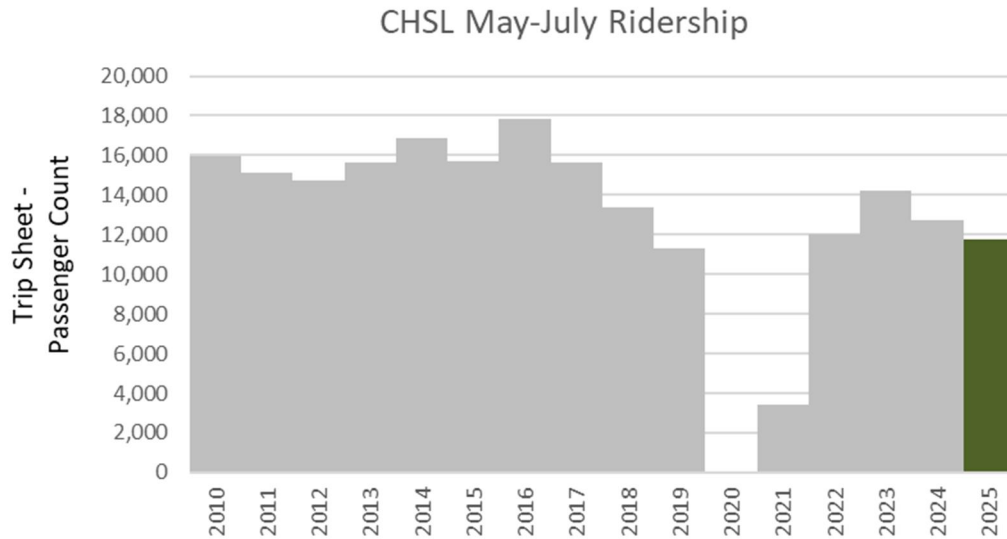
RIDERSHIP (May to July)

The following two charts show trip sheet ridership excluding charters and ticketed special events. The use of the trip sheets allows a view over a longer time period than the fare sales coming from the POS. As always, ridership is impacted by weather. We have had 4 rain days that cancelled or significantly curtailed operations/ ridership and 4 days cancelled due to heat/ humidity – including one weekend and the 4th of July.

As a reminder, COVID resulted in the cancellation of the 2020 season and 2021 being a partial year.

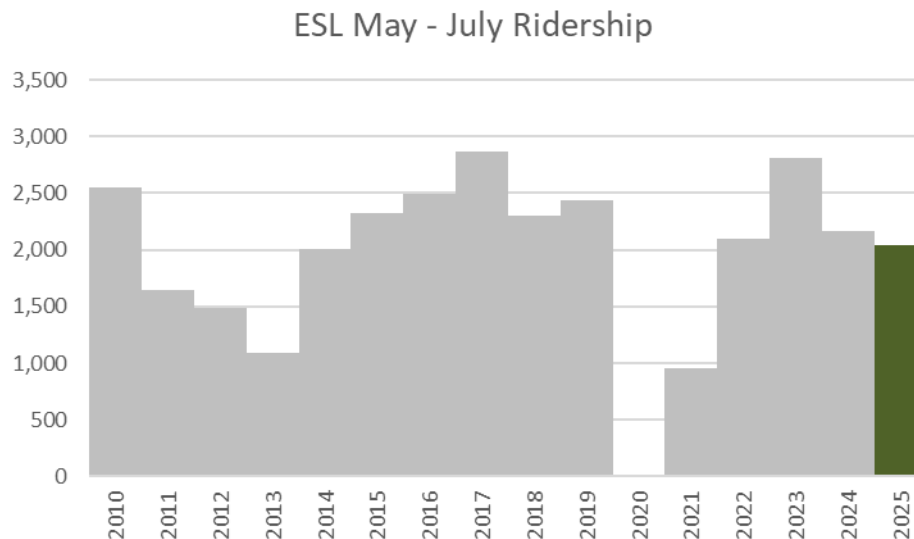
CHSL Annual Ridership

YTD there have been approximately 12,000 (trip sheet identified) riders, which as can be seen below, is slightly below the last few years. Of note, the “Open Door” weekend resulted in 1,104 riders. Over Memorial Day weekend (3 days) CHSL handled 1,678 riders. As noted above heat wiped out the 4th of July and a weekend in June.



ESL Ridership

Overall ESL ridership was down slightly. DSR No. 265 continues to be the main in-service streetcar; DSR No. 78 can be used at the foreman's discretion. MVPS No. 10 was used as a stationary car at Water Street to greet visitors waiting to ride on No. 265 during Crazy Days. It was a big hit; people loved touring the car.



CHARTERS

CHSL (Pat Cosgrove)

Completed: 32 – primarily using car 1300

Scheduled: 12

ESL (Karen Kertzman)

Completed: 4

Scheduled: 3

SPECIAL EVENTS

CHSL (Katie Barron)

Special events tend to be concentrated later in the operating season, but CHSL has held a few over the last few months and there are several activities scheduled in the next 60 days.

Completed:

- PJ Party
- Spirits on a Streetcar

Scheduled

- PJ Party
- Spirits on a Streetcar
- Streetcar Camps I and II

ESL (Karen Kertzman)

Completed:

- July 4th was a disappointing slow day, with under 40 riders
- Excelsior Art on the Lakes, 319 riders
- June StoryTime Trolley, two sold out runs for a total of 100 riders
- July StoryTime Trolley, two sold out runs for a total of 100 riders
- Excelsior Crazy Days, 264 riders

Scheduled:

- August 14, StoryTime Trolley; Theme “Good Night Sleep Tight”
- August 16, “Nearest and Dearest Day”, replaces Mother’s, Father’s and Grandparent’s Day
- August 23, ESL Motorette Day
- September 19 and 20, Excelsior Apple Days

III. STAFF

QUALIFIED OPERATORS SYSTEM

The current roster includes 116 active operators. This compares to 111 in 2024, 111 in 2023, 117 in 2022, 103 in 2021 and 117 in 2019. YTD thru July 31, 84% of the certified operators volunteered approximately 1,812 hours. The participation rate is comparable to prior years – which tends to be in the mid to upper 80s. Three operators worked at both locations.

COMO-HARRIET

- At Como-Harriet we have 92 qualified operating personnel compared to 87 in 2024, 89 in 2023, 91 in 2022, 81 in 2021 and 90 in 2019. 75 operators have volunteered time.
- Similar to prior years a relatively small group of volunteers contributed over 50% of the total operating hours – these include Mike Buck, Pat Cosgrove, Bill Arends, Rod Eaton, Bruce Allyn, Katie Barron, Tom May, Scott Benson, Linda Ridlehuber, Mary Jo Odegaard, Tom Lind-MacMillan, Dan Odegaard, Aaron Isaacs, Ted Rich, Nick Mainguy, Beth Danyluk, Garron Haubner, and Anja Curiskis. (Note: the hours exclude training, docent, and other similar work).

EXCELSIOR

- At Excelsior we have 31 certified operating personnel compared to 28 in 2024, 28 in 2023, 34 in 2022, 27 in 2021 and 43 in 2019.
- Like CHSL a dedicated group of volunteers contributed 50% of the total operating hours at ESL. These individuals are John Knox, Karen Kertzman, David Buckman, Mike Buck, Jim Kertzman, Elaine Love, and David Downs.

STAFFING ANALYSIS (Jim Vaitkunas)

- **CHSL Summary.** Operating personnel participation from the start of the season in May until August 1st was somewhat slow on the up-take. Even in May, many of the weekend shifts were in the red zone until the last moment. This problem eased somewhat as the Operator trainees graduated from MSM's Operator training program, but the issue through the first six to eight weeks of the season was the lack of volunteering by returning Operators and Foreman who had recertified in April. We need to remember, however, that while the numbers do not look good, most of the eleven (!) shifts that were cancelled because of hot or wet weather in June and July had the minimum number of crew to operate, but the volunteer hours for those personnel were deleted from Humanity.
- **CHSL Foremen.** We had a particular problem with participation on the part of the Foremen. Three Foreman worked less than ten hours including one Foreman who has yet to sign-up for a shift. About half of the Foremen operated between 10 and 20 hours which is good. Over half of the 24 certified Foreman volunteered for 20 or more hours so far this season, with some of those hours as an Operator or Station Agent. It's likely that some of these Foremen signed up as an Operator to get the shift out of the red zone.
- **CHSL New Operators.** Of the twelve newly certified Operators who graduated in 2025, two of them have yet to pull a shift, five have volunteered less than 10 hours and the remainder volunteered for over 10 hours. Notably, Scott Benson has already accumulated over 40 hours of time on the streetcars.

IV. ESL SCHEDULE SUMMARY. Because of the limited schedule for the Excelsior Streetcar Line, filling the schedule has not posed any significant issues.

V. ESL OPERATIONS SUMMARY (Karen Kertzman)

Actual Ridership (YTD July 24):

- Regular service: 2,352 (*Compared to 2,415 in 2024*)
Purchased fare count 1,554 with five season passes, and ten-day passes
- Special events: 783

Farmer's Market: Ridership during the Excelsior's Farmer's Market started out very slowly but has increased over the last few weeks. During the weeks the market was canceled, there were still people who came to ride the streetcar.

Shop Activities - Completed (grounds and building):

- Finished the remodel of the restroom including the tile floor.
- Worked with Railroad Specialties to replace 72 crossties and complete the end of rail safety runoff.
- Worked with the City of Excelsior to obtain the Heritage Preservation Commission approval to install a solar panel for an electric connection to the LMHS Ticket Booth. Waiting on a signed city permit.
- Completed exterior work on the new shed.
- Replaced the two warm barn ceiling fans.

Shop Activities - Planned (grounds and building):

- Install the low voltage solar panel at the ticket booth.
- Build a concrete drainage pit with steel grating on the south side to control storm water.
- Repair and paint the three track doors.
- Build new pit covers.
- Trim trees and bushes along the line and in the yard.

VI. TRAINING (Bill Pekarna)

The MSM training department reminds all Operators that anytime they feel a bit "rusty" on their operational skills, or if clarity is needed on any new procedures and/or rules, that we are always available for a refresher check ride or discussion. Please do not hesitate to contact Training Superintendent Bill Pekarna anytime to schedule a session or two!

From time to time, we will remind volunteers of rules/procedures. For this month we remind Operators that all qualified Operators shall have their Operator's License for the current year in their possession while operating Museum streetcars or other equipment. CHSL Operators will find their license in the holder attached to the wooden cabinet by the carbarn front door. ESL Operators should ask Karen Kertzman for theirs if needed.

VII. SAFETY (John Dillery)

Several members of the organization have begun investigating Automated External Defibrillator (AED)s. The discussions are in very early stages focusing on gathering input from museum members that have medical training or other knowledge about AEDs.

VIII. HUMANITY UPDATE (Jim Vaitkunas)

There were no significant changes to Humanity this operating season. However, the "new" Shift Planning still wasn't user friendly with regards to referring to a total schedule or for the information for a given day or shift. Operating personnel were therefore, reminded to refer to the "legacy" Shift Planning to get a true picture of who had signed up for a given day or shift.

Minnesota Streetcar Museum

Mechanical Department Report

Dick Zawacki

CHSL CARBARN ACTIVITY AND STREETCAR STATUS

General

Dennis Stephens has stepped forward to take on the responsibilities of CHSL Shop Forman. He takes over for John Prestholdt, who has stepped down, but remains with the shop crew. Dennis' machining and metallurgy expertise are an invaluable asset to MSM. The CHSL Maintenance Crew completed the annual maintenance checks and adjustments on the cars to have them ready in time for training activities and the regular operational season.

TCRT 1300

- The major work done on the flagship of our fleet this winter was to install a refurbished air compressor in the car. As with many streetcar projects, the crew needed to solve several problems to adapt this compressor to the car and make it work in operational conditions. The new compressor is much quieter and runs less often than the old one. This has provided our passengers with a major improvement to the ride they experience.

TCRT 322

- Recently the crew found that the car needed a full set of six batteries. Tom Schram was able to get a local distributor to donate the batteries at no cost to MSM. We are investigating a new anti-climber offered by Bill Wall of Shoreline Trolley Museum to replace our damaged one. We need to determine if the bolt hole patterns on the car and the anti-climber match.

TCRT 1239

- Machining is complete on the eight new axel journal bearings cast by Windy Hill Foundry. Four bearings are used in each truck. New linkage arms and related components for the trucks are now being machined. The new bull and pinion gears are in the process of being machined by an outside vendor.

ESL CARBARN ACTIVITY AND STREETCAR STATUS

General

The ESL Restoration Crew completed the annual maintenance checks and adjustments on the cars to have them ready in time for training activities and the regular operational season.

DSR 265

- The ESL Restoration Crew has resolved several small, residual problems from the repair of the accident to the rear vestibule (buzzers that did not work, etc.). Ben Franske was very helpful in upgrading the car's electrical system.

DSR 78

- The car continues to support training, revenue service, charters, and special events held during the 2025 operating season. The ESL Restoration Crew continues to address and resolve the regular on-going maintenance issues that occur during the season.

MVPS (Winona) 10

- While testing the brake system, it was found that there is a mismatch between the diameter of the brake shoes and the wheels, thus limiting the car's effective braking ability. Continued use "wore in" the brake shoes so that they better match the wheel diameter and improved the car's braking ability. Plans are to have the car available for the 2026 operational season.

Mesaba 10

- Additional clean out work was recently done on Mesaba 10 in preparation for starting some restoration work. The crew is planning its efforts to restore sections of the car as a part of creating a display to show our patrons how our on-going restoration process happens.

Fargo-Moorhead 28

- The car body continues to be stored at a boat storage facility in Watertown, MN. Currently, no work is planned for the car.