



Streetcar *CURRENTS*

Special Photo Supplement

July – 2026

Drone Over Como-Harriet

Here is a wonderful photo of TCRT No. 1300 standing at the Lakewood Cemetery platform on a beautiful Minneapolis summer day. On the left is Bde Maka Ska. On the right is the cemetery. In the distance is downtown Minneapolis. **Historic note:** the original COMO-HARRIET right of way was located about 50-feet to the right of CHSL's current track. TCRT's tracks went up a gentle grade and crossed over 36th Street (seen in the middle right) on a bridge. The Lakewood Cemetery station, designed by famed architect Harry Wild Jones, was located to the left of the circular cull-de-sac. (Photo by Tim Pekarna)



Tree on Overhead at CHSL

In mid-June 2026, a fierce thunder and wind storm tore through the Twin Cities, felling trees and branches and shutting-off power to customers. Unfortunately, a large tree branch fell onto the Como-Harriet Streetcar Line's overhead wire just short of the Lakewood Cemetery platform and bent a trolley wire support arm on one of the line poles just a few pole lengths south. A photo of the bent support bracket was shown on page three of the July 2026 issue of the *Streetcar Currents*. After an assessment of the damage, a Minneapolis Park and Recreation Board crew removed the tree branch from the overhead.

Streetcar operations commenced after one day's operations was cancelled, with the ride shortened until the bent bracket arm could be replaced and the overhead inspected. Over the next day or two, a crew inspected the right-of-way to identify other trees and branches that could fall onto the overhead trolley wire should another storm come through the area. Trees were marked for work by the Park Board crew. The CHSL crew did some needed trimming of some branches that were near the overhead. Finally, the necessary repairs were completed, and historic streetcar service resumed. Below and on the next page, a few photos show the work being done to resume service.



First things first. Before the crew started on repairing the bent bracket arm, the crew of **Pat Cosgrove, Jerry Betz, Scott Benson** and **Bill Pekarna** did some preventive tree trimming in areas where the branches could interfere with the trolley wire. That's **Scott Benson** on the tower car doing some trimming work.

In the photo on the right, you can see the two bent bracket arms. The closest one was damaged several years ago but didn't need replacing. It will soon be replaced. **Pat Cosgrove** (right) is discussing the work with **Scott Benson**.

(Bill Pekarna photos)



A galvanized steel pipe was purchased to replace the severely bent one. This was done with the crew of **Chris Heck, Scott Benson, Jerry Betz** and **Scott Brar**. In the left photo, the old bent bracket has been removed, and the new one is sitting on the tower car railing. **Chris** and **Scott Brar** are on the tower car.

In the photo on the right, the fittings on the old bracket arm are being installed on the new one.

(Jerry Betz photos)





(Left) **Chris Heck** & **Scott Brar** are wrapping up installing the new bracket. (Right) A special prop was used to support the heavy bracket arm so Chris and Scott on the tower car didn't have to manually hold up the heavy bracket arm while the final work was completed. **Good job guys!**
(Jerry Betz photos)

Meanwhile—over at ESL



It's pit cleaning day so the pit can be ready when Mesaba 10 is pulled into the shop portion of the ESL carbarn. Pictured are **Howie Melco**, **Tom Heimer** and **John McElmurry** hard at work.
(Karen Kertzman photo)



Tight fit! Mesaba No. 10 is a classic interurban car so it's much larger than Duluth No. 78 or MVPS No. 10. The car's width is 9-feet, four-inches which is just slightly wider than Duluth No. 265.
(Karen Kertzman photo)



Close quarters, eh? While Mesaba No. 10 is in the shop, the goal is not to make the classic interurban operational, at least not yet. Structural and cosmetic work will be done to make the car accessible to the public (the rear platform is basically gone) and somewhat pleasing to look at. This is the Motorman's end of No. 10. *(Karen Kertzman photo)*



Switch alignment: **Eric Werner, John McElmurry, Scott Wardrope, Howie Melco** and **Tom Heimer** are adjusting switch points in the ESL car barn yard. *(Karen Kertzman photo)*



MTM volunteer Mike Alfveby hand painted the number 10 eight times on No. 10's ends and sides. He's shown on the left outlining the Mississippi Valley Public Service logo on one side of No. 10.



Mark Your Calendars

Come and celebrate this historic event! After 88 years, Mississippi Valley Public Service No. 10 (a/k/a Winona No. 10) will return to service. The Excelsior Streetcar Line invites all members to see her beauty and take a ride before regular service to the public begins. While the dates are still tentative—August 11 from 10 AM to 2 PM and August 24 from 4 to 7 PM—a formal invite will follow in a few weeks. *(Carl Floren photo)*



No. 10 before the numbers were added