



Streetcar

CURRENTS

SPECIAL PHOTO SUPPLEMENT

June 2006



The 2006 season has begun. This photo supplement shows some of the scenes from three big projects our volunteers have been working on over the last couple of months. The big event of the season so far was the TEA-21 track rebuilding project completion ceremony held on May 20th at the Linden Hills station. This date coincided with the completion of the new passenger platform at the Linden Hills station. If you haven't seen it yet, please come on down and take a look at the new platform. It's magnificent! Also, our shop crew had been working on TCRT No. 1300 over the winter. On page three of this photo supplement you'll find some photos of the work on our Museum's "mother car."

May 20th Track Project Completion Ceremony



(Above Left) A good-sized group attended the ceremony on May 20th. (John Prestholdt photo)

(Above Right) We were fortunate to have two distinguished visitors attend our ceremony. On the left [Peter McLaughlin](#), Hennepin County Commissioner and Chair of the Hennepin County Regional Railroad Authority, is saying some kind words about our Museum. On the right is [Jon Gurban](#), Superintendent of the Minneapolis Park and Recreation Board, who also said some nice things about our Museum and the plans we have for the future. (Chris Heck photo)



(Left) Rather than driving a golden spike to signify the official completion of the track project we used a golden track bolt. This photo shows Hennepin County Commissioner [Peter McLaughlin](#) tightening the bolt as [Keith Anderson](#), our Museum's Chief Engineer, looks on. After the bolt was tightened all attendees at the ceremony took a ride on No. 265 (shown on the right) and PCC No. 322 to enjoy our new smooth ride. (Chris Heck photo)

The New Linden Hills Platform is Terrific!



The shop and physical plant guys really came together to build our fine new passenger platform at the Linden Hills station. The work lasted at least six weeks and involved work crews that at times numbered upwards of 12 volunteers. Very special thanks go to **Ken Albrecht** who designed the platform, procured the wood at a very reasonable cost and then supervised its construction. Great work, Ken! And thanks to everyone who helped with this important project—these people are:

Ken Albrecht, Roy Harvey, Russ Isbrandt, Tom Fairburn, Jim Otto, Dick Stoner, Phil Settegren, Rod Eaton, Neil Howes, Keith Lindberg, Jim Willmore, Bill Arends, Scott Heidrich, Howie Melco, John Prestholdt, and Chris Heck.



(Top photo) The “foundation” for the new platform consists of standard railroad ties. This photo shows the ties in position with the floor joists or stringers firmly screwed to the ties. Here’s a group shot of some of the crew that was working on the platform on 4/18/06.

(Middle photo) This photo shows the platform about half finished. After the stringers were firmly screwed onto the ties the floor boards were then screwed in place. The building of the platform involved great teamwork and we thank everyone for their great work in getting the job done.

(Both photos by John Prestholdt)



(Bottom photo) The finished platform includes the safety railings on the south end and large benches running the full length of the platform as shown on the other side of DSR No. 265. The new platform certainly improves the appearance of the entire station area and is a hit with both passengers and crew. From a safety standpoint the new platform eliminates the use of the old railroad ties and step boxes we were forced to use because the old brick platform was at or below the top of the rails.

(John Prestholdt photo)

Shop and No. 1300 Update

Work on our Museum's "mother car," TCRT No. 1300 and currently out of service in the George Isaacs Car barn, slowed noticeably starting in mid-April as the efforts of the shop crew were diverted to building the new Linden Hills station platform. Here are some photos of No. 1300 taken in early April when work on the car was still being done. Now that the platform is finished, the shop crew will again be working on TCRT No. 1239 in Excelsior to get that car back into service and on finishing the work on No. 1300.



(Top photo) This is what a naked No. 1300 looks like. This photo shows the "gate side" of the car. After the old tongue-and-groove siding was removed the sub-siding and the bottoms of the window posts were revealed to be in bad shape because water seeped in from the top and bottom and rotted them. Here we see Neil Howes (left) and Dick Stoner doing a physical inspection of the area near the window sill after all that rotten wood was removed. The guys in the rear are patching holes in the upper window posts and doing other "stuff." The steel girder (the red area below the windows) that forms the side-frame of No. 1300 was inspected for corrosion then scraped sanded and rust inhibitor applied to the entire beam.

(Howie Melco photo)



(Center photo) This photo shows the "pole side" of No. 1300 after the steel side girder was repaired, treated and painted. Note the new bottoms of the window posts. After the rotten sections were sawn out the new bottoms were expertly sawn, fitted and then glued and screwed into the good portion of the window post. Ken Albrecht did this work and his workmanship was absolutely fantastic.

(Bottom photo) After the repairs were made to the steel girder side frame and the window posts, the new sub-siding boards were primed and then installed. This photo shows Jim Otto sanding a seam between the sub-siding boards. After this step, the sub-siding will be painted and then the new tongue-and-groove siding boards will be primed and installed. The final task then will be to give the exterior siding boards a couple of coats of TCRT yellow and put the number 1300 on the car.

(Both photos by Howie Melco)



WANT TO HELP?

Work sessions at the George Isaacs Car barn go on during the summer. Work sessions are scheduled on Tuesdays and Saturday mornings from around 8:30 AM until noon and sometimes later. If you want to be part of our Museum's shop crew call **John Prestholdt** at 952-922-7413 and he'll give you all the details and coordinate your work schedule at the shop.