



Streetcar CURRENTS

November 2004

Minneapolis, Minnesota

TEA-21 Track Rebuilding Project

- We raised over \$164,000 in cash donations and pledges
- The Project Memorandum has been approved by state and federal agencies
- Engineering plans and specs are done
- The project should go out for bids in mid-December
- The project should be awarded in early January of 2005
- Work should start with the spring thaw

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Masthead Photo: PCC No. 322 in the glen in the fall—it doesn't get any better than this!
Bill Graham photo

Campaign for Como-Harriet AND TEA-21 TRACK REBUILDING PROJECT UPDATE

Over the past year-and-a-half or so we have given our many volunteers and friends periodic updates on The Campaign for Como-Harriet, both in the Museum's newsletter, the *Minnegazette*, and in the *Streetcar Currents*. Now that our 2004 operating season is winding down many of you have asked me what the status is with regards to the Campaign for Como-Harriet and the project to rebuild our track and restore the Cottage City stop and the pedestrian underpass. To answer your questions I have prepared this report so you will have the latest information on both subjects.

The Campaign for Como-Harriet

As of November 1st the status of cash and pledge donations and the value of donated materials received for the TEA-21 project is as follows.

<u>Cash Donations and Pledges</u>	<u>Amount</u>
Cash donations received in 2001 and 2002	\$ 13,455
Cash donations received 1/1/03 to 11/1/04	113,847
Pledges Outstanding	36,991
TOTAL	\$ 164,293
<u>Donated Materials and Services</u>	<u>Amount</u>
1700 railroad ties	\$ 42,500
Rebuilt Pedestrian Underpass and restored Cottage City streetcar stop	85,000
TOTAL	\$ 127,500

As you can see, the Campaign for Como-Harriet was very successful. We set a goal to raise \$175,000 in donated cash, pledges and material/services and we have exceeded that goal by a comfortable margin. Many thanks to all who worked on the campaign and to those who donated or pledged to the campaign.

TEA-21 Track Rebuilding and Station Restoration Project

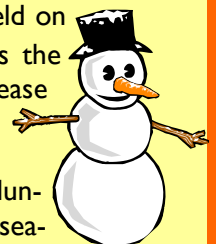
We hired a well respected Minnesota engineering firm, SRF Consulting Group, to do the engineering work and to write the project's capstone document, the Project Memorandum. Specifically, SRF has been working steadily with the Minnesota Department of

(Continued on page 3)

COME AND JOIN US TO CELEBRATE THE HOLIDAYS

Our annual Traction Division **holiday party** this year will be held on Wednesday, December 8th, 7:00 PM to 9:00 PM. Location is the Lake Harriet carbarn. Hot and cold beverages will be provided. Please bring a treat to share and a non-perishable food item for the Minnehaha or St. Phillip's Episcopal Church food shelves.

Our holiday party is a great time to socialize with your fellow volunteers and recall some of the more unusual events of the past operating season. It's also an excellent time to connect a face with a name, if you know what I mean. It will be a warm and friendly occasion and we all hope you can join us at the Linden Hills carbarn on December 8th.



2004 SEASON SUMMARY *Jim Vaitkunas—General Superintendent*

Now that the 2004 season is drawing to a close, this might be a good time for a little retrospection. First off, let's recap our ridership for the 2004 season.

Como-Harriet Streetcar Line

Month	Total passengers	Paid Passengers *
May	4,789	3,112
June	7,409	5,395
July	8,412	6,319
August	5,931	4,556
September	4,040	3,130
October	3,209	2,853
Charters	2,060	
TOTAL	35,505	25,365

Excelsior Streetcar Line

Month	Total passengers	Paid Passengers*
May	130	99
June	737	531
July	1,437	1,130
August	1,162	935
September	1,305	1,022
October	952	915
TOTAL	5,723	4,632

*** NOTE** — This report will be the last one where the paid passenger count will be depicted. With the introduction of the yearly passes and the multi-ride tickets it has become clear that this statistic has become less valid as a performance measurement, i.e., a lot of apparently “free” riders actually have paid for their ride at a reduced rate by purchasing the economical annual pass or multi-ride ticket. We'll come up with a different method to measure our success next operating season.

There were many highlights of the 2004 season of which we can be proud. Here are a few of them.

- Talking to our passengers, and a quick look at our balance sheet, it appears that the 2004 fare increase had minimal negative impact on our ridership.
- Our season passes and the multi-ride tickets received good acceptance by our passengers.
- A very notable event was the special pre-inaugural “fan trip” we took on the Hiawatha light rail line on June 12th.
- We commemorated the 50th anniversary of the end of Twin City streetcar service on June 19th with a special event at the Lake Harriet carbarn.
- We helped Metro transit with the grand opening of the first portion of the Hiawatha light rail line on June 26th.
- Our early bird services on the major holidays were very successful, bringing in much needed revenue.
- The visit by the folks from the NRHS annual convention was a notable success and was much appreciated

by the convention goers who visited us.

- Our ceremony celebrating the restoration of No. 1239 was very successful and was made more memorable because it coincided with Excelsior's Apple Day festival.
- Our operation during the “Lake Harriet Live” festival in September was especially successful with the great numbers of passengers carried making up for the poor Memorial Day numbers.
- We didn't have a single shift cancelled because of a lack of crew at both Como-Harriet and Excelsior. That is a testament to the fine work of our crew callers: [Jim Otto](#), [Mark Digre](#) and [Marv Krafv](#).
- We operated two very successful Halloween trolleys at both Lake Harriet and Excelsior.
- We operated into November at Lake Harriet and through the first two weekends we carried 331 passengers. This is 331 more than we would have carried otherwise, which is a good thing.
- We operated the entire season without an accident or reportable injury.
- We have started preliminary negotiations with the Minneapolis Park and Recreation Board on some very exciting possibilities for the future of the Como-Harriet Streetcar Line.
- We have made some very good contacts with the local Excelsior community which should increase our visibility and acceptance in the community and hopefully increase ESL's ridership,
- We have begun our next restoration project, single truck streetcar Winona No. 10.

There are many other notable successes in 2004, but I think you can see that 2004 has been a good year, even in spite of the cold and wet summer weather we “enjoyed” this year. There is a common thread that runs through all these good news events in 2004—that common thread is **YOU**. You, the Traction Division volunteer who worked on the Campaign for Como-Harriet fund-raising committee, or who worked to finish TCRT No. 1239 so it would be ready for its dedication on September 11th, or who worked on those early bird operations, or those who volunteered to work all-day to help with the NRHS convention special operations, or the Lake Harriet Live operations or the Excelsior Apple Day operations. The list is almost endless. The can-do spirit and the willingness to pitch in and help out when help was needed is the mark of a vital and dynamic all-volunteer organization.

So, thanks so very much to each and every Traction Division volunteer who worked throughout the year 2004 to make this year a very successful one for the Como-Harriet and Excelsior Streetcar lines.

(TEA-21 PROJECT UPDATE Continued from page 1)

Transportation (MnDOT) to accomplish the many, many requirements that come with the federal TEA-21 grant money and to ensure all reports, plans, documentation, etc., are done. It has been a long and arduous process and has cost the Traction Division over \$90,000 for the necessary professional and engineering work since June of 2003 when SRF Consulting began their work—and their work is not yet finished! This is more than we anticipated we would have to pay. But given the complexity of the project and the bureaucracy with which SRF Consulting and we have had to deal, it is the price we had to pay and must continue to pay, in order to get our track completely rebuilt.

The main questions on everybody's mind are: "When will the project start?" or "When will the project be finished?" Here is our best estimate on these questions.

- The Project Memorandum has been approved by MnDOT and the Federal Highway Administration. Final plans and specs will be approved very soon.
- The project will go out for bids sometime in mid-December and the project will be awarded in early January.
- The contractor will start work on dismantling our track after coordinating with us. Depending on whether we have a mild winter this may be as early as February but most likely would not occur until the spring thaw in March or early April.
- We estimate (hope!) that if the project starts on March 1, 2005 it will be completed by April 1, 2005 thus allowing us to begin our new Operator training and recertification training on time.
- A state bridge engineer inspection resulted in he decision that the pedestrian underpass needs to be completely rebuilt.

Fire Suppression System for the Lake Harriet and Excelsior Carbarns

We have exceeded our cash fund raising goal by a small margin and it appears that we might have more funds than we need for the track project. So, one might ask: "What will we do with any extra money?" Here are several responses to this question.

- First off, we don't really know yet how much "extra money" we'll have or, indeed, whether we'll have any "extra money" at all. As mentioned above, our engineering costs have greatly exceeded our initial estimate. We'll have to wait until the project is done and all the bills are paid before we'll really know whether we have any "extra money." There is still a lot of professional engineering work that needs to be done, all of which we have to pay for out-of-pocket.
- If we do have some "extra money" left over after the project is done, we intend to use it, along with any other annual appeal donations we receive in the coming months, to have a fire suppression system installed in the Lake Harriet carbarn and in the Excelsior carbarn (if there is enough money for that building as well). Current estimates are that it will cost us somewhere around \$35,000 per site to install the fire suppression systems, which estimate does not include the cost to run a 6-inch water line into the buildings. We have no idea how much that will cost us—but it won't be cheap!
- If there is any money left over after the fire suppression systems are done (which we seriously doubt) then we would use any "extra money" left over after that to pay for some of the Lowery Meadow work. Or perhaps some of the "extra money" could go towards restoring of Winona No. 10.



TRAINING ON OVERHEAD TROLLEY WIRE CONSTRUCTION AND MAINTENANCE IS ANNOUNCED.

This is the second call for "Tractioneers" who wish to learn more about the joys and mysteries of trolley overhead wire systems, or it is sometimes called, "celestial knitting." This training will include instruction in basic overhead trolley wire parts and terminology, construction, maintenance, and basic standards. At the end of this training the student will better understand the "what, why and how" of overhead trolley wire systems. Our overall

intent is to create a group of volunteers who will understand the basics of overhead trolley wire systems so these people can work on the necessary adjustments to our overhead after the TEA-21 project is finished and to maintain the overhead at both the Como-Harriet and Excelsior Streetcar Lines. Our last call for volunteers for the training resulted in five people responding. This is a good number but we sure can use 4-5 more people next spring when it becomes "crunch time." Training will be scheduled for February or March. If you are interested in this training please call or send an e-mail to Jim Vaitkunas.

Streetcar *CURRENTS*
November - 2004

Streetcar *CURRENTS* IS A PERIODIC NEWSLETTER FOR THE VOLUNTEERS AND FRIENDS OF THE TRACTION DIVISION OF THE MINNESOTA TRANSPORTATION MUSEUM.

DEADLINE FOR SUBMITTING ITEMS FOR THE NEXT ISSUE OF THE **Streetcar *CURRENTS*** IS JANUARY 20, 2005.

PLEASE SEND ITEMS TO JIM VAITKUNAS AT THE FOLLOWING ADDRESS:

155 CHAPARRAL DR.,

APPLE VALLEY, MN 55124-9774

YOU CAN SEND INPUT OR INQUIRIES BY

E-MAIL TO: jvaitkunas@msn.com



**MINNESOTA
TRANSPORTATION
MUSEUM**

COMO-HARRIET STREETCAR LINE

EXCELSIOR STREETCAR LINE

WHAT'S HAPPENING?

December 4	Hiawatha light rail line festivities to celebrate the completion of the line from the Fort Snelling station to the Mall of America
December 8	Traction Division holiday party: 7:00 PM to 9:00 PM (Linden Hills carbarn)
February ??	Traction Committee Winter Planning Meeting. Date and location to be determined
April	Training and recertification at CHSL and ESL
May 7	Opening Day for 2005 season for CHSL and ESL

Annual Appeal

Please give generously to this year's Traction Division annual appeal. See the flyer enclosed with this mailing. We need your help to ensure we have the funds needed to get the fire suppression system installed in our two carbarns. This is a priority project. Please help.

MTM TO HELP CELEBRATE THE HIAWATHA LINE EXTENSION OPENING

We need your help again for the opening festivities of the Hiawatha Light rail line's extension to the Mall of America. We received some good publicity and exposure in June and there's no reason to think we won't gain from our involvement now. Here is a summary of what will be happening on December 4th.

Trains will run between downtown Minneapolis and Fort Snelling on Saturday December 4, 2004 until 11:00 AM. After 11:00 AM, trains will operate the full length of the line. They will run 22 cars in about 11 trains (instead of the 7 trains that ran at the June 26 event). Rides are free Saturday and Sunday so a large crowd is expected.

We will support the opening of the last 4 miles of the Hiawatha line as we did in June. Each car will have one MTM host at each door to help folks on and off and answer questions. Since more cars are running we wish to have at least 100 MTM volunteers. The formal event is 11:00 AM to 6:00 PM on Saturday December 4, 2004 (only) and we will organize into two shifts:

Shift One: 10:00 AM to 3:00 PM.

Park or ride to the Hiawatha Line's Operations and Maintenance Center (1801 Franklin Avenue) and board trains at the Franklin Avenue Station. Breaks will be given at the Mall of America Station. Return to the Franklin Station (or where you left your car) after your shift is completed.

Shift Two: 2:00 PM to 6:00 PM

Ride to the Mall of America for your assignment. There is no easy parking at the Mall so park at Fort Snel-

ling or the Bloomington station or take the train to the MOA Station. Breaks will be at the Mall of America Station. Return to your station of choice after the shift.

Uniform. Wear your MTM motorman, conductor, brakeman, engineer uniform and MTM name tag. Check the weather to see if additional warm clothing is needed (I had to say this for the meteorologically challenged). When you get to a station with a queue, go to the head of the line and welcome folks aboard as usual.

There will be fewer police and Metro Transit employees to help on the line. Therefore, our part will be even more vital to organize the crowd and answer questions.

To participate, send e-mail, phone numbers and mailing address to:

Noel Petit
Campus Box 4
Augsburg College
2211 Riverside Avenue
Minneapolis, MN 55454
petit@augsborg.edu
612-330-1061

More formal job descriptions and details will be mailed to participants as plans are firmed up. In addition, note that Santa will be at the roundhouse on the same day (December 4, 2004) and the following Saturday (December 11, 2004). The LRT opening will be a good place to promote Santa and the rest of the museum. So, if you are free on December 4th, please contact Noel and volunteer. It should be a fun day! And another historic one for the Twin Cities.