



Streetcar CURRENTS



SPECIAL PHOTO SUPPLEMENT FEBRUARY - 2012

WINONA NO. 10 RESTORATION PROGRESS

The last report we gave you on the restoration of Winona No. 10 was in September, 2011. Much progress has been made since that time. So, we thought that an update in photos might be useful to those of you interested in this project. We plan to send these updates more frequently now, maybe three or four times per year, as progress is being made on this restoration.

The power truck that will go under Winona No. 10 is being worked on now. It has been totally disassembled and is being repaired and put back together. The two GE-800 motors are currently in the motor shop located in Bangor, Maine. This same shop also has the air compressor that eventually will provide the air for Winona No. 10's brakes. We don't know when the work on the truck, motors and air compressor will be finished. But when the work on these components is done, we'll be getting a substantial bill. So, we'd like to take this opportunity to thank all the members and friends of the Museum for your generous support to this restoration project. And, if you have yet to donate to the project please consider doing so now.

(All the photos in this supplement were taken by Howie Melco in mid-January, 2012.)



Mark Brothen is seated and working on one of the front platform's window posts. **Marv Krafve** is giving Mark some helpful (?) advice.



Here's one of the end platforms. Note the templates used to trace the curve on the end of the platform to help making the proper cut.



Scott Ingram is starting to shape what eventually will be the platform floor on one end of Winona No. 10.



Repairs are being made to several of the platform end posts.



Probably the most complicated system on Winona No. 10, not counting the electrical components, will be the step operating mechanisms. Here the steps are just being test fitted to get an idea what they'll look like. This is not the step's final configuration.



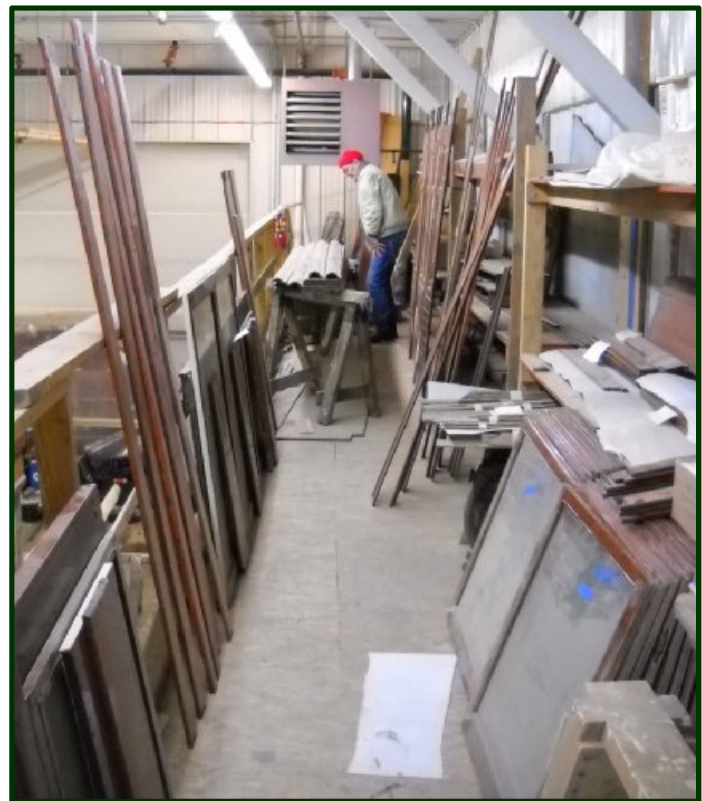
Jim Willmore is trying out the new steps. Note that he didn't want to put a footprint on that unpainted wood.



Here's just a few of the over 150 parts that'll make up the folding step and door mechanism. The mechanism will be built from scratch following the original St. Louis Car Company plans we obtained several years ago.



When used as a cabin, the door bottoms were cut off so the doors could swing clear of the porch floors built onto each side of the car. You can see the new wood bottom pieces added to the doors in this photo.



The mezzanine in the Excelsior shop contains the windows and all of the interior oak paneling and molding as you see here. That's **Marsh Ginthner** at the far end of the mezzanine.