

COMO-HARRIET STREETCAR LINE

As you arrive at the Linden Hills station you step back into the early 1900s. The sights, smells, and sounds combine to captivate and enthrall visitors of every age. Visit exhibits and gift shop in the station, then take a trip on a lovingly restored streetcar. You may also want to enjoy a concert at the Lake Harriet Bandshell, grab lunch or a snack by the water's edge, or stroll through the Rose Gardens on the east side of the lake.

Rail transit came to Lake Harriet in 1880. By 1891, Thomas Lowry's Minneapolis Street Railway had electrified the line. In 1906, the now double-tracked line of Lowry's new Twin City Rapid Transit Company was extended all the way to Excelsior on Lake Minnetonka.



Until streetcar abandonment in 1954, countless thousands of passengers came to or passed through Linden Hills. Streetcars whisked between the lakes at speeds up to 40 miles an hour. A succession of stations served the crowds that visited the grand pavilions that once stood on the shores of Lake Harriet.

The Como-Harriet Line served downtown Minneapolis and St. Paul, the State Capitol, Como Park, the State Fairgrounds, and the University of Minnesota. The Museum reopened this portion of the line in 1971 and began running streetcar No. 1300. The line and No. 1300 are on the National Register of Historic Places.

We hope you enjoy your visit to the Como-Harriet Streetcar Line.

EXCELSIOR STREETCAR LINE

You can also experience Minnesota's streetcar history in Excelsior, once the western terminus of Twin City Rapid Transit's sprawling streetcar system. TCRT operated streetcars to Lake Minnetonka from 1906 until 1932. Once past the Minneapolis city limits at France Avenue, streetcars specially built for suburban service sped through the countryside at speeds up to 60 miles per hour. In addition to Excelsior, streetcars served Deephaven and Tonka Bay. Until 1926, Lake passengers could connect with the company's express steamboats, which served 27 points around the lake. A restored TCRT steamboat is operated by the Museum of Lake Minnetonka. For information visit www.steamboatminnehaha.org.

Today, you can enjoy a trip in historic Excelsior on a half-mile of track built on the former right-of-way of the Minneapolis and St. Louis Railway. A ride includes a visit to the carbarn where you'll see historic exhibits and restoration work in progress.

After your ride, visit the nearby Excelsior-Lake Minnetonka Historical Society Museum. Then complete your visit by exploring the many interesting and unique shops along Water Street, have lunch by the lake, or take a relaxing cruise.



Our streetcars may be chartered for any occasion. For information go to TrolleyRide.org/charters

MINNESOTA STREETCAR MUSEUM

The mission of The Minnesota Streetcar Museum is to preserve Minnesota's electric railway history by acquiring, restoring, maintaining, and operating a fleet of historic streetcars. The Museum operates two demonstration lines: the Como-Harriet Streetcar Line in Minneapolis and the Excelsior Streetcar Line in Excelsior. The Museum also maintains an extensive collection of artifacts, books, photographs, and reference documents relating to the history of electric railways in Minnesota, including the definitive collection on the Twin City Rapid Transit Company.

You're invited to participate. Become a Museum member and share the pride of helping rejuvenate an historic streetcar in the Lake Harriet or Excelsior carbarns, operating a streetcar, swinging a spike maul as part of a track gang, or helping with the myriad tasks that keep us "on track" and running smoothly. There are many ways for members to volunteer. Of course, you can also support the Museum with your financial gifts, - both large and small, and follow our progress through Museum publications.

For more information on membership and the Minnesota Streetcar Museum, visit:

TROLLEYRIDE.ORG
OR CALL 952-922-1096

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RIDE A HISTORIC STREETCAR



Welcome Aboard



COMO-HARRIET STREETCAR LINE

EXCELSIOR STREETCAR LINE

Streetcar No. 78

Streetcar No. 78 was operated by the Duluth Street Railway Company from 1893 until 1911. Built by the Laclede Car Company, No. 78 belongs to the first generation of electric streetcars, which replaced horse and mule-drawn cars during the 1890s. It is a double-ended car, permitting “forward” operation in either direction after swinging the pole from end to end. It was placed in Museum service in 1991 and currently operates in Excelsior. No. 78 is one of the oldest preserved streetcars in the United States and is a striking example of Museum members’ restoration craftsmanship.



Streetcar No. 322

Streamlined streetcar No. 322 was built by the St. Louis Car Company in 1946, one of 140 PCCs delivered to TCRT between 1946 and 1949. The PCC (Presidents’ Conference Committee) was developed to compete with the automobile. Although a technical success, the PCC could not save the streetcar from virtual extinction. No. 322 was sold to the Newark, New Jersey subway system in 1953. In 1978, the car was sold to Shaker Heights Rapid Transit in Cleveland, Ohio. Brought back to the Twin Cities, No. 322 was extensively restored and returned to service on the Museum’s Como-Harriet Line in 2000.



Streetcar No. 265

Built in 1915 by TCRT’s Snelling Shops as streetcar No. 1791, the car was sold to the Duluth Street Railway Company a year later where it became No. 265. It operated in Duluth until that system was abandoned in 1939. Discovered as a summer cabin in Wisconsin, the Museum restored the car to its 1929 appearance. The nine-year project was a ground-up effort, as no electrical components existed and the interior was completely gutted. In 1982, No. 265 was the second car placed in service at Lake Harriet.



Streetcar No. 1300

Streetcar No. 1300 was built by TCRT in St. Paul in 1908 as part of an order for faster cars to be used on the St. Paul–Minneapolis Interurban Line along University Avenue. Throughout its 46 years of service, No. 1300 ran frequently on the Como-Harriet Line. Today, this standard car appears as it did in the early 1930s following rebuilding to allow one- or two-man operation. It was one of the very last streetcars to operate in the Twin Cities and one of only two TCRT-built cars to survive fully intact.

Streetcar No. 10

Streetcar No. 10 was built by the St. Louis Car Company in 1914 and operated in Winona, Minnesota until that system was abandoned in 1938. No. 10 is typical of the small, two-motor cars bought by smaller cities in the early 1900s. The car will help us save electricity just as it did in Winona 100 years ago. No. 10 is a double-ended car. At the end of the line passengers stand, swing their seat backs over, then sit facing the other way.



Streetcar No. 1239

Streetcar No. 1239 was built in Minneapolis by TCRT in 1907. In 1935, it was rebuilt by the company with front and rear folding doors to be operated by one- or two-man crews. It was retired in 1953 and was used as a cabin until the body was acquired by the Museum in 1987. It has been restored to its “as built” configuration as a gate car. Instead of the front folding door there is a small entrance to the cab. In the rear, there are three sets of wire gates where passengers board and exit. Restoration was completed and the car placed in service in Excelsior in 2004.

