

NAME OF APPLICANT

WARD



PROPERTY ADDRESS
4291 Queen Avenue South

FILE NUMBER
BZH-27903



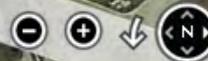
Location of proposed addition

W Lake Harriet Pkwy
S Queen Ave

W Lake Harriet Pkwy

Linden Hills Blvd

W
L
A
K
E



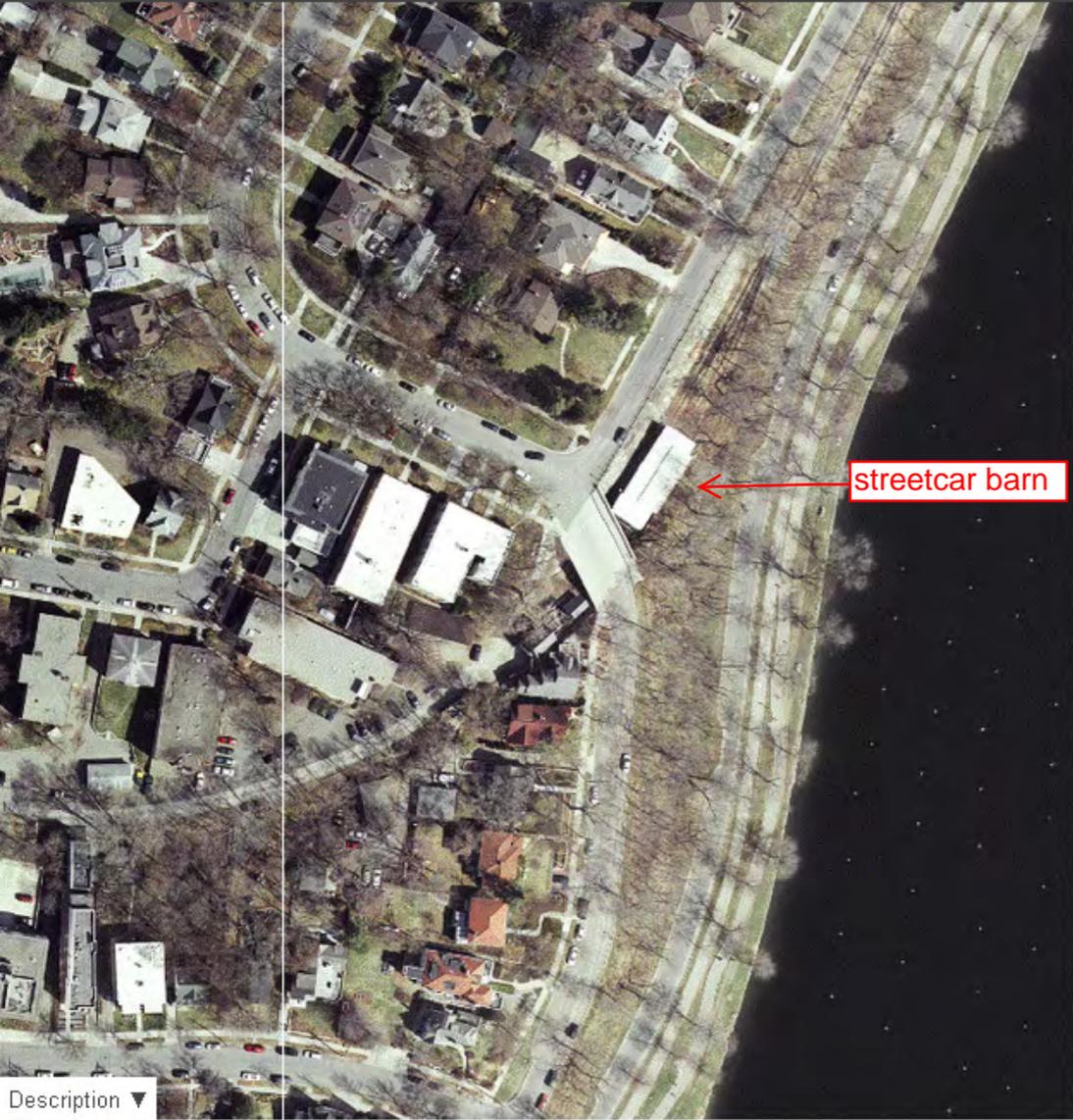
W Lake Harriet Pkwy

Line

S Queen Ave

W Lake Harriet

Location of proposed addition





Lake Calhoun

North Platform

Park Maintenance Buildings

Lakewood Cemetery

Archery Range

William Berry Bridge

Cottage City Stop

S-curve

Band Shell

Pedestrian Bridge

Linden Hills Depot

Lake Harriet

Maintenance Barns





MINNESOTA STREETCAR MUSEUM

COMO-HARRIET STREETCAR LINE

EXCELSIOR STREETCAR LINE

Twin City Rapid Transit Company Streetcar No. 1300



Photo by Bruce Adelsman

Description

Twin City Rapid Transit streetcar No. 1300 was part of an order for 19 faster cars to be used on the St. Paul - Minneapolis "interurban" line along University Avenue (See [Russ Olson's history of its various assignments](#)). After the end of streetcar operations in June 1954, it was donated intact to the Minnesota Railfan's Association, a predecessor of the Museum. Today, this "standard" car appears exactly as it did in the early 1930s. No. 1300 was the first restored streetcar operated on the Como- Harriet Streetcar Line in 1971.

No. 1300 was built at the company's Snelling Shops in April 1908, part of class I-1. In December, 1928, No. 1300 was rebuilt with a

folding front exit door and triple rear gates. Its class was changed to I-8. In November 1931, it was again rebuilt, this time for one or two man operation with the addition of folding rear doors. Its class was changed to N.

No. 1300 was donated to the Minnesota Railfan's Association in June, 1954. In September 1954, it was moved by the Milwaukee Road to the Minneapolis-Moline plant in suburban Hopkins for storage. In August, 1962 it was again moved, to the Minnesota Transfer Railway roundhouse in St. Paul. Its first public operation occurred on Minnesota Transfer Railway yard tracks in July, 1963. Power was supplied by an engine-generator set towed on a trailer. In August 1971, it was moved to restored trackage at Lake Harriet and operation of the Como-Harriet Streetcar Line began.

Tour 1300

To take a virtual tour of TCRT No. 1300, [click here](#).

Measurements

Car 1300 is 46 feet long, 9 feet wide, and 11 1/2 feet high.

Materials

The streetcar's frame is made of steel. The body is made out of wood, with canvas over the roof.

As-Built Technical Data

Type	I-1
Number of trucks	2
Truck type	Baldwin #5
Wheel diameter	34"
Wheel type	Steel
Number of traction motors	4
Traction motor type	G.E. 213

Winona No. 10



Early 1930s



**June
2013**



Twin City Rapid Transit Company Car No. 322



Description

In 1944, the TCRT board of directors approved the annual purchase of PCC streetcars to replace the aging but well-maintained wooden fleet. PCC No. 322 is from the initial 1946 order of 40 cars that were delivered by the St. Louis Car Company of St. Louis, Missouri between December 1946 and January 1947. No. 322 arrived in December 1946 and entered service the following month. In 1951 it was converted from two-man to one-man operation.

A 1949 management change resulted in abandonment of plans to acquire a large PCC fleet to replace the wooden cars. Instead, plans were made to abandon all streetcar service in favor of buses. As streetcar service drew to a close, in October 1953, No. 322 was one of thirty cars sold to Public Service Coordinated Transport of Newark, New Jersey for operation in the Newark City Subway. It became their No. 3. They in turn sold it to the Greater Cleveland RTA in April 1978, where it was also No. 3.

In August 1990, No. 322 was purchased by the Museum for restoration and operation. Work was done at the Metro Transit overhaul base in St. Paul from April 1992 until July 1997, when it was moved to the Como-Harriet Streetcar Line for completion. It returned to service in 2000.

To see a series of photos documenting the 1992 - 2000 restoration of PCC No. 322, [click here](#).

Materials

The streetcar is of all-steel construction.

Photos



One of the two known photos of MSM's PCC No. 322 in service. On Washington Avenue just after crossing the Mississippi River, No. 322 is heading to St. Paul in front of Coffman Union at the University of Minnesota in the late 40s. Thanks to George Isaacs, his friend Fred W. Schneider sent this photo. Click on the image to supersize it.

PCC Car No. 325



MSM's PCC Car No. 322 and No. 325 were both sold to Newark, NJ, in 1953. For more information about No. 325 and pictures, [click here](#).

Wisconsin Railway, Light and Power (Winona) No. 10



Photo by Carl Barthelemy

Description

Wisconsin Railway, Light and Power Company No.10 served the city of Winona, Minnesota from 1913 until 1938. It was part of an order for four cars (Numbers 9 to 12) built by the St. Louis Car Company in 1913 and 1914 (job No. 1012) and delivered in April, 1914. Car No. 10 was placed in service in late May, 1914. Originally the car had hand brakes but in 1916, air brakes were installed. The car operated until the abandonment of streetcar service in 1938 and was the last car to run in Winona. Shortly after abandonment of the Winona lines, the car was sold to a local family who used it as the basis for a cabin-a common fate for streetcar bodies; that was also how our Duluth Street Railway No. 265 was saved. The car is a rare example of a single truck streetcar designed for use by a small city streetcar system such as Winona. During the period 1908 to 1916 (before the advent of the lightweight, single truck Birney-type safety car) small city companies that wished to update

their streetcar systems and reduce electricity costs with lighter cars replaced older (and old-looking) heavy wood-body cars (usually built before 1900) with modern, light steel-bodied streetcars such as No. 10.

No. 10 is unique in that it has a steel frame and exterior surfaces but the interior is all wood. Both the interior and exterior of the car is in surprisingly good condition. What also makes this car a rare find is that as far as is known, there are no other cars like No. 10 in restored and operating condition in a transit museum.

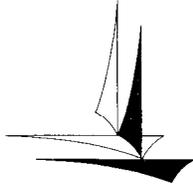
No. 10 was purchased by the Museum in the spring of 1999. Volunteers stripped away the surrounding cottage and it was taken by truck to the Excelsior Carbarn, where restoration has begun for use on the Como- Harriet Streetcar Line. There, it will be put to use on weeknights and in the fall when ridership is lower - to save money just as it did in Winona nearly a century ago.

Photos

[Winona 10](#) (historical photo)

Several recent Photo Supplements cover the ongoing restoration of Winona No. 10

- [June 2012 - Isaacs Carbarn/Winona No. 10/Central Corridor](#)
- [February 2012 - Restoration of Winona No. 10](#)
- [September 2011 - Restoration of Winona No. 10](#)
- [November 2010 - Winona #10](#)
- [October 2009 - Winona #10 Restoration \(725kb\)](#)



Minneapolis Development Review
250 South 4th Street
Room 300
Minneapolis, MN 55415

Preliminary Development Review Report

Development Coordinator Assigned: **DONALD ZART**
(612) 673-2726
don.zart@minneapolismn.gov

Status *
RESUBMISSION REQUIRED

Tracking Number:	PDR 1001123
Applicant:	MINNESOTA STREETCAR MUSEUM PO BOX 14467 MINNEAPOLIS, MN 55414
Site Address:	4291 QUEEN AVE S 4525 UPTON AVE S
Date Submitted:	28-AUG-2013
Date Reviewed:	24-SEP-2013

Purpose

The purpose of the Preliminary Development Review (PDR) is to provide Customers with comments about their proposed development. City personnel, who specialize in various disciplines, review site plans to identify issues and provide feedback to the Customers to assist them in developing their final site plans.

The City of Minneapolis encourages the use of green building techniques. For additional information please check out our green building web page at: http://www.ci.minneapolis.mn.us/mdr/GreenBuildingOptions_home.asp.

DISCLAIMER: *The information in this review is based solely on the preliminary site plan submitted. The comments contained in this report are preliminary ONLY and are subject to modification.*

Project Scope

Proposed expansion to Isaacs carbarn. This will be a 932 sq ft addition.

Review Findings (by Discipline)

Zoning - Planning

- Historic variance to allow to allow for departure of the literal requirements of the expansion of a nonconforming use.
- Historic variance to allow for departure of the literal requirements of the shoreland overlay requirements.
- Historic variance to allow for departure of the literal requirements of the setback variance requirements.
- Certificate of Appropriateness. To allow a train shed addition and the running of the Winona 10 streetcar on the Como Harriet Line.

***Approved:** You may continue to the next phase of developing your project.

***Resubmission Required:** You cannot move forward or obtain permits until your plans have been resubmitted and approved.

❑ Right of Way

- The plan as submitted meets the requirements of the Public Works Right-Of-Way Division.

❑ Street Design

- The plan as submitted meets the requirements of the Public Works Street Design Division.

❑ Sidewalk

- The plan as submitted meets the requirements of the Public Works Sidewalk Inspections Division.

❑ Traffic and Parking

- The plan as submitted meets the requirements of the Public Works Traffic & Parking Services Division.

❑ Water

- The plan as submitted meets the requirements of the Public Works Water Maintenance & Distribution Division.

❑ Historical Preservation Committee

- See Zoning/Planning Comments.

❑ Sewer Design

- The plan as re-submitted meets the requirements of the Public Works Surface Waters & Sewers Division.

❑ Construction Code Services

- The plan as submitted meets City of Minneapolis requirements for Construction Plan Review.

END OF REPORT