

# TWIN CITIES #1583



Type: Streetcar

Built: 1913

(Rebuilt in 1929, 1933,  
1948)

Seats - 48

In the early 1900s, most cities with over 10,000 residents had an electric streetcar system. The Twin Cities of Minnesota were no different. With over 500,000 residents in 1910, Minneapolis and St. Paul had an expansive streetcar system, which was in need of more modern cars.

The 1583 was reconstructed in 1928 as a "front-exit" car and then was assigned to the North Side Station; it was usually assigned to the Chicago-Penn-Fremont Line. In 1933, the 1583 was rebuilt for one/two man operation. Fifteen years later it received its final rehabilitation along with new steel plating and Twin City Lines emblems. In January of 1954, the 1583 developed electrical and mechanical problems and was removed from service.



Photos Courtesy of the  
Minnesota Streetcar Museum

In the 1950s, due to a rising use of automobiles and a conspiracy involving automakers, most streetcar systems in America were quickly abandoned. In 1958, the last streetcar ran in the Twin Cities. Scrapping and abandonment was extremely rapid with the TCRT, as the owners of the company wanted to rapidly abandon and destroy the cars and infrastructure so they could not be forced back into business.

On April 29, 1954, the 1583 body was sold to Transportation Sales Co., a dealer in used streetcar bodies. The car was moved to central Wisconsin, where it became a shed. In the 1970s, the car was located and moved to North Prairie, the then-home of the Wisconsin Trolley Museum. Volunteers restored the car as Duluth #253, but further evidence revealed that the car was instead TCRT #1583, and never ran in between Duluth and Superior. Today, the car carries visitors on the last interurban trackage left in the state of Wisconsin: the six miles between East Troy and Mukwonago.

