

Transportation

By June 19, 1954, time had run out for the Como streetcar line along with the entire Twin Cities Rapid Transit streetcar system. Here you see the last Como car run taken by a neighbor as it passes into history. Buses now serve for mass transit along Como, although a short section of the old Como-Harriet line has been restored for public operation between Lake Harriet and Calhoun. Occasionally portions of the streetcar's double-track rails along Como and 15th Avenue are still revealed when street repaving occurs!

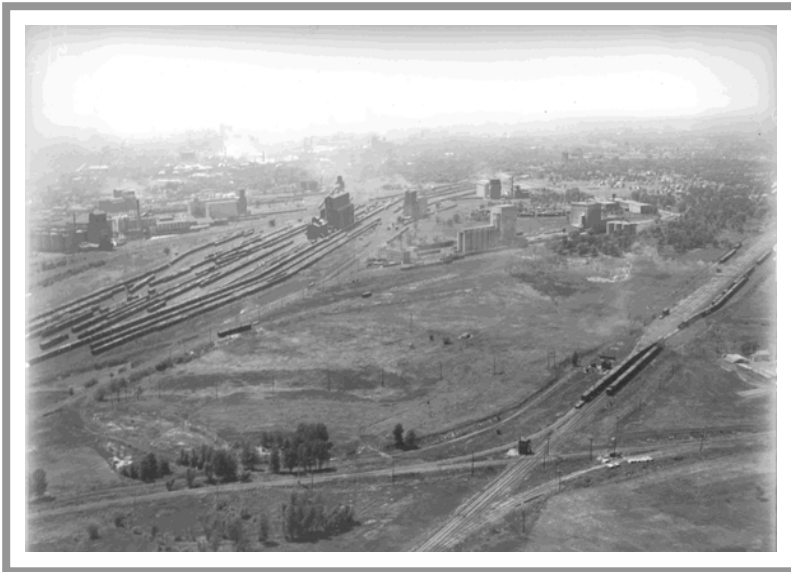
This 1921 aerial view shows the Great Northern Railroad freight yard along Como's south border in a better way than most Como residents can picture it. The photo looks west, approximately from the Minneapolis border with Saint Paul. On the right, Kasota turns west into Elm near elevators and the screen door factory. Como's west side houses appear in the upper right corner, but much of the eastern portion of the Como neighborhood is still open and wooded land. The GN railroad is prospering, and the yard tracks at left are crowded with rail cars to serve the elevators and other industries on both the Como and Prospect Park sides of the yard. Downtown Minneapolis and Mississippi bridges appear in the distance at the top of the picture.



Upper photo of the last streetcar running along Como past 25th Ave. SE: 1954, Joe Stimart collection

Lower left aerial view of the Great Northern Railway yards in Southeast Minneapolis: Paul Hamilton, ca. 1921, Minnesota Historical Society

Lower right photo of the Minneapolis General Electric Company's Elm Street Substation at Elm & 24th Ave. SE: 1908, Minnesota Historical Society



Electric power goes along with Como transportation and industry history. The General Electric Company began providing power to Minneapolis for local mills, elevators and factories by 1894 from a hydroelectric plant. On a wintry 1908 day, here an inspector is apparently visiting the GE power substation at Elm and 24th Avenue, arriving by "horseless carriage." This substation probably primarily served Como industries along the Great Northern trackage, but some early Como residential users may have electrified homes by this time. The view appears to be northward, showing an undeveloped, snowy woodland on Como's eastern half.

