Happy New Year!

Santa’s Train Shop - How did we do?

Crew Member Classes Scheduled

Grant received for Bays A & B

Cedar Lake and the Railroads
Submitted by Brian W Nelson – Interim Executive Director

As we close the year, and look to the future…

Yesterday, the museum added for this one time only caboose rides to our normal Wednesday open operations, which by all accounts was very well received! The event was covered by the Star Tribune, and MTM was featured in a front page photo! In talking with several grandparents and parents with their children, there were several first time attendees, along with several members and others who returned for another visit, and the caboose rides were a big part of that. Everyone seemed to love the entire experience, which was facilitated and enabled by our tireless MTM volunteers and members. Events like this certainly further MTM’s mission and cause, and hopefully we can add more innovative events like this in 2022. Congratulations to all who participated!

Looking to the future, several exciting initiatives are taking place and well underway. In speaking with our Museum Curator Jon Van Arsdale(sp?), the Pullman Porter project is taking shape very nicely. The new exhibit is scheduled to be installed hopefully by February, just in time to celebrate Black History Month. New plaques, signage, mannequins depicting typical Pullman uniforms in various occupations and other features will be part of this new and exciting display. This exhibit will allow MTM to tell a vital component of passenger railroading history and bring it alive. This should also bring MTM new marketing opportunities and tap into new audiences.

Your board is working on a new and significant Federal Grant Opportunity, which if successful, will revitalize the Jackson Street Roundhouse in several critical areas. These areas potentially include a new roof, windows, masonry, new electrical service and heating in Bays A and B, along with several and very needed safety updates. These projects all added together could cost over two million dollars, so the need to secure this grant is urgent. In order to receive the grant, MTM will need to come up with a percentage of matching funds to comply with the grant guidelines, and your board is working on that now. We will keep you posted as this grant opportunity develops.

As we start the new year, planning will begin for the 2022 operating season at Osceola. We will want to optimize the very successful 2021 season to build on our ridership and revenue growth. The new schedule and services for 2022 will take all this into account. Your ideas and suggestions to maximize the new season are of course very welcome.

There are many more initiatives that are underway, but these are some of the key highlights right now. We of course will keep you posted as these develop and report on others in the months ahead. We look forward to a highly successful 2022 for MTM and all of us. Happy New Year!
Santa's Train Shop a Success!

Wrap up report, by the numbers

- Barb Sheldon

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| 3 Sat | 406  | 581  | 441  | 552  | 456  | 613  | 481  | 426  | 730  | 748  | 480  |
| 3 Sun | 244  | 451  | 225  | 506  | 275  | 544  | 436  | 274  | 596  | 599  | 390  |

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After its usual slow start, Santa's Train Shop picked up speed. The attendance didn't set any records this year but reported good numbers according to the chart below. The weather cooperated this year. Barb asked and the snow ended early enough that the lots were plowed well before our guests began to arrive. Our wonderful volunteers cleaned up the edges and the boarding platform for the ride.

Moving NP 328 into Bay D for display provided the perfect setting for Santa pictures. Bill Hawley designed and built a disappearing surrounding fence that allows a full view of the running gear. Putting Santa into the engineer's seat proved a very popular solution to social distancing. His visitors stood on the floor to chat and then turned around for the picture. According to Santa's helpers, this also served to reduce the crying children who wanted nothing to do with this big guy in a funny red suit. It actually seemed to make Santa more approachable. Of course, striped bib overalls and a poinsettia-print shirt helped!

This year's story. The last Sunday we ran out of photo paper to print Santa's pictures. Santa's Helper ChrisN put together storage and a dedicated QR code for visitors to use. They could access their picture online, print it or share it. He reports the biggest drawback is that it curtails multiple purchases of pictures, but folks did buy one. The event is always a work in progress.

**A BIG THANK YOU to everyone who worked so hard to make the event a success.**
All Members are invited to join the MTM Member Planet discussion group where you can share information in real time. Discussion groups will include volunteer opportunities, current project status, project needs, MTM and Osceola events. If you are a member of MTM and you have access to the internet you can access the MTM discussion group. By sharing information, this will encourage members to donate time, money and resources.

Join today for free at the link below. Create an account, login and scroll down to “Discussion” and create a or join a topic.

https://www.memberplanet.com/Login.aspx

General guidelines for discussion:

Be respectful

Be Kind

No Politics

Have fun!

Any questions please contact Wayne Merchant at waynem@trainride.org or 612-799-9494 cell

Wayne Merchant
Volunteer Coordinator
Museum, Membership & Volunteer Development

Free money for MTM! Join Amazon Smile and donate .05% of all your purchases to MTM at no cost to you. Use the attached link or search Amazon Smile to change your account to Amazon Smile and start donating to the Minnesota Transportation Museum today!


Thank You,
Wayne Merchant
Volunteer Coordinator
Minnesota Transportation Museum
612-799-9494 cell
www.transportationmuseum.org

MTM's 2022 Calendar still makes a perfect gift for your railroad enthusiast family members and friends! Memberships are also available, an economical way to support your local transportation museum. Available at https://bit.ly/MTMStore and museum gift shop!
On January 22, 2022 we will begin a new class for future crew members. The maximum class size is limited to 8 students, so if you are interested and fully committed, plus a paid up member of MTM, you should apply today (apply via email to Dk1wood21@zohomail.com to register).

The class starts at 08.45 am Saturday, January 22, 2022 at Jackson Street Roundhouse and continues the following Saturday, January 29 plus some later sessions in February and March. There will be a $50 fee to participate. The fee will cover the federally required drug test and some future supplies. You will be given electronic links to be able to download all rule books. Printed copies are no longer available, but you will be able to make prints yourself.

During these classes we will guide you through the following basic requirements.

Basic Crew Qualifications
These qualifications must be met to participate as a crew member in any position. All items are required in numeric order (items within a number may be done in any order)

1. Members must be 18 years old and maintain active museum membership.

2. Complete a pre-employment drug test BEFORE completing the Hands-On Class.

3. Complete required MTM classes (these items are all part of the MTM “USOR 101” class usually taught annually). All classes are in-person (can be on-line classes in certain cases) and participation in all classes is mandatory.
   - Study the Canadian National Railway United States Operating Rules (USOR) and pass the MTM USOR examination.
   - Complete the MTM Air Brake Class and pass the MTM air brake examination.
   - Complete the MTM Crew Resource Management and Personal Electronic Device Class.
   - Complete the MTM/FRA Human Factors requirements. (Fireman may be allowed an exception, refer to the Diesel Fireman section).

4. Complete the MTM Railroad Safety and Hands-On Class.

The class size is limited as we do not have the capacity to teach larger groups at present time.

After having completed the above listed you will begin as a student brakeman (BRAKEMAN is a title and does not indicate gender).

MTM Operational Training Department
Debbie, Craig, John, Lane, Ward & Morten
Great news forwarded by Garry Yazell -
Letter follows:

The Hardenbergh Foundation Board of Directors is pleased to award Minnesota Transportation Museum a $5,000 grant for general operating support and a restricted gift of $195,000 to be applied exclusively towards installing a new museum heating system.

Please acknowledge receipt of the enclosed check and confirm the Hardenbergh Foundation received no goods or services as consideration of payment.

Thank you for the important contribution Minnesota Transportation Museum makes to our community! We are happy to help you continue this valuable service.

Very truly yours,
Tammy Davis Cownie
President & CEO

*The dedicated funding is to provide for heating in Bays A & B.*

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**Touching up 3110**
- Todd McGonagle

Phil Wellman has been working on getting the Andersen 3110 running to give 105 some time off. Being that 3110 will be in revenue service soon, I thought it should look a little better. I’ve been sanding and painting areas that are rusty and chipped. It could use a full paint job, but that isn’t happening now.
Just a kid on a bike exploring his small railroad universe

- Warren Plaisance

I was an eleven year old kid freshly relocated from suburban Bloomington, Minnesota to the south side of Cedar Lake in Minneapolis. There was not a lot of rail watching opportunities for a bike riding youth just learning to gain some independence on treks away from home. The MN&S was a bit too far and besides which at that age my railfanning knowledge was not too keen yet. I found out soon enough that C&NW, Milwaukee Road and Great Northern rail lines were only blocks away and a short bike ride away. I can honestly say that I was never stopped and questioned by a railroad employee in any of my trips around the right of ways.

My usual routine was to bike clockwise around Cedar Lake from the parkway on the south behind the Jones Harrison Home. Very nice walking and biking paths ran next to the lake on the west side on up to the Cedar Lake Parkway Bridge spanning the Great Northern Willmar main line. Just before the bridge was a steep footpath down to the tracks. A gravel road ran between the tracks and the lake shore. On my first trip here the GN yard was already greatly diminished in activity. All the yard buildings were deserted and only a couple of cabooses with “retirement requested” stenciled on the side and freight cars heading for scrap were to be seen here. As I would head over to the eastern side of the lake, there was always some sort activity on the C&NW side.

The Cedar Lake shops were a source of idling power parked outside the diesel shops. Here were fueling and sanding facilities to service switching and road units. To the south from the shops was a flat switching yard. This operation would entail uncoupling the cars and “kicking’ or giving them a shove with the switcher and letting them coast by their own momentum through the yard until they made contact with the other cars sorted for the same track. Many times the crew misjudged the right amount of kick which could result in a large boom heard for blocks. A frequent sound I could hear from my bedroom window 6 blocks away.

A great vantage point for me was from the Burnham Bridge which spanned all the yard tracks. This bridge was a steel truss design with wood plank pedestrian lane outside the two lane road deck. It has since been removed and rebuilt as a concrete structure. The yard tracks ended on the south end just before the two track railroad trestle over the canal connecting Cedar Lake with Lake of the Isles.

This was my rail watching universe until I became venturing much farther out into the community. Future bike ride regular visits would include the Minneapolis, Northfield and Southern Railway shops in Golden Valley very near the Theodore Wirth Park. Great Northern Passenger Depot downtown where a switcher cab ride could be
had when turning the Amtrak Arrowhead for the next day’s run to Duluth. But these are for future articles.

The following are excerpts from ‘The Changing Face of Cedar Lake: 1900–1918”


The growth of the railroads
Great Northern Railway and the Minneapolis & St. Louis Railroad dominated the north and east side of the lake. Their control of their respective spheres constrained the activity of all other users. Of course, many of these competing interests were dependent on the services the railroads provided.

Many visitors to the lake used the Kenwood Depot to access the lake’s recreational facilities; meanwhile, area residents used the rail to commute to and from the city. There was always an interaction between the railroads and these other lake users.

Both railroads expanded their activities in the area and sought to increase their holdings. Both filled in the wetlands around their causeways to create land and expand their rail yards. Each had a vested interest in keeping their spheres of influence flourishing.

The M&StL made the northeast corner of the lake

the hub of its regional enterprise. The railroad began replacing the old wooden buildings in the corridor with solid brick structures. In 1895, workers began constructing a roundhouse and tower, as part of a vast complex of buildings at the base of the Kenwood Bluffs. Nineteen rail shops formed the nerve center of a network of trackage that extended from Cedar Lake into Iowa and the Dakotas.

The GN’s home base was Saint Paul, where it had a massive hub of roundhouses, rail shops and yards. It had no need to build extensive infrastructure on the northern side of Cedar Lake, although it did expand its trackage all along its corridor. It also constructed a few maintenance facilities along the corridor on the north side of Cedar Lake. The GN had its eye on expanding trackage to the east, and as part of that effort, it created a situation that spurred the changes in the land around the lake. The GN brooked no interference with its stranglehold on activities on the north side of the lake, nor did it allow for other interests on the north end of the lake. Within the Kenilworth corridor, however, one other commercial activity operated on the east side of the lake, near the headquarter of the M&StL.

As early as the 1870s, the lake itself had become a valuable commodity. Fed by numerous springs, Cedar Lake was reputed to be the cleanest lake in the city. A salvager named William Lehnoff told the local press after he had dived down forty-five feet to reconnoiter a sunken dredge, “I’ve never seen such clear fresh water as this of Cedar

View of Burnham Bridge in the early 1900’s spanning the M&StL Railway yard. At the shore of Cedar Lake.

William Wallof, Cedar Lake Ice House, 1910’s
Lake”. Entrepreneurs set about transforming this natural resource into capital.

In the winter, when the top of the lake froze, harvesting the ice became big business. The Cedar Lake Ice Company sent workers out to cut up the ice up into blocks (called cakes) and load them onto specially built rail cars. The Great Northern Railway transported the ice to Chicago and Saint Louis, where Cedar Lake’s ice would be cubed to cool drinks in the fashionable restaurants there.

The Cedar Lake Ice Company built a large wooden ice storage facility on the lake’s northeast shore. During the hot summer months, the huge icehouse would discharge cakes of ice onto waiting trucks, which carted them off to fill their customer’s ice boxes and keep the perishables from spoiling. The icehouse had a giant chute to carry the ice from the lake up to the building during winter. It has several support facilities including a horse stable nearby.

The Expansion of the Minneapolis & St. Louis
With the lake lowered, the M&StL could increase its trackage on the east side of Cedar Lake without the fear of high waters swamping its tracks. Throughout the early part of the twentieth century, the M&StL broadened its footprint throughout the entire Kenilworth Corridor.

As the picture in figure 46 shows, the causeway had become a rail yard. The photo is another striking image of industrial might and human insignificance. The power of the smoking, steaming behemoth is undeniable. Locomotive No. 55’s gleaming body and daunting cowcatcher grill appears ready to surge forward and smash through any obstacle. Wheels and cylinders, ties and tracks form abstract shapes. In the background, lurks the ubiquitous Burnham Bridge.

I have scoured both the Minneapolis Tribune and Minneapolis Journal and have found no articles expressing concern over the lowering of the lake by the Park Board. Of course, that doesn’t mean people weren’t upset, only that it produced no record of their concerns.

By 1912, the M&StL’s Cedar Lake repair and maintenance complex near the northeast corner of the lake comprised nineteen major buildings at the base of the Kenwood Bluff. The railroad interlaced trackage throughout the length and breadth of the Kenilworth Corridor. However, unlike its rival, the M&StL had to deal with residential and recreational use crossing its space. As the railroad expanded, Kenwood residents began to react to the noise and the smoke. The M&StL had to deal with its neighbors.

Tension between the M&StL and Kenwood residents
On May 16, 1910, the Minneapolis City Council denied the M&StL’s request to extend eight rail lines south of 21st street. At that meeting, residents who were in attendance, protested the railroad’s scheme to expand the Cedar Lake Yard south of its present location. Residents complained that “the noise and smoke from the Kenwood Yards is now almost intolerable”.

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Both the residents and the city appeared determined to block the railroad’s expansion; instead, they advocated relocating the M&StL Rail Shops and Yards. In October of 1910, the Kenwood Improvement Association asked the state legislature to make it illegal to have a roundhouse within the city limits, which would have forced the M&StL to move. Resident W. L. Harris stated that the people of Kenwood would not, “sit supinely by and see our property and health confiscated.” The residents proposed that the railroad move its facilities out further, “before they permanently ruin the district in question.” The Kenwood improvement plan seemed to be gaining momentum.

In January of 1911, the Kenwood residents went even further, laying out a vision of what the east side of Cedar Lake could look like once the M&StL vacated the area. The charming illustration (see figure 48) is a wonderful example of City Beautiful planning, with a wide parkway and a beautiful bridge over a stately canal.

In May of that year, residents stepped up the pressure on the M&StL by enlisting the aid of the city’s smoke inspector. In an article provocatively entitled “War on Railroad Smoke Put to Crucial Test” the M&StL was cited for using low-grade coal that was full of sulfur. Twenty-two locomotives could be running at any given time below the Kenwood Bluffs and the prevailing westerly winds would often cast a pall over Kenwood. Residents worried about their health and about the value of their property.

To placate the city and its residents, the M&StL developed a contingency plan. The railroad noted that they would almost certainly be moving to Hopkins within five years, and meanwhile they would be happy make improvements to its shops and yards, to abate the noise and smoke. After the carrot came the stick. The M&StL claimed that the 1879 charter granted by the state legislature explicitly allowed the railroad to extend its tracks, but they hoped to avoid taking the city to court to compel it to abide by the charter provisions. The track extension would be only temporary, just until the railroad could proceed with its plan to move to Hopkins. The tracks were extended. The M&StL never moved.

The Great Northern and the Park Board
For the GN the dawn of the twentieth century saw an increase in its domination of thenorth end of Cedar Lake. It expanded its trackage along a two-mile swath of the north corridor. Flour producing was Minneapolis’ largest concern in those days and GN’s Cedar Lake Yard became the railway’s main wheat-receiving facility, with switching tracks extending all the way past the Cedar Lake Bridge out to Lilac Drive (now Hwy. 100). To the east, near Lyndale Avenue, it built grain silos and more switching yards. The GN still owned a part of the Bryn Mawr Bluff and railroad made sure the land remained free of structures. Through the lowering
of the lake by the Park Board, the GN claimed ownership, through reliction, of an expanded northern shoreline. But there, it faced some competition. In 1911, Park Board President Wilber F. Decker charged the GN with “wrongly encroaching upon the waters of Cedar Lake by filling in to widen its right of way.” He complained that the GN had been filling in the north shore for the last twenty to thirty years. Dr. Soren P. Rees, who—along with the W. L. Harris—represented homeowners in the vicinity, stated that the residents planned to get a restraining order to stop the GN from continuing to fill in the shoreline. Further, they would seek to reverse ownership of twenty acres of contested land along the lake’s northern shoreline. At first blush, this looks like the stirrings of an environmental battle. But no. Both the Park Board and the citizens group wanted to reach an accommodation with the railroad. They attempted to use the threats as leverage to force the GN to pay for a stronger and more elegant bridge over the GN tracks at the Cedar Lake Boulevard. Decker acknowledged that the state controlled the lake—not the Park Board. The Park Board had little leverage, but hoped the GN would be reasonable. As noted above, eventually the Park Board and the city paid the difference in the cost to build the redesigned bridge from Cedar Lake to Brownie Lake. The GN was not to be intimidated.

At the end of the twentieth century
In the 1980s, a seismic shift again upended the equilibrium at Cedar Lake. It was a period of railroad takeovers and consolidation. The Great Northern Railway consolidated with other companies to become the Burlington Northern Railroad, while the Minneapolis & St. Louis Railroad was bought up by the Chicago & North Western Railroad. The consolidated lines quickly shed redundant infrastructure. The railroads dramatically reduced their presence around the lake. The BN’s yards were dismantled and the area north of the lake overnight became a makeshift prairie. The Minneapolis Park Board seized the opportunity to expand and, with the help of the citizen-driven Cedar Lake Park Association, purchased forty-eight acres of land from the BN and added it to their park system. Meanwhile, the M&StL Shops and Yards near the northeast corner of the lake were torn down. These man-made structures—built of stone, brick, and limestone—wound up providing the flooring for a scrub forest that sprang up atop the ruins: It is as if we now have a “third nature” made up of metamorphic material. In the 1980s, the Hennepin County Regional Rail Authority (HCRRA) purchased the area for future light-rail use.

Where the SP&P first laid tracks through the East Bay of Cedar Lake in 1867, one freight-rail track remained.

M&St.L doodlebug passenger train with lightweight coach.

M&St.L new diesel house at Cedar Lake shop.
**Coming Events**
as of 1/1/22

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**Message from your Semaphore Editor**

Today marks the beginning of my 9th year as MTM’s Semaphore editor. As you read this I am somewhere between Ft. Lauderdale, FL and Chattanooga, TN driving a 20 foot U-Haul truck. Family member needed an assist to help move back to Minnesota. My wish to each and every one of you is a very happy new year. Please be kind to one another and do all you can to help the Minnesota Transportation with your time and resources. I am indeed fortunate to be able to help with both and continue to do so in 2022.

Warren Plaisance, MTM Semaphore Editor and Engineer Warren of Tots ‘n Trains Wednesday

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**Special Recall Meeting Called**

Greetings Members,

A sufficient number of MTM voting members have called a Special Meeting to be held at the Minnesota Transportation Museum (MTM) on Thursday, January 6, 2022 at 6:30pm in the museum (bay-D) at Jackson Street Roundhouse, 193 Pennsylvania Avenue E., St. Paul, MN.

The purpose of this meeting is to vote on recalling the Chairman of the Board of Directors of MTM, the Vice-Chair of the Board of Directors of MTM and the Treasurer of the Board of Directors of MTM.

Non-Voting members are welcome to attend In-person attendance is mandatory to vote

Voting rights
Dues paid for 2021
Documented 24-hours minimum volunteer time
Must be present to vote

Agenda

I CALL TO ORDER

II APPROVE MEETING AGENDA

III BUSINESS REQUIRING BOARD ACTION
   a.) Vote to recall MTM’s Chairman, Vice-Chair and Treasurer

IV ADJOURN

Bob Puelston
Secretary
Minnesota Transportation Museum
January

Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday
--- | --- | --- | --- | --- | --- | ---
2 | 3 | 4 | 5 | 6 | 7 | 8

- New Years Day
- Museum Closed

9 | 10 | 11 | 12 | 13 | 14 | 15

- 1000 Jackson Street Roundhouse Open
- 1000 Tot's & Trains
- 1830 JSR Special Election

16 | 17 | 18 | 19 | 20 | 21 | 22

- 1000 Jackson Street Roundhouse Open

23/30 | 24/31 | 25 | 26 | 27 | 28 | 29

- 1000 Jackson Street Roundhouse Open

February

Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday
--- | --- | --- | --- | --- | --- | ---
1 | 2 | 3 | 4 | 5

- 1000 Jackson Street Roundhouse Open
- 1000 Tot's & Trains

6 | 7 | 8 | 9 | 10 | 11 | 12

- 1000 Jackson Street Roundhouse Open

13 | 14 | 15 | 16 | 17 | 18 | 19

- 1000 Jackson Street Roundhouse Open
- 1000 Tot's & Trains
- 1830 MTM Board Mtg

20 | 21 | 22 | 23 | 24 | 25 | 26

- President's Day
- 18:30 MTM Board Meeting

27 | 28

- 1000 Jackson Street Roundhouse Open
CALL FOR NOMINATIONS FOR 2022
MINNESOTA TRANSPORTATION MUSEUM (MTM)
VOLUNTEER BOARD OF DIRECTORS
(For Election at the MTM Annual Meeting, March 2022)

Deadline: January 31, 2022

In December of each year, the Minnesota Transportation Museum is required by its Bylaws to send a letter and nomination form to all voting members asking for nominations for the upcoming Board of Director’s election. The MTM Annual Meeting will be held in March of 2022. The Nominating Committee will seek out and solicit candidates from inside and outside the Corporation, “who bring special capability, knowledge or resources to the Board”.

Who may nominate?
- MTM members, in good standing, may nominate a candidate for election to the MTM’s board of Directors.
- Any member may nominate a person to the Board, including themselves.

Who may be nominated?
- A candidate does not need to be a member of MTM to be nominated.
- We are looking for individuals with skills in management, fundraising, policies and communications and a passion for the organization.
- Board member requirements include attending regular Board meetings.
- Candidates do not need to be Minnesota residents.
- At least one-third of the directors shall be recruited from the list of active volunteers.
- Terms are for three years, with a maximum of two consecutive terms.

How do I nominate?
Enclosed is a nomination form. Complete the nomination form and either email the form to: barb@trainride.org
- or forward to the MTM Corporate office at Minnesota Transportation Museum, 193 Pennsylvania Ave. E. St. Paul MN. 55130-4319 Att. Nominations 2022
- All nominations must be in writing and emailed or mailed with a post mark by January 31, 2022.

What is the deadline?
- The nomination must reach the Corporate Headquarters on or before the close of business January 31, 2022.
NOMINATION FORM 2022
MINNESOTA TRANSPORTATION MUSEUM (MTM)
BOARD OF DIRECTORS
(For Election at the MTM Annual Meeting, March 2022)

Name ________________________________
Home Address _________________________
Occupation ____________________________
Employer Name & Address ____________________________
Telephone: H) ___________________ W) __________________
E-mail _____________________________ Cell __________________

Please indicate what volunteer experiences and leadership roles you have had in community, business, and non-profit organizations:
_____________________________________________________________
_____________________________________________________________
_____________________________________________________________

Where would MTM fit in your priorities of extra activities? ____________________________
_____________________________________________________________
_____________________________________________________________

What current or previous involvement have you had with MTM? ____________________________
_____________________________________________________________
_____________________________________________________________

I would be interested in serving on the MTM Board of Directors or a committee/task force because:
_____________________________________________________________
_____________________________________________________________
_____________________________________________________________

Volunteer References:
Name: __________________________Tel.# __________________________
Name: __________________________Tel.# __________________________
Name: __________________________Tel.# __________________________
Mark your professional skills with a 1, and your area of interest with a 2

General Management
__ General Management
__ Office Management
__ Organization Assessment
__ Project Management
__ Service on a Non Profit Board

Organizational Development and Training
__ Meeting Facilitation
__ Change Management
__ Conflict/Crisis Management
__ Team Building
__ Training
__ Leadership Development
__ Diversity Training
__ Board Development
__ Strategic Planning

Resource Development
__ Individual solicitation
__ Business development
__ Grant Writing / foundation experience

Communications
__ Logo/identity/brand /development
__ Public/media relations
__ Event planning
__ Photography
__ Web page development
__ Market/advertising

Legal
__ Corporate
__ Personal
__ Tax
__ Real Property
__ Estate Planning

Financial Management
__ Basic accounting set-up
__ Financial Report development
__ Budgeting
__ Cash flow
__ Forecasting
__ Financial analysis
__ Fund accounting
__ Audit preparation
__ Trainer/presenter

Facilities and Operations
__ Space layout and use
__ Site selection
__ Design
__ Construction

Human Resources
__ Benefits/ Compensation
__ Personnel policies
__ Job description/analysis
__ Performance appraisals
__ Executive search/selection

Information Systems
__ System analysis
__ Hardware specifications
__ Software selection
__ Hardware installation
__ Database development
__ Network support
__ Internet use
__ Web page design
__ Telephone Systems
__ Training

Other
__ Museum experience
__ Museum exhibit development
__ Educational program development
__ Transportation
__ Risk management
__ Insurance
__ Evaluation
__ Program development
__ Governmental
__ Other: ________________________
What else would you like us to know? ____________________________________________

__________________________________________

__________________________________________

__________________________________________

Please submit a summary statement, of up to 350 words, for the election ballot, describing why you would be interested in serving on the MTM Board of Directors:

__________________________________________

__________________________________________

__________________________________________

__________________________________________

__________________________________________

For the MTM Office: Contact
Administrative Manager Barb Sheldon
barb@trainride.org

193 Pennsylvania Avenue East
St. Paul, MN 55130-4319
Ph: 651-228-0263

PLEASE RETURN NOMINATIONS by JANUARY 31 2022
BY USPS MAIL OR EMAIL.

HAND DELIVERED NOMINATION FORMS WILL NOT BE ACCEPTED.

MTM : ATTENTION NOMINATING COMMITTEE
193 Pennsylvania Avenue East
St. Paul, MN 55130-4319

EMAIL: barb@trainride.org