



Semaphore



Minnesota Transportation Museum • Vol. 9 No.2 • February 2022



**ROCKIN' ON THE ROCK
ISLANDS**

**TODD AND THE ENERGIZER
BUNNY**

A MESSAGE FROM THE CHAIR

BAY A POWERED UP

**JACKSON STREET SHOPS-
A LOOK AT THE PAST**



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651-291-0074

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Osceola & St Croix Valley Railway
is a division of Minnesota
Transportation Museum.

Visiting information

Wednesday 10:00 AM to 4:00 PM
Admission \$7 to \$11.

Saturday 10:00 AM to 4:00 PM
Admission \$9 to \$15

Saturday activities feature 20 minute train rides which is included in the admission fee.

On the cover: Todd McGonagle replacing deteriorated woodwork on the Northern Pacific Railway caboose displayed outside Jackson Street Roundhouse.

A Message from the Chair

Dear Members of MTM,

It is with humility that I accept the Board's election of me as MTM Chairperson for the next two months. In the two years I have volunteered at MTM, I have come to appreciate the mission and purpose we serve in the community. I am in awe of the adversity we have overcome, the highly motivated volunteers and the passion that we have for MTM.

As a member of the board of directors this past year, I have also come to recognize some of the challenges we face at MTM. This past month brought many of those challenges and concerns into the light. I want to reassure each of you that my intent is to bring healing to our MTM family, to continue our important work in a strategic manner, and to make certain that MTM's fiscal house remains in good order. Most of all I hope MTM can be a place where each and every one of us can participate in ways that bring us satisfaction, where mutual respect and appreciation are shared throughout the organization.

I am confident that MTM will remain a strong, resilient community asset and that we will address our priorities together. It will take each of us, working as a team, to improve and promote the museum. With all of our knowledge, skills and perseverance, we can make the railway season in Osceola successful and a positive experience for our guests and the St. Croix Valley region. It will take the commitment of each of us to ensure the long-term sustainability of MTM and its historical assets.

You are important to MTM, and I humbly ask for your support in the months ahead. Let's face our challenges, build a strong future, and have fun working together.

Please feel free to reach out to me at any time at:
waynem@trainride.org

Sincerely,

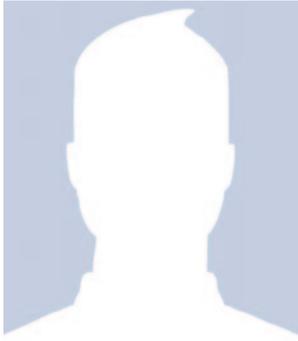
Wayne Merchant
Chairman

Perseverance

"Nothing in the world can take the place of persistence. Talent will not; nothing is more common than unsuccessful men with talent. Genius will not; unrewarded genius is almost a proverb. Education will not; the world is full of educated derelicts. Persistence and determination alone are omnipotent. The slogan Press On! has solved and always will solve the problems of the human race."

- Calvin Coolidge

MTM Seeks Executive Director



The Minnesota Transportation Museum is seeking a highly qualified professional to serve as its next Executive Director.

A search committee is being formed to conduct candidate interviews with the hope of having new

leadership in place in March. "This is an incredibly important position at MTM," said Wayne Merchant, Board Chair. "We recognize that MTM needs to hire a leader who can effectively run the operations of MTM and its very diverse volunteer staff. It is my hope that our next Executive Director will help grow our success, viability and regional relevance, while the Board focuses its attention on strategic matters."

The position will be posted publicly in the next couple of weeks on the Minnesota Council of Nonprofits website. Anyone who is interested in the role or would like to recommend a qualified candidate should contact Wayne Merchant at:

waynem@trainride.org.

New Officers of the MTM Board of Directors

New officers were elected to the board at the January 20th 2022 board meeting.

Chair	Wayne Merchant
Vice Chair	Kurt Mahr
Treasurer	Deb Wood
Member at Large	Lane Littral
Continuing as Secretary	Bob Puelston

Thank you for your service and dedication to MTM.

Rockin' on the Rock Island's

Last year in Osceola, our railway guests were impressed and amazed at the restoration of the Rock Island 2604. With a completely restored interior, lots of new metal, and some new stairs, the coach looked almost shiny new. The work was a two-year labor of love by a team of MTM volunteers led by Larry Paulson.

Without taking any time off to let the wheels get rusty, Larry and his team are now jumping into a "partial" restoration of the Rock Island 2608, sister to last year's project. The project is expected to take 4 months to complete and will include sanding, scraping and painting the interior, repairing window and door latches, and making the coach closely resemble the 2604. "The 2608 is in better condition than was the 2604," said Larry. "While this year's work will be hard and dirty, it shouldn't take more than a few months to wrap this up. It takes a team to make good progress," he said. We had teamwork last year and we have it again. I hope everyone at MTM will take pride in the work we will accomplish."



(L-R) Larry Paulson, Ryan Henk and Barb Loida get busy on this year's "labor of love," the 2608)

Roundhouse Conditions Prompt Funding Requests

Let's be honest. The Jackson Street Roundhouse is in rough shape! "The roof, clearstory windows, and exterior masonry are literally crumbling," said Garry Yazell, chair of the Building and Grounds Committee. "We need to address these problems sooner rather than later, and it's going to take significant resources," he said.

Finding those resources has been a challenge for MTM in the past, but an active fundraising effort began last year to apply for significant grant funding. "It typically takes a sustained effort, building relationships with funders, and applying for the same grants multiple times in order to raise the dollars it will take to bring the roundhouse back to its glory," said Scott Hippert, former executive director and MTM volunteer.

Over the past couple of months MTM has applied for funding in the range of nearly \$4 million to address the roundhouse situation. These include applications to the State of Minnesota and the federal Economic Development Administration. A grant from the Hardenbergh Foundation of approximately \$200,000 has been received to install heating in bay's A and B of the roundhouse, and a pledge of over \$250,000 from a private donor has been offered as a partial match to potential federal funding.

"We are grateful for the support we've already received, and to the MTM members who helped me wrap up the grant applications that were submitted in January," said Bob Puelston, Secretary. "We have a long way to go to restore the roundhouse and later the power plant," he said. "But we've made a good start."

MTM in partnership with the Osceola Historical Society has also submitted an application to the State of Wisconsin for a second year of funding from Travel Wisconsin. If received, that grant would again cover the costs of a television campaign to promote the Osceola & St. Croix Valley Railway and area business partners.

Todd and the Energizer Bunny

If you think the Energizer Bunny just keeps on going and going, the same could be said of MTM member and volunteer, Todd McGonagle. Todd has a passion for historic restoration and he has his hands full with several projects at the present time. This past weekend, Todd resumed work on the historic Drover coach that sits in the museum (Bay D). Last year he noticed that there was a lot of deterioration, particularly around the windows. Todd set up a workshop underneath the Drover in the lower level of Bay D and went to work restoring the window framing and trim. "If a piece of equipment is going to be on display in the museum, it needs to be museum quality," Todd said at the time. For his day job, Todd owns a machine shop in St. Cloud.

Other restoration projects that Todd has his hands on include the Art Car and Northern Pacific caboose, both by the front parking lot, and he was involved in rebuilding a rusted corner of the 2604 vestibule, helping Eric Hopp to build new stairs and fabricating some metal window framing for the sliding doors.

Todd is one of many volunteers who contribute their skills and knowledge to make MTM a stronger organization, and help make the museum and railway experiences even more memorable for our guests. Every volunteer is appreciated. If you have time to help out in the shop, on the railway or in the museum, please contact Wayne Merchant, board chair and volunteer coordinator, at: waynem@trainride.org.



(Continued on next page)



Progress continues on GN X757, the Drover's coach in bay D. On the window sills where the "nose" of the sill is missing, I'm adding new sections of wood. I wouldn't have time to replace all the sills before the exhibit on Employees of the Pullman company, and Porters in passenger service is installed next month, so I'm doing a quick cosmetic fix for now. Judging from how this is going, I will probably replace the entire sill structure on the other side of the car because I'll have no time limit on that project.

Bay A Powered Up

Two years ago the lights went off in Bay A at the Jackson Street Roundhouse. A sprinkler system malfunction flooded the space, damaging the ceiling, heating system, and electrical. Most of the machine shop equipment and the blacksmith's forges had to be removed. The space metaphorically went dark, regular work could no longer take place, and Bay A became a storage room.

Today we can report that the new sprinkler system is installed, working, and passed inspection. And the most recent progress is the installation of new electrical wires and conduit stretching from Bay B and a new electrical panel in Bay A. The power has been upgraded from 175 amp to 200 amp. Merit Electric finished the final phase of the project last week with the

installation of the new electrical panel and removal of the old conduit stretching across Bay B. "The machinists are thrilled that we can finally power up the machines and get back to work," said Gordon Barr, machine shop supervisor. Gordon said his team has been working for months to thoroughly clean and rearrange the equipment. For now, the machinery will be connected by power cords, but future plans call for a more permanent solution.

The old electrical conduit running through Bay B to Bay A created an obstacle to getting some railway equipment into Bay B. Now there is much greater access to that bay and progress can move forward on creating space for a future steam railway exhibit.

In addition, both Bay's A and B should be a warmer place to work in the winters ahead. Our thanks go to the Hardenbergh Foundation for a recent grant award that will cover the cost of installing new heating units in both bays.

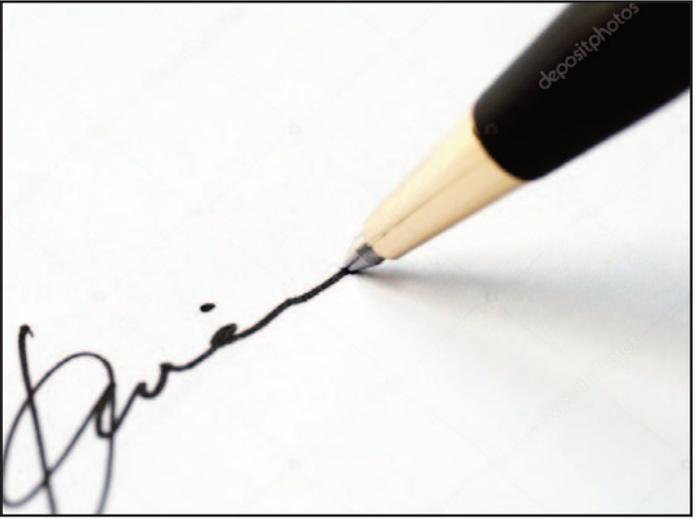


Bay B now has greater access for railway equipment and the future steam exhibit due to the removal of the old electrical conduit that created an obstruction near the roundhouse doors.

(Continued on next page)



Gordon Barr and Garry Yazell were instrumental in facilitating the completion of recent work in Bays A and B.



SIGN IN WHEN VOLUNTEERING

Regardless where and when you volunteer for MTM, please sign in or keep a record of your time if doing any volunteering off-site (don't forget to let the office know about those off-site hours). There are sign-in sheets at both Jackson Street Roundhouse and at Osceola. Here are some of the reasons for signing in:

- MTM lists total volunteer hours on grant applications.
- For insurance purposes.
- In case of an accident anywhere involving MTM, the number of volunteers present can be an important step in recovery.
- For MTM volunteer statistics and voting rights.



Suitcases Wanted

MTM would like about 10 old(1960 or older) suitcases for the assembly of the Pullman Porter exhibit I am in the need of "old" suitcases. If you have one or two OLD suitcases (no roller bags) and would like to donate to MTM please drop off at the museum office.

John Van Arsdale
johnvanarsdale@comcast.net

Osceola Season on Track

Planning for the 2022 season of the Osceola & St. Croix Valley Railway is happening at full steam for a season scheduled to start on May 21st and run through October 23rd. The operations crew led by Railway Superintendent Bob Puelston has the draft schedule ready to go. “We plan to follow the schedule of last year’s successful season,” said Bob. “We want to build on success and gradually add enhancements to the experience that will make it an even more enjoyable experience for our passengers.”

Currently in the planning phase are enhancements such as Wine Tasting Trains and a Depot Marketplace. “Two Wisconsin based wineries have already expressed an interest in partnering with MTM,” said Andrew Tighe, MTM crew member who is helping to organize the wine tastings. “We are currently working out the details with more to report in coming months,” he said. “There is a real excitement from the crew about adding the wine tasting trains, and the wineries are thrilled with the concept.” More to come!

The Depot Marketplace is also in the planning phase, with initial coordination by Scott Hippert, former executive director and MTM volunteer. “The concept originated from the successful vendor exposition at last year’s Pumpkin Express,” said Scott. “We have already contacted several of last year’s vendors who have a real interest in selling their products at a Depot Marketplace on select weekends.”

Wine Tasting and Depot Marketplace are still in the planning stage, but both should draw even more visitors to the depot and more passengers on the trains. It is also a way for the Osceola and St. Croix Valley Railway to become more involved in the local community and support area businesses. Volunteers are invited to help coordinate and host these events.

Ticket will go on sale within the next few weeks. Office manager, Barb Sheldon, is working with Fareharbor to update the ticketing system which can be accessed through: www.trainride.org

2022 O&SCV Ry OPERATIONS CALENDAR DRAFT SCHEDULE

MAY 2022							JUNE 2022							JULY 2022						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
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8	9	10	11	12	13	14	5	6	7	8	9	10	11	3 ^a	4	5	6	7	8	9
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30
														31						
AUGUST 2022							SEPTEMBER 2022							OCTOBER 2022						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6					1	2	3							1
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29
														30	31					
2022 SCHEDULED OSCEOLA DEPARTURES:																				
11:00AM to Marine, 1:30PM to Dresser, 3:00PM to Marine																				
11:00AM, 2:00PM to Marine																				
10:00AM, 12:00PM, 2:00PM, 4:00PM to Marine – FALL COLOR TOUR																				
9:30AM, 10:45AM, 12:00PM, 1:15PM, 2:30PM to Dresser – PUMPKIN EXPRESS																				
11:00AM, 2:00PM to Marine – (Saturday Oct 22 and Sunday Oct 23 only)																				
11:00AM Pizza Train first departure of the day to Marine, 1:30PM to Dresser, 3:00PM to Marine																				
11:00AM, 1:30PM to Marine – MIDWEEK SPECIAL																				
*FIREWORKS EXPRESS 7:30PM to Marine – (Sunday July 3 to be determined)																				
MTM EQUIPMENT MOVES AND SWITCHING OPERATIONS																				
MIGRATION TRAIN 12:00PM to Osceola – May 17																				
PUMPKIN TRAIN 10:00AM at Osceola switching operation to make up – October 20																				
MIGRATION TRAIN 10:00AM at Osceola switching operation to make up – October 24																				
MIGRATION TRAIN 11:00AM to JSRH – October 25																				



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

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!



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!

<https://smile.amazon.com/gp/chpf/homepage?orig=%2F>

Thank You,
Wayne Merchant
Volunteer Coordinator

Minnesota Transportation Museum
612-799-9494 cell
www.transportationmuseum.org



St. Paul's Jackson Street Shops

A Look At The Past

Editors note: The following article was first published in the March/April issue of MTM's Minnegazette. The photos do not reproduce well and have been replaced.

Railroading in Minnesota began at Jackson Street. The Museum has contracted to buy the roundhouse portion of this historic complex. We are beginning an ambitious fund raising program to capitalize the purchase and restoration of the roundhouse to become a permanent exhibit and restoration facility for the Museum's collection. Member Art Pew, Tom Mega and Frank Bifulk compiled the following information, so that MTM'ers can appreciate the significance of this historic facility to the region.

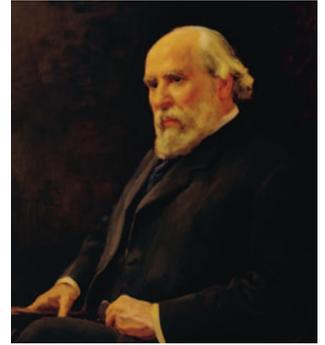
St. Paul has its roots deeply in railroads. Besides the St. Paul & Pacific which later became the Great Northern Railway, the Northern Pacific and the Omaha Road also located shop facilities along the railroad corridor to the north of Capitol Hill. The immigrants who settled the Frogtown, Railroad Island, Swede Hollow, North End and Thomas - Dale neighborhoods in St. Paul worked these shops and built a rich historic legacy.

The Beginnings

The Territorial Legislature chartered the Minnesota & Pacific Railway Company in 1857 to build a line from the St. Croix River, through St. Paul to Breckenridge and St. Cloud. By 1860, over 60 miles of grade had been built, and in 1862, the company was reorganized as the St. Paul & Pacific Railroad. Minnesota's first locomotive, "William Crooks," arrived in St. Paul by riverboat. It was delivered to the Jackson Street Shops, and made its first revenue run on June 28, 1862, with the Governor and dignitaries in attendance.

From a great dream, the St. Paul & Pacific degenerated into corporate fraud and political corruption. The railroad ultimately reached the Red River Valley and Manitoba, in part because of gifts and concessions from the State of Minnesota, but hard times and poor management kept the company from pursuing its ultimate goal.

In 1879, **James J Hill** and several associates acquired control of the road from its creditors, and reorganized it as the St. Paul, Minneapolis & Manitoba. From this beginning, Hill embarked on building what became the nations largest railroad



holding of the time, and to earn the appellation of "Empire Builder." Hill needed an operating base that could sustain monumental building projects, and he ordered the expansion of the Jackson Street Shops to begin.

The Shops Grow

The company's new 1882 annual report stated that the new shop buildings were built of stone "in the most substantial manner" and of capacity "sufficient for the wants of the company for years to come... to be furnished with tools of the most improved, modern description." The St. Paul Pioneer Press reported that "The new shops of the St. Paul, Minneapolis & Manitoba Railway are the most notable local railway improvement of the year. They occupy a tract of about twenty-five acres ... stone of massive proportions is used in the walls, and heavy iron, wherever possible, takes the place of timber."

Hill stated in his fourth annual report as President that "The shops at St. Paul were completed and occupied in December, 1882 ... The expenditures to date, for land, improvements and machinery, amount to nearly one-half million dollars. Great economy has already been experienced in the use of the new shop facilities with the improved labor saving machinery, and it is thought



Jackson Street Roundhouse of the Great Northern Railway - Young Men's Christian Association noonday meetings for employees. Credit: Brown's Studio. Collection of the Minnesota Historical Society

the expenditures made in this direction will be sufficient for some time to come ...The old shops are in the process of removal which will give the company a large amount of yard room.”

In an 1884 letter to one of his English bankers, Hill bragged about his impressive new yard and shops. “During the past two years, we have spent a great deal of money for steel rails, ballasting, track, transfer yards, terminal facilities, new shops and in fact we have put the road in better condition than any railway similarly situated that I know of in the West.”

The May, 1888, edition of NORTHWEST RAIL-ROADER proclaimed “the entire plant is constructed in a manner which is in keeping with the policy of the road. Everything has been thoroughly well done and in the selection of machinery, and of tools the same is true. The machinery plant is not excelled by anything in this part of the country and it would be difficult to find its equal.”

Hill placed Col. C.C. Smith, the road's Chief En-
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gineer, and Capt. C.C. Renshaw, Maintenance of Way Engineer, in charge of the expansion project. Messrs Fairbanks, Morse & Company of St. Paul built two 60,000 gallon water tanks, the rolling mill scales, and the 40 ton railway track scales. It was one of Fairbanks, Morse's first large contracts, from which the firm later grew to become a leading manufacturer of railway and industrial equipment.

Jackson Street was not narrow in scope. Rather, it represented the diversity of the railroad's operations and its rapidly improving technology. The Shops were the storehouse for the entire railroad. The Purchasing Department traveled the world to buy only the best. Rails came from Germany and England. The Shops housed everyone from silversmiths to cloth-dyers. They built and serviced locomotives, coaches and freight cars. The truck shop manufactured parts in a wheel shop that was unsurpassed on the system until 1970.

At Hill's insistence, Jackson Street became a research and development center for railroads in



Looking East probably from the Jackson Street Bridge during the 1950's diesel era at Jackson Street Roundhouse,

the western U.S. and Canada. While he believed that the company's main business was railroading, he saw the need to improve agricultural technology, on which the Great Northern Railway depended for its business. Hill established an agricultural experiment station at North Oaks near St. Paul, where a scientific breeding program yielded more productive strains of livestock. Hill distributed this stock to raisers along his lines free of charge, knowing that if they were successful, so too would be his railroad.

From Little Acorns...

The first passenger stock serviced at Jackson Street were fragile wooden carriages. The last coaches to be serviced included the glass-topped "Great Domes", weighing over 100 tons each. From coal stoves to steam heat, gas lamps to neon tubes, hand brakes to automatic air, and plush seats to leg rest recliners, Jackson Street saw and serviced it all.

The Shops saw an amazing progression of motive power pass through its doors. From ornate little teapots of the Civil War era and the early beginnings of modern steam power, the Great

Northern moved to modern steam, electric and diesel power rivaling any in the world.

Although a hard-driving businessman, Jim Hill was a sentimentalist about the "William Crooks," his road's first engine. He saved it from destruction, had it overhauled and restored, and sent around the system, often under its own power. On Hill's birthday, employees would roll out the Crooks to take old Jim for a ride. "William Crooks" resided at Jackson Street until 1958, when it was placed on display at the St. Paul Union Depot. Today, it is owned by the Minnesota Historical Society, and resides at the Lake Superior Museum in Duluth.

Senator John J. Wilson said of Jim Hill, "He has captured more territory with a coupling pin, and made it more habitable for man than did Julius Caesar with the sword." The Jackson Street Shops played no small part in making Jim Hill's dreams come true.

Jeff Haviland
Vice President
Public Relations



Deadline for Board Nominations was January 31st.

Nominations for the MTM Board of Directors closed at the end of January. At this time the Election Committee is waiting for any nominations to arrive that were postmarked by January 31st. Election procedures and nomination forms will be published later in February for the March election. Barb Sheldon calculates individual members qualifications to cast a vote. The requirements for voting members must have 24 hours of reported volunteer hours and a current paid membership.

Nominations received by the deadline:

- Margo Osadchuk
- Larry Nevin
- Timothy Grube
- Ronald Scott Heiderich
- Todd L. McGonagle
- Morten Jorgensen
- Barb Loida
- Gordon Barr
- John Radimecki
- Dennis Danich
- Martin Masters
- Dennis Hale
- Marion Pew
- Bob Puelston
- Deb Wood
- Larry Paulson
- Gary Yazell

Thanks!
MTM Election Committee

Volunteer Kick-off Saturday

On Saturday, January 19 MTM had a gathering of volunteers and project leaders to discuss current projects that are underway. Each leader spoke of the status of the current projects and the volunteer opportunities. All members will be notified by email. If you know someone that does not get email please pass this information on to that person. Also if you know anyone that would like to get involved in restoration or any other facet of the museum, please invite them to attend on Saturday. No experience required!

PROJECT HUDDLE

Each Saturday morning at 9:30 in Bay D by the Dan Patch. Work projects will be assigned based on priorities. Teams will be assigned to projects, with each project having a leader.

Thank you
Wayne Merchant

Below: Project meeting in the Rock Party Car.



January Board Meeting Notes

-Warren Plaisance

AGENDA – JANUARY 20, 2021

The Minnesota Transportation Museum will hold a board meeting on Thursday, January 20, 2022 at 6:30PM. Due to COVID-19 the meeting will be conducted only on Zoom.

I CALL TO ORDER

- Moment of silence for Erik Brom who passed away on December 23, 2021.

Meeting called to order at 1838

II ELECTION OF OFFICERS – Chair, Vice-Chair, Treasurer

Board nominates and elects the following officers.

Wayne Merchant is new Board Chair
Kurt Mahre is the new Board Vice Chair
Debbie Wood is the new Board Treasurer
Wayne Littrel voted new At Large Board Member

Wayne Merchant now leads the meeting.

III APPROVE MEETING AGENDA

Meeting agenda is approved

IV APPROVAL OF PREVIOUS MEETING MINUTES

- (a) Dec 30, 2021, Special Board Meeting
- (b) January 6, 2022 Special Membership Meeting

Both minutes are approved.

V REPORTS REQUIRING BOARD CONSENT

- (a) Treasurer’s Report

– postponed until February

VI OTHER REPORTS – BOARD CONSENT NOT REQUIRED

- (a) Interim Executive Director’s Report (if provided by Mr. Nelson)

- (b) Committee Reports – submitted by paper or email

No reports presented.

VII BUSINESS REQUIRING BOARD ACTION

- (a) Approve 2020 Audit

Motion approved

- (b) Designation of BIRKEN LAW as MTM’s only lawyer.

Motion approved

- (c) Second Readings

- a. Motion to approve 2022 budget.

Motion approved

- b. Motion to approve 2022 budget same as 2021 (Petit).

Motion withdrawn

- c. Create committee for conducting search for new Executive Director (Mahre).

Motion approved

- d. Motion to restrict usage of electronic devices at meetings (Yazel).

Motion withdraw

e. Motion that reviewing MTM Security videos by group comprised of at least one individual from all committees (Yazel).

Motion tabled

f. Prioritizing of winter work (Mahre).

Motion tabled

g. Motion to accept Minnesota Commercial two cars (Mahre).

Motion is to table until new restoration lead is named and plan submitted.

h. Proposal to revise the Standing Rules of Procedure regarding Executive Sessions held within MTM Board Meetings.

Motion is rejected.

i. Resolution to improve MTM Board transparency and record keeping.

Motion is rejected.

j. Unseal motions and votes of Executive Committee Sessions.

Motion is rejected.

(d) First Readings

First readings are not voted on.

a. Motion that all existing and further restorations be approved only after submission of a restoration plan (Petit) – sample provided.

b. Motion to rescind moneys designated for the Ranch car and stop any further payments (Petit).

c. Motion to approve payment of Glen McCluskey for MTM legal services and discontinue service (Puelston).

VIII BOARD DISCUSSION TOPICS

IX NEW BUSINESS

Noel Petit discussed the need to forward eda grant which is due next week. The grant is to seek substantial funding for the rehabilitation of MTM's Jackson Street Roundhouse.

X OPEN DISCUSSION

XI ADJOURN

Meeting was adjourned at 19:47

MTM board meetings are normally held on the third Thursday of the month.

February 17, 2022

March 17, 2022

April 21, 2022

May 19, 2022

UPCOMING ANNUAL MEETING:

March 17, 2022 Time and Location TBD

JANUARY

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

MARCH

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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

FEBRUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
			1000 Jackson Street Roundhouse Open 1000 Tot's & Trains			1000 Jackson Street Roundhouse Open
6	7	8	9	10	11	12
			1000 Jackson Street Roundhouse Open			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		1000 Jackson Street Roundhouse Open
20	21	22	23	24	25	26
	President's Day		1000 Jackson Street Roundhouse Open			1000 Jackson Street Roundhouse Open
27	28					

FEBRUARY

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

APRIL

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

MARCH

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
			1000 Jackson Street Roundhouse Open 1000 Tot's & Trains			1000 Jackson Street Roundhouse Open
6	7	8	9	10	11	12
			1000 Jackson Street Roundhouse Open			1000 Jackson Street Roundhouse Open
13	14	15	16	17	18	19
			1000 Jackson Street Roundhouse Open 1000 Tot's & Trains	MTM Annual Meeting (Time and location TBA)		1000 Jackson Street Roundhouse Open
20	21	22	23	24	25	26
			1000 Jackson Street Roundhouse Open			1000 Jackson Street Roundhouse Open
27	28	29	30	31		
			1000 Jackson Street Roundhouse Open			