

Big News!



Semaphore



Minnesota Transportation Museum • Vol. 9 No. 4 • April 2022

SPECIAL ANNOUNCEMENT: The family and estate of our beloved Art Pew has donated the Gritty Palace to MTM. The Jackson Street Roundhouse will become its new home.

Built in 1912 as a steel business car by the Pullman Company for the president of the Chicago, Rock Island & Pacific Railroad. It is in near perfect condition and AMTRAK compatible.

Our deepest gratitude to the Pew family and Estate.



1958 MINNESOTA WESTERN DAY FANTRIP

**MEMBER PROFILE:
MEET CONOR CASEY**

GREAT NORTHERN A-18 UPDATE

OSCEOLA DEPOT PREPPING NEEDS YOU

NEW BOARD MEMBERS



**Minnesota Transportation
Museum Corporate Office**
193 Pennsylvania Ave E
St. Paul, MN 55130-4319
651-291-0074

**Osceola & St. Croix Valley
Railway**
PO Box 176
114 Depot Road
Osceola, WI 54020
651-291-0074

**Jackson Street
Roundhouse**
193 Pennsylvania Ave E
St. Paul, MN 55130-4319
651-228-0263
Barb@TrainRide.org

Minnehaha Depot
Minnehaha Depot c/o MTM
193 Pennsylvania Ave E
St. Paul, MN 55130-4319
651-228-0263

Newsletter Editor
Warren Plaisance
warren@trainride.org

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: With the great news
about the Gritty Palace, here's the Gritty
Palace carrying the markers for Stock-
yard Days in New Brighton, 1981. Bernie
Braun photo, Jeff Braun Collection

Motive Power servicing rolls on!



**The General Ben, our Jackson Street workhorse locomotive
is back up and running like a champ. Thanks to our shop
crew and Todd McGonagle's newly manufactured fuel
pump. \$50 investment!**



**SDP40 #325 is awake again after it's slumber. A big
checkup, some repairs (two new starter motors) and now
some testing before the water gets drained again. It's just
about ready for the coming season. The next "victim" (SD9
6234) is now inside for it's big service. Things are moving
along as planned.**

Help needed to prepare Osceola depot for the Summer season



With the summer Osceola season rapidly approaching, we have some preparations to do at the Depot. We will get the depot up and running in early May, but need help with: cleaning, landscaping, store setup, and preparations of the rolling stock. Please, please contact Noel Petit (petit@augsborg.edu) to volunteer for a day or two of work in May.

2022 OSCVR SEASON IS ALIVE AND WELL!

Barbara Sheldon

2022 OSCVR summary

Marine trip: 531 reservations, est 600 seats sold

Pizza: 59 reservations

Fall Color trip: 13 reservations, 16 seats sold

Total 603 reservations already for the 2022 season

7 charters, 2 car rentals

Tickets opened on FareHarbor mid-February.

Just in!!

Black hoodies for \$50 and black polos for \$35. Only available in Large or Extra Large. Can be seen at the JSR gift shop. We are taking orders only right now to assess popularity. These are high quality shirts with an embroidered logo so they should wear well. Delivery date not determined yet, but if you're interested, please e-mail barb@trainride.org with how many and what size?



Congrats to MTM's newly elected board of directors:

In alphabetical order, Gordon Barr, Morten Jorgensen, Barb Loida, Martin Masters, Todd McGonagle, Larry Paulson, Marion Pew, Bob Puelston, John Radimecky, Deb Wood, Garry Yazell



Osceola and MTM Location for History Channel Series

H
HISTORY.

The Committee Films production we filmed partially in Dresser is called I WAS THERE. The show premiered on Sunday, February 20th on The History Channel with an episode about The Hindenburg Disaster. Another episode about The Johnstown Flood aired on Monday, February 21st.

The interior of the Dresser Train Depot was shown in each of these episodes!

Here are some screen shots of the Jesse James episode.



NEW FACEBOOK MEMBERS PAGE



If you're a Facebook user, please sign up for MTM's new Facebook Members Page. Log into Facebook and do a search for "Minnesota Transportation Museum Members." Request to be added to the page and you should gain access within 24-hours.

Please note that the old members page, "MTM Members," will be discontinued on April 30th. We are no longer using that page to share information with members.

The Facebook members page is a great way to stay in touch with happenings at MTM and the OSCVR. It's also a good place to share ideas and photos. Members are encouraged to be respectful in your comments.

THE RESTORATION OF GN A-18 IS UNDERWAY

By Larry Paulson

The Great Northern A-18, James J. Hill's executive car for 16 years, is now in the beginning stages of a two-year restoration effort. The A-18 was built for the Great Northern by the American Car & Foundry Company (ACF) at their Saint Charles, Missouri plant. The car's plan, construction materials, exterior and interior finishes, decorative appointments, etcetera, were all subject to James J. Hill's approval, since it was to be his office while traveling on the railroad, which was quite often. The restoration plan envisions returning the A-18 close to its "as delivered" state when the car was first presented to Hill upon arriving in Saint Paul on the 31st of July, 1900.



The GN A-18 is currently housed at the "Friends of the 261" facility in northeast Minneapolis, where it will spend the next two years. Preliminary work on the car has so far included asbestos abatement on the car's underside, the removal of the mylar wrap that protected the A-18 during transport from California, cutting off undercar appliances that were not original to the car, and the removal of anti-vandal screens that protected the windows and doors of the A-18 while it was in storage in California. Also, some disassembly of the car's in-

terior is underway, mainly where the original A-18 floor plan is to be reinstated on the utility end of the car.

As was the case with many cars of all-wood construction, when the time came to update the A-18 after a quarter century of service, in 1924 the A-18 was fitted with a steel underframe, steel sheathing on the car sides, and a new steel roof. The interior was also significantly changed, with the service end of the A-18 getting a completely reworked floorplan to expand the galley, include a sleeping quarter for the porter, and moving the hallway from a center aisle position to the left side of the car. These changes resulted in the original solarium room on the opposite end of the car from the main observation room being cancelled. The original open vestibule on the utility end of the A-18 was enclosed. Lastly, as a result of the roof replacement, all of the original clerestory interior was lost, and was replaced by simple painted metal paneling.

A substantial portion of the restoration will be to undo many of the changes made during the 1924 update. The steel sheathing will be removed from the car's sides to reveal the wood siding beneath. The steel roof will either be replaced by a wood roof or will be modified to simulate the original wood appearance. The enclosed vestibule will be returned to an open vestibule. The utility end of the car will be returned to its original floorplan, with the solarium reinstated. Lastly, the original clerestory treatment that was lost in the 1924 update will be recreated in the three main rooms of the A-18 – the observation room, the dining room, and the solarium. The museum has contracted with MN Innovations, a locally based woodworking organization, to recreate the original look of the clerestories in those rooms. Their mission is to construct a wood framework upon which the replica clerestory windows, stenciled panels and framing wood trim will be securely fixed. The wood trim will feature a large number of decorative carvings in keeping with the original.

The "Friends of the 261" organization is in charge of the major structural and mechanical work per-

formed on the A-18. In addition to the restoration work already mentioned, this work will include any necessary updates or repair work to the trucks, wheel sets, draft gear, braking systems, plus electrical and heating systems. As a concession to modern comfort, the updated A-18 will also include an air conditioning solution.

When the restoration is completed, the museum currently foresees displaying the A-18 in Bay B, where it can be viewed from track level up on one side of the car. On the opposite side, a platform running the length of the car is planned that will allow museum visitors to view the car's interior through its windows. An ADA-compliant elevator is planned that will allow access to the platform for those requiring such assistance.

While the A-18 is expected to spend the bulk of its time as a static display inside the Jackson Street Roundhouse, the mechanical updates included in restoration plan should allow the A-18 the flexibility to make local appearances for special events, such as Train Days at the Saint Paul Union Depot.

Thank you for your interest in the A-18 project. As the restoration continues, expect to see periodic updates on our progress.



A small example of the beautiful woodwork on the interior of Great Northern A-18.

Tax season clean out time. Shred It for MTM



Let your boxes of old papers help support the bottom line of MTM, and clean out your basement at the same time! MTM has launched an ongoing fundraising event with Shred It. For \$20 you can purchase a double grocery size bag from MTM, stuff it with your old papers, and drop it off at the Jackson Street Roundhouse for secure shredding.

This is an even greater opportunity for your small business, or those of your neighbors. Invite them to bring their paper shredding to MTM. It is a great opportunity to support the organization, and save businesses on the cost of shredding.

Wednesday and Saturdays, or by appointment are the best times to deliver your shredding to Jackson Street. Please contact Barb Sheldon for more information at barb@trainride.org.

MEMBER PROFILE

Meet Conor Casey



During the workday, Conor Casey is an electrical apprentice doing solar construction. In his spare time, he gets his hands dirty at the Jackson Street Roundhouse. Working on the Saturday shop crew, Conor has spent the last few Saturdays helping to restore the interior of the Rock Island 2608, and cleaning up the F-454A in preparation for its next excursion to Bay D where it will be on exhibit.

Conor is a native of Saint Paul and grew up near the High Bridge. He is a graduate of Two Rivers High School (formerly Sibley High School). He met his wife, Taylor, while working at the U of M Northrop Auditorium. They now live in South Minneapolis.

As a child in the late 90's and early 2000's Conor visited the Minnesota Transportation Museum often with grandparents. He loves trains, but drifted away from them as a teenager because "teenagers don't think trains are cool," he said. But the love never went away. "A couple months ago I was down a YouTube rabbit hole and got into steam engines," he said. "One thing led to another and we made a visit to the Jackson Street Roundhouse."

The fire for trains got reignited immediately, he said. "During my visit I spoke with a few volunteers and knew it was something I wanted to do. I remember the volunteers as a kid and how fun and warm they were, he said. "I'm so happy to be involved!"

"As a millennial, Conor represents a generation that is the future of MTM," said Scott Hippert, executive director. He brings bright new ideas, contagious energy, and a positive spirit to MTM. It is encouraging to know that MTM will be in good hands well into the future."

What does Conor think about MTM? "I think it's fascinating," he said. "I love the history. Sometimes I stop and think about what things were like as I walk around. I think there is a great community of people who help continue keeping MTM alive. I think there is a lot of potential as well, and I'm encouraged to be part of it."

Conor wants to be involved in all areas of restoration, and although he claims not to be tech savvy, he wants to help out with our media presence and YouTube channel. It may become a family thing since he hopes to have Taylor, his wife, join him in volunteering. He'd also like to invite others to become volunteers at JSRH. "This is a great place with wonderful people all pulling for the same things," he said. It's very rewarding and you get to be right up, close and personal with trains...how cool is that?



Minnesota Western Fan Trip - March 16, 1958

Minnesota Western Day

Transcribed by Warren Plaisance from the original printing.

MRA OFFICERS -----1958

PRESIDENT ----- FRED CROSS

VICE PRESIDENT ----- WM. CORDES

SECRETARY ----- MAE HORNING

BUSINESS MANAGER -- HAROLD DALLAND

Minnesota Western Trip Chairman
ALFRED WALLIN

The Minneapolis & St. Louis Railway, parent company of Minnesota Western Railway, is happy to welcome as their train riding guests today the members and friends of the Minnesota Railfans Association. May all of you have a pleasant, interesting day. The M&STL is basically a freight hauling railroad. It is famous for its First Class Freight Trains No. 19 and 20 operating between Minneapolis and Peoria, Ill., on the fast schedule of 16 hours for 488 miles. The unexcelled service of those wo crack trains is winning user friends every day.

Milton C. R. Carlson
Milton C. R. Carlson
Assistant General Freight
and Passenger Agent.

GOOD MORNING! Minnesota Railfan's Association, Inc., extends its cordial greetings to you. MRA's roster, at the closing of its most successful year, 1957, was complimented with over 250 active members - and over 700 non-member, participating friends. Membership is comprised of persons having as a hobby active interest in the equipment in operation of steam, diesel, and electric railroads everywhere. The consist of today's special over the freight only Minnesota Western, subject to change, includes the following: an M & St L diesel electric-locomotive with heater car, together with SOO Line equipment comprising two non-air-conditioned coaches, car 402 (former parlor car converted into a plush seat coach), and Open-End Observation Car 758 on the rear end. Due to the fact that the Minnesota Western's parent company, the Minneapolis i& St. Louis, no longer has any passenger coaches available, MRA found it necessary to use "foreign line" SOO equipment. Car 758 has been along on many of our fan trips in the past, and is very popular among the members. The open air observation platform on the 758 will accommodate about 20 people. Refreshments will be available to



all in the kitchen of car 758. Piping hot coffee, with cream and sugar if desired, together with donuts and milk will be on sale.

Yours truly, Fred Cress, MRA president.

Welcome Aboard!

This morning we embark on an outing we believe is a first in many ways. To our knowledge, this is the maiden run of the Minnesota Western out of Great Northern Station. Our special will operate via three different railroads on our trip to and from Hutchinson. First, we will use the GN as we leave Minneapolis via that road's mainline to a quarter-mile south of Olsen Highway. At that point, we will join the MN&S, using their tracks to Glenwood Junction, starting point of the MW properties, and will follow the MW right of way into Hutchinson.

Points of interest along the way for those of you who arrived at the station early today, you will no doubt have observed the Great Northern's Western Star. As we leave town, the Northern Pacific's Main Streeter will be standing on an adjoining track being loaded for its long journey west to Seattle. A wide turn will be made to the left as we leave, coming along side of the SOO's tracks from the Milwaukee Depot. The SOO, at this point, crosses over a system of puzzle switches, running abreast of the NP's tracks to the right under the 1st St., North bridge. We use the GN's freight and passenger main lines, running parallel under the many bridges to go into and out of downtown Minneapolis. The red colored building on right after going under the Fourth Street bridge is the Minneapolis Honeywell Regulator Company. Formerly the old Ford Motor Company assembly plant. After passing under the Fifth Street bridge to the left is the M&STL freight station. The general offices of Central

Greyhound Company (Hissss) are contained in the long white building to the right the seventh Street bridge, rebuilt in 1950, is crossed under. We pass under the MN&S railways bridge, with tracks coming out over it from the old MW-MN&S Passenger Depot on 3rd Ave., North and Seventh Street. The special swings to the right under Glenwood Avenue and then under Lyndale Avenue; onto Lyndale Junction yard, where the GN's Willmar Empire Builder line and it's St. Cloud Western Star line part company we follow the single track Saint cloud GN line and soon pass under the Cedar Lake Road bridge. At this point, we cross the MN&S tracks, go under Penn Ave.N. and then cross Bassett Creek. Look to the left that's the Burma-Shave Company as we cut over to the left after passing under the Glenwood Avenue bridge, we are on the MN&S tracks. Soon after passing under the Olson highway, we make a large arc to the left and cross Bassett Creek again into Wirth Park. Our special consist passes under Glenwood Parkway bridge and just ahead is Glenwood Junction, the MN&S Main line to Northfield, Minnesota, jutting out to the left. We join the Minnesota Western properties at this location for the days outing. Sweeney Lake is to our right; then under Highway 100 Beltline. At this point, we are in Golden Valley. We cross the MN&S line coming from Crystal. Crossing through the Golden Valley golf course, we soon notice Medicine Lake to our right. The new General Mills general office building multi million dollars in cost is at Highway 18 far to our left. Many new industries are to be found in Golden Valley and both sides of the MW. After passing through Golden Valley, we cross under state Highway 55, swing to the left - and then approach some of the richest farming country in the state. We have now left the metropolitan area.

Out on the Line

Winnetka: Standard Oil Co., Thompson Lumber Co., Hennepin Co-op. Seed Exchange, are some of the firms to be found there

Busch: Cohen Busch Bros. Greenhouse keeps this town hopping.

Parkers Lake: City Work House and Farm here.

Anyone out there you know? Also famous for its picnic grounds.

Summit Park: Art Ostlund and his Coal Co. Keep things warm during the winter months.

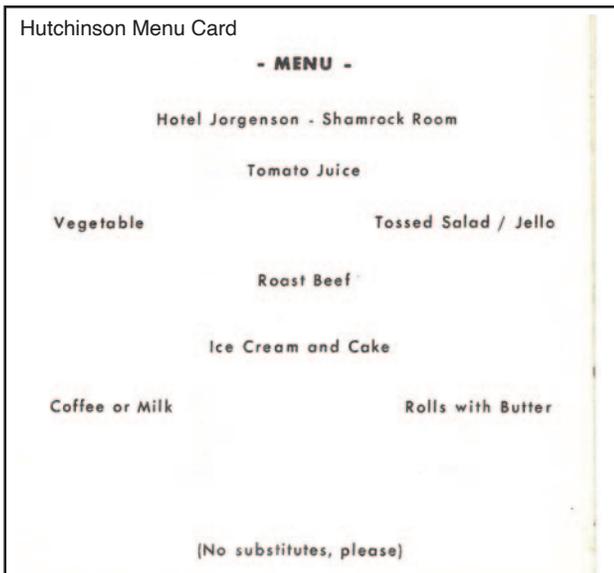
– Between Summit Park and Stubbs Bay, the MW line crosses over the GN's Willmar line.

| Time Read Down 2' 25" | Stations | Time Read Up 3' 5" |
|--------------------------|--------------------------|-----------------------|
| 9:00 AM | Minneapolis – GN Station | 4:45 PM |
| 9:15 AM | Glenwood Junction | 4:27 PM |
| 9:19 AM | MN&S Crossing | 4:23 PM |
| 9:22 AM | Winnetka | 4:19 PM |
| 9:24 AM | Busch | 4:17 PM |
| 9:30 AM | Parker's Lake | 4:11 PM |
| 9:34 AM | Pence | 4:07 PM |
| 9:40 AM | Summit Park (N. Wayzata) | 4:01 PM |
| 9:49 AM | Stubbs Bay | 3:52 PM |
| 10:02 AM | Lyndale | 3:39 PM |
| Photo Stop | | |
| 10:15 AM (s) | Ar. Watertown | Lv. 3:25 PM |
| 10:30 AM | Lv. Watertown | Ar. 3:25 PM |
| 10:50 AM | Ar. Winsted | Lv. 3:05 PM |
| 10:50 AM | Lv. Winsted | Ar.(s) 2:35 PM |
| | | Model RR Layout |
| 11:00 AM | Sherman | 2:25 PM |
| 11:06 AM | Silver Lake | 2:19 PM |
| 11:13 AM | Komensky | 2:12 PM |
| 11:25 AM | Hutchinson | 2:00 PM |
| (s) - Stops | | APW |

Everybody be at Hotel Jorgenson at Noon to be seated with entire group.

Stubbs Bay: Picturesque island waterway.
 Watertown: Green Giant Cos. canning factory, together with Watertown Co-op grain and fuel Co., Fullerton Lumber company, Standard Oil Co., and Muellers Service and Supply Co., make for employment among the residents in this quaint little community. South Crow River is just outside of the Depot yard. – Action photo stop beyond the bridge at this point. Have your cameras ready!
 Winsted: industrial activity in this town includes: Green Giant Co. canned corn factory; Pure Milk Products Co., Western Condenser Co., and Miller- burnd Manufacturing Co..
 Silver Lake: Several oil companies are located here.
 Hutchinson: Progressive community of about 5,000 people. New 3M Co. plant in the town employs over 700. Newspapers given out this morning to you contain many interesting highlights on the history and industrial activity of this town.

Arriving in Winsted on the return trip, the special will stop 45 minutes so all who desire may leave the train to visit Jack Littfin's spectacular 0 gauge model railroad layout (the L4J lines) as featured in the Minneapolis Sunday magazine section last September.



An unusual feature of this layout is the replica of the Golden Gate suspension bridge that runs across Jack's backyard. This bridge carries three railroad tracks so that his trains may run from the house out to the garage and back again. If there is an overflow crowd in the main layout in the basement, those waiting outside may observe the Golden Gate Bridge operation moving indoors as space becomes available. Please be back on the train by the scheduled departure time.

Historical notes on the Minnesota Western Railway Co.

Anyone attempting to write a historical sketch about the Minnesota Western must reckon with the fact that most of the railroad's history has been buried by the sands of time. Although the Minnesota Western is a real line steeped in the rich memories of a bygone era, the would-be historian is frustrated by lack of facts about the road's early days. The majority of the men who knew most about this railroad - its veteran employees, have either passed away or retired from active service, taking with them much important information. However, we of the Minnesota Railfan's Association believe our members and many friends might be interested in knowing a bit about a rather obscure Midwestern railroad and it is with this in mind that we have MRA present this résumé.

The Electric Short Line and Terminal RR Co. Construction Days

Today's Minnesota Western Railway is the product of a dream of two Minneapolitans, Mr. W. L. Luce and his son Colonel E. D. Luce. The Luce's envisioned a railroad stretching from Minneapolis to western Minnesota serving many communities in need of rail service. Their dream was well on the road to reality in 1908 for on December 1 of that year the Luce father

and son team had Inc. under the laws of Arizona the Electric Short Line and Terminal Railroad Co. ESL&T. Sometime between the years 1908 and 1913 the ESL&T dubbed "the Luce Line for obvious reason) built and placed in operation standard gauge 4' 8 1/2" right of way between downtown Minneapolis and that city's westerly city limits. Commuter trains and freight switching runs were probably the chief traffic on the ESL&T in those years. The Luce's were anxious to extend trackage westward to the Lake Minnetonka area the commuter and freight potential was attractive out that way. In 1913 and 1914 rail was spiked from the Minneapolis westerly city limits through Stubbs Bay on the north edge of Lake Minnetonka to Winsted, a distance of 32 miles. The restless Luce's would not be satisfied with a mere 32 miles, they wanted more railroad. So between the years 1915 and 1923 the construction crews hammer down the twin ribbons of steel from Winstead through Hutchinson to Lake Lillian, 44 miles.

E.D. Luce held the rank, Colonel, in the 135th National Guard infantry for many years.



Cost of construction from the Minneapolis city limits to Lake Lillian were a total of \$2,113,337.16. Total cost per mile were as follows: between Minneapolis city limits and Hutchinson \$29,963.55; between Hutchinson and Lake Lillian \$18,080.14.

Motive power and train operation on the ESL&T.

The Luce line was a railroad powered mainly by secondhand locomotives. Characteristic of the ESL&T's motive power stable were its gas electric motor cars. A utilitarian contraption, the gas cars housed passengers, mail, express, baggage, and gas and electric power plant in one unit. Additional coaches (trailers) were coupled on when business demanded. Gas electrics must have been just the ticket for the ESL&T's commuter trains, because in 1915 it owned six of them (numbers 300, 302, 304, 306, 308, and 310). General Electric was the builder, but the short line purchased these gas cars secondhand from another (unknown) railroad. So powered by 170 hp V-8 engines the gas electric motor cars left something to be desired, i.e. they were hard to start, undependable, and required constant maintenance. Notably, however, the underlying basic principle on which the gas electric car operated - internal combustion engine connected to generator feeding electricity to traction motors on the driving wheels - was a

sound one, for the modern diesel locomotive, which has demoted the steam locomotive to the status of a museum piece, operates on the same self principle. But in the days of the ESL&T internal combustion locomotive was essentially a novelty, and the "Luce Line" had its share of trouble with the cantankerous gas cars. Fire, always the big danger in gas electric operation, took its toll by destroying motors 304 and 310 in 1916 and 1918 respectively.

Rather than replace the destroyed motor cars, the Luce's turned to the old reliable - steam power. Sometime in the very early years of operation purchase was made of two secondhand steam Locos! No. 5 an 0-6-0 switch engine (builder and original owner unknown), and No. 6 a 2-6-0 mogul freight engine (builder unknown) but purchase from the Northern Pacific. From the SOO Line was purchased No. 303, a 4-4-0 American Standard Passenger engine. The Baldwin built (1886) No. 303, was one of the SOO Lines very first passenger engines. In 1923 the ESL&T purchased two more steamers from the SOO. These were 2-6-0 Moguls No. 146 and 147, (Soo Line Class D2 Cross-compounds built by American Locomotive in about 1905). All electric Short Line motor of power was housed at the company shops and roundhouse at 6th Ave., North and the Great Northern tracks in Minneapolis.

At the peak of its operations in the early 20's the ESL&T had on it's schedules six daily passenger trains and two freights, not to mention the unscheduled freight and passenger "extras" which frequently plied the line. The scheduled freight trains made one trip a day each way between Minneapolis and Lake Lillian. The movement of the scheduled passenger trains (train numbers and exact running times are not known), were handled approximately as follows:

The first train to arrive in Minneapolis in the morning was a commuter hop from Stubbs Bay. Upon arrival in the city in time for working hours the equipment was immediately turned around and serviced; at about 9:30 AM this equipment left Minneapolis as the morning train to Hutchinson, arriving there around noon. While all this

was happening an early morning through train from Lake Lillian arrived in Minneapolis. After unloading passengers, equipment was sent to 6th Ave., North for servicing. In the meantime the train which arrived in Hutchinson at noon was prepared for a 3:00 PM departure so as to be back in Minneapolis by 5:30 PM. About the time a train from Hutchinson was arriving in the city at 5:30 PM, the Lake Lillian consist, which spent the day at 6th Ave., North, was departing for the return trip to Lake Lillian, arriving out there late in the evening. When the Hutchinson accommodation had discharged its passengers, it was given a rapid turnaround and servicing before departing at 6 PM for Stubbs Bay with a load of homebound commuters. Incidentally, all ESL&T passenger trains arrived and departed from a private terminal at 710 3rd Ave., North.



In retrospect it is hard to imagine how the "Luce Line" attracted enough business to make six passenger trains daily a paying proposition. However, if we hark back to the early "Roaring 20's" when this railroad was in its heyday, we recall a page from the past when the automobile was a means of conveyance for the elite, the motor bus a dubious curio, and the airplane a source of pleasure for the thrill seeker. Oh, were we railfans able to bring back those golden years...!

Memories of a Veteran ESL&T Conductor.

There are very few men left who worked for the ESL&T in its early days. Mr. Thomas Cashman of Minneapolis is an exception. Mr. Cashman began working with the Short Line in 1920 as a telegrapher. Later he saw a job as a trainman. Presently Mr. Cushman is conductor (38 years seniority) on Minnesota Western freight trains.

Let us record Mr. Cashman's reminiscences in his own words:

"I've never heard of the Short Line before I hired on in 1920. A friend of mine had gotten a job with the outfit and asked me if I didn't want to work there too. So I went to work as a brass pounder "telegrapher". When the opportunity presented itself I took a job as brakeman; later on I worked up the conductor. Business was brisk back then, and we always had plenty of work to do... either on freight, passenger, or excursion trains. In the summer, we'd run evening trains out from the city to the dance pavilion at Parker's Lake. These dance trains usually consisted of a motor car and some extra coaches. I particular remember one group we used to run an annual excursion train for, and that was the Iceman's Union. By golly, they were full of the old nick. I guess iceman are about as scarce these days as passenger trains on the "Luce Line". But I'll never forget either of the excursion trains or the fun loving iceman.

"You bet we had steam locos. One of the big problems in those days was the lack of watering facilities along the line. Often we just pull up next to a lake or stream and throw a hose over the side and suck water, debris, and all into the tender. Heck, many's the time I've seen pollywogs swimming in the water glass!"

"Do I remember the Luce's? Oh, gosh yes. They were fine folks... The Colonel and his father. Never too busy to say "hello" to an employee. We used to haul their private car every so often. Must've been in the spring of '23 the Luce's ran a special train to take the ICC track inspector out to Lake Lillian to inspect the new track built the previous fall. When we got within a mile of Lake Lillian the train was forced to stop - it had been a wet year and the track had sunk out of sight in the mud. The Colonel and the ICC man had to walk the last mile to the end of the track. We thought it was all over for railroad. But on the trip home the spirits were high, and the track inspector passed his approval. We sure were relieved."

"I have enjoyed my job on the Luce Line. I've met many nice people, and worked with some

fine guys. Most of the old-timers are gone now; guess Freddie and I are about the only ones left (Freddie is Mr. Fred Knaff station agent at Watertown for 38 years).

The ESL&T RR Becomes the Minnesota Western Railroad Company - The Luce's Reorganize

The years after World War I found the Electric Short Line in financial difficulties. Business was quite good, but the railroad was heavily in debt due to track construction projects and equipment purchases. In 1920 the ICC deny the ESL&T a government loan of \$42,250 for equipment, additions, and betterment, because "earning power was dubious, and security offered was in adequate." To finance the needed improvements the Short Line sold stock and floated a bond issue, thus increasing already to large debt. The Luce's decided some changes were necessary. On April 24, 1924, the Electric Short Line and Terminal Railroad Company was reincorporated under the laws of Delaware. One of the results of this shakeup was a new name for the property – the Minnesota Western Railroad Company. W. L. Luce and Colonel E. D. Luce remain President and Vice President respectively.

All the Way to Brookings – Almost

The financial picture brightened a bit, and it was decided to extend the trackage again, this time west from Lake Lillian to Montevideo, 60 miles, with another extension in the future from Montevideo to Brookings, South Dakota. To finance the Lake Lillian - Montevideo construction the Minnesota Western in 1926 sold \$660,000 worth of first mortgage 6% 30 year bonds. Grading began on the new extension in 1927, but by the time the iron reached Gluek, 8.6 miles west of Clara City and about 10 miles short of Montevideo, work was halted because almost all of the funds allocated for the project had been used up. There 30 miles of track from Lake Lillian to Gluek cost Minnesota Western a total of \$612,399.48. With only a few thousand dollars of funds and 10 miles of track left to be built the Montevideo extension was terminated at Gluek. No track was ever built beyond there. The Luce's dream of a railroad line all the way to Brookings, SD, fell short of fulfillment by about 60 miles.

The Luce's Call it Quits

After the track laying venture of 1927 the Minnesota Western was in dire straits. Not only was the road up to its ears in debt, but worse yet the earnings were nowhere near enough to keep the wolves from the door. For the Luce's this was the last straw. On December 10, 1927, they sold their entire railroad empire to Harry E. Pence, President of the Minneapolis Northfield and Southern Railway. Pence then became President of the Minnesota Western as well. W. R. Stevens of the MN&S was the new vice president of the Minnesota Western.

The Minnesota Western Railway Co. Another Change of Name

For a number of years the Pence interests had ownership of the Minnesota Western. However, the Minneapolis Northfield and Southern Ry. operated the road. In 1932, due to the hard times of the depression economy, the Western went into receivership with Harry E. Pence named as receiver. In 1933 the Minnesota Western Railroad Co. was re-incorporated under the laws of Delaware as the Minnesota Western Railway Co. Harry Pence continued to be president and W. R. Stevens remain vice president. Shortly there after Harry Pence passed away. G. C. Wright took Pence's place as president and W. R. Stevens advanced to chairman of the board.

Motor car #39 - A Bid for Passengers

The depression years 1930 - 1940 were dark ones for everyone including America's railroads. It was during this decade that many railroad companies made a bold attempt to restore a



dying passenger business by investing millions of dollars on the streamline passenger trains. The Minnesota Western, not to be outdone, pur-

chased a pocket-size streamliner of its own. Gas electric rail motor car No. 39 was one of two gas cars built for the Detroit, Toledo, and Ironton Railroad in 1926 by Pullman Standard. No. 39 was the last word in modern branchline passenger equipment. The entire car body was fabricated of aluminum alloy. The exterior length was 72'6" with interior divided into six areas: motor-man cab, mail sorting room, baggage section, smoking compartment, passenger compartment, and vestibule. Total seating capacity of the smoking and passenger compartment was 46. Interior walls were finished in Mexican mahogany; seats in the passenger section were the divided type upholstered in grey mohair plush, while the smoking seats were covered with green Spanish leather. The power plant consisted of two Scott-Hall 150 hp gasoline engines mounted under the floor directly below the baggage section for easy accessibility. The gasoline engines were connected directly to two 750 V DC Westinghouse generators which supply the electric power for the traction motors, one on each of the two axles of the leading truck.

When the Minnesota Western purchased No. 39 from the Detroit, Toledo, and Ironton in around 1938 the car was given a complete overhaul and fresh paint job. The new color scheme was, indeed, a gaude one: silver roof, orange body, black under frame. No. 39 immediately went into service on passenger trains between Minneapolis and Gluek. No. 39 never quite lived up to expectations and unfortunately, shortly after the war on a cold winter evening a fire caught at Wayzata and burned to the rails. An old gas car was taken out of mothballs and went to bat for the deceased No. 39 until the Minnesota Western abandoned its entire passenger operation in 1949. At the time of cessation, passenger service consisted of one passenger train a day each way except Sunday, between Minneapolis and Gluek... train numbers 6 and 9. Since No. 6 left Gluek at 5:10 AM arriving in Minneapolis at 9:30 AM, and number nine left Minneapolis at 5:30 PM arriving in Gluek at 9:50 PM, only one gas electric unit was necessary to maintain the complete movement.



The Minneapolis and St. Louis buys the Minnesota Western

In August 1956 the Minneapolis and St. Louis Railway Company purchased the Minnesota Western Railway Company from the Cargill Company (We have neglected to mention that Cargill had purchased the Western from the Pence interest just before World War II. During the many years of Pence and Cargill control the Minnesota Western was operated faithfully by the Minneapolis Northfield and Southern; however, MN&S was never an actual owner of the Minnesota Western). At the present the Minneapolis & St. Louis operates the Minnesota Western for freight service only. Three trains in each direction a week are sufficient to handle the traffic. The westbound freight runs on Mondays, Wednesdays, and Fridays between Minneapolis and Gluek; the eastbound manifest on Tuesdays, Thursdays, and Saturdays between Gluek and Minneapolis. Go on the M&StL's payrolls, the crews of these freight trains work off the Minneapolis, Northfield, and Southern's call boards.

The Minnesota Western Looks to the Future

That the M&StL have a great deal of interest in their newly acquired property is evidenced by their kindness in allowing the Minnesota Railfans Association to operate the special passenger train today. Another unique form of goodwill is practiced by the M&StL on the Minnesota Western tracks at Ridge Way View Drive near Wayzata. Every year at about Christmas time the regular freight train stops at this point and the crew members play Santa Claus by passing out assorted candies and goodies to the children. In addition a special coach was coupled into the freight train last Christmas and a group of Wayzata school pupils were given a ride. With

such owner enthusiasm it seems highly probable that the old "Luce Line" will be with us for many years to come.

Acknowledgments

Booklet:

Reproduction – the Minneapolis and St. Louis railway company. Editors Dash Roger Clark history and Alfred Wollin itineraries. Contributors – Thomas Cashman and Fred Knaff, long time employees of the Minnesota Western Railway; Seward Johnson and Wm. H. Krumpelmann, retired employees of the Minneapolis, Northfield, and Southern Railway; Ray Norton of Ray's Train Shop, 55 S. 4th St., Minneapolis; MN State Railroad and Warehouse Commission; Railway Age Magazine.

Safety Rules

The Minnesota Railfans Association has the enviable record of no reportable accidents since its inception; These rules are made in an effort to preserve this unblemished record. Your cooperation in following them closely will be appreciated.

- 1. Do not get on or off cars in motion.**
- 2. Keep hands and arms inside the cars at all times.**
- 3. Do not throw anything off the train. Places are provided for the disposal of waste and refuse.**
- 4. Exercise caution when crossing tracks; Never step on the rails.**
- 5. Warn anyone you see about to do something dangerous; The safety committee is made up of everyone on the trip.**

MRA hopes to see you aboard its next railfan trip. Tentative plans, now under negotiation, are for a "Southern Minnesota Special" over the Milwaukee Road on May 4th. Why not set aside that date right now so that you will be able to attend.



The fantrip is coming into Watertown, MN on the Minnesota Western.

Al Wallin photo - Greg Smith collection

Coming Down THE TRACK



- 4/2 1830 JSR RR crews re-cert *Pew Ctr*
- 1030 JSR Lynch b'day
- 1330 JSR Davis b'day
- 4/6 1030 JSR Tots 'n Trains
- 4/16 1030 JSR Hallman b'day
- 4/20 1030 JSR Tots 'n Trains
- 4/30 1030 JSR Carlson b'day

- 5/4 1030 JSR Tots 'n Trains
- 5/7 0900 TCD Fairgrounds sale (tent)
- 5/11 1000 JSR Ebenezer Memory Care *12s*
- 5/14 0900 Granite City train show
- 1830 TCD/NMRA meeting
- 5/17 1100 OSCVR migration
- 5/18 1030 JSR Tots 'n Trains
- 5/21 OSCVR season opens

- 6/1 1030 JSR Tots 'n Trains
- 6/2 1100 OSCVR 7 Hills Prep Pizza (tent)
- 6/4 1030 JSR Peper b'day
- 6/15 1030 JSR Tots 'n Trains
- 6/21 1230 JSR Celebration of Life (tent)
- 6/22 1230 JSR Lord of Life VBS 50 total (tent)
- 6/23 1100 OSCVR ISD282 Comm Ed (tent)
- 6/30 1100 OSCVR St Michael's Summer Program *40k*
- 1100 OSCVR Trinity Trailblazers 125 total (tent)

- 7/6 1030 JSR Tots 'n Trains
- 7/16 OSCVR Christmas in July Weekend
- 7/20 1030 JSR Tots 'n Trains

FYI— Union Depot Train Days is back!

**Saturday, June 4 and Sunday, June 5
from 10 AM – 4 PM!**

Join us for a FREE celebration of trains and transportation! Train Days will be in-person with many activities for all. Tour train equipment, shop a vendor marketplace, watch a showcase of the 2020 Virtual Train Days mini-series, watch model trains, enjoy concessions, explore a Union Depot photography exhibit, try food trucks, experience family friendly activities and more!

The Semaphore hard copy by mail

Wayne Merchant expressed the desire to make the Semaphore newsletter available by request to it's members by mail. Some members have mentioned the difficulty of receiving the digital version which has been our practice for the last nine years.

It has always been sent as an attachment through Constant Contact since we launched the Semaphore back in 2015. This has saved thousands of dollars in printing and postage costs.

If you know a member that we can serve better through paper editions, you can sent a request to the Editor.

Send an email to: warren@trainride.org

Regular mail to:
 Minnesota Transportation Museum
 193 Pennsylvania Ave E
 St. Paul, MN 55130-4319

2022 O&SCV Ry OPERATIONS CALENDAR DRAFT SCHEDULE

2022 O&SCV Ry OPERATIONS CALENDAR

| 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 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | | | | 1 | 2 | 3 | 4 | | | | | | 1 | 2 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 3* | 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 |

DRAFT January 13, 2022

MARCH

| 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 | | |

APRIL

MAY

| 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 | | | | |

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|--------------|--------|---------|--|--------------------------|--------|---|
| | | | | | 1 | 2 1000 Jackson Street Roundhouse Open 1700 -2000 Get Reacquainted Meeting |
| 3 | 4 | 5 | 6 1000 Jackson Street Roundhouse Open 1000 Tot's & Trains | 7 | 8 | 9 1000 Jackson Street Roundhouse Open |
| 10 | 11 | 12 | 13 1000 Jackson Street Roundhouse Open | 14 | 15 | 16 1000 Jackson Street Roundhouse Open |
| 17 | 18 | 19 | 20 1000 Jackson Street Roundhouse Open 1000 Tot's & Trains | 21 1830 MTM Board Mtg | 22 | 23 1000 Jackson Street Roundhouse Open |
| 24 Easter | 25 | 26 | 27 1000 Jackson Street Roundhouse Open | 28 | 29 | 30 |

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 |

MAY

JUNE

| 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 | | |

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|--------|----------------------------|--|--------------------------|--------|--|
| 1 | 2 | 3 | 4 1000 Jackson Street Roundhouse Open 1000 Tot's & Trains | 5 | 6 | 7 1000 Jackson Street Roundhouse Open |
| 8 | 9 | 10 | 11 1000 Jackson Street Roundhouse Open | 12 | 13 | 14 1000 Jackson Street Roundhouse Open National Train Day |
| 15 | 16 | 17 1100 OSCVR Migration | 18 1000 Jackson Street Roundhouse Open 1000 Tot's & Trains | 19 1830 MTM Board Mtg | 20 | 21 1000 Jackson Street Roundhouse Open 1100 OSCVR First Run Osceola - Marine |
| 22 1100 OSCVR First Run Osceola - Marine | 23 | 24 | 25 1000 Jackson Street Roundhouse Open | 26 | 27 | 28 1000 Jackson Street Roundhouse Open 1100 OSCVR First Run Osceola - Marine |
| 29 1100 OSCVR First Run Osceola - Marine | 30 | 31 | | | | |