



Semaphore



Minnesota Transportation Museum • Vol. 9 No. 5 • May 2022

EXECUTIVE DIRECTOR REPORT
UNION PACIFIC HISTORIC DONATION
DREAMS OF OWNING A PASSENGER CAR
VOLUNTEERS KEEP US GOING
CHISAGO COUNTY'S NEW RAILROAD EXHIBIT



Executive Director Report to the Board April 21, 2022

Dear Members of MTM

The following is my written report to the Board of Directors for their meeting on April 21, 2022. They have asked that this report be shared with you in the Semaphore. Please feel free to reach out to me with any questions or comments. Thank you.



Scott Hippert

Challenges

1. Technology: MTM's IT situation has been a major challenge since early this year. Individuals who are no longer with MTM had retained access to user names, passwords, and even kept MTM emails within a personal Google account, then refusing to release them. The result has been severe challenges with the conducting of routine business. With the help of John Radimicky and Brave North Technology, we now have control of our servers, most desktop computers, most online applications, and we have a Google account that is owned by MTM. We still do not have access to our archive software, and I would welcome anyone with information to please share it.

It is worth mentioning that obtaining the information, user-names, passwords, etc. has required MTM to use legal counsel and to have letters written to individuals and to the Minnesota Attorney General. There have been costs to this legal assistance, but it was necessary.

2. Finances: I am certain that our new Treasurer and many of you can attest to the fact that our finances are hard to understand. Simply put, our chart of accounts does not follow standard nonprofit accounting guidelines and our reports reflect that. Kudos to Deb and Wayne who have been working to untangle the confusion. Blosberg Accounting is now working with us, but they need us to clean it up first. We are looking for a nonprofit finance specialist to help us do just that, and applying for grant funds to help pay for the consulting. We are in good shape with revenue right now, but the systems are still messy. Please be patient and hang in there. It will be improved.
3. Paying for Bay A: While we have paid the bills of Bay A repairs, we recently learned that those in charge in 2019 did not make a final claim on MTM's insurance policy. I have been working

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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
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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: Bob Puelston is working on the brake cylinders doing the COTS maintenance on passenger car 1215. Photo - Warren Plaisance

many hours in trying to reopen the claim and try to get MTM reimbursed for the costs of the sprinkler system replacement, code upgrades, new fire alarm, and electrical. At first Selective Insurance seemed open to accommodation. But they have so far refused our claim of over \$200,000. They produced a letter to MTM from May, 2019 that asked us to submit a formal claim and to submit estimates for approval before work began. None of that was done. There is a two-year window to reopen a claim, and we are now beyond that period. We are working with our agent to appeal to the good will of Selective Insurance to reopen the claim since the window closed during the pandemic when we were closed. It is very unfortunate that leadership at the time did not file this claim. It almost certainly would have been paid in the amount of up to \$300,000, a contractor could have been hired to manage the project including demolition, and the Bay A could have been operable two years ago. Code upgrades such as new restrooms, lighting, egress doors and more might have been included. For now, I will continue to push for some sort of reimbursement, even at a lesser amount.

In addition, you may recall that former leadership had applied to the City of Saint Paul for a tax assessment based loan to pay for Bay A repairs. The City has been very helpful in providing me information to now file for the funds. Lien waivers from contractors are required, and I am having difficulty getting those waivers from one of the contractors that were hired early-on. I am confident that we will get some sort of relief through these funds.

The bottom line is that many of us and you have spent countless hours trying to clean up past missteps. Going forward we must and will work to establish standard best-practices in every business function of MTM. Please support me in getting this accomplished.

Good News and Opportunities:

1. **Fundraising:** MTM has received a couple of small grants since first of the year. These include \$10,000 from the State of Minnesota for general operating during the pandemic, and \$4000 from the NP Railway Historical Association for restoration of the NP caboose by the parking lot. The large EDA grant for the roof is still pending and we hope to get word very soon.

Grant Applications have been submitted to: the T-Mobile Foundation to request funds for new wheelchair lifts in Osceola, and I applied for funds from AARP Foundation for the Twin Tracks (Pullman-Porter Exhibit. I also submitted a request to Senator Amy Klobuchar for Congressionally Designated Funds in the amount of \$500,000 for roundhouse restoration projects.

In partnership with the Osceola Historical Society, MTM has again applied for \$30,000 to pay for a TV ad campaign for the OSCVR. We should get a response soon.

The City of Saint Paul has two grant opportunities available for which we are currently writing proposals. These include 1) Cultural Star: this would be used to pay for the finance systems work I mentioned earlier, and 2) Neighborhood Star: which could help pay for exterior improvements including replacement of the decayed blocks on the front deck areas, and fence improvements.

A reminder that grant funds raised for the 454A restoration have been redistributed with permission of the grantors. The Emory Railway Trust has allowed us to use a remaining \$6000 for 1215 improvements that will give us a first-class coach for disabled persons this season in Osceola. The BNSF Foundation is allowing us to move their \$10,000 grant to the Twin Ports restoration. Once these funds are expended, I will apply to these foundations for additional support. A private donor has provided us funding to pay for the exterior restoration of the two Minnesota Com-

mercial Cars that we are receiving, and for movement of the cars. Of course, we are grateful to the Estate of Art Pew for the donation of the Gritty Palace, estimated to be worth \$750,000 - \$1 million.

It is likely that I will do a fundraising appeal to individuals in the coming month. We need to increase individual giving. At the request of James Hill, Mr. Mark Heidet is now working with us to develop fundraising opportunities. He is working with Larry Paulson.

2. Ticket Sales and Attendance: There has been consistently increased attendance at the Museum in recent months. Most of this is due to an increase in social media advertising. The special events we have promoted have drawn large crowds: The February "Love Train" drew 155 visitors, the March "Shamrock Train" drew 374 guests, and the "Bunny Train" brought us 538 visitors. These are dramatic increases in attendance. We have also seen steadily increased attendance at Tots 'n Trains on Wednesdays, and just this week began a social media campaign to promote the program.

We are promoting Osceola ticket sales online and through various publications and seeing early success. So far we have nearly 1,100

passengers booked for excursions and 10 charters on the books.

3. We continue to work on improvements to our building and grounds. Garry Yazell and Dave Hartje have been leading most of these efforts. They include:

- Significant clean up and reorganization of Bay C and the back office.
- Stripping and disposition of copper wiring, with funds going into the bank.
- The machinists and blacksmiths continue to make improvements in Bay A.
- As usual in the Spring, we have had roof leaks. Dave has worked with Hoffman-Weber Construction to keep things patched up.

Wrap:

With that, I'll wrap up this report. Much more to come at your next meeting. Committee chairs will start making their own reports once again.

It is great to be back with all of you. Every single day someone comes in to say how much fun and satisfaction they are having by volunteering at MTM. We are seeing increased volunteerism and new members. While MTM has a way to go in making organizational, we are certainly on the right path. I am proud to be with you!

- Scott



MTM has freshened up it's marketing logo. Look for this image in our future promotions and publications.

YOUR VOLUNTEER HELP NEEDED

An Invitation for Mom

Mimosa & Roses on the Train

- Lemonade for the kids

Start Mother's Day weekend with a train ride

Even if Dad goes fishing!



Saturday, May 7

10-4 with regular admission

At the historic Jackson Street Roundhouse
193 Pennsylvania Ave. E., | Saint Paul, MN 55130



Pumpkin Express

The Pumpkin Express is always a huge success, a lot of work, and great camaraderie. Please offer your help now to help make this September event an even bigger success in 2022. Planning is already underway.

For all of these volunteer opportunities, please invite your friends, families, and neighbors to help. Contact Scott Hippert to offer your help and ideas at scott@trainride.org.

Mothers Day Train

MTM will be hosting a special coach at the Jackson Street Roundhouse for Saturday of Mothers Day weekend. We will be serving Moms mimosa and chocolates, and giving them a rose (fake rose that is). We need your help as a host. Please come help on Saturday, May 7th at 9:00. We will be decorating the coach this Wednesday starting at 9:00. Please stop by the Jackson Street Roundhouse and help out for a couple of hours.

Wine Tasting Trains

The Osceola & St. Croix Valley Railway will be hosting wine tasting trains on the 2nd and 4th Saturday of the month during our upcoming season. It will be on the last train to Marine for the day. Wisconsin wineries will provide the wine and conduct the tastings. We need to provide advance coordination and car hosts. Please come make this new venture successful!

Depot Marketplace

Several vendors have expressed an interest in selling their goods outside of the Osceola Depot this season. It would be a great perk for our passengers, and perhaps bring additional passengers to us. But we need some help to coordinate the vendors. Please offer your help.

RIDE THE GRITTY PALACE

The Gritty Palace should be on its way home to the Jackson Street Roundhouse in coming weeks. Details and dates are still being finalized. There is consideration of having a few passengers ride the train from Chicago to Saint Paul as a fundraising opportunity for MTM. Please stay tuned for more details.

MIGRATION FUNDRAISER

The annual migration of the train to Osceola is always a time to celebrate. This year we hope to mark the occasion with a fundraiser. The year 2022 has been one of migrating the business functions of MTM to a more professional approach. This includes the areas of finance and technology management in particular, that were addressed in the Executive Director's report. Professionalizing these functions to provide you with increased accountability and transparency is costly. In some cases this work will be covered by a grant, but most certainly the grants will require matching funds. Your support is needed to migrate MTM to the next level of professionalism. When you receive your fundraising appeal, please be as generous as possible. Thank you in advance for your support!

Crew Training Department

The MTM Crew Training Department now has an email that reaches all the crew trainers, crew-training@trainride.org . This group email can be used for questions or comments that aren't already covered inside the MTM Crew Training Requirements Document located in the Crewsched library at - <https://web.trainride.org/crewsched/library/MTM%20Crew%20Training%20Requirements%2021-10.pdf>. Need your password reset to gain access to Crewsched? crewtraining@trainride.org can help, for example. Other items appropriate for the email group include: when is the next USOR code intro class? I lost my USOR/Conductor/Engineer certificate and need a new one. Where can I buy a particular piece of Personal Protective Equipment? Or maybe you have a topic you would like to see covered such as a session on troubleshooting a reluctant locomotive start-up? All good topics for this email group.

IT Department Update:

The MTM IT Department needs you! There are a lot of pieces to the IT puzzle and John Radimecky needs your help. He can't do it alone and he is forming the IT Department as a committee that reports to the Executive Director, Scott. When some members left in protest they did not readily hand over information about our systems and infrastructure so there is much information to recover. But what can you do?

You don't need to be a computer expert to help, and we are using a consulting group to aid in some ways too. However that group costs the museum money and we would like to tackle some of the organization, record-keeping, and prioritizing ourselves, in-house. Here are some examples where your help is needed:

- Create documentation of our information and systems. Are you handy with Excel or another spreadsheet? Good with creating Network and other diagrams with drawing software like Visio or similar tools?

- Call vendors to re-establish relationships. Get account numbers, change contact information.
- Work together to reset and rebuild our camera systems.
- Help handle email changes or other quick requests for staff and key volunteers who function like staff.
- Review IT security, identify weak spots and collaborate on ways to address them.
- Meet weekly to review and prioritize the top efforts needed. Figure out what we need to address.

If you have some time and willingness to help, please let the IT Department know, it@trainride.org or specifically to John Radimecky, jrad@trainride.org.
Thank you!

Early Notice: USOR Rules Recertification Class For 2023

All qualified crew members will need to requalify by participating in another rules class in 2023. We will hopefully be able to participate in person once again. As usual, the class will be held once with no in-person make up sessions. If possible (and someone is willing to do so) we may be able to videotape the class, or use Zoom for anyone who is unable to participate, but neither option is ideal, as you will miss the small side discussions, etc.

Tentative class dates are January 7, 2023 or January 14, 2023 depending on the availability of space at a local library, most likely the Maplewood Library once more. The class is not expected to last longer than three hours.

Classes for future students (members not yet rules certified) will be planned for later in the Winter 2023.

MTM Operational Training Department

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.

MTM hoodies and polos

Also the hoodies and polos can be ordered in any adult size. We need a combined minimum of 12 any size to order.

Black hoodies for \$50 and black polos for \$35. 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?



The G Scalers decorate for Easter



Coming soon: The model railroad has just received a wonderful model circus collection that will be going on display in the coming months. This news comes from Jeff Hunter.



Breaking News!

News Release
Heritage & Steam

Union Pacific Donates Steam Locomotives, Passenger Cars for Restoration

OMAHA, NEB., APRIL 28, 2022

Union Pacific Railroad today donated a small portion of its heritage fleet to non-profit Railroading Heritage of Midwest America (RRHMA). The donation allows Union Pacific to focus on its remaining fleet, which includes the world's largest steam locomotive, the Big Boy UP 4014, and the fastest, the Living Legend UP 844.

“Union Pacific is proud to be the only Class I railroad with steam locomotives on its roster, part of the finest heritage fleet in the world,” said Scott Moore, senior vice president – Corporate Relations and chief administrative officer. “We are pleased with RRHMA’s plans to restore the donated equipment for the public to enjoy. Union Pacific remains dedicated to the maintenance and operation of our remaining heritage fleet, including hosting future tours and sharing UP 4014 and UP 844 with the rail community.”

The donation includes the following equipment from Union Pacific’s Steam Shop in Cheyenne, Wyoming:

- 4-6-6-4 Challenger UP 3985
- Class TTT 2-10-2 UP 5511
- The Centennial UP 6936
- E9B passenger locomotive shell
- Four 1950s coach cars
- Diner-Lounge car
- Baggage car
- Caboose

Two business cars: the Selma, previously Western Pacific’s Feather River, and the Stanford, originally the 1928 Southern Pacific Sunset

“The RRHMA is a wonderful home for this historic equipment,” said Ed Dickens, steam locomotive engineer and Steam Program manager. “Railfans will look forward to seeing UP 3985 and UP 5511 return to the rails, as well as enjoy the opportunity to experience the various cars being donated.”

Union Pacific will move the equipment to RRHMA’s shop in Silvis, Illinois, later this year. RRHMA plans a multi-year, multi-million-dollar restoration of the equipment, including restoring the steam locomotives to operating condition.



Railroading Heritage of Midwest America President and Chief Operating Officer Steve Sandberg signs the donation agreement with Union Pacific. (RRHMA)



Why the Museum needs new bylaws!

-Wayne Merchant

Greetings from the Chair,

By now you may have heard that the board has approved reviewing and rewriting MTM bylaws. At the April 21st board meeting we had the pleasure of having Ken Buehler from LSRM speak to the MTM Board of directors about LSRM board structure. The board at LSRM since inception made of executives from railroad related corporations. BNSF, CN and Duluth Power Co. for starters and 2 others from short line railroads. The LSRM founders structured the organization this way from the start. When the board members retire from their corporate position, their replacement may take their place.

The advantages of a professional or community board are many. These types of executives have access to many resources and contacts that most our volunteers do not. They also may have experience and knowledge of the big picture of a large corporation. While this might seem like we are giving up control of MTM, we will be putting in the hands of respected people in the business community. We need to get away from the association type structure and more like a corporation. I have attached an e-mail from our legal counsel, Jess Birken. Jess is an attorney that specializes in non profit law and is highly respected in this arena.

The MTM board has authorized the bylaws review, forming of a committee and elected me as chair. The committee will provide opportunities for open discussion with the MTM members to share information and answer any questions. It is my desire that the bylaws committee will present a bylaws package to the members for approval that is in the best interest of the MTM organization.

Thank you for your support.

Wayne Merchant
Board Chair

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The Following email is from Jess Birken, Attorney.

Wayne, Scott,

Thank you for your time today on the phone, I wanted to provide some written guidance after our call so you can share my advice with the group at your meeting tonight.

Why the Museum needs new bylaws:

As you know, I've recommended the organization get new bylaws. The reasons for that are fairly clear:

1. The current bylaws are old, contain internal inconsistencies, and are difficult to follow.
2. The current bylaws are structured in a way that allow bad actors to disregard nonprofit best practices and control the organization for their own ends.

A good set of bylaws limits, on the other hand:

1. Limits the role of the executive committee to prevent a few from having undue control over community assets.
2. Creates enough high-level policies about segregation of duties, and management, etc. that a toxic board is not allowed to flourish.

The problems the museum has been going through stem in large part from having bylaws that are legally compliant but still pretty terrible.

The other thing we discussed today is the need for the group to decide what form the bylaws will take – as I explained, my recommendation is to transition away from having voting members and change our governance to a non-voting member structure.

(Continued on next page)

Why we should shift away from a voting member structure:

1. It is very strange for a museum to have a voting member structure. Voting membership organizations are usually groups like trade associations, neighborhood associations and church congregations. These organizations serve a very small and specific population – the Minnesota Association of Heating and Cooling Contractors; the Hale Page Diamond Lake Neighborhood Association; a Lutheran Church congregation. In these groups it makes sense that the board is elected from the relatively closed pool of people being served by the nonprofit. These nonprofits lead a community, lead a spiritual community or advocate for trades changes to codes, etc. It makes sense that this closed population would elect board members and have legal standing.
2. Most museums, art institutions, theaters, zoos etc. are also membership-based organizations, but they are non-voting members. If I join the Minnesota Zoo or the Children’s Museum, I get to go to the museum as much as I want that year, maybe a discount at the gift shop, maybe being invited to special member event days. I do not get to vote on who’s on the board or bring a lawsuit against the organization. Why? Because these groups serve the general public. Museums serve every Minnesotan and any tourist who comes to our facility. We don’t serve a closed group, we don’t advocate for the group or lead a group, we truly are a public charity.
3. So having a non-voting membership allows us to engage as many people as possible from far and wide, without worrying about quorums and annual meetings. We can still require that anyone that serves on our board is a dues-paying member – I’m sure there is no person on the Minnesota Zoo board who isn’t a zoo member! But we don’t have to have all the

bureaucracy and headache that comes from voting member issues.

I recommend as you consider purchasing the bylaws project, that you also determine in your decision whether you will continue as a voting member organization or a non-voting member organization as it makes a big difference in how I draft the bylaws.

How would members be affected by this change?

On a day-to-day basis, the members won’t notice the change, other than members won’t elect the board. They will still enjoy all the benefits of membership and really that is the only thing that would change from a member’s daily experience. We can also still require that the board members join the organization and we can put in a process for the board to publish a call for applications so members are aware of any upcoming open seats and have the opportunity to apply for board service. And of course, most of the board recruitment will be from the pool of folks who are passionate and engaged in the mission – which is our members.

Since this change would make things so much easier to administer, it is my recommendation as counsel that we make this change. It will help resolve some of the issues we’ve experienced in the past, reduce drama and lead to a healthier organization.

Warmly,

-jess-



EVER DREAM OF OWNING A PASSENGER CAR? - PART 1

ERIX 1146

-Eric Hopp
Warren Plaisance



Setting the Scene

You've purchased your extra fare tickets on the Osceola, St. Croix Valley Railway for a special trip including a lunch prepared aboard GN coach/dining car 1146. As you walked down the platform of the depot you catch a whiff of the scent of burning charcoal wafting out of an exhaust flue built into the roof of the passenger car. Boarding the stairs of the vestibule you noticed the freshly painted Omaha orange and Pullman green paint scheme of the car or is it Montana big sky blue? More on that later! Turning right and pushing through the vestibule doors, you marvel at the starched linen tablecloths, gleaming flatware, sparkling glassware and china place settings laid out on a row of four seat tables on one side and triangular shaped tables set in banquettes for two facing inward on the other side.

The car has a capacity for seating 24 diners at a time. In the center of the car is the stainless steel galley kitchen and on the far end of the car are coach seats for another 28 passengers. You and your dining companions are greeted by the dining car host and escorted to your reserved table. Since you've pre-ordered your lunch along with your reservation ahead of time, lunch will be served shortly after the train leaves the station and heads for Marine on the St. Croix. Today's lunch might include a freshly prepared bacon cheeseburger with potato salad and fruit. French fries would be nice but not

today because deep fat frying is not recommended as a cooking method aboard a moving passenger train. For dessert perhaps a slice of GN apple pie with a scoop of vanilla ice cream on the side. Is this a dream? Well, it certainly is the dream of you're Eric Hopp. Which he hopes to someday become a reality upon completion of his quest to restore his Great Northern passenger car.

I recently sat down with Eric over lunch and discussed his work on restoring 1146. It is his desire for the MTM membership know more about his project, the history of the car, the work that he's done up to this point, and his vision to see his car as part of MTM's passenger car fleet.

Great Northern 1146 History

Great Northern 1146 was ordered as part of the complete upgrading of the heavyweight Seattle to Vancouver 'Puget Sounder'. This was a four-hour service operated two times a day, each way. Two complete sets of new lightweight, streamlined equipment were first ordered in 1946 and greatly anticipated. It was not delivered until June of 1950, however, because the car builders were extremely busy with a post-war business boom. To match the all-new equipment, the



In Seattle, connections were made with all the GN's east-west long-distance trains, the north-south "Coast Pool Train", and other railroad's trains. In Vancouver, it connected with Canadian railroad's services. American and Canadian customs agents rode the train to speed passenger's passage across the border, and the food service could make change in either country's currency. Breakfast was served on the morning train, Lunch on the noon train, and supper on the evening train.

Front to rear, the train consisted of:

- 511 - EMD E7A passenger locomotive.
- 1106 - ACF baggage and 30' Railway Post Office.
- 1117 - ACF 60-seat coach with conductor's office.
- 1118 - ACF 60-seat coach.
- 1146 - ACF coach-diner with 28 coach seats and 24 dining seats, arranged 'serpentine bench' style with four tables for four and four tables for two. The kitchen separated the coach and dining sections.
- 1196 "Port of Vancouver" - ACF parlor-observation with customs office, a kitchenette for beverage service, a bedroom, 17 overstuffed revolving parlor chairs, a table for four, twelve observation chairs, and a love seat facing the rear.

The other train was identical, consisting of 510, 1105, 1115, 1116, 1145, and 1195 "Port of Seattle". The exterior decor was identical to the GN's premier 'Empire Builder' streamliner, except that the letterboard said 'Great Northern' instead of 'Empire Builder'. The observation carried a drum-head featuring an illuminated GN logo surrounded by 'The International' in red neon.



Photo of the original equipment in the Vancouver, BC station. 1146 or it's sister is the second to last car. Photo used with permission.

The interior decor featured artwork and hand-carved Oregon myrtle wood bas-relief friezes. The coaches closely resembled the 60-seat short distance coaches in the 1951 "Empire Builder", such as MTM's 1213, except they featured better Heywood-Wakefield "Sleepy Hollow" seats. The coach-diner's coach section was similar. It's dining section featured white table cloths and china, silver service, tan leatherette upholstery, gold-painted valence lighting and edge-lit artwork above the windows. The piers between the windows were wood-grained with bas-relief friezes, and the ceiling had recessed indirect lighting. The parlor-observation featured a rust-colored carpet and muted green, blue, or rust upholstery. An edge-lit half-height glass panel, decorated with leaf patterns, separated the parlor and observation areas. The windows had venetian blinds (as did the rest of the train) and were separated by wood-grain piers. The wall below the windows was painted light green. Polished aluminum valence lighting ran above the windows, and the ceiling was painted suede.



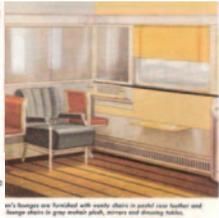
Every window in the spacious parlor-lounge as well as in all other cars is a "picture window".

Great Northern's new, streamlined
INTERNATIONALS give you

Completely Modern

Passenger Train Service at Low Fares between
Seattle, Washington and Vancouver, British Columbia

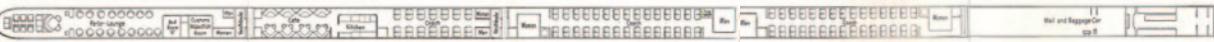
FIRST ALL-MODERN TRAINS TO SERVE CANADA



It's lounges are furnished with comfortable upholstered seats and lounge chairs to give another air of modern style.



Seating for your use in dining, bar and lounge with lounge chairs upholstered in a green moiré. Every seat is great grooming is provided.



Individual desks and tables in the parlor section of the lounge for relaxation, reading and writing with fellow passengers.

Reclining seats and a special table arrangement in the early provides more room with the pleasant intimate feeling of an exclusive restaurant.

Fully adjustable coach seats in seated sections have been developed from previous models made by other railroads and are the most comfortable ever designed.

Each car has a free vibrator 240 volt power unit, with adjustable individual outlets for relaxed and pleasant travel.



Individual desks and tables in the parlor section of the lounge for relaxation, reading and writing with fellow passengers.



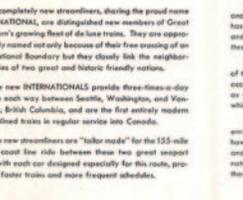
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The new streamliners are "tailor made" for the 155-mile scenic coast line ride between these two great seaport cities with each car designed especially for this route, providing faster trains and more frequent schedules.

Pacific Northwest Beauty

Each new **INTERNATIONAL** has a multi-lounges car, two coaches, a cafe-coach and a parlor-lounge car, all built by the American Car and Foundry Company. The 2 thousand-horse-power diesel locomotives which power them, were built by Electro-Motive Division of General Motors Corporation.

Inspiration for the sleekness of the streamliners came from the magnificent Pacific Northwest country which they serve.

Wide fluted fly in an engraved frieze around the walls of the cafe car. Recliner, bar and other game are lively notes in bass relief, on the wall panels.

A fine carving of fertile farms, fishing fleets, logging and power developments heads the parlor-lounge. Scenes fighting their way upstream are the subjects of another striking panel.

These distinctive bas-reliefs, all in Oregon myrtle wood, are the work of K. George Krattus, noted American sculptor.

Steel fittings in each coach are an interesting contrast to the rich glosses of myrtle wood panels. Each seating portico one of the varied enterprises which contribute to the greatness of the Pacific Northwest.

A symbol of the evergreen playground appears in another medium. Henry F. Pearson, leading plastic artist, has decorated the transparent panel between the lounge and observation sections of the parlor-lounge car in a three-dimensional pattern of Douglas fir boughs.

A pine tree joint also embraces the forest green seats of the coaches. Sunny gold reupholster on other seats and corners of bright color throughout make the **INTERNATIONALS** as refreshing as the lovely Puget Sound country through which they glide.

As a tribute to the two terminal cities on Great Northern's Coast Line, parlor-lounge cars of the **INTERNATIONALS** and the **PORT OF SEATTLE** and **PORT OF VANCOUVER** have been individually named the **PORT OF SEATTLE** and **PORT OF VANCOUVER**. Boasting two of the finest natural harbors in the world, these cities are justly proud of their role as seaports and inland Pacific seaports.

was given to MTM by the United Railway Historical Society in New Jersey, it had 1145's burned dining room end-door mounted in place of its own blind end door.

1146 went a different path. It appears that Amtrak used it for parts, then sold it to a midwestern museum (Indiana Railway Museum?) They stored it in the New Orleans area (Louisiana Railway Heritage Trust?) for about fifteen years. While at one point they had sand-blasted and primed the exterior, by the late 1990's it no longer fit their plans. Collector Bob Moen purchased it and moved it to Hooper, Nebraska. While it was there he installed wheel sets with more life left, replaced window gaskets, renumbered it PPCX 1146, and painted it. (The kitchen side is in "Empire Builder" colors, and the opposite side is in "Big Sky Blue" - Bob likes both equally well.) Bob moved it to Randolph, MN, then in 2001 sold it to the current owner, Eric Hopp.

An early-spring inspection in 2001 revealed a neat, but much-neglected car. On the positive side, it was still in its original coach-diner configuration, having never been extensively remodeled. The dining section, with serpentine benches, diamond- and triangle-shaped tables, and indirect lighting, was particularly attractive. However, it had been stripped of hinges, latches, and faucets, as well as major electrical and air-conditioning components. The 1970's-vintage plexiglas windows were totally opaque, and fifteen years in a salty, humid environment had caused tremendous rust damage to the floor and exterior sheet metal. Finally, someone had opened all junction boxes and cut the wires back to the conduits. She had potential, but she really needed help.

The first restoration project completed was replacement of the windows with single-pane FRA type-II safety glazing. Besides looking nice, great care was taken to ensure water-tight seals - to halt the decay. Mechanically, because the 32vdc

electrical and air conditioning were so damaged, it was decided any restoration was foolish. Instead it will be able to run off a 480-volt Amtrak train line, 208-volt shore power, or an on-board 52kw gen set. It will also be able to power other 480-volt or 32vdc cars. All in-car wiring is being replaced with 2kw Exane. Other current projects include replacing non-essential (for a freight car) air brake parts, which had been removed, and re-plumbing the restrooms. 1146 has also changed identities to "ERIX 1146".

References

"Mech. Dept. Passenger Car Diagrams," pub. by the Great Northern, 11-1-69; data & plan, p111.

"Amtrak Car Spotter - A guide to the new Amtrak car numbers and pre-Amtrak histories of Amtrak's 1262 cars," by Robert J. Wayner; Data p48.

"Dining by Rail - The History and the Recipes of America's Golden Age of Railroad Cuisine," by James D. Porterfield; Photos, p70.

"Amtrak Equipment Plan and Specification Data for Cars," Pub. internally by Amtrak;

"The Passenger Car Library - Vol 3," by W. David Randall; Photos and data p9-12.

"Amtrak Trains & Travel," by Patrick Dorin; Photo p91.

"Great Northern Pictorial - Vol 4," by John F. Strauss, Jr; Photos and data p94-106, 162, 165.

"Great Northern Pictorial - Vol 5," by John F. Strauss, Jr; Data p120, 141.

"Great Northern's Internationals," by James H. Larson, reference sheet 313 pub. by the GNRHS;

Streamlined Buffet-Parlor-Observation Car



The "Big Sky Blue" side of 1146.



The Empire Bulder paint scheme side of 1146.

Within the railroad industry, *Railway Age* published definitive reviews of each new streamliner introduced. These are gold mines of information, discussing the service, the accommodations, the interior and exterior decor, the materials used, and which vendors supplied what. For a restorationist, ephemera such as paint colors and fabrics can be difficult to find elsewhere. So this review of the GN's new trains in the July 1st, 1950 issue is fascinating. The section describing GN 1146 is provided here.

Cafe - Coaches

The cafe-coaches of the "Internationals" are divided into three compartments, including a coach section containing Sleepy Hollow seats for 28 passengers. The kitchen is in the center of the car, with a passageway around it communicating with both end compartments. A propane-gas range and broiler, the principal piece of equipment, is surrounded with the usual adjuncts.

The third section is a dining room. Four square tables are placed diagonally along one side wall,

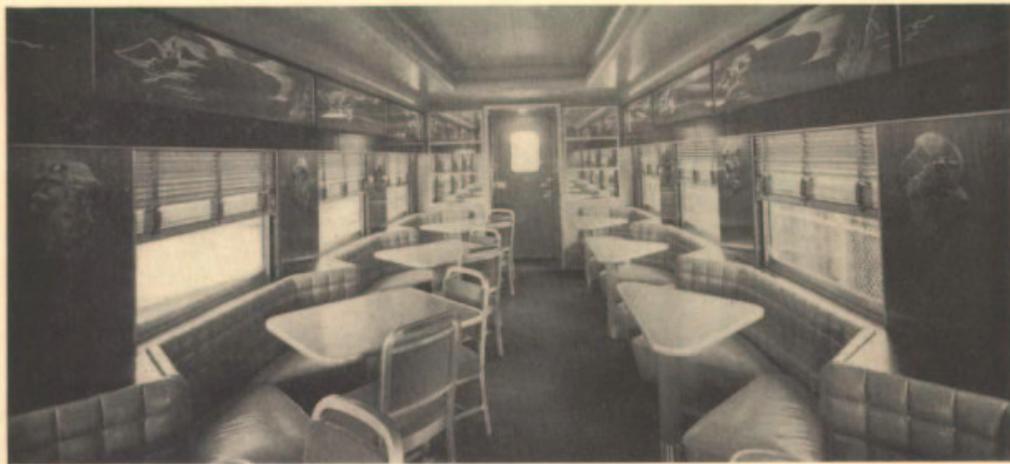
with banquette seats holding two persons each behind them. On the aisle side are two chairs at each table. On the opposite side of the car the fixed seats are the same as on the other side, but the four tables are triangular and accommodate only two persons each.

The coach section of these cars has the same color scheme and decorative treatment as the full coaches. The dining section has a basic color scheme of green, gold and rust. The decorative theme is based on the fauna of the Pacific northwest, with the outstanding feature the engraved, edge-lighted frieze panels with a rhythmic pattern of flying ducks. The background for the plastic panels is gold. The pier panels of walnut Realwood Formica have small bas-reliefs, carved from Oregon myrtlewood, of wildlife indigenous to the Pacific northwest.

To add spaciousness to the room mirrors are used on the bulkheads at the locker end and on the wide partition at the kitchen end.

Light ocher leather is used on the diagonal banquette seats as a repeat of the gold in the frieze panels. A needlepoint type of upholstery in a light warm brown is used on the dining chairs. This color is a repeat in a higher value of the walnut pier panels. A complementary color note for the green ceiling and the green Moonglo Formica of the table tops is carried by the rust color carpet.

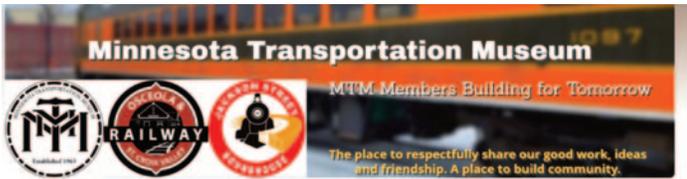
The lighting is from a side wall trough light, which also lights the plastic frieze panel, and from an indirect ceiling cove light.



Edge - lighted frieze and myrtlewood bas-reliefs characterize the dining room of the cafe - coaches of the "Internationals."
-*Railway Age photo and caption.*

Part 2 will publish in a future Semaphore.

In case you missed it on our 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.

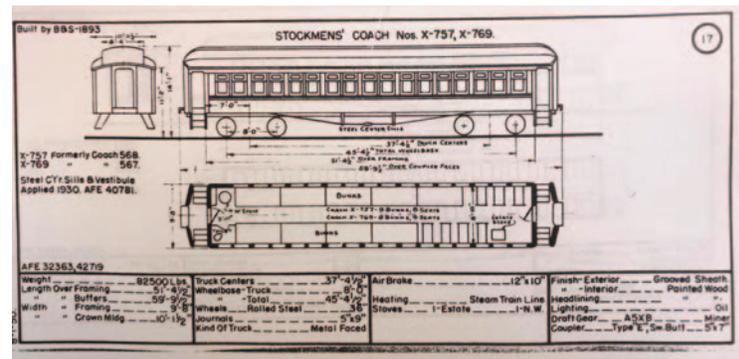
Timothy Grube:

Here's a progress update for the 2608. It's ready for priming and painting Friday and Saturday of this week. The ceiling will not be painted this season. All that's left is some final preparations, and it should be ready for Osceola.



Eric Hopp:

Museum exhibit car X-757. From the August 1st, 1950 Work Equipment Diagrams book.



Robert Renz:

Memory time -

Back when we were at Como Shops, we regularly used the shop's sandblasting building. It had two wheeled scaffolds that "rolled" through the sand along the side of the car (they had open wheel bearings to further limit their mobility) -- as a result, we moved the car instead of the scaffolds.... The sandblaster had a nice blasters helmet with a cool air supply, but your coveralls wound up holding an amazing amount of sand when you were finished. Sand was sucked from a covered hopper car to the sandblasted by an air-slide that needed a day to refill the blaster. The shop superintendent, Don Kjellberg, let us also use the shop air compressor as well.

Since we only had use of the building over a weekend, we couldn't wait for the air-slide to refill the blaster (that's why the BN needed a week to blast a car), so instead we switched the sand hopper into the building, and used several men in the hopper car who passed buckets of sand to people standing on top of the hopper car. They poured the sand into a used playground slide, and down into the sandblaster. Then we switched the hopper car back to its siding, and resumed blasting.

Our only switch engine was our elderly Plymouth locomotive. Thankfully, somewhere along its life, it had been re-engined with a Caterpillar 1300 engine, complete with a 2-cylinder pony starting

engine. The Plymouth had a 4 speed transmission and a foot clutch. Brakes were straight-air. We joked that it had "high adhesion wheels" -- they were so worn that they had maximum contact with the rails. We numbered it "61" since it weighed 61,480 pounds (highway truck scale).

Also from Robert Renz:

When we first moved into the "Long Shed" at Como Shops, the building was nearly empty -- Maxon Corporation had rented part of Track-1 so they could letter coal hoppers for the Navajo Mine Railroad. They usually had 3 or so at one time. After Maxon finished, we had the whole building --- except we only rented part of Track-3. Not a problem -- we gradually filled the entire building, plus trackage just east of the building, then finally the trackage along the south side. The trackage was mostly 65#, except the south side had 56# rail, most of which was so corroded with age that a heavy weight business car crushed the web and brought the rail head down to the flange.

When we restored the 328, we initially used a self-dumping fork lift hopper to coal the engine. Ken Snyder said he'd seen some coal loading equipment north of Minneapolis. I finally found out that it belonged to the local fuel oil dealer. We purchased it and hauled it to Como. Orville Richter rebuilt the Wisconsin engines, and we were able to coal much easier. Water was easy - there was a hydrant about 150 ft from the shed, and we had hundreds of feet of fire hose.

The "trades" helped us on the 328. A pipe insulator showed us how to lag the boiler, several pipe fitters helped run air and steam lines, and some instrument fitters ran all the cab gauge lines. When we needed to replace some rivets in the engine, we also built the original-style tender steps and riveted them (after driving boiler rivets, 1/2" rivets were literally trivial).

We did some substituting when we wired the engine - for instance, the light fixture above the engineer was originally used to light a desk in a baggage car. We were still able to track down many of the 1930s electrical fittings from St Paul wholesalers - I brought them the part numbers, plus photos of what we needed. Surprisingly,

there was still a lot on back shelves.

Some surprising things also showed up in our searches - R B Whitacre found an entire keg of 1/2" square nuts. When asked, we said we'd be glad to have them. Whitacre was our supplier for all the pipe and fittings. After a little confusion, the Como material department regularly left our shipments at the west end of the shed- as we gradually took over all the building, we had to leave room for them to leave our materials. Later, when the BN was closing down Como Shops, I had to stop by every evening after work to move the "care packages" inside. The BN had cleaned out shelves that hadn't been touched in years, and we wound up with hundreds of pounds of coach components.



Both photos: MNHS



New Railroads Exhibit Open at Chisago County Historical Society History Center. Lindstrom, MN

All aboard! Volunteers are busy putting the finishing touches on the new railroads exhibit at the CCHS History Center in downtown Lindstrom. The exhibit tells the story of the railroads that were so important to the history of Chisago county starting back in 1880. There are also general railroad memorabilia on display. There are great vintage photos, railroad artifacts, ephemera, artwork, toys and collectibles for the public viewing pleasure. The centerpiece of the exhibit is a wonderful handmade model of the Wyoming railroad depot that was created by volunteers from the Wyoming Historical Society in 2016 in memory of Ken Banta. The model is a loan from the



Wyoming public library. Other highlights of the exhibit - a recreation of an old time railroad depot and dining car which includes custom mannequins; a beautiful display of railroad/restaurant china and railway children's menus. A collection of Jim Beam railroad decanters; a large collection of railroad pin back buttons and postcards; railroad lanterns and lamps; Swedish railroad items from the early 1900s and a complete Swedish Railway uniform for the 1980's The history center is largely indebted to the community for their support of this exhibit. The exhibit will remain until early November and the public is invited to stop in and have a look.



Swedish RR Dispatcher Uniform

This uniform was worn by Sven Sjostedt who worked for the Swedish National Railway- *Statens Jarnvagar* - from 1962-1983. He was a *tagklarerare* - the person in charge of dispatching the trains.



The museum is open from 10 to 4 on Mon., Tues., Thurs., Friday and Saturday. Donation of three dollars a person are suggested. Visitors are also encouraged to check out the gift shop and research library when they come in.



LAST TRAIN TO TAYLORS FALLS
In 1948, train #725/726 made its final run to Taylors Falls

As early as the 1910 era, railroads began losing business to the automobile. By the 1920s it was common to have more crew than passengers on the train to Taylors Falls. In 1932 North Pacific Railway began canceling trains on the route. The final train traveled from Taylors Falls to Wyoming on June 30, 1948.

The engine that pulled the final train as the #328, which still exists. Until 1999 it made tourist trips in Wisconsin. It is now on display at the Minnesota Transportation Museum in St. Paul.

Today almost nothing exists of the old rail line. The only depot to survive is in Taylors Falls, now used as a community center.

The branch line train service from Wyoming to Taylors Falls is now a thing of the past, the last train ran over the branch on June 30th. In spite of no previously planned celebration, 211 people took the last ride on the local filling the coach and box car to the train. Many others were unable to get on.

The last train Wednesday consisted of the engine, one box car and a combination baggage and passenger coach. Charlie Olson, 83 year old lumber camp cook, Bill Laska of Taylors Falls, and Mrs. C.E. Carlson of Lindstrom as children were among the first passengers on the train when it came, bedecked with banners, into Taylors Falls the first time in 1880, and were also on the last train, when it arrived Wednesday.

The incoming train was met in its usual manner by Alfred Hobbs, who for 37 years has been agent at Taylors Falls.

The Standard Press July 8, 1948

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.

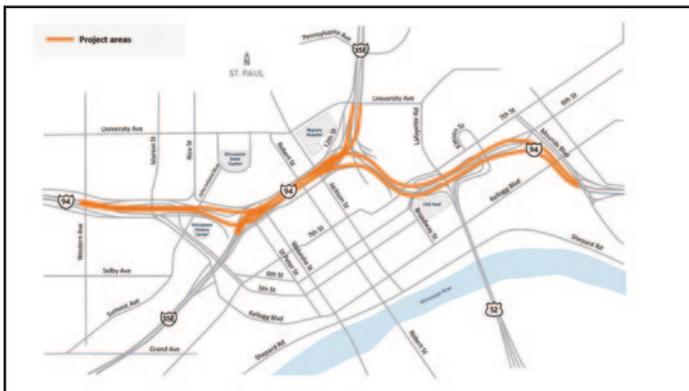


Wednesday and Saturdays, or by appointment are the best times to deliver your shredding to Jackson Street. Please contact Barb Sheldon for more information at barb@trainride.org.

Happy Summer in Minnesota!

A reminder of road construction on 94 between Marion Street and Mound Blvd exits all summer. The constriction to I94 throws more traffic onto Pennsylvania Ave making left turns into the front parking lot hazardous. Rush hour can be a daunting Hail Mary experience from personal experience.

Safe driving this summer!



I-94 and I-35E in St. Paul project location map.

Traffic impacts

All traffic impacts are tentative and weather dependent.

Current Lane closures

Lane closures will begin Mon, April 18 in both directions of I-94 between Marion St. and I-35E. As work starts on the outside lanes of I-94, motorists will encounter lane closures during the week to begin setting traffic barriers and shifting traffic.

Bridge closures

Mon, April 25 through late May
The Robert St. bridge over I-94&I-35E is closed
Detour: Jackson St., 12th St. and Cedar St.

Ramp closures

Tue, April 19 through mid-May
The ramps from 12th St. to SB I-35 and WB I-94 are closed

Thu, April 21 through early June

The following ramps are closed:

WB I-94 to Marion St.

SB I-35E to WB I-94

Note: Traffic will stay on I-35E until the commons area then merge onto WB I-94

University Ave. to WB I-94/SB I-35E

WB I-94 to 12th St.

Note: Hospital traffic will follow a signed detour to Dale St. struction:

Plan an alternate route.

Typical Saturday at Jackson Street Roundhouse

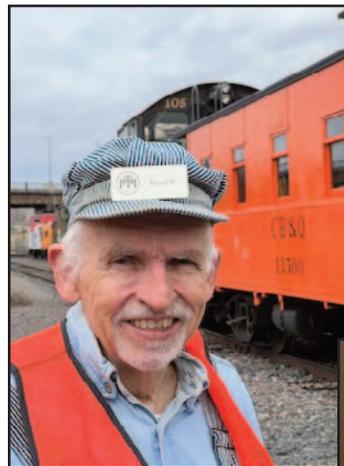


Attendance has been very impressive on our Saturday and Wednesday open hours. The caboose trains were busy April 23rd.

Overheard at the 9:30 am huddle, let's open up the doors and let some "warmth" in to the shop. The concrete floors need to shed some of the built up cold from Winter. Also, we are averaging 25 working volunteers on Saturdays!



*COT&S work on passenger car 1215. COT&S is described as a mandatory maintenance procedure, which verifies that the air brakes work as intended, **C**lean, **O**il, **T**est, & **S**tencil.*



Interior restoration of 2608 progresses.

Coming Down THE TRACK



- 5/4 1030 JSR Tots 'n Trains
- 5/11 1000 JSR Ebenezer Memory Care 12s
- 5/12 1900 JSR Boy Scout mtg
- 5/14 1030 JSR Carlson b'day
- 1330 JSR Akan b'day
- 1830 TCD/NMRA meeting
- B to Granite City train show**
- 5/17 1200 OSCVR migration
- 5/18 1030 JSR Tots 'n Trains
- 1330 JSR Duncan b'day
- 5/17 1100 Migration**
- 5/19 1830 JSR Pew Cntr BoD mtg**
- 5/21 OSCVR season opens**
- 1100 OSCVR A11 b'day 20**
- 6/1 1030 JSR Tots 'n Trains
- 6/2 1100 OSCV 7 Hills Prep 200 Pizza**
- 6/4-5 SPUD TRAIN DAYS**
- 6/4 1030 JSR Peper b'day
- 6/5 OSCV 1400 A11 b'day 20**
- 6/8 1000 JSR AFSA school gr2, 25k, 3a
- 6/9 1830 JSR Boy Scout mtg, WarrenP
- 6/11 OSCV 1500 Wine Tasting?? 1097**
- 6/11 1030 JSR Woodward b'day
- 6/15 1030 JSR Tots 'n Trains
- 6/21 1400 JSR Rushenberg Celebration of Life
- 6/22 1230 JSR Lord of Life VBS 50 total
- 6/23 1100 OSCV ISD282 CommEd (tent)**
- 6/25 OSCV 1500 A11**
- 6/26 - 7/3 B out of town**
- 6/30 1100 OSCVR St Michaels summer prgm 40k**
- 1100 OSCV Trinity Trailblazers bag lunch 125**
- 6/29 1000 JSR \$5 Special on the 5th (Wed)

Story Time Arts & Crafts Fun with Trains
Early Childhood Learning

Great for childcare centers, preschools, school groups, and families

**1st and 3rd Wednesdays
of the month - 10:30**

**At the historic
Jackson Street Roundhouse**

Go to:
www.trainride.org

or call for more information:
651-228-0263

Minnesota Transportation Museum
193 Pennsylvania Ave. E. | Saint Paul, MN 55130

JUNE 4 & 5

TRAIN DAYS

Train Days are back at Union Depot

**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!

MTM Board and Committee Assignments

Wayne Merchant, Chair
 Kurt Mayre, Vice-Chair
 Bob Puelston, Secretary
 Deb Wood, Treasurer
 Mari Pew, At Large
 Gordon Barr
 Scott Johnson
 Morten Jorgensen
 Lane Littrell
 Barb Loida
 Martin Masters
 Todd McGonagle
 Larry Paulson

John Radimecky
 Garry Yazell

The following are the 2022 committee chair assignments:
 Museum membership and volunteer development – Wayne Merchant
 Equipment Maintenance – Kurt Mahre
 Education & Training – Bob Puelston
 Finance - Deb Wood
 Buildings and Grounds – Gary Yazell
 Collections and Restorations – Todd McGonagle
 Volunteer Coordinator - Mari Pew

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						
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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

APRIL						
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SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4 1000 Jackson Street Roundhouse Open 1000 Tot's & Trains	5	6	7 11000 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				

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JUNE

JULY						
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31						

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