



Photo copyright James Kuehn 2022

WINE TASTING TRAINS
MARKETING GRANT
APPROVED
OSCVR MIGRATION TRAIN
GRITTY PALACE INSPECTION
TRIP
WEINERMOBILE IS RETURNING



Semaphore



Minnesota Transportation Museum • Vol. 9 No. 6 • June 2022



**Minnesota Transportation
Museum Corporate Office**
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St. Paul, MN 55130-4319
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Railway**
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Minnehaha Depot
Minnehaha Depot c/o MTM
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Osceola & St Croix Valley Railway
is a division of Minnesota
Transportation Museum.

Visiting information

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

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

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

On the cover: The migration train
has shed it's pilot locomotives from
BNSF and CP and is heading north-
east on the Dresser Sub.
Photo - James Kuehn

Wineries on Board for 2022 Season

Three Wisconsin wineries have signed on to be featured on the new Wine Tasting Trains on the Osceola & St. Croix Valley Railway. Chateau St. Croix & Dancing Dragonfly wineries of St. Croix Falls, and Fowler Winery of Hudson will each share the fruits of their vineyards on at least two Saturdays in coming months.

Currently the wine tasting trains are scheduled for the second and fourth Saturdays of June, July and August, according to Scott Hippert, executive director. "More may be added if there is enough demand," said Scott. As of this printing at least one of the wine tasting trains has already been sold out. The cost is \$60.00 per passenger over 21 years of age.

The wine tastings will be paired with select bite-size appetizers to enhance the experience. Some of the wineries will also be giving away wine glasses with their logo imprinted.

Additional volunteer help is requested to staff the wine tasting trains.

If you can help, please contact Scott Hippert:

scott@trainride.org

Wine Tasting Trains
90-minutes roundtrip from Osceola, WI
Featuring Wisconsin Wineries
2nd & 4th Saturdays
June, July, August
3:30PM
A First Class Experience
trainride.org
OSCEOLA & ST. CROIX VALLEY RAILWAY

EDA Roof Grant Denied

We are sad to report that the grant proposal submitted by MTM to the U.S. Economic Development Agency was denied. The agency cited an unexpected high number of applicants and limited funds. They did indicate that our proposal was strongly considered. The nearly \$3 million request would have supported roundhouse improvements including a new roof, new clearstory windows, and masonry work.

“We have not given up,” said Dave Hartje, Director of Operations. “We are applying for other funding and looking at creative ways to reduce the overall cost of the project,” he said. One of the challenges is that exterior improvements need to follow strict historical guidelines and be approved by the State Historic Preservation Office. “Those guidelines increase the cost,” said Dave. “Our intent is to get this job done, so please send a check!”

Television Marketing Grant Approved

MTM is thrilled that the Wisconsin Travel Agency has for a second year awarded a grant of \$39,550 to support television advertising of the Osceola & St. Croix Valley Railway. The funding will combine with in-kind contributions from Hubbard Broadcasting, the Osceola Sun, and MTM to leverage nearly \$80,000 in television advertising.

The new TV spots will run on Hubbard stations KSTP, KSTC, and MyTV during July and August. KSTP will also be featuring the OSCVR in a number of its regular television programming. The grant was awarded to the Osceola Historical Society in partnership with MTM. Stay tuned!

Fundraiser Coming

In last month’s Semaphore there was notice of an upcoming fundraiser to support MTM. “We’ve been slow to put it together,” said Scott Hippert, Executive Director.” With the start-up of the OSCVR, the new

TV marketing campaign, and the move of the Gritty Palace, we have been busy over the past month,” he said. It is hoped that the funding request will be sent to all members and friends by mid-June.

This year has seen some unexpected expenses.

The efforts to get full MTM control of our technology, to bring more clarity to

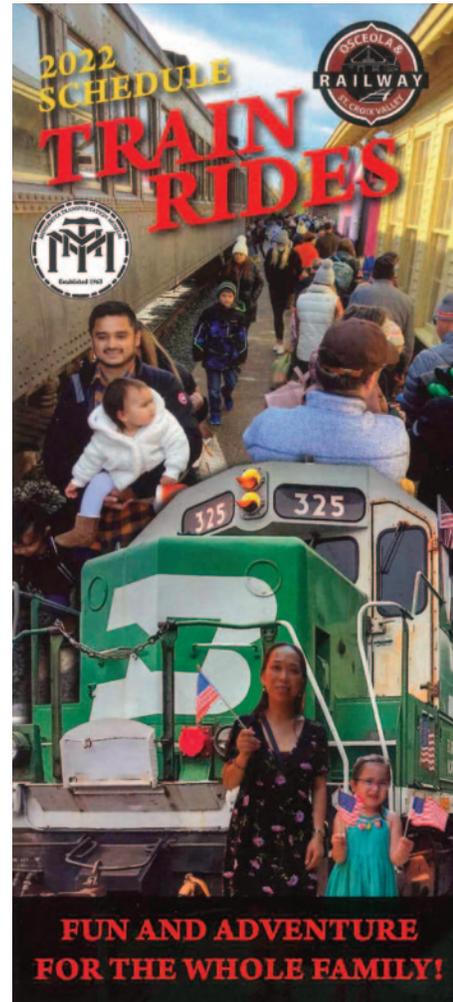
financial records, and bring Bay A back to functionality have been costly but necessary.

“MTM is on a positive and transparent path forward,” said Hippert. Please do what you can to help support the organization and guarantee its future.”



Help Promote the Railway

There are still OSCVR schedule brochures sitting in the basement of the roundhouse. We need to get those distributed far and wide. Please come grab some when you are traveling out of town, or even going to coffee shops near home. The more we promote, the better we do. Your help is appreciated.



From the Chair,

On May 18th I had the pleasure of meeting James J. Hill III. James is named after his uncle and of course his great grandfather. He enjoyed touring the round house and shares a genuine interest in the museum. We discussed the Manitoba Executive car, built around 1874 and one of the first cars acquired by James Hill in 1880. The following day Mr. Hill went to see the status of the A-18, a personal business car belonging to his grandfather, donated to the MTM, and being restored to its original condition. We are grateful for Jim's continued support of the restoration projects and of the Minnesota Transportation Museum.

I am inspired by this generosity and urge all members of MTM to donate whatever they can afford.

Wayne Merchant

Board Chair

Around 1874, the St. Paul & Pacific received from Barney & Smith, a 44-foot coach (No. 8). The car was turned over to the St. Paul, Minneapolis & Manitoba on June 14, 1879 (when the StPM&M took over the StP&P). No. 8 was rebuilt by the StPM&M in August 1882. After its time as StPM&M, it became GN No. 8 (1891), No. 25 (1900), No. 3011 (1907), No. 2146 (rebuilt to a "combine" in 1908) and, finally, No. 506 in 1927. No. 506 was retired in October 1946. In private hands in Montana, donated to GNRHS and in the care of MTM.



*Great Northern personal business car A-18.
This car was discussed in a recent Semaphore.*



The heritage of the "Manitoba Executive car is evident above the interior end door.



Osceola Migration Train 2022

- Nick Modders

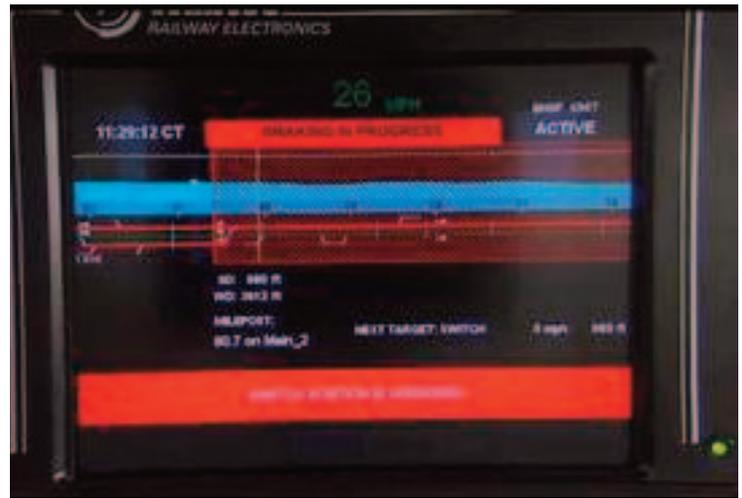
Like small children eagerly awaiting Christmas, a number of larger people were enamored with May 17, 2022 and the thought of getting the MTM train to Osceola to begin the 2022 Excursion Train season.

After months of planning and preparation, May 17th dawned with pleasant temperatures and fair skies. The locomotives had been professionally prepared, pampered, watered, oiled, charged, inspected and had everything ready to go several weeks before the Migration Train date. This was a first. Normally preparations were based on the premise that if it wasn't for the last minute nothing would get done. Not this year. Focused management got the job done early. Kudos to Superintendent Puelston and shop workers.

Negotiations with the host railroads is normally a fairly mundane paperwork adventure with an expression that we desired to leave Jackson Street at 12:01 on the clock. This year was especially precise. When the clock struck 12, we were on the Midway Sub main line and ready to head west. More on the source of that exact time later.

This year's Migration Train had a little different look. BNSF decided that they wanted the train to be Positive Train Control (PTC) equipped. PTC equipment is not something available to MTM locomotives because the equipment is worth more than the value of any one, or maybe all, of our locomotives. BNSF sent the Midway Tramp job power consisting of a GP-39-3 and a GP-38-2. Adequate power.

The BNSF officials on the scene for the Migration Train gave Engineer Ben Boege and your writer permission to ride in the lead unit and learn about PTC. It is magic stuff.



Above is the best depiction of the engineer and conductor display panel that I could find on the Internet. Unfortunately the use of our camera was not available on the train to get a better picture.

Once on or very near the main line the engineer initializes the PTC and will have an ACTIVE display once the locomotive's equipment is initialized. From the top, note the time display in the upper left corner. The note on the right advises that PTC is active for this train. Between the time display and the ACTIVE sign, above the red bar is a speed readout. It is barely visible in the depiction above. In real life it shows up well.

The blue area depicts the grade. It shows ups and downs. Very handy. Sure beats paper grade charts. Immediately below the grade display is a rail diagram that shows the track as a straight line. A moving red cursor depicts the leading end of the train you are in. If there are no restrictions the track depiction line will be free of distractions. If there are restrictions, which could include a section of track that maintenance of way forces have out of service, or an area beyond a red signal, the track diagram will be covered with red cross hatching.

In the script that is unreadable in the illustration above there will be various information displayed that could include how much further you can go before the brakes will be applied if you get close

(Continued on next page)

(Continued from last page)

to the forbidden area. We did not exercise that feature. When restrictions are removed, or signals display something other than a stop indication, the red cross hatching goes away and the text displays new information about the next restriction, which could be miles away.

So much for the technology entertainment. It's addicting stuff and will enhance railroad safety.

Back to the journey of the Migration Train. As previously stated, when the time display on the PTC said 12:00:00 we were headed west on the high iron — for a while.

We got to just short of the Midway Intermodal Yard and as promised by PTC the signal was red and there was a red cross hatching on the PTC screen and nasty text on the screen advising how many feet before PTC set the brakes and the investigation would begin. We waited by east Midway for about an hour. Great place to watch trains.



Waiting at east Midway

When opposing traffic ceased signals improved and we moved west, through St. Anthony and to Park Junction. Going through the Park is always fun. We creep through the bushes and come out on the St. Paul Sub. We head west to University, which is right next to the Soo Line Shoreham Yard at 28th and Central in Minneapolis. There are trains all over the place. Most not

moving. We stop short of University where the BNSF PTC units leave us and we pick up CP pilot, Christopher Lustina. Shoreham Yard Intermodal Facility can be tough to get through when things are busy. They were sort of busy but prior planning, communication and coordination let us ease through the congestion and pretty soon we were greeted by a big, green signal at Central Avenue and we could head east toward Withrow. Sort of.

Ahead of us was an Canadian National freight train with work to do at Cardigan Junction. We advanced on yellow signals until we got a red just west of Cardigan at Lexington Avenue. After a brief wait the CN train headed east and we followed. In due time we got to Withrow. The CP dispatcher lined us for the Dresser Sub and we were greeted with a big green signal. Pilot Lustina wished us a good day. We thanked him for his services and he got a ride back to Shoreham with MTM Migration Train Ground Coordinator, Deb Wood.

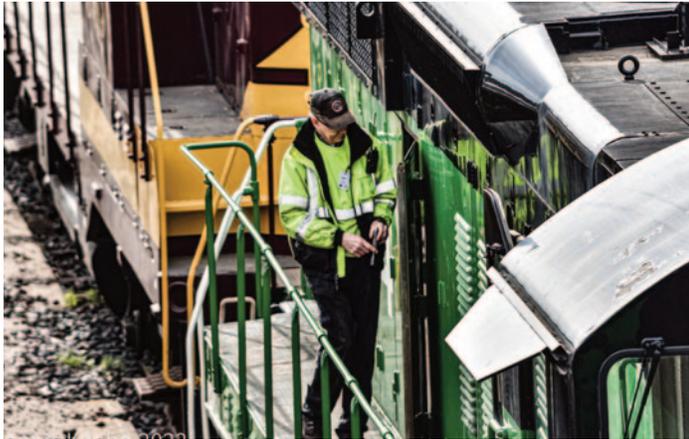
The trip to Osceola was uneventful and nostalgic. Familiar territory, good track, several deer watching us pass, it was all very pleasant. The St. Croix river was well watered. It wasn't the highest we'd seen but it was flowing well. A climb up the hill on the Wisconsin side and we were at Osceola. Elapsed time, 6 hours even. Three hours of moving, three hours of watching trains.

There was a crew at the Osceola depot and all pitched in to unload store material from the train to the depot store. Many hands makes quick work. With that we put the train on the siding and secured it.

Since we were used to electric propulsion and wanted nothing less for our ride back to Jackson Street we were treated to a ride in Scott Heiderich's Tesla. Very nice ride. The smooth ride back to Jackson Street was a fine way to end Migration Train #59. Now to enjoy the summer and our 30th year at Osceola.

A note of thank you to all the winter workers at Jackson Street who did the work to get the locomotives and passenger cars out the door in a timely manner. Several of the coaches underwent beautification and look especially nice.

Photos on this page by James Kuehn



Thank you!

Thanks to a joint effort by Bob Brown and Todd McGonagle on Saturday, May-14 the broken steps on both sides of the 1102 car's vestibule, were repaired.

On Sunday May 15, car 1102 was able to be assembled (switched) along with other cars to make-up the migration train.

The Sunday switching crew included - Craig Lofgren (engineer), Deb Wood (conductor), Tom Edwards (brakeman) and Brian Rockholt (photographer and helper).

The crew placed the cars in the proper order for operations at Osceola, minimizing switching upon the trains arrival on Tuesday afternoon.

On Monday, May 16 Nick Modders as engineer assisted in joining two sections of cars which the Sunday crew split, in order to place all cars and locomotives inside MTM fencing. Afterward a BNSF car inspection was then accomplished.

Thanks to everyone who participated these last few days before migration and to those who worked on cars these last several months.

Bob Puelston

Superintendent

A note to thank the folks who helped with preparation of the Osceola Depot for the season:

Eric Kallas
Ralph Tillma
Kevin Foley
Gary Paulu
Anthony Wocken
John VanArsdale
Bill Cranford
Rachel Hanks
Kurt Mahre
Al Hogan
David Castledine
John Radimecky
Ward Gilkerson
Sandy Hagan
Pat Kytola



The entire migration train rounding the curve at Kasota Avenue waiting for clearance to proceed through Park Junction.

Gritty Palace Inspection Trip

-Warren Plaisance

Bob Puelston and I had booked flights to Charlotte NC on Monday May 24th at 6am to arrive at 9:45. The plan was to get our rental car and drive the 40 miles down to the North Carolina Transportation Museum in Spencer. This is where Bob Willetts has the car stored and prepared for the move back to St. Paul. We had planned to spend that afternoon and the next morning before returning home that evening.



Plans go off the rails as the plane never taxied to our gate and announcements were made that our flight was delayed due to mechanical problems. Six hours later a replacement plane arrived from Texas and we were finally able to start our flight.



We arrived at the museum 15 minutes before closing time of 5pm. Bob Willetts met us at the Gritty Palace for a first look so Bob Puelston and I could come back in the morning with a better idea of the questions we would discuss with him.

It has a full kitchen, refrigerator, four bedrooms, one spacious lounge, two restrooms, one shower stall and even a microwave. Modern appliances and antique furniture breathe together.

Its name is "Gritty Palace," and the luxury train car is about 110 years old.



On the outside, it just sparkles with dazzling lacquered brass fittings, fresh paint and lettering. When you get in the car, its mahogany interior shines through over a century of service.

The 84½-foot-long car is large enough to accommodate 16 people for a nice dinner with seating for 8 at the expandable dining table.

(Quoting a Grand Forks Herald article in 2007):

Arthur Pew, came up with the name "Gritty Palace" because "when you are outside on the deck, there is a lot of sand blowing at your face. . . . You feel gritty. But the moment you step inside the car, it feels like a palace."

To make travel arrangement, Pew said, he calls the Amtrak Private Car Movement office in Washington and mails or faxes a request to the office. Usually, it takes at least one week, and the arrangements need to be made three or four weeks in advance.

The car, which was built in 1912 for the executive use of the Rock Island Railroad, has remained private since the beginning and never was used for commercial purposes. Pew bought the car in 1968 from Rock Island Railroad, which used it for business purposes.

"I first traveled in this car to Philadelphia back in 1992 with Arthur Pew," Robinson said. "Yes, I ex-

actly remember that day. It was fabulous. Riding in a car that has this history . . . It went like 70 miles per hour, and rain just passed us. I was mesmerized."



When boarding the car from the front end vestibule, the first thing you see is a big white fridge. It is securely bolted to the vestibule of the car and doors are firmly shut with steel bars to the walls of the car. Then,

on the right side, you will see a kitchen area, where the most modern amenities, such as a full size electric stove, a microwave and stainless steel counters are located. A pantry is on the other side of the counter and they share a divided sink.

Follow the mahogany-walled hall and the first compartment you will come across is the Porter Quarters, where a porter or a chef used to sleep.



The next compartment on the left side is the Secretary Room, where a male secretary used to stay and work when accompanying the executives on a trip in the old days.

The next one is the Vice President Room, which accommodates a small bed, a sink and a toilet that is now not operable.

The biggest room in the car is, of course, the President Room, which has a full-size bed, a



separate bathroom with a modern toilet and a sink, and even a shower stall.

The Dining room and observation lounge are equipped with built in mahogany side board. Cabinets and drawers for tableware and cabinets above a

mirrored back board.

The room has eight dining chairs and 6 arm chairs. A long couch runs along one side of the lounge area.



The last time I saw this car was parked at the Midway Amtrak station sitting on freight trucks. The original 6 wheel trucks cast with Rock Island lettering were out on a 40 year rebuild.



The car is Amtrak compatible and has current inspections good until August 2022. It is self sufficient with generator, microphor digester sewage system, air conditioning and heating, Electric water heater,



This box under the frame carries an assortment of cable extenders. Necessary for use when coupled to Superliner equipment.



The Gritty Palace needs to be completely restocked with everything from a toilet brush to cooking equipment. A list has been drawn up so that all will be furnished before departing North Carolina.



Above: *The NCTM has a steam display that reminds me of what we will install at Jackson Street Roundhouse.*

Below: *Some glamor shots in front of some beautiful EMD passenger engines of the South.*



Coming Down THE TRACK



- 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)
- 7/6 1030 JSR Tots 'n Trains
- 7/9 OSCV 1500 Wine Tasting?? 1097
- 7/16 OSCV Xmas in July weekend
- 7/20 1030 JSR Tots 'n Trains
- 7/21 1000 **Thurs** JSR Day Care 35 totl Lunch
- 7/23 OSCV 1500 Wine Tasting? 1097
- 7/30 1100 OSCVR both cars, b'day 20
- 1500 OSCV A11 grp 20
- 8/3 1030 JSR Tots 'n Trains
- 8/11 1900 JSR Boy Scout mtg
- 8/11 OSCV SPPS box lunch 47
- 8/13 OSCV 1500 Wine Tasting? 1097
- 8/17 1030 JSR Tots 'n Trains
- 8/25 1000 **Thurs** JSR Primrose Cot Grv 15k, 2a
- 8/27 OSCV 1500 Wine Tasting? 1097
- 8/31 1000 JSR \$5 Special on the 5th

Weinermobile is returning!

Just announced today for a late addition to the Semaphore. The Weinermobile will be here June 29th from 10-2:30. It's also \$5.00 Special Day!



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						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
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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

MAY						
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JUNE

JULY						
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24	25	26	27	28	29	30
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 1000 Jackson Street Roundhouse Open
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		

JUNE						
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JULY

AUGUST						
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31						

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2 1000 Jackson Street Roundhouse Open
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 1100 OSCVR First Run Osceola - Marine
17 1100 OSCVR First Run Osceola - Marine	18	19	20 1000 Jackson Street Roundhouse Open 1000 Tot's & Trains	21 1830 MTM Board Mtg	22	23 1000 Jackson Street Roundhouse Open 1100 OSCVR First Run Osceola - Marine
24/31 1100 OSCVR First Run Osceola - Marine	25	26	27 1000 Jackson Street Roundhouse Open	28	29	30