



Semaphore



Minnesota Transportation Museum • Vol. 9 No. 8 • August 2022

**THE RETURN OF THE GRITTY PALACE
FULL COVERAGE OF THE TRIP**

PASSWORD MANAGERS

LOCKER ROOM TO BE REFURBISHED

TRAVEL WISCONSIN GRANT RECEIVED

GATEWAY TRAIL MYSTERY SOLVED



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: The Gritty Palace waits for it's return to St. Paul in the Amtrak maintenance facility just south of Chicago Union Station.
 Photo -Warren Plaisance

Scott's Perspective

MTM volunteers continue to amaze me. As I was walking around Jackson Street recently, I saw so much surprising activity. The forges were going, coaches that were previously decaying were being preserved, the 2156 locomotive was getting its wheels worked on for the first time in years, and there in Bay B sat the Gritty Palace. In Osceola, we are having one of our best seasons in years and our new wine tasting trains are all sold out. All of this requires dedication and work on the part of you, our members and volunteers.

I can't thank you enough for all you do, and for who you are as individuals. You make up a great MTM family that is a pleasure to be part of. My only request is that you invite your friends, families and neighbors to join you. Many of you are doing more than your share, and you need help. Let's increase the size of our MTM family and accomplish even greater things.

Scott

Travel Wisconsin Supports OSCVR Advertising

Julieann Fox (right) presents a check for \$39,500 to Pat Kytola of the Osceola Historical Society and Deb Wood of MTM to support efforts to promote the Osceola & St. Croix Valley Railway. MTM and the Historical Society are conducting the marketing campaign as partners. The support covers the cost of television advertising. This is the second year in a row that Travel Wisconsin has supported our marketing efforts.



JACKSON STREET LOCKERS – AUGUST 20 DEADLINE



If you've been in the MTM locker room in recent years, you know that it needs some serious attention. At present there is an effort underway to rejuvenate the space, but we need those of you with lockers to help. If you currently have a locker, please come mark it with blue tape and put your name on it before August 20th. If you have a locker that you no longer use but have items in it, please come remove those items before August 20th. And if you don't have a locker but want one, please come label one before the 20th. We will be reducing the number of available lockers and keeping those that are in the best shape. The rejuvenated locker room will be one that you actually might be proud of!

Wednesday Evening Shop Sessions

A dedicated and fun group of volunteers is working each Wednesday night from 6:00-10:00 to repair locomotives, sort parts and other projects, lead by Mike Reardon, Jeff Braun, and Bob Puelston.

Come join the fun and learn from the experts!



Gritty Palace Welcome Home Trip

- Warren Plaisance



North Carolina train crew couples on to the Gritty Palace. This marks the very first step on the journey home.

First Half of the Trip: Preparing for Departure.

So it's been a very interesting couple of days. Bob and I did arrive on time on separate flights. Bob booked American I flew Delta. This time both flights went smoothly. We picked up the pick up truck from Enterprise in order to gather up all of the necessary purchases we needed to outfit the Gritty. Our goal was to acquire almost everything we need except for the food. One of the first obstacles we had was the air conditioning system was not working. Bob Willetts and his crew worked on it all day Thursday and all day Friday with assistance from our Bob Puelston. At the end of the day Friday at 6 PM they had everything working properly. There were some electrical components needed to be replaced



Left on the Norfolk Southern interchange track. We are informed the track behind the car is out of gauge and will need a track crew to fix before our car can be moved.

after we get to St. Paul. Everything's been checked out and we're hoping that we will have air-conditioning for the trip back to Saint Paul. This could have seriously affected the ability to board passengers. There was also a new issue with the toilets. The toilets were not working properly and one of the toilets has been replaced and so we have an operating toilet which is another good thing to have for our trip home. The third thing was that we had some issues with the brakes that had to be serviced as well. As I write up these notes, it's Friday evening and we have purchased and loaded up everything for the car. Everything is in working order and Bob



Just off to the North of the Amtrak station, the Gritty Palace is waiting in the Norfolk Southern freight yard. This is where Bob and I load up at 4 am.

and I have been checking components in the interior functioning of the car and making sure that everything is working right as I said before for the trip home.

So tomorrow is Saturday we're going to be buying a few more items. Bob is going to be checking out a few more systems yet tomorrow but that should pretty much wrap up our preparation on the car. Gritty will be moving to



Interior of the old Southern Railway station. At right is the underground concourse to the platforms.

another area of the yard at the North Carolina Museum of Transportation and it's going to be unavailable for us after Sunday around 6 o'clock in the evening until we board very early on Friday morning. In one week from today we should be on our way. We've been going over a lot of details as far as the inspection paperwork,

DAILY TRAIN SERVICE			
Train Number/Name	Arrival/Departure Time	Route	
#20 Crescent	Dp 5:31 am	Northbound - New Orleans to New York	
#19 Crescent	Dp 2:45 am	Southbound - New York to New Orleans	
#80 Carolinian	Dp 6:45 am	Northbound - Charlotte to New York	
#73 Piedmont	Ar 9:40 am	Southbound - Raleigh to Charlotte	
#74 Piedmont	Dp 10:30 am	Northbound - Charlotte to Raleigh	
#75 Piedmont	Ar 1:10 pm	Southbound - Raleigh to Charlotte	
#76 Piedmont	Dp 3:15 pm	Northbound - Charlotte to Raleigh	
#77 Piedmont	Ar 6:10 pm	Southbound - Raleigh to Charlotte	
#78 Piedmont	Dp 7:00 pm	Northbound - Charlotte to Raleigh	
#79 Carolinian	Ar 8:56 pm	Southbound - New York to Charlotte	

reviewing all of that and the Amtrak forms that need to be completed before a trip. Bob and I then spent the rest of the week going over other details, buying other small things we were told we'd need like walkie talkies to communicate with the Amtrak Conductor while underway.

Bob and I booked rooms at an Extended Stay lodging in Charlotte near the airport. Not only was this a convenient location for shopping and the Amtrak station, but the rooms were equipped with full kitchen for storing perishables before loading up on the Carolinian.

3 am Friday morning, we loaded up the truck at the hotel and made it down to the station. We were very lucky to have the contact information of the Amtrak Roadmaster. He would be riding with us for the first hour of the trip. We were able to be escorted to the Gritty at 4 am to unload the truck into the car and then I was able to drive the 5 miles back to the airport, return the rental, and take a cab back to the Amtrak station. At the station, we had to wait along with the other passengers for the 6 am boarding of the train.



This is one of my favorite photos from the trip. It captures the anticipation of Bob and my early morning departure.

Underway at Last!

We left right on time and I had my first chef duties of cinnamon rolls, coffee and juice. This was the beginning of my experience of

trying to work on the galley while at speed. Every moment demanded my attention to staying braced for the ever shifting motion. Later that day I try my hand at baking chocolate chip cookies from scratch. My goal is to learn the special conditions of a rolling kitchen. Just working my way up to Monday's dinner carefully.



Starting to learn the quirks of cooking at speed, home-made chocolate chip cookies. We went through 5 dozen!

So just making note of an interesting bit of chatter we heard over the radio between two engineers this afternoon. We heard the first engineer say, "hey what's that thing you're hauling behind your engine?" and the engineer on our train goes, "oh it's just a private car." "Amtrak 80 you're looking good, out."



Track 30, Washington Union Station

We arrive on time and are spotted on track 30 and left there until the next day. Larry and Bob met us on the platform. Amtrak ground crew fills our water tank and provides "wet" ice. As we were sitting in Washington Union Station, Bob



Puelston has asked the tower for permission to blue flag our track so that Bob can do some maintenance underneath the car.

Bob is trying to trace the water cut off valve for the piping underneath the car to provide water for the main toilet which he is sure trying as hard as he can to get working before the Monday trip.

I took out the Gritty Palace drum head and attached it to the rear of the car, plugged it in and discovered that the light was burned out. Larry Paulson and his friend Tom just made a run to



Railroad french toast while spotted on the platform of track 30 of Washington Union Station.

the hardware store to get us a new LED light so we can leave Washington DC with a proper illuminated drum head.

Sunday morning while stable in the station, I whip up railroad french toast and bacon for breakfast. I then made a tour of the station to pick out a flower arrangement for the dining table centerpiece.



Centerpiece for the dining table in anticipation of Monday's dinner behind the Empire Builder.

Sunday afternoon we are coupled on to the Capitol Limited. Anxious moments arise when the brake pistons are not retracting as well as they should. There's a moment when we fear our departure is on the line. The situation clears up to the satisfaction of the car inspectors and we depart on time.



*Harpers Ferry, WV
Vol 9 No 8 August 2022*

Definitely the scenic highlight of the Capitol Limited was the stop at Harpers Ferry, WV.

Tonight will be the first dinner served while underway. Caesar salad and alfredo chicken pasta. Costco specials that worked easily by baking the pasta container in the oven.



Chicken Alfredo Pasta and Caesar salad on the Capitol Limited somewhere around the Mason-Dixon line.

We are watered again while stopped in Pittsburg in the middle of the night. Morning brings a foggy scene across Indiana as we munch on a breakfast of scrambled eggs, sausage and toast. We arrive on time at Chicago Union Station. Soon we are backed to the Amtrak maintenance base to stay overnight.

Where's the beef?

I wasn't impressed with the selection of prime rib roasts in the Charlotte area. I tried several sources but had a back up plan. We left Charlotte without the beef roasts I needed for the Empire Builder dinner. This is the point where I have made special arrangements for a family friend to deliver my boneless prime rib roasts. Nik and her son that is a butcher in a restaurant meat supply house offered to bring the roasts to us. For my planning this was a crucial moment because I wasn't sure how this was going to be pulled off. As soon as we were spotted. I called my friend and she was already in the visitor center parking lot waiting for me. We made the hand off and gave a quick tour of the "Gritty" to my heroes!



Family friend of Warren, Nicole Panopoulos and her son Carter deliver the beef for the Monday evening dinner.

A late night wye

It's 9:51 PM we are currently being turned around on a wye going past the Metra Commuter Yard. Powered by Amtrak 519 with a single diesel as just one car they are going to spot us on a different track and then later tonight they are going to start building the Empire builder train around us. This is to orient us in the right direction so that we will have the back of the Gritty Palace on the Builder.

After we pulled out of Chicago Union Station Sunday morning back to the maintenance shops, they turn the whole Capital Limited to get it in the right direction for the trip back the next day. But, when they did that they left us facing the wrong direction for tomorrow's trip on the Empire Builder. Bob pointed out to the Amtrak Yardmaster that we were going to be facing the wrong direction they needed to turn us around again

tonight all by ourselves so that we would be facing the correct direction for tomorrow.

Dinner preparations have been going on since Sunday afternoon. Brownies have been baked. A surprise birthday cake has also been baked. Late in the evening before bed, I laid out pans of



Dinner rolls are out of the oven.

dinner rolls to thaw and rise overnight. They will go into the oven in the morning. For breakfast, I served bacon egg and cheese bagel sandwiches wrapped in foil for a casual "working" meal. Leaving a note for myself at 12:25 pm, we are just about ready for our move over to the platform at Chicago Union Station. Tom and Larry have been polishing all the glassware taking it out of the cases and placing them on the



Beef roasts are tempering and ready for the oven.



Breakfast for the crew.

shelves in the Buffet. Champagne is on ice, the roasts are tempering on top of the stove. they're gonna go in the oven at 1 o'clock at 250° I've been polishing the stainless steel putting away more glassware and just going around and checking to see that everything is put away and neat and tidy up the car. There was yet another anxious moment as the inspector questioned the thickness of our brakeshoes. A little later, a carman just came to the back door, rang the doorbell and handed me a form stating that all the inspections were complete. We got four bags of ice, they refilled our water tanks and we are all provisioned. Now we are just waiting to move down to the station.



I am so ready for the final leg of the journey home!

Boarding and departure were right on schedule. A few photos were taken and the crew met our passengers on the platform. We started the last leg home to St. Paul with a very full car. Every seat was filled with our guests. To kick off the trip, a champagne toast to the Pew family for making



Mari Pew was a joy to work with in the Galley. She is helping plate up the wedge salads.

toast and a surprise birthday for a 12 year old boy.

Next on the dinner schedule was Wisconsin brandy old fashioned cocktails or lighter refreshments if desired. This was accompanied by a relish tray and as a nod to the southern stay of the "Gritty", I made a batch of pimento cheese spread.



Dinner is served! Prime rib, baked potato and all the trimmings.

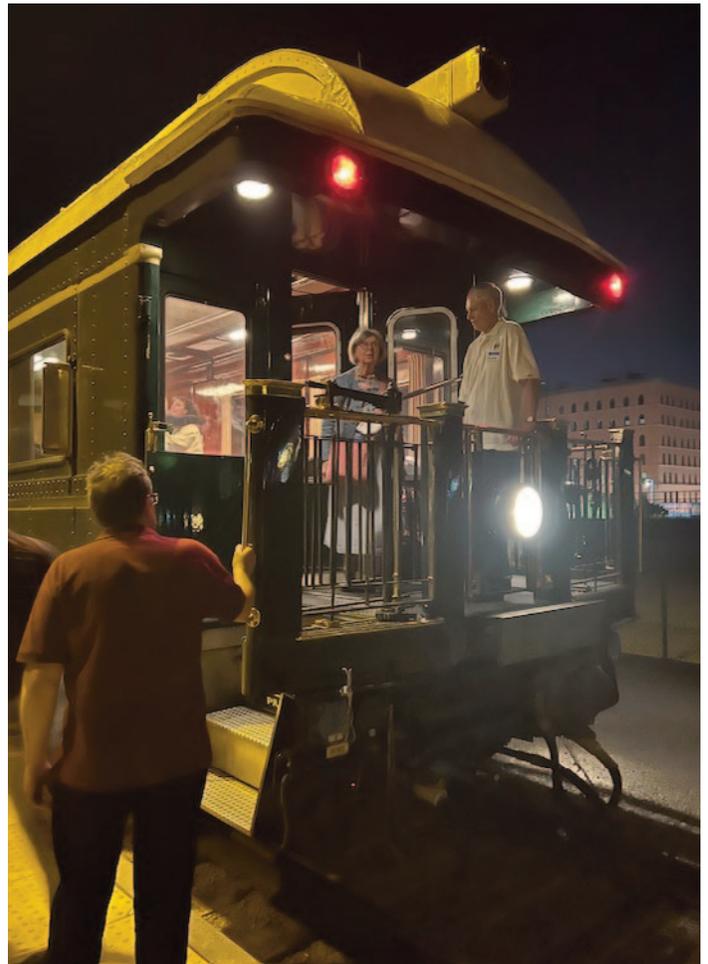
Because the dining table can only seat eight and a time, I scheduled two seatings at 5:30 and 7:30. Dinner was a wedge salad, rolls, 16oz. prime rib, baked potato, au jus, and sour cream. Cabernet Sauvignon was the paired red wine.



Brownie Sundae with vanilla ice cream and Torani dark chocolate sauce.

After both seatings were concluded, we served a chocolate brownie sundae to everyone to eat wherever they sat.

We arrived on time at St. Paul and our full guests departed at the platform. Bob and I accompanied the car onward to the old Midway Station where the car was spotted until ultimately shuttled to Northtown Yard and then Jackson Street Roundhouse by BNSF.



On time arrival at St. Paul Union Depot.

I had a couple of days to remove all the glassware, silverware and china in batches to run through my dishwasher and return to the railcar. All perishable food was removed and the galley and pantry got a good cleaning.

When the trip was over I thought that was a lot of hard work and questioned if I would do it again. Would I? Now I can't wait for the chance for a repeat sometime soon!



-Warren Plaisance

All photos by the author

Thank You Gritty Crew and Donors.

We couldn't have done it without you!

I would like to extend my gratitude to everyone that made the Gritty Palace trip to her new home at the Jackson Street Roundhouse in St Paul successful. Thank you to the crew and others who worked diligently to make the trip a wonderful event, and the donors that contributed generously to the funding of the trip. I also want to thank the Amtrak, Norfolk Southern BNSF, Minnesota Commercial Railroad and St. Paul Union Depot for their support and cooperation along this difficult journey. We couldn't accomplish this without your assistance and cooperation!

Bill Cranford
Dr. Bruce Dennison
Tim Grube
Scott Heidrick
Carter and Amy Johnson
Craig Lofgren
Frani Lowe
Kelli Lund
Nick and Sara Modders
Joel Moline, Rachel Roy and Easton
Dick Mullen
Larry Paulson
Mari Pew
Warren Plaisance
Bob Puelston
John Radimecky
Steve Sandberg
Tom Timmons
Nicole and Carter Panopoulos
Bob Willetts and staff

Sincerely,
Wayne Merchant
MTM Board Chair

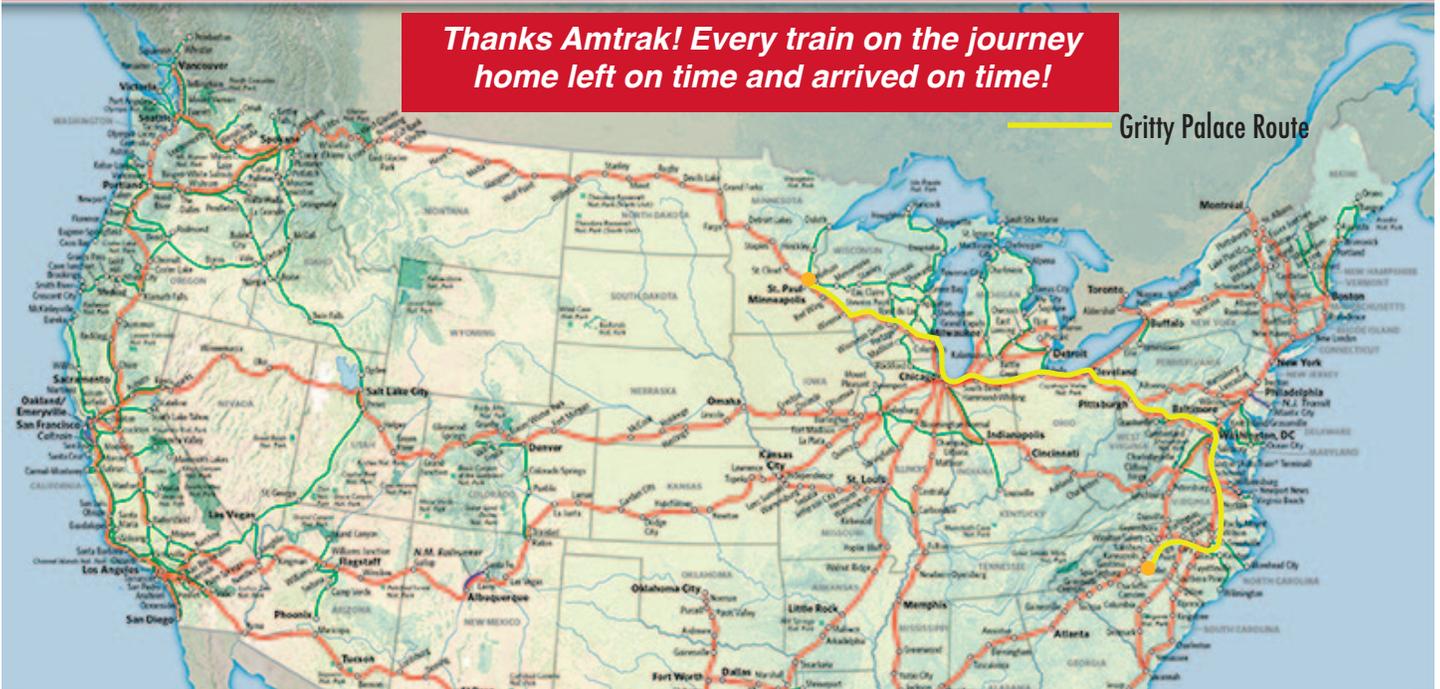
Because of your help, the Gritty Palace now waits for it's next adventure safe and sound inside it's new home, Bay B of the Minnesota Transportation Museum Jackson Street Roundhouse.



THE AMTRAK SYSTEM

Thanks Amtrak! Every train on the journey home left on time and arrived on time!

Gritty Palace Route



**Gritty Palace Schedule:
Amtrak train No. 30 Carolinian
Friday, July 15, 2022**

Charlotte, NC	Departs 6:45 a.m.
Kannapolis, NC	7:10 a.m.
Salisbury, NC	7:28 a.m.
High Point, NC	8:02 a.m.
Greensboro, NC	8:24 a.m.
Burlington, NC	8:46 a.m.
Durham, NC	9:27 a.m.
Cary, NC	9:47 a.m.
Raleigh, NC	10:05 a.m.
Selma, NC	10:48 a.m.
Wilson, NC	11:18 a.m.
Rocky Mount, NC	11:40 a.m.
Petersburg, Va.	1:11 p.m.
Richmond, Va.	2:11 p.m.
Fredricksburg, Va.	3:07 p.m.
Quantico, Va.	3:29 p.m.
Alexandria, Va.	4:03 p.m.
Washington, D.C.	Arrives 4:30 p.m.

**Amtrak train No. 29 Capitol Limited
Saturday, July 16, 2022**

Washington, D.C.	Departs 4:05 p.m.
Rockville, MD	4:29 p.m.
Harpers Ferry WV	5:16 p.m.

Martinsburg, WV	5:45 p.m.
Cumberland, MD	7:17 p.m.
Connellsville, PA	9:47 p.m.
Pittsburgh, PA	11:59 p.m.
Alliance, OH	1:39 a.m.
Cleveland, OH	2:59 a.m.
Elyria, OH	3:29 a.m.
Sandusky, OH	4:02 a.m.
Toledo, OH	5:22 a.m.
Waterloo, IN	6:36 a.m.
Elkhart, IN	7:29 a.m.
South Bend, IN	7:51 a.m.
Chicago, IL	7/17 Arrives 8:45 a.m.

**Amtrak train No. 7 Empire Builder - Passenger Boarding
Monday, July 18, 2022**

Chicago, IL	Departs 3:05 p.m.
Glenview, IL	3:29 p.m.
Milwaukee, WI	4:45 p.m.
Columbus, WI	5:55 p.m.
Portage, WI	6:24 p.m.
Wisconsin Dells, WI	6:42 p.m.
Tomah, WI	7:20 p.m.
La Crosse, WI	8:04 p.m.
Winona, MN	8:40 p.m.
Red Wing, MN	9:42 p.m.
St. Paul, MN	Arrives 10:56 p.m.

Mystery solved about Gateway Trail platform



Morten Jorgensen wrote: I saw the article about the Gateway and Brown's Creek trails.

The platform at Duluth Jct is one that MTM built in 1989. Why it wasn't removed when the rails were removed in 1992 from the Duluth Jct area is unknown, but MTM had at that time moved their operations from the Stillwater line to the Dresser Sub.

I was involved in building that platform and we built it in order for our passengers to be able to get off the train while the engine ran around. The 1991 season was our last season on the Stillwater line. The Minnesota Zephyr then purchased the line from MTM and operated their dinner train for a number of years, before selling the line to MN DNR. The DNR paid more than ten times what the Zephyr organization had paid for the line. Talk about inflation in real estate.

Morten

Coming Down THE TRACK



8/3	1000	JSR Tots 'n Trains
8/6	1030	JSR Michel's b'day 2yo
8/11		OSCV SPPS box lunch 47
	1330	OSCV MPLS P&R 13s coach
	1900	JSR Boy Scout Mtg Warren P
8/13	1030	JSR Blessing b'day
	1330	JSR Lopez b'day
	1500	OSCV Wine Tasting 1097
8/17	1000	JSR Tots 'n Trains
8/18	1830	JSR MTM Board Meeting, Training Room
8/25	1000	JSR Primrose Cot Grv 15k, 2a
8/27	1500	OSCV Wine Tasting 1097
8/31	1000	JSR \$5 Special on the 5th
9/7	1000	JSR Tots 'n Trains
9/8	1900	JSR Boy Scout Mtg Warren P
9/10	1100	OSCV Pkvw UCC 1097 Pizza 40a
	1500	OSCV Wine Tasting 1097
9/15	1100	OSCV MLT box lunch 56
	1830	JSR MTM Board Meeting, Training Room

OSCVR: We get rave reviews!

We went on the 2PM ride with 4 friends to celebrate our 57th wedding anniversary on July 24, 1965, first time riders. We all really enjoyed the train ride with its refurbished classical rail cards, very interesting history of the rail line, scenic route and helpful people. We did check out all of the cars in the train, the James Hill private car was particularly interesting.

***Bruce and LeEtta Blumentritt,
Rochester, Minnesota***

Password Managers

By John Radimecky, MTM Interim IT Manager

This is the second half of a two-part series on passwords. This article introduces an even more important and helpful concept of how to keep track of all those different passwords - the Password Manager.

If you use the Internet, you should use a password manager. What is it? If an individual password/login is like an individual key, a password manager is a key lockbox that contains all the separate passwords and is secured by one master password or “key.” You don't have to remember all your separate passwords anymore, you just go into your password manager to get each individual password when you need it. In the key analogy, think of it like not having to carry around every key you own on one huge keychain, instead you just carry the key to the lockbox. Much easier to remember a single, really good passphrase to the password manager.



Vs.



Before password managers

The options were somewhat limited in how to remember all the different passwords you might have - mainly bad options too. Here's basically a list of how **not** to keep track of your passwords.

Make all your passwords the same.

That's like having every lock you own keyed the same. Convenient but a terrible idea for real security. When that single password is guessed/cracked, leaked, lost, or otherwise compromised, then **all** of your accounts are compromised. Something many people don't think

about is the amount of time it will take to change all of those accounts after your password is compromised! Better to prevent that situation by using separate passwords for everything.



Make your passwords simple or follow some convention so you can remember them

... such as a phone number or add the month or year that you created the password. Though easier to remember, it's much too predictable to be secure. Things like phone numbers, addresses, pets' names, maybe even your SSN, are all pretty easy for hackers to find. Better than #1 but not by much. It's like having antique keys that are slightly different but it is very easy to pick the lock once you have a similar key.



Keep a list of passwords in a drawer or somewhere "safe."

This is better than the previous two items because you can store a different password for every site, account, or thing you need to access. However it's not as good as a password manager. For one reason, most password lists are unlocked, in drawers or under keyboards, easily readable by anyone in the vicinity. Another big reason: password managers store the information securely in the cloud and are available wherever you need to use them. In the key lockbox example, a password list is like having a key safely in the Twin Cities but you're in Chicago. "I forgot to bring the key!"



A Password Manager is more like having your key lockbox always with you but it's not unwieldy. Instead it is available wherever you have your phone or whenever you have access to an Internet connection and web browser (for cloud-based password managers).

Things You Can Do With a Password Manager

Most password managers can do most of the things here, however a disclaimer that not all password managers can do all the things. Most offer a free trial period to see if they will fit your needs.

1. Store your passwords!
2. Secure access to those passwords so only you can see or use them
3. Automatically fill your username and password on websites (like most web browsers, Apple, and Android phones do so you may be familiar with this technology)
4. Easily use your passwords on other devices or web browsers such as at work, at the museum or library, or on another device (web browsers, Apple, and Android phones can't always do this)
5. Generate random passwords that meet different complexity rules, for example a site might want one number and at least 8 characters but doesn't take special/punctuation characters. The built-in password generator can be adjusted to create one that meets your needs. It's easier than ever to use a different password for every site like the experts say you should.
6. Help you change passwords to secure ones by automating the change process. This can be a nice feature when you re-use the same password for multiple sites but want to change to a unique password for every single login (and you want this).
7. Tell you if your username or password have been leaked or compromised in hacks of companies. You've heard it in the news, best to know if a username or password breach includes you so you can get that password changed.
8. Measure the strength/safety of your passwords, and suggest ones you ought to change. That makes being secure online even easier.
9. Store other things besides login passwords - but only if you want to! Secure documents like a gift list for your spouse, Wifi networks and passwords, your home address or other addresses for easy shipping or signing up for accounts, payment/credit cards, drivers

license, passport, insurance info., even medical information like prescriptions or conditions.

10. Choose to share a password or other information with someone you trust such as a child, sibling, parent, or friend. Some allow conditional access where you have a period of time to deny the request and if you are unable to respond (say you're in a coma) then the other person can view what you've shared to help you take care of your personal affairs when you are unavailable.

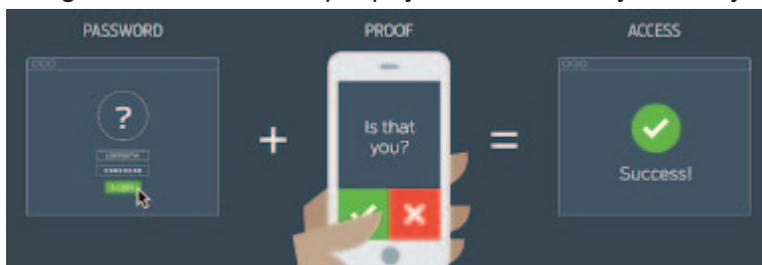
Great, now how do I use a password manager?

In the author's experience, whatever password manager is chosen, it will step you through setting your Master or Vault Password. **DO NOT FORGET THIS ONE** and make it very secure. After all, it's securing all of your other passwords. Think of an entire phrase that only has meaning to you. It's OK if it's nonsensical or imaginary. Examples:

- MyDoggo!WasNamedAfterAPopeyeCharacter
- USORRule710IsAllAboutNoise(..)
- In1880,IWasInJailForAttemptedTrainRobbery.

For more information on selecting a good paraphrase see the previous article in this two-part series.

Another thing to really secure your account is to turn on 2FA/MFA when it's available. That stands for Two-Factor Authentication / Multi-Factor Authentication. Authentication is the process of confirming who you are and two- or multi- factor means having more than just a password (one factor) to secure access to your account. Usually multi-factor authentication means providing something you *know* (the password) and something you either *have* or something you *are*. The something you have can be either a cell phone where you receive a validation code by text message or a program on your phone or tablet that generates specific codes based on time (often called *authenticators*). These programs are a whole discussion themselves and won't be covered here. Something you *are* means biometrics, like a fingerprint reader, iris scanner, facial recognition, or some unique physical feature of your body. This is also beyond today's article.



Two-factor/multi-factor authentication helps secure your account because even with your password, an attacker can't get in unless they also have that other factor such as your phone. The chances of an attacker having both are exponentially smaller than either your password being cracked/leaked or your phone being stolen/lost. What you need to know right now is that 2FA/MFA generally means using your phone to verify who you are when you try to log in.

After setting up your master vault password and enabling multi-factor authentication, set up any account recovery options. Next you can start entering and using your passwords. Definitely work with your favorite IT guru to help you get going, that will make the experience smoother so that you use the password manager more efficiently as time goes on.

Popular password managers you might try

There are many choices out there, here are only a few of the more popular ones. How to pick one? Work with your favorite IT guru (child, niece or nephew, friend, etc.) to figure out what Password Manager is best for you. Costs were current as of June 22, 2022 and list options available for individuals or families, not business or corporate licensing. Prices are regular (non-sale), annual, and rounded to the nearest dollar. Family plans are usually 5 or 6 individual premium accounts billed together but entirely separate for storing the passwords and information.

Name	Free Plan?	\$ Individual Premium Plan	\$ Family Premium Plan
LastPass	Limited features	36	48
1Password	Trial only	36	60
NordPass	Limited features	18	60
RoboForm	Limited features	24	48
Keeper	Trial only	35	75
Dashlane	Limited features	60	89
Norton	May only be available to Norton subscribers for no additional cost	May only be available to Norton subscribers for no additional cost	-
Bitwarden	Full version is free open-source	10	40
Sticky Password	Limited features	30	-

Password Manager Reviews

Here are a couple of reviews of password managers to help you choose one. The author's intent is to be neutral and avoid any specific suggestions, so work with a trusted IT guru and these reviews, or find your own reviews (does Consumer Reports have a review?).

- <https://www.tomsguide.com/us/best-password-managers,review-3785.html>
- <https://www.pcmag.com/picks/the-best-password-managers>

- <https://www.pcworld.com/article/407092/best-password-managers-reviews-and-buying-advice.html>
- <https://buyersguide.org/password-manager/t/best?q=reviews%20of%20password%20managers>

Stay Safe

Password managers help manage the complexity required to use good passwords for all of your accounts. Because they guard so much, take the time to get them set up right. Once you get used to using one you'll see how helpful they can be.

Osceola & St. Croix Valley Railway						
Passenger Count History						
Year	2017	2018	2019	2020	2021	2022
Month						
May	1010	0	1880		897	696
June	1279	172	1799		2099	2162
July	2098	1766	2067		2961	
August	1415	1675	3077		2507	
September	3599	2968	3597		3434	
October	13390	10812	8663		10949	
Annual Total	22791	17391	21083	0	22847	

JULY

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						

AUGUST

SEPTEMBER

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	5	6
			1000 Jackson Street Roundhouse Open 1000 Tot's & Trains			1000 Jackson Street Roundhouse Open 1000 Jackson Street Roundhouse Open
7	8	9	10	11	12	13
1100 OSCVR First Run Osceola - Marine			1000 Jackson Street Roundhouse Open			1000 Jackson Street Roundhouse Open 1100 OSCVR First Run Osceola - Marine
14	15	16	17	18	19	20
1100 OSCVR First Run Osceola - Marine			1000 Jackson Street Roundhouse Open 1000 Tot's & Trains	1830 MTM Board Mtg		1000 Jackson Street Roundhouse Open 1100 OSCVR First Run Osceola - Marine
21	22	23	24	25	26	27
1100 OSCVR First Run Osceola - Marine			1000 Jackson Street Roundhouse Open			1000 Jackson Street Roundhouse Open 1100 OSCVR First Run Osceola - Marine
28	29	30	31			
1100 OSCVR First Run Osceola - Marine			1000 Jackson Street Roundhouse Open \$5 5th Wed			

AUGUST

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			

SEPTEMBER

OCTOBER

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