MNTX 41 and MNTX 478 Moved to Restoration Facility
Osceola Season Extended
MTM’s First Female Engineer
James J. Hill Documentary Released
Heritage Rail Alliance Meeting Report
Scott’s Perspective

I continue to be amazed at the incredible commitment so many of you have to MTM. From the scores of members who volunteer at the roundhouse, doing everything from welcome guests, to restoring equipment, to clearing out all of the salvage and scrap that have inundated the place for far too long. The Osceola & St. Croix Valley Railway just celebrated its thirtieth anniversary. Again, it is just amazing that so many of you have been volunteers on every weekend, of every operational month, for the past thirty years. And consider Aaron who staffs the Minnehaha Depot all summer long. An unsung hero! A long-time member recently said “I do it because it’s so much fun and I love meeting the people.” And that’s really what’s at the heart of MTM. We are here because we enjoy the work, we love our visitors, and we enjoy the friendships.

With that being said, we all must agree that MTM needs new members and volunteers. Some of you have told me that you’re getting tired or worn out. I’m encouraged by the number of young people who have been joining our ranks lately. It’s fantastic! But we need to invite a new generation of members, volunteers and leaders. The long-term future of MTM depends on it.

MTM is a member-driven organization. As such it is the responsibility of each of us to reach out and invite others to join us. Please consider who you might invite into the MTM family. Your family members, co-workers, friends, and neighbors might become as passionate as you are about MTM. Please invite them, and personally bring them here, introduce them, and get them involved.

The future of MTM is the responsibility of all of us. I have confidence in you.
URGENT: Burglaries at Jackson Street Roundhouse
Appears to be inside job.
Your help needed to identify suspects.
Police Notified

A recent series of burglaries in the back lot of the Jackson Street Roundhouse seems to be an inside job. Those responsible for stolen locomotive batteries, new railroad ties, and other materials entered the back gate using a key, clearly knew what they were looking for because in the picture above they drove directly to the stored batteries and immediately loaded them up. They knew exactly what they were looking for and where it was located. This latest burglary took place at approximately 5:28PM on September 4th, Labor Day weekend.
In recent days it has also been discovered that someone without current authorization has been tampering with the server controlling MTM security cameras.
If you recognize the red truck in the image above, please contact Scott Hippert, Executive Director, at scott@trainride.org, or leave a message in MTM office. Anonymous information is welcomed, and confidentiality will be assured.
The Saint Paul Police Department has assigned a detective to this case, we continue to review security video for clear facial identifications from other cameras, and our neighbors are checking their video cameras for additional information. All information will be turned over to the Saint Paul Police Department.
It is incomprehensible why any current or former member of MTM would engage in criminal activity against this organization. The damages and losses are against everyone who cherishes and supports this organization.
We do have additional photos and information. The back gate has been secured to reduce access, and we will be implementing additional security measures. If you can provide additional information to resolve this matter, please do share it. Thank you.

The Osceola & St. Croix Valley Railway has extended its season due to popular demand.

Trains will run through the weekend of October 29 and 30. We are going all out with pizza trains, wine tastings, and picnic on the train.
Come ride the train one more time before the snow falls!
MTM's first female train service engineer

Debbie Wood passed her final practical test to become a train service engineer on Saturday, Sept. 24, 2022 at JSR. Her new license will be on its way to her as soon as all the paperwork has been checked and approved. Debbie will be operating at Jackson Street Roundhouse this year and will begin familiarization on the Dresser Sub in 2023. Due to having the commitment and being stubborn, she doggedly has gnawed her way through the many required training hours, passed the final written test and now also the practical test. It requires a huge commitment to become an engineer and Debbie has proven this commitment through many successful years as a conductor. Thanks Debbie. Good job!

MTM Operational Training Team

Operation Lifesaver mascot came to pay a visit Saturday, September 24th to Jackson Street Roundhouse.

-Great work Larry!

GN Baggage Cart Gets Some Love

Larry Coulter worked on rehabbing the baggage cart that is sitting on the loading dock right out front. It's easy to spot outside as the big green cart with the side boards and the GNRY stencil. It took Larry the better part of the year to do the refurbishment. It's been outside exposed to all the cold weather, he said. He didn't do much over the winter. Larry came and pointed out that he was finally done and wanted a picture taken with the cart. Great work Larry!
MANDATORY USOR RECERTIFICATION CLASSES 2023:

We will have mandatory USOR recertification classes for all already licensed crew members on January 7 and January 14, 2023. This is the biennial recertification and it is mandatory for brakemen, conductors, engineers and students of those categories.

It has not yet been decided how we can divide the group, but at least we can say now, that crew members will only have to attend one of the two days. We are planning on having the two classes at the roundhouse. Expect classes to last at least four hours.

The recertification test will be an on-line test that you can take from home, just like it was done two years ago. More info in the November and December issue of the Semaphore.

CLASSES FOR FUTURE STUDENTS / NEW MEMBERS 2023:

Classes for future students will begin some time in the latter part of the winter, probably in late February and will include many Saturdays mornings at the roundhouse. We hope to get a good group of 5 to 6 highly committed new members to sign up. More information about this set of classes and how to sign up will be in the January Semaphore.

MTM Operational Training Team.
Debbie, Ward, Lane, John, Craig, Morten

We get great reviews!
- Barb Sheldon

Just a note to let you know how much we all enjoyed the wonderful train ride and lunch yesterday! Such a nice family experience for my husband and I, our daughter & her husband, and 2 granddaughters ages 7 and 8. The boxed lunch was perfect - basic items with something for everyone. Water is perfect (soda, milk or coffee would stain and be sticky if spilled). We enjoyed the scenery while seated, as well as by walking around inside as well as outside in the front/back of the train. The added commentary and suggestions by the professional onboard was informative and interesting. A fantastic, safe experience was had by 3 generations.

Thank you again.

-Linda Martin

Please forward an outstanding THANK YOU to all the volunteers and others for a great experience.. We had a great time!

My family treated me to this train ride on Sept 11, 2022 (2:PM) to Marine. It was a celebration of my 70th birthday. Please acknowledge and thank Craig (fireman?) for giving us a tour of the locomotive cab before getting underway. His description was very informative and we appreciated his gracious manner.

Also, we enjoyed hearing the history from the Crew member in the tuxedo in the observation car. We appreciate that the conductor and his crew also spent time with spending time with my family. I wish I had more names to acknowledge… so please pass on to the crew how much their personal touch added to the experience.

As a rail fan, I’m grateful for helping preserve the memory of the RR. Thank you for a great memory!

-Joel VanderWaal

Cc: could you please cc this email to my friend Lane Littrell? He is a volunteer with you. (Bravo Zulu CAPT!)
Volunteer Recruiting Video

We will be putting together a video to recruit more volunteers to MTM. This will take some time since we want to recruit volunteers for many positions in all aspects of operating the trains and museum including behind the scene activities. Over the next months you may be asked if it is ok to film you and why you volunteer. We hope you will participate and our goal is to get many more dedicated volunteers to help us at MTM.

Any questions or suggestions let Conor Casey, Barb Loida or Brian Rockholt know.

Barb Loida barbloida@gmail.com
Brian Rockholt ber17431@gmail.com
Casey Coner candiacasey15@gmail.com

Inspection Process Begins on NP 328

First step in determining what needs to be done for steam restoration of 328 - thanks to Bob Ball and Kurt.

-Dave Hartje
Attached is my report on the Heritage Rail Alliance meeting in September. I plan to add another report next month or so about the resources HRA has the MTM my use.

- Noel Petit

Heritage Rail Alliance
Windsor Locks, CT
Sept 8 - 10, 2022

Heritage Rail Alliance (HRA) represents railroad related museums and rides throughout North America. MTM is a member of HRA. This group hasn’t met for two years and was anxious to get back together in 2022. First I will summarize the program:

Thursday Sept 8
- 8 AM Industry Issues and Challenges
- 9:30 AM Project Management for Non-Project Manager (scheduling, budgeting…)
- 12:30 AM to 7:45 PM Essex Steam Train and River Boat

Friday Sept 9
- 8:00 AM Succession or Secession -- perpetuation of the museum board
- 9:00 AM STEPS program (museum organization with state run guidebooks)
- 12:00 PM Railroad Museum of New England
- 2:00 PM Danbury Railroad Museum
- 7:00 PM Dinner
- 9:00 PM Show and Tell (exhibits, restorations, site development)

Saturday Sept 10
- 8:00 AM Concurrent FRA update and Marketing Your Museum
- 9:00 AM Customer Service for Everyone and STEP
- 11:00 AM Connecticut Trolley Museum
- 2:00 PM Shoreline Trolley Museum

So as you see there were many discussions and trips to visit museums. A few things stand out:
- Essex Steam Train was really a steam train along the Connecticut River.
  - Has a restored depot and a large shop
  - Adjacent Freight House is excellent for meetings, dinners …
- Railroad Museum of New England -- again a train ride, no real museum
- Danbury Railroad Museum -- a spectacular depot housing many exhibits
  - Located at the end of the Danbury Metro line from New York City
  - A short train ride and lots of rolling stock
- Connecticut Trolley Museum -- large collection of trolleys (in all states of repair)
  - Ride along a couple miles of old interurban right of way
  - Collection needs lots of work but group is very creative
- Shoreline Trolley Museum -- didn’t make it
  - Bus got stuck between the rails in the ballast spread between the rails
  - Lesson to put timbers between the rails at a grade crossing
The real benefit of this meeting is getting to know the people who are the movers and shakers in the historic train business:

Otto Vondrak -- Rochester and Genesee Valley -- contributor to Railroad and Railfan
Allen Harper -- American Heritage Railways --- many historic railways.
Ed Rozyci -- Rail Events -- Polar Express and others
Group from Mattel -- Day out with Thomas
Folks from California State Railroad Museum, Northern Ohio Railway Museum, Alberta Railway Museum, Strasbourg, Colorado Railroad Museum,

Had a lot of interaction with the folks from Exporail, the Canadian Railway Museum in Montreal, Canada. Next year’s HRA annual meeting will be held there in the fall.

What was learned? First, most of the attendees and sites are very similar to MTM: restored sites constantly working on running equipment with a backyard full of stuff to work on. Second, special events (Day out with Thomas, Polar Express, Pumpkin Trains…) are big money makers and the lifeline of many. Third, management is difficult and each of these venues has stories like that of MTM. Most who had heard about our challenges still had no idea what went on.

As MTM matures, we should turn to programs such as STEPs to organize our entire museum. Additionally, our board should be reconfigured to be representatives of the community: railroad, museum, citizens and the like. The board is to guide the museum -- not run the museum. One comment indicated that no board meeting be longer than an hour.

MTM pays for a membership in HRAI and the information they collect is vital to museum operation. HRA has close ties to the FRA, the state historical societies and other places that can help MTM. Please contact me if you want to see what sorts of resources HRA has: FRA Guidance, Equipment Manuals, Best Practices Guides….

Consider coming to next year’s meeting in Montreal. (Get your passport updated.)

Moving stuff out of Bay - B to make room for the heating installation. Both isles were completely blocked before we moved it out. - Garry Yazell
The two passenger cars donated to MTM by the Minnesota Commercial Railway have been moved successfully from the Commercial’s St. Paul Midway yard to the Northern Plains Railcar Services’ restoration facility in Erskine, MN. In preparation for the move, in a joint effort with a Northern Plains service team, significant brake system work was undertaken by MTM members Ward Gilkerson, Bob Puelston, Dave Hartje, and Larry Paulson. All brake valves were replaced with recently serviced valves, the same procedure as would occur when performing a Clean, Oil, Test & Stencil (COT&S) service on a car. Since no certified air brake testing equipment was readily available, a Federal Railroad Administration (FRA) representative observed standard air brake system tests on the two serviced cars prior to granting a One-Time-Movement Authority (OTMA) for the two cars to make the trip to Erskine. Because neither of the two passenger cars had an operational handbrake, the FRA also required two idler cars with working handbrakes be placed at either end of the passenger cars, with the couplers wired together throughout the 4-car grouping. This precaution assured the four cars remained together until arrival at Erskine. If the cars had to be set out for any reason along the route, the two idler cars’ handbrakes would have safely secured the cut-out cars.

The move was completed in two stages, with the cars first being picked up by the Canadian Pacific on late Friday, September 2nd from the Midway yard and brought down to CP’s St. Paul Pig’s Eye yard. From there, the cars were included at the rear of a CP train heading to Winnipeg, with the cars being spotted on a siding at Erskine on Tuesday, September 6th and moved into the Northern Plains facility the following day.

Plans for the external restoration of the two cars are currently being reviewed by Northern Plains Railway Services. The main tasks are to perform the needed body work on both cars to make them watertight, correct noticeable irregularities in the sheet metal, then sandblast and repaint with high-quality Imron-type paint. The paint schemes will follow the original, with the GN RPO 41 car receiving Empire Builder orange and green colors and the Milwaukee 478 receiving maroon and orange colors. Additional work will include the opening of covered-over windows on the 478 car, with all windows on both cars receiving new FRA-compliant glass. Work on the cars is expected to begin within the next two weeks, with a target date for completion of November 30th. If the restoration schedule holds to that timeline, MTM should see these two cars returning to Jackson Street in time for the Christmas season.
I’m taking a shot here as to whom I should send this press release, with the hope you might pass it along to the right person if I’ve missed the mark.

First of all, CONGRATULATIONS on the acquisition of James J. Hill’s A-18. What an incredible gift and addition to your attractions.

We thought MTM Members would be interested to learn about our recently finished 4-episode documentary series: The Empire Builder: James J. Hill and the Great Northern Railway.

The film focuses on the impact James J. Hill and the Great Northern Railway had on immigration, labor, industry, indigenous peoples and upon the emergence of Minnesota as a leader in the rail-road, wheat, coal and iron ore industries.

The press release is included on the following pages.

We would welcome the opportunity to share this news through your social media and publications.

Here is a link to the 4-minute trailer:

https://greatnorthernfilmworks.com

If you are interested in watching the documentary, I’d be happy to send you an access code to an online screener.

The film is being released on September 30th through Vimeo On Demand while broader distribution and other streaming platforms are still being worked out.

Please feel free to contact me if you have any questions.

Regards,

Stephen Sadis
Empire Builder Documentary Completed

SEATTLE, Washington - "If Gatsby had lived, he'd of been a great man. A man like James J. Hill. He'd of helped build up the country," F. Scott Fitzgerald, The Great Gatsby.

While the portrayal of Jay Gatsby is widely known throughout the United States, the real-life individual Fitzgerald compared him to has nearly vanished from the pages of history.

After 21 years in production, Great Northern Filmworks is trying to change all of that with the release of its 4-episode documentary series, *The Empire Builder: James J. Hill and The Great Northern Railway*. Produced and directed by Northwest filmmakers Stephen Sadis and Kyle Kegley, the documentary captures the epic life of one of America’s greatest entrepreneurs. As transportation historian Carlos Schwantes states in the film’s opening, “I think what he did could only be described in one word: audacious.”

When the railroad ushered in one of the most transformative eras in American history, James J. Hill emerged as its unrivaled leader. Building a transportation empire that stretched across North America and to the Orient, he was a catalyst for the agriculture, timber and mining industries of the West. “He not only changed trade;” said U.S. Economics Professor, Burton Folsom, “he changed the way the world worked.”

Hill was unlike any other railroad owner of his day. He was deeply interested in the development of the United States and surprisingly, was an early advocate for the sustainable use of our nation’s resources, even mentioning “climate change” in a speech in 1909.

In 1878, Hill organized a syndicate to purchase a local Minnesota railroad that had gone bankrupt three times. Over the span of 15 years, he blanketed the Midwest’s Red River Valley with lines, then pointed his rails west, crossing the Rockies and Cascades to reach Seattle. What was once derided as “two streaks of rust and a right of way,” Hill built into an expansive transportation network that continues today as the BNSF Railway.
Without the benefit of federal land grants, Hill had to build his transcontinental differently than the other railroad barons. Seeking advantages from efficiencies, he demanded “the lowest grade, least curvature and shortest distance possible.” He also had to create the market to feed his railroad, dispersing agents around the country and throughout Europe to attract tens of thousands of immigrants and settlers to the West. Hill considered farmers to be the “backbone of prosperity,” and used his influence and personal wealth to teach them the latest practices, incentivize better crops as well as supplying farmers with critical short-term loans.

As the pendulum swung from the Gilded Age to the Progressive Era, Hill was a lightning rod for the most impactful issues of the day: immigration, government regulations, market manipulation, trust-busting, Native American displacement, environmental stewardship as well as financing America’s allies during The Great War.

To bring this production to life, Sadis first wrote a 1-hour script in 2001 but was unable to raise production funds through grants. In 2008, he began to underwrite the film himself, and with the help of Kegley, a 2-hour script was written and nine interviews with scholars and historians were filmed. The project was shelved again until 2017, when they established Great Northern Filmworks, a non-profit organization. Over the next five years, a shoestring budget was raised, the script evolved into a 4-hour series and another 17 interviews were filmed. Thousands of hours of editing later, the documentary is now finished and is set for release on September 30th.

Information on how to stream or purchase the DVD of the documentary can be found at: www.greatnorthernfilmworks.com.

Link to trailer: https://vimeo.com/747823748

**Items of interest in the documentary related to Minnesota:**

- Hill arrives in St. Paul in 1856 at the age of 17 and quickly finds work as a bookkeeper for J.W. Bass & Co. The town is still referred to by many as “Pig’s Eye” after a local tavern.

- Ten years later, Hill establishes the James J. Hill Co. with a warehouse on the levee that can lift cargo from steamboats and load onto rail cars in one step rather than two like all the other waterfront operations. Hill offers the lowest rates ever quoted and captures significant market share.
• Working an “energy revolution” from wood to coal, Hill starts the North Western Fuel Co. and and grows his business by 500% in its first years, turning the Twin Cities into one of the most important fuel distribution centers in the country.

• Hill organizes The Associates to purchase the St. Paul and Pacific Railway in 1878

• Hill blankets the Red River Valley with spur lines connecting dozens of towns, enabling farmers to get their crops to market.

• Great Northern agents are dispatched to Germany and Scandinavian countries brought a wave of immigrants to the region. By 1890, Germans and Scandinavians accounted for 44% of the Midwest population, forever altering the ethnic mix of the region.

• Hill orchestrated the construction of a multi-line Union Depot in St. Paul in 1881, donating the lands its sits upon.

• Hill builds the grand, 300-room Lafayette Hotel along the shore of Lake Minnetonka in Wayzata in 1882.

• After 22 months of intensive work, Hill finishes building the Stone Arch Bridge in 1883. Crossing the Mississippi River in Minneapolis, the bridge became an enduring icon of the city.

• Hill purchases 55,000 acres of farmland in Minnesota and uses his 5,000 acres farm called North Oaks to conduct agricultural experiments.

• Hill imports some 800 head of Europe’s finest cattle, sheep and hogs to North Oaks and then gives aways 7,000 of their offspring to farmers along his line.

• In 1885, Hill incorporates the Eastern Railway of Minnesota, connecting St. Paul to Lake Superior. He builds massive grain operations in Duluth and Buffalo, naming it the Great Northern Elevator Co.

• Hill moves his railroad's headquarters to the new 5-story Manitoba Building in 1888.

• In 1888, he launches the Northern Steamship Co, building six high-capcity freighters an 2 luxury liners to carry cargo and passengers across the Great Lakes. His lower rates breaks the price-fixing agreement among the region's railroad owners.

• In 1891, Hill builds his 36,000 square foot mansion on Summit Avenue - now part of MNHS.
• St. Paul launches a city-wide celebration to honor Hill and the completion of the Great Northern Railway in 1893. With two transcontinental trains (along with the Northern Pacific) at its doorstep, St. Paul declares itself “the Center of North America.”

• Hill goes toe to toe with Eugene Debs, president of the American Railway Union, whose members launched a strike against the Great Northern lasting 18 days in 1894.

• In 1900, Hill sells 900,000 acres of timberland to his Summit Avenue neighbor, Frederick Weyerhaeuser, in the largest private land transaction in the nation’s history.

• Teddy Roosevelt gives his “Speak softly and carry a big stick” speech at the Minnesota State Fair in 1901. He also begins to speak of corporations getting too big, which will ultimately lead to the anti-trust case against Hill’s Northern Securities Co.

• Hill purchases 67,000 acres of iron ore property in the Mesabi Range and gives it to Great Northern shareholders. Great Northern Iron Ore Properties signs a long-term lease with J.P. Morgan’s U. S. Steel that was one of the largest industrial contracts of its day.

• Hill purchases and merges together the First and Second National Bank of St. Paul to ensure farmers are able to get short-term loans during harvest. The bank would go to become USBank.

• Hill is struck with a severe illness in 1916. Doctors William and Charles Mayo travel from their clinic in Rochester to perform surgery at his Summit Avenue home.

• May 29th, 1916, Minnesota and the nation mourns the loss of James J. Hill. In St. Paul, flags are lowered to half staff, schools, banks and theaters are closed.

• Hill’s largest donation ($20 million today) funded the construction of the James J. Hill Reference Library which opened in 1921.
Hill and his associates purchase the St. Paul & Pacific in 1878 and rename it the St. Paul, Minneapolis & Manitoba Railway.

Hill’s North West Fuel Co. sparks an “energy revolution” from wood to coal.

Hill’s ‘Manitoba’ blankets the Red River Valley with spur lines to dozens of towns.

Agents sent to Europe used pamphlets like these to attract thousands of new settlers.

Pamphlets tout the Red River Valley as the ‘Nile of the North’.

By 1890, Germans and Scandinavians attracted to the U.S. by the Great Northern, accounted for 44% of the Midwest population, forever altering the ethnic mix of the region.

Hill orchestrates the construction of a multi-line Union Depot in St. Paul in 1881, donating the land that it sits upon.

Hill builds the grand 300-room Lafayette Hotel along the shore of Lake Minnetonka in Wayzata in 1882.
Completed in 1883, the Stone Arch Bridge has been an enduring icon of Minneapolis.

Hill purchases 55,000 acres of farmland in Minnesota and uses his 5,000 acre North Oaks Farm to conduct agricultural experiments.

Hill imports 800 head of Europe’s finest cattle to North Oaks with the goal of improving the bloodlines throughout the Midwest.

A letter from Hill acknowledging one of the 7,000 head of cattle he gave to farmers along his line.

Hill establishes the Eastern Railway of Minnesota and builds a line from St. Paul to Duluth in 1885.

Hill builds massive grains operations in Duluth and Buffalo in 1886, calling it the Great Northern Elevator Co.

Smoke and noise from the railroad become an issue of contention between the leadership of Wayzata and Hill.

Construction of the Great Northern’s Stone Arch Bridge in Minneapolis crosses the Mississippi River in 1883.
In 1888, Hill launches the Northern Steamship Co, with 6 freighters and 2 luxury liners operating on the Great Lakes. His lower rates break the price-fixing agreement among the region's railroad owners.

Construction of the Great Northern, from St. Paul to Seattle, is completed in January, 1893.

St. Paul launches a city-wide celebration to honor Hill and the completion of the Great Northern Railway.

With two transcontinentals at its doorstep, St. Paul declares itself “the Center of North America.”

An early map of the Great Northern Railway.

Hill goes toe to toe with Eugene Debs, president of the American Railway Union, whose members launched the Great Northern strike, lasting 18 days in 1894.

In 1900, Hill sells 900,000 acres of timberland to his Summit Avenue neighbor, Frederick Weyerhaeuser, in the largest private land transaction in the nation’s history.

In 1891, Hill and his family move into their new 36,000 square foot mansion on Summit Avenue - now owned by MNHS.
V. P. Teddy Roosevelt gives his “Speak softly and carry a big stick” speech at the Minnesota State Fair in 1901. He also speaks of corporations getting too big.

Hill’s Northern Securities holding company is broken up in a precedent-setting anti-trust Supreme Court case in 1904.

Hill purchases 67,000 acres of iron ore property in the Mesabi Range and gives it to Great Northern shareholders.

Great Northern Iron Ore Properties signs a long-term lease with J.P. Morgan’s U.S. Steel that is one of the largest industrial contracts of its day.

Hill purchases the First and Second National Bank of St. Paul in 1912 to ensure farmers are able to get short-term loans during harvest. The bank would go on to become USBank.

Hill is struck with a severe illness in 1916. Doctors William and Charles Mayo travel from their clinic in Rochester to perform surgery at his Summit Avenue home.

May 29th, 1916, Minnesota and the nation mourns the loss of James J. Hill. In St. Paul, flags are lowered to half staff, schools, banks and theaters are closed.

Hill’s largest donation ($20 million today) funded the construction of the James J. Hill Reference Library which opened in 1921.
INTERVIEWEES FROM MINNESOTA

**Earl Currie (deceased)**
had a 46-year career in the railroad industry and is the author of *James J. Hill’s Legacy to Railway Operations*

**Larry Haeg**
is the author of several books, including *Harriman vs. Hill: Wall Street’s Great Railroad War*

**Don Hofsommer**
Professor of history and director of department at St. Cloud State University, and is the author of *Minneapolis and the Age of Railways* and *The Great Northern Railway: A History*

**Eileen McCormack**
Hill Family historian and researcher at the James J. Hill Reference Library for 14 years. She has published and lectured extensively on James J. and Mary Hill and their family as well as the early history of Saint Paul

**W. Thomas White**
James J. Hill scholar and former curator at the James J. Hill Reference Library in St. Paul, Minnesota. Author of *A Gilded Age Businessman in Politics: James J. Hill*
How are we doing with passenger loads at Osceola?

Greetings,

On the attached form, please see the passenger count for August, 2022. Please be assured that the number is not a misprint when you compare it with July, 2022. Exactly the same passenger count for two months in a row. Statistically amazing. The figures were checked several times.

Congratulations to all of the people who keep the operations “on track” and making the passenger count numbers ever increasing.

Yours,

Nick Modders

<table>
<thead>
<tr>
<th>Year</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>1010</td>
<td>0</td>
<td>1880</td>
<td></td>
<td>897</td>
<td>696</td>
</tr>
<tr>
<td>June</td>
<td>1279</td>
<td>172</td>
<td>1799</td>
<td>2099</td>
<td>2162</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>2098</td>
<td>1766</td>
<td>2067</td>
<td>2961</td>
<td>2893</td>
<td></td>
</tr>
<tr>
<td>Aug</td>
<td>1415</td>
<td>1675</td>
<td>3077</td>
<td>2507</td>
<td>2893</td>
<td></td>
</tr>
<tr>
<td>Sept</td>
<td>3599</td>
<td>2968</td>
<td>3597</td>
<td>3434</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct</td>
<td>13390</td>
<td>10812</td>
<td>8663</td>
<td>10949</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Total</td>
<td>22791</td>
<td>17391</td>
<td>21083</td>
<td>0</td>
<td>22847</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Time</td>
<td>Event Description</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>-------</td>
<td>------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/5</td>
<td>1030</td>
<td>JSR Tots 'n Trains</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/6</td>
<td>1000</td>
<td>JSR home sch group 30 ttl, K-5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/7</td>
<td>B to Osceola Depot</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/7</td>
<td>1100</td>
<td>OSCV ISD12 Box Lunch 100</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>OSCV Woodbury Senior Living 12s</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>OSCV Cottage Grove 13s</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/8</td>
<td>1030</td>
<td>JSR Holloway b’day 20 ttl</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1330</td>
<td>JSR Philstrom b’day 20 ttl</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/8</td>
<td>1400</td>
<td>OSCV 1097 Hanson party 30</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/9</td>
<td>1200</td>
<td>OSCV Blaine Festival 1097 35</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1600</td>
<td>OSCV Wine Tasting 1097</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/13</td>
<td>B to Osceola Depot</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/13</td>
<td>1100</td>
<td>OSCV MLT box lunch 52</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1330</td>
<td>OSCV Box Lunch Hastings 52</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>OSCV River Falls Coach only 21</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/15</td>
<td>1030</td>
<td>JSR Kaleewoun b’day</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1330</td>
<td>JSR Pankow b’day</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/15</td>
<td>1100</td>
<td>OSCV GetKnit Fall Event</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>A11&amp;1097</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1500</td>
<td>OSCV A11 McCarthy family 22</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/16</td>
<td>1100</td>
<td>OSCV Grell family grp A11 20</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1100</td>
<td>OSCV Picnic Train 1097 40</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/19</td>
<td>1030</td>
<td>JSR Tots 'n Trains</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/21</td>
<td>B to Osceola Depot</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/22</td>
<td>1330</td>
<td>JSR Robertson b’day, 25</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/21-23</td>
<td></td>
<td>OSCV Pumpkin Train</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10/29</td>
<td></td>
<td>&amp; 30 added OSCVR trips</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/1</td>
<td>1200</td>
<td>Migration</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/2</td>
<td>1030</td>
<td>JSR Tots 'n Trains</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/10</td>
<td>0900</td>
<td>JSR Pine Harbor gr 2-3 bringing lunches 54</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/11</td>
<td>0900</td>
<td>JSR Pine Harbor gr K-2 bringing lunches 56</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/12</td>
<td>1600</td>
<td>JSR Lemon Rally Awards 40a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/13</td>
<td>1000</td>
<td>JSR Railroad Reality Day</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/16</td>
<td>1030</td>
<td>JSR Tots 'n Trains</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/17</td>
<td>1830</td>
<td>MTM BoD mtg</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/19</td>
<td>1030</td>
<td>JSR McKoskey b’day 25 total</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1330</td>
<td>JSR Evert b’day 25 total</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/26</td>
<td>1030</td>
<td>JSR Hatheway b’day</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1330</td>
<td>JSR Jones b’day</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/30</td>
<td>1000</td>
<td>JSR $5 Special on the 5th</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Santa’s Train Shop 12/3 – 12/18

12/7  1030  JSR Tots 'n Trains
12/15  1830  MTM BoD mtg
12/21  1030  JSR Tots 'n Trains