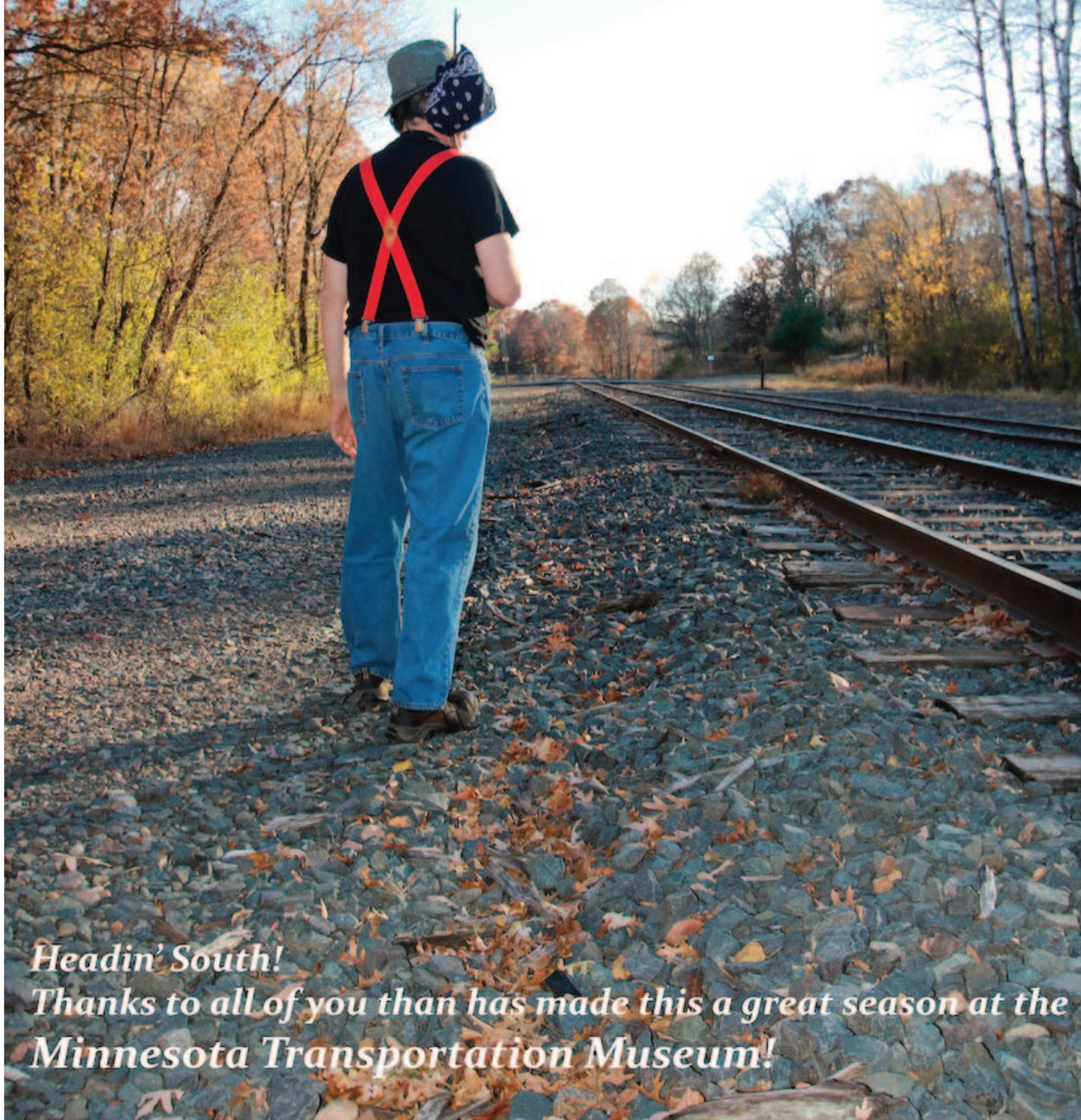




# Semaphore



Minnesota Transportation Museum • Vol. 9 No. 11 • November 2022



*Headin' South!  
Thanks to all of you than has made this a great season at the  
Minnesota Transportation Museum!*



# Scott's Perspective

The 2022 season for the Osceola & St. Croix Valley Railway, and our special events at Jackson Street have been a huge success this year. It is due in no small part to each of you who has volunteered to make this one of the best years ever for MTM. You continue to amaze me with your commitment to this organization. Our accounting firm will be running month-end numbers in the next couple of weeks and we will be able to report with more accuracy, but the number of passengers and museum guests speak for themselves. My thanks to each of you who has given so much of yourselves to MTM these past months!

**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.

During our Pumpkin Express event at Dresser, some of you brought your families or friends to volunteer. I'm already hearing that some of them are planning to be back next year. This reminds me that we need to focus on the life of MTM in the future. If each of you would invite two friends or family members to join MTM and volunteer their time, we would ensure the vitality of our beloved organization for another generation.

We are already beginning to plan 2023 in all respects. From equipment restorations, to train schedules, events, and office functions. Now is the time to get in your 2-cents worth. Please feel free to email me with your ideas and I will make sure they are shared with the appropriate Board committees. Of major significance, I will be working on the 2023 budget over the next few weeks. I plan to keep it lean and focused. Please get me your budget requests ASAP to [director@trainride.org](mailto:director@trainride.org).

Thank you again for all you do!

*Scott*

## 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:** Lucky the Hobo is heading south for warmer weather. The very successful 2022 operating season has ended until next Spring. Photo - Wayne Merchant.





## Volunteer Pancake Brunch November 20<sup>th</sup>

Flapjacks will be flipping on the grill at the hands of board chair Wayne Merchant. It is all to say “thank you” for all the great work each of you has contributed to MTM over this past year. Please mark the following on your calendars and plan to attend with your spouse or significant other, and with your kids if they volunteered over the past year:

**Pancake Brunch**  
**Sunday, November 20, 2022**  
**11:00-3:00**  
**Jackson Street Roundhouse**

Wayne will be serving up pancakes, sausage, coffee, juice and accompaniments. There is no cost, just come enjoy each other’s company. Everyone is encouraged to attend whether you volunteered in Osceola or at Jackson Street.

“We had hoped to have this event somewhere halfway between our two locations,” said Wayne. “But Minnesota’s food preparation laws and lack of available locations make it a real challenge.”

Please join us at the Jackson Street Roundhouse on November 20<sup>th</sup> . A reservation link will be sent out in the next week. Please be on the lookout!

***Please contact Wayne if you need a ride or can give a ride from Osceola to JSR.***

## MTM Recruiting Video in Progress

MTM is putting together a video to recruit more volunteers. “The project will take several months to produce,” said Barb Loida, project manager. “We want to recruit volunteers for many positions in all aspects of operating the trains and museum including behind the scene activities,” she said. Over the next months you may be asked to interviewed for the video and to explain why you love volunteering at MTM. We hope you will participate., Our goal is to get many more dedicated volunteers to be part of the MTM family and accomplish our important work.

If you have questions or suggestions, please contact Conor Casey, Barb Loida or Brian Rockholt.

---

## A big thanks to Pat Kytola and Joyce Tesch for all of their hard work on the Pumpkin Express!



# Fundraiser Planned and Needed

This is the time of year for all members to consider making a gift to MTM. Please expect a request to make a contribution by mail, email or phone call in coming weeks. It is important that we all be as generous as possible to this organization that we love so much. We have had a good year and the future looks bright, but our needs are many. While unrestricted gifts allow the most flexibility to address needs as they come up, you can also consider donating for some very specific projects if you wish. Here are just a few suggestions:

**Roundhouse Roof Replacement:** The roof remains a priority. It needs to be replaced and it could cost up to \$2-million. We do have a donor who is willing to match donations, so your gift will leverage additional support. The Jackson Street Roundhouse is our most valuable asset. Please help preserve it.

**OSCVR Coach Repairs & Restorations:** Almost every coach needs some level of repair, whether it be body work, air conditioning, heating, etc. Some priorities over the winter months include body work and paint for the GN-1096; wheel repair, bodywork, heating and AC, etc. for the GN-1215, which will provide us a first-class coach that is handicapped accessible next season; repairs to the NP-1102 RPO car, etc. We also need to get to work on the Twin Ports, which could be a beautiful coach for Osceola,

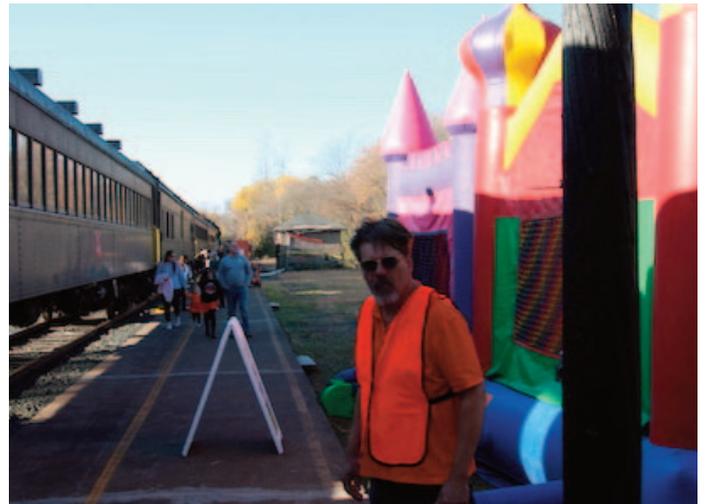
With resources, we will be able to send some of our coaches and locomotives out for repairs and restorations. That would enable MTM to complete restorations in a timely manner, and before further decay happens. Please help us get ahead of the game!

**Exterior Repairs:** In past years, some of you have contributed to exterior project at Jackson Street, such as parking lot resurfacing. We need to repair or replace the damaged fencing along

Pennsylvania Avenue, and the masonry on the roundhouse. These are critical repairs both for preservation and for our public image.

**Endowment:** As you are doing your estate planning, please do remember that MTM has an endowment established at the Saint Paul & Minnesota Community Foundation. Funds donated to the endowment are there forever and serve as a consistent stream of interest revenue to support MTM. These funds are professionally managed, safe and secure, and investments are conservative. It is a way to protect your investments in MTM for the long-term and help guarantee the future of the organization for generations to come and be your legacy to the organization you love. Please contact Scott Hippert for more information about endowment contributions.

*- More Pumpkin Express photos*





## **MANDATORY USOR RECERTIFICATION CLASSES 2023:**

All USOR certified crew members (firemen, student brakemen, brakemen, student conductors, conductors, student engineers and engineers) will need to USOR recertify every second year. Your certification expires on March 31, 2023. There are classes planned for this January 7 and 14. You will need to participate in one of them (roughly five hours).

Both classes will cover the same subjects. As we only have space for about 25 participants in the classroom at Jackson Street, we will try to divide the crew base up into two groups (more about this in December's Semaphore newsletter).

During any three year period all certified crew members must receive a minimum of 16 hours of training time (federal requirement). It is important for each of us to participate in order to keep our certification. We are striving to hold more, but shorter classes in the fall on 2023 (on average you must participate in a minimum of 5 hours and 20 minutes of training each year).

### **CLASSES FOR FUTURE (NEW) CREWMEMBERS:**

A new set of classes for future crew members will begin towards the end of February (dates TBD). This will include several Saturdays in the classroom and later a lot of hands-on training. There will be both written tests and practical tests to pass in order to become a proficient crew member. After all the initial training you will become a student brakeman and will be able to advance all the way up to conductor and

engineer. The speed of advancement will depend on your commitment, physical and mental ability and availability to volunteer. It will be the beginning of your new, lifetime hobby.

### **MTM Training Department, Rail Operations.**

#### **Updates to the Crew Training Department**

We are changing our name to the MTM Training Department, Rail Operations team, though our focus remains the same - training crews and other personnel to be safe around active railroads.

Morten Jorgensen is retiring as director of the operational training committee. Please thank him when you see him for all the work he's done over the years. He's not leaving us, just passing the baton to John Radimecky effective November 1, 2022. Thanks Morten!

Ward Gilkerson is retiring as the lead trainer too. He has also taught us all to be safe and efficient so please applaud him when you see him. He is passing the lead trainer baton to Craig Lofgren.

Your 2023 Rail Ops Training team are: John Radimecky, Craig Lofgren, Lane Littrell, Debra Wood, Ward Gilkerson, and Morten Jorgensen.

# Shout Out

- Barb Loida

This is the first Shout Out that hopefully will become a regular feature in the Semaphore. There are a lot of people working very hard to make the operations successful, the locomotives hum, equipment and facilities sparkle and allow the visitors have a terrific experience. This newsletter item is just one small way to say THANK YOU! That said here we go with November's Shout Out.



With the 30<sup>th</sup> successful season at Osceola wrapping up a very big thank you to the **3 Hostketeers – Sandy Hagen, Mark Dullinger and Andrew Tighe .**

Sandy Hagen has been the lead car host for many years and has been a volunteer for 30 years. Each week he sends out e-mails asking for people to be car hosts, sometimes pleading. He shows up each day the train is running with a welcoming smile, a joke and donuts for the fellow volunteers. Sandy ensures everything is on board for the pizza and lunch trains,

runs the lift for passengers that need assistance getting on the train. He has even purchased snacks to sell on-board the train when supplies have run slow. When asked why he volunteers Sandy said he likes it, “Its fund and I enjoy the people”.

Mark Dullinger has been volunteering with MTM for 7 years. Mark is Mr. Pizza as he has been running the pizza train operations for 4 years. He receives the count for pizza train tickets, orders the food and is at Osceola and early for each pizza train run getting the cars ready and food ready so passengers have an enjoyable experience. Mark also has been a consistent car host for all the non-pizza runs. Mark volunteered previously with 1<sup>st</sup> Volunteer Re-Enactors and enjoys living history. When asked why he volunteers Mark said, “It’s unique. Doing something requires planning and thinking but not like work.”

Andrew Tighe has been volunteering in the first class cars for 10 years. He mentioned being interested in trains since he was a kid growing up in New York and seeing the Pennsylvania Railroad and New York Central Railroad go by outside his door. Andrew has a wealth of knowledge how the first class passengers would have traveled back in the day and entertains the current passengers with that information. He also decks out dining cars for the lunches and wine trains and serves people. When asked why he volunteers Andrew said he enjoys, “Showing people a slice of life from history.”

***Thank you gentlemen for all you do! MTM couldn't do it without you.***

# A Common Bond Between Friends

In these trouble times, with all the confusion and conflict, a friendship is formed. Two teenage boys that share a love of trains, simple, innocent fascination with all things railroading; lengthy discussions of BNSF, PTC, SD45s and westbound trains at one o'clock in the morning when their parents thought they were sleeping. The friendship grew over 3 years until the families decided it was time to meet.

After a 17-hour drive from a town near Toronto, Ontario to Princeton, MN, the two best friends met in person, Bryce Gilsrud and Blake Mullin. It started with a phone call to BNSF public relations, requesting a tour of a railyard service facility in the Twin Cities. Unfortunately, due to safety concerns most railroads do not offer tours to the public any longer. Lydia Underdahl, Executive Director, Public Affairs for BNSF MN and WI was kind enough to send the two families to the Minnesota Transportation Museum for a tour and a train ride just in time for the last day of the season for the Osceola and St. Croix Valley Railway.



Since I was going to be at the Jackson Street Haunted Roundhouse on Saturday, October 29th, I was asked to give a tour of the roundhouse. This is where the fun began for me. As I was just like Bryce and Blake when I was their age, mesmerized by a passing freight train, counting cars while waiting at the crossing while wondering where the trains were coming from and going to. I was preparing myself for the tour. Reviewing the information about the museum.

When they arrived and their parents and I were doing the introductions, Bryce and Blake were off exploring the museum. We spent the next 2 hours exploring the museum and listening to the docents talk about the

rail cars and the model railroad. I told them of the steam locomotives and the Gritty Palace. Then we rode in the caboose and climbed into the locomotive. I found out just how knowledgeable they were when I mentioned that the B & O was the oldest railroad in the US and one of boys responded that the B & O was founded in 1827.



We finished the tour with some wonderful gifts contributed by BNSF. The very next day our special guests were welcomed for one of the last seasonal rides on our Osceola & St. Croix Valley Railway. I'm told they had an equally great time riding the rails!

I want to thank Blake, Bryce and their families for coming to MTM and Lydia for making the connection. Our passion for the railroads brings us together!

**- Wayne Merchant**

# Haunted Roundhouse a great success

Approximately 1200 guests visited the Haunted Roundhouse at JSR for the last three Saturdays in October to ride the train, tour the roundhouse, sit by the fire with Lucky the Hobo and sing and dance with the Teddy Bear Band!

***Thank you to all that attended and contributed to the success of the event!***

*Photos: Wayne Merchant and Mari Pew*



***Here is a follow-on for the post I made last week about the Heritage Rail Alliance***

***- Noel***

## **Heritage Rail Alliance Resources**

Heritage Rail Alliance is the North American organization of rail related:

- Museums
- Train and Trolley Rides
- Manufacturers and Service Suppliers (Ozark Mt)
- Consultants
- Event Coordinators (Thomas, Polar Express, etc.)

Their archive gathers many resources for the type of equipment and services MTM may need. Last month, I talked about the 2022 HRA meeting in Hartford, Connecticut this past September. MTM is a member of this organization and able to use their resources in many ways. Here is a quick overview of the Heritage Rail Alliance Resources:

### **Heritage Rail Manuals**

- Reopening Guidance
- HRA Toolkit: Recommended Practices
- Maintenance, Inspection and Testing of Car Air Brakes
- Single Car Testing

### **Corporate Documents**

- Bylaws

### **FRA Documents**

- Applicability of FRA Regulations to Tourist Railroads
- Training, Qualification and Oversight Compliance Guide
- Rail Integrity and Track Safety Standards
- Regulatory Action Summaries:
  - Training
  - PTC
  - HSR
  - Glazing
  - Emergency Notification System
  - Crew Size
- FRA Guild for Accident and Incident Reports
- Bridge Safety Requirements

Technical Manuals (here summarized, there are 100's of manuals)

- Air Brake Equipment
- Diesel Manuals, Maintenance and Training for
  - ALCO, GE, ALSTROM, EMD, BLW, FM, MKRAIL

- Passenger Cars
  - Pullman, Waukesha
- Steam
  - Ashton, CP, Hancock
- Track
  - Inspection
  - Sidetrack Manual
  - Track Structures
- Traction
  - Equipment, Airbrakes, etc.

### **Heritage Rail Journal**

Archive 2010 to present

How does one access this archive? A number of MTM members have logins to heritagetrain.org. We are working to make the HRA web site available to all members. For now, If you see anything in the list above that interests you, I can get the list of documents and if needed the document. I would be happy to work with any of you on needs for more information.

Additionally, HRA has close contact with the FRA and many of the vendors who provide services to our industry. I would be happy to get you contact names to help you work these folks.

Noel Petit

petitnoel47@gmail.com



# Dog Gone!

## (Nope, dog not gone.)

Osceola & St. Croix Valley Railway trains have a good on time record. We are seldom late departing and always get the passengers back from where they started. Most of the time we get them to Marine On St. Croix. Most of the time we run at the appropriate speed to be “on time.” And sometimes we don't.

Witness the operation of the 2:00 PM train on Sunday, October 16, 2022. Operations were pretty normal until we got to about Mile Post 40.5 and then things were going very slow. We were creeping along at about walking speed, 3 MPH, maybe 4 at times. Something was wrong. In due time Engineer Lofgren reported a dog on the tracks, with dog heading west, between the rails. A little toot on the horn did not encourage the dog not to be between the rails. The train sped up to almost 5 MPH. So did the dog. The train stopped to allow the dog to think of alternatives. The dog stopped. Train moved, dog moved.

With the train stopped Chief Car Attendant and consummate dog lover, Sandy Hagan stepped off the train and went toward the dog in a hope to befriend man's best friend. Sandy is a very nice person but the dog wasn't about to establish a relationship. Sandy approached, dog retreated. Several times.

Sandy rebounded the train and we advanced west, slowly, with the dog inspecting the track as he ran along.

Another stop. This time Sandy was joined by Student Conductor Kevin Foley and a couple of passengers who were dog trainers. Even with this expression of friendly folks the dog was keeping his distance.

It was presumed that dogs don't like heights so the dog certainly wouldn't go across the Cedar Bend Drawbridge. Wrong. It trotted right across. At this rate it was going to take a long

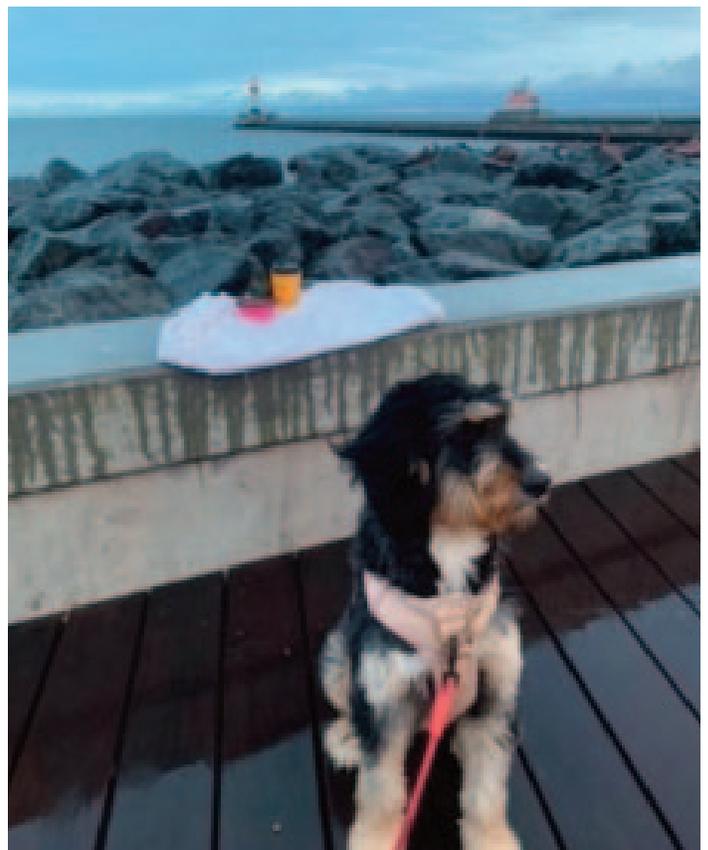
time to get to Marine

Engineer Lofgren suggested that since we had an hour into the trip that maybe we should go back to Osceola because we had no reason to believe that we were going to coax Fido off the tracks. Good choice.

With Kevin Foley protecting the shove we pushed back to Osceola. Total elapsed time, one hour and thirty five minutes. Promised train ride time. One hour and thirty minutes. Everybody got five extra, free, minutes of train ride.

The story has a happy ending. Especially for the dog. Seems the dog was a visitor. Sandy called local law enforcement to report the lost dog. In due time the dog and its owner were reunited. The dog even sent Sandy a post card while it was visiting “Up North.”

The following Sunday's train operated with no dog delays. Dog gone.



# Great Northern RPO 42

## Road Trip to Sacramento

- Warren Plaisance

So I had booked a vacation to Northern California last Spring. When I learned about our acquisition and external rehab of GN 41, I recalled that the California State Railroad Museum had an exhibit of a Great Northern postwar Railway Post Office car. I was unaware that this car was only one number off from ours and might be helpful in our efforts. I was able to take some documentary photos of the exterior and interior. I have included just a few samples here. Looking over the files, I have over 140 digital images to share with the restoration team at MTM.

This car in California was donated by Burlington Northern with the interior intact in 1979.

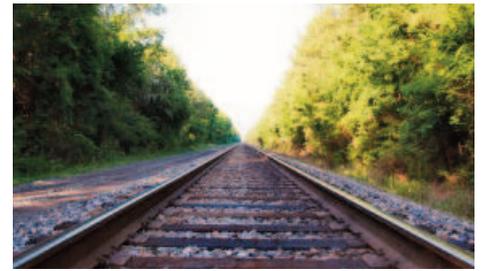




Two more photos from the museum, SP cab forward and the private car “Gold Coast”.



## COMING DOWN THE TRACK



- 11/1 1200 Migration
- 11/2 1030 JSR Tots 'n Trains
- 11/10 0900 JSR Pine Harbor gr 2-3 bringing lunches 54
- 11/11 0900 JSR Pine Harbor gr K-2 bringing Inches 56
- 11/12 1600 JSR Lemon Rally Awards 40a
- 11/13 1000 JSR Railroad Reality Day
- 11/16 1030 JSR Tots 'n Trains
- 11/17 1830 MTM BoD mtg
- 11/19 1030 JSR McKoskey b'day 25 total
- 1330 JSR Evert b'day 25 total
- 11/26 1030 JSR Hatheway b'day
- 1330 JSR Jones b'day
- 11/30 1000 JSR \$5 Special on the 5th



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