Santa’s coming back!

Call For MTM Board Nominations

2022 - OSCVR By the Numbers

Pancake Brunch turnout

Training Updates

St. Paul - The Great Midwest Nexus
Santa is coming to town!

Please arrive by 9:30 for a crew briefing, park in the back lot. We have 2 birthdays this week so the front lot will be crowded. We will be doing soup and sandwiches for lunch again this year. Santa will be arriving at 10:30, rides will begin as soon as the boarding area is cleared.

Greeters and the Ramp traffic will greet people as they enter and point them up the ramp to the ticket office. Ramp traffic will be helped along if you can direct will call tickets (online reservations) to the person who can check them in. (not sure where this will be yet.) Those who need to buy tickets can be directed up the ramp to the ticket window. Santa pictures helpers will be briefed after you arrive but that position will be cashier for Santa only.

I know I’m missing lots, but thank you all so much. This is the biggest event at the Roundhouse, drawing many visitors who return year after year. Our most awesome Santa is back again and pictures are still only $5.

Barb - 651.291.0074 - 651.402.7816

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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.

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On the cover: G Scale layout is all decked out with their Christmas adornments for Santa’s Train Shop.
Large crowd turns out for pancake brunch at the Jackson Street Roundhouse!

Thank you to everyone that attended and made this event a great success. It was a pleasure and an honor to serve the MTM family! I had a lot of fun flippin’ flapjacks for all of you!

*Thank you for your support of the Minnesota Transportation Museum!*

Wayne Merchant, Chairperson
Minnesota Transportation Museum
Record passengers at Osceola & St Croix Valley Railway in 2022!

Chairman’s Plea

It’s been a great year for the Minnesota Transportation Museum. We got off to a rough start with a rough start. But after the dust settled, the MTM volunteers and staff rolled up their sleeves and went to work. As you all know, it takes a lot of resources to keep the trains running and heat in the roundhouse. Many volunteer hours are logged for which I am grateful! Record passengers on the trains in Osceola, and several successful events at JSR. Just like any other business, it takes money to make all this happen. As members, we have the responsibility of ensuring the success of the museum for future generations. I know time are tough, things cost more, and your 401K is not doing well. The museum faces the same problem. Have you seen the price of diesel fuel lately? So, I ask, would you make a donation to the museum? Your gift will help preserve the museum and its artifacts and continue to tell the story of the people that worked on the railroad. Please also consider a legacy gift from your estate and donate now for 2022 to the MTM Building Preservation Endowment Fund or the St Paul and Minnesota Community Foundation. If you have any questions on how to donate, please contact me or Scott Hippert.

Thank you for your generosity and have a wonderful Holiday Season!

Thank You,

Wayne Merchant, Chairperson
Minnesota Transportation Museum

Santa’s Train Shop
First 3 Saturdays and Sundays in December
10:00–4:00
Santa arrives each morning on the GRIFFY PALACE
Santa | Music | Train Rides | Fun for the whole family
193 Pennsylvania Ave. E., Saint Paul, MN 55130
Advance Reservations Welcome:
trainride.org
Rail Operations Training Updates
- by John Radimecky, Director of Training Department-Rail Operations

2023 USOR recertification is coming in January on the 7th or 14th. If you are a current member of MTM and volunteer for crew, please sign up for one of the two available dates via the Signup Genius website created at: https://www.signupgenius.com/go/8050E4CA8AF2CAAF58-2023
Check the "Sign Up" box for the session you will attend and then click "Submit and Sign Up" at the bottom. Any questions? Please email crewtraining@trainride.org.

Congratulations to the crew members who recently received the following promotions:

- Engineer-JSR          Debra Wood
- Conductor             Kevin Foley
- Brakeman              Barb Loida
- Brakeman              Brian Rockholt
- Brakeman-JSR          Bill Cranford

If I am forgetting anyone please remind me. Transitioning to the new Director of Training, Rail Operations is a new challenge. The whole team and I want to celebrate every promotion.

USOR 101 Class is coming this winter and spring. The first class will be Sat, Jan 21 0900-1300 in the JSR training room, with other dates to be decided at that first class. It is open to any active MTM member 18+ however there are physical requirements and we like to see experience as a passenger attendant volunteer. Look for the MTM crew Training and Testing Requirements document in the crewsched library. Cost is not yet determined though it should be $60-100 per student not including any membership fees to MTM. To sign up, please email crewtraining@trainride.org.

The Training Department, Rail Operations team will be bringing the mentoring program back in 2023 with a new volunteer Crew Mentoring Coordinator, Nick Modders. The program will help pair students with experienced crew members who can help the student through what they need and answer questions to help students better feel like part of the volunteering family.

As a reminder, your Training Department-Rail Operations Team is: John Radimecky, Craig Lofgren, Deb Wood, Lane Littrell, Morten Jorgensen, and Ward Gilkerson (the latter two have graciously agreed to continue for a little while).

Happy and Safe Railroading this Holiday Season.

--

John Radimecky
MTM IT Mgr
http://www.trainride.org

A somewhat okay photo of all three Osceola engines beside each other. I was shadowing Paul to learn stationmaster duties and calls so it's less of a headache when he's unable to show up. It was cool to see the turntable moving, quieter than I thought. First time seeing a high-hood in person, let alone two! - Tanner Halbmaier
Congratulations and thanks to everyone who helped make Osceola 2022 the best year ever based on total passengers carried. 26357. WOW!!!!

Scott Hippert-

Amazing everyone! Thank you!!

Jessica Lefler-

Wow, that is just Fantastic! I love seeing these numbers multiply. Thank you to all the volunteers and members who put so much of themselves and their time to OSCVR & MTM. All of kindness and dedication is what makes these numbers rise! Here’s to more happy passengers for many years to come :)

Wayne Merchant-

This is achieving excellence! Congratulations and thank you to all that made this possible!

Bob Puelston-

Congratulations to all - stats show we are hitting the right markets and how tv and radio are helping our business

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<thead>
<tr>
<th>Year</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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Volunteers are busy doing amazing restoration work today at the Jackson Street Roundhouse. Including resumed work on the Twin Ports. Thank you MTM volunteers. Come join us!!
**CP HOLIDAY TRAIN SCHEDULE**

**US Holiday Train Schedule**

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<thead>
<tr>
<th>Wednesday December 14th</th>
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<tr>
<td><strong>Station</strong></td>
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<td>Winona</td>
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<td>Wabasha</td>
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<th>Thursday December 15th</th>
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<tr>
<td>Cottage Grove</td>
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<td>St. Paul (Union Depot)</td>
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<tr>
<th>Friday December 16th</th>
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<tbody>
<tr>
<td>Golden Valley</td>
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<td>St. Louis Park</td>
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<td>Minneapolis</td>
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<th>Saturday December 17th</th>
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<tr>
<td>Loretto</td>
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<td>Buffalo</td>
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<td>Annandale</td>
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<td>Eden Valley</td>
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ST. PAUL: THE GREAT MIDWEST NEXUS

Situated atop the picturesque bluffs of the upper Mississippi River lie historic St. Paul, Minnesota, and its twin, Minneapolis. With a combined population of more than 3.6 million people, the “Twin Cities” are the northernmost major metropolitan center in the Midwest.

St. Paul has long been a crucial geographical point for the freight transportation industry in the northern Midwest, and its story can be traced to the growth of the railroad as well as the development of modern-day BNSF.

In the heart of America’s Northwoods, St. Paul has been the center for freight movement since before Minnesota became a state. St. Paul originally was a settlement thanks to its ideal location. Boats traveling upstream on the Mississippi River could not travel further north because of St. Anthony Falls. From here, transportation was done by horse and wagon trekking up the river bluffs.

In 1857, the Minnesota legislature saw the potential for rail to bring expansion and granted a charter to the Minnesota & Pacific Railroad Company (M&P). This charter brought new rail lines stemming from the heart of St. Paul to outlying communities.

The M&P was the first operational railroad in St. Paul and in the state. Almost 2.5 million acres were acquired from a land grant. The rail line enjoyed success early on, but then speculation resulted in the company losing money.

M&P declared bankruptcy in 1860. The new state legislature, which had its capital in St. Paul, purchased M&P’s remaining assets for $1,000 or roughly $33,700 today. M&P came back to life in 1862 as the St. Paul & Pacific Railroad Company (SP&P). The only track expansion during this time was the 10 miles between St. Paul and modern-day Minneapolis. This track was initially used for both freight and passenger service, according to Barbara Sheldon of the Minnesota Transportation Museum.
“It took trains, both freight and passenger, 45 minutes to get from downtown St. Paul to downtown Minneapolis. It still takes 45 minutes by bus or car today!” Sheldon added.

The Northern Pacific Railway (NP) purchased the SP&P in 1870, but an economic depression, the Panic of 1873, caused NP to declare bankruptcy. One of NP’s original stockholders bought the rail line back.

After the economy began to recover, the railroad captivated eager investors, James J. Hill, “The Empire Builder,” among them. Hill convinced other investors of NP’s potential and together they formed a group to buy the stocks for the SP&P line from NP for $5.5 million—equal to about $17.6 billion today.

A decade later, Hill created the Great Northern Railway system. After his purchase of the Minneapolis and St. Cloud Railway, Hill renamed it to Great Northern (GN) in 1889. The ownership of SP&P, Montana Central Railway, and other small rail lines was transferred to GN in 1890. Six years later, Hill also acquired the NP—fully completing his transcontinental railroad. Most of these rail lines are in operation today as part of BNSF.

Many years later, in 1970, St. Paul-based GN and NP merged with the Chicago, Burlington & Quincy Railroad (CB&Q) and the Spokane, Portland and Seattle Railway (SP&S) to create the Burlington Northern Railroad (BN). BN made St. Paul its corporate headquarters and stayed in the Lowertown Tower that Hill had constructed many years prior. BN was headquartered here until 1981.

**St. Paul’s Agriculture and Industry**

St. Paul was a nexus for the railroad, thanks to nearby milling centers and its geographical advantage.

“Rail was integral in expanding St. Paul because of the mercantile trade,” Sheldon explained. “In Minnesota, Hill encouraged European immigrants to create settlements and farms along the track. Then the immigrants would have a consistent way to transport their crops.”

From his industrial success, Hill created and fostered traffic for his trains. For example, he sold and set up one of Minnesota’s first threshing machines, which separates grain and removes stems and stalks. From this, Hill’s GN handled the very first shipment of Minnesota-grown wheat.
Passenger Rail

The citizens of growing St. Paul loved the railroad. Not only did Hill’s GN bring a boon of industry and agricultural traffic, but the development of passenger rail allowed for an easier commute.

“It cost a few cents—maybe $1 for first class—to go from St. Paul to Minneapolis. Passenger service became popular because there were no cars. Trains were how Twin Cities residents got around,” Sheldon said.

With the new luxury of passenger rail, the leisure industry expanded. Sheldon explained that the railroad established stops at amusement parks, which led to the creation of a trolley car system.

“The railroad had impact on the entire Twin Cities metro that people today have forgotten,” Sheldon said. “GN passenger service employed over 1,000 people on a 24/7/365 schedule at the Jackson Street Shops alone.”

J.J. Hill House

Not only did Hill bring industry and jobs, he played a significant philanthropical role in St. Paul. His generosity included donations and gifts to universities as well as relief to victims of disasters, such as the Great Hinckley Fire that destroyed a growing Minnesota town.

J.J. Hill’s Summit Avenue home

After gaining a fortune of an estimated $63 million and $200 million in assets with a public reputation that preceded him, Hill passed away in his Summit Avenue home in May 1916 as one of the most powerful and wealthy figures in the American industrial revolution.

The J.J. Hill House now serves as a museum about Hill’s legacy and the impact of the railroad on St. Paul.

St. Paul and BNSF Today

Today, St. Paul is home to one of BNSF’s 27 intermodal facilities. Geographically, St. Paul remains the ideal location for moving freight from area waterways on to the rails, to highways, and eventually to you.
Much of the intermodal freight moving through the St. Paul facility comes from UPS and J.B. Hunt as well as numerous local warehouses.

BNSF is not the only railroad to operate in the great Midwest nexus.

“Our St. Paul yardmaster controls movement in and out of St. Anthony for the Minnesota Commercial track along with Union Pacific and Canadian Pacific. We all work together,” said Tim Dingmann, terminal manager.

Although the Twin Cities share much of modern-day BNSF operations, St. Paul is still home to architectural marvels built by BNSF predecessors. The Great Northern Building on East Fifth Street was built over a century ago as the headquarters for Hill’s rail lines. Today, it is listed on the National Register of Historic Places. It is St. Paul’s largest office building and second-largest office building in the Twin Cities.

The historic Stone Arch Bridge that was originally constructed for freight and passenger trains during the days of the St. Paul and Pacific is now a pedestrian bridge crossing the St. Anthony Falls. Today, the bridge is recognized as a National Civil Engineering Landmark.

St. Paul is no longer the last stop for northern expeditions and horse and wagon, but rather a bustling industrial city responsible for a northern transcontinental rail network.
Migration train heads back to JSR
-Wayne Torseth

I went to CP’s St. Paul yard to pick up and bring CP pilot to meet our train at Withrow.

Our train MNTX325 had to wait over one hour for a meet with a east bound CN at 1:07 PM.

Migration train: 1124 tons, 628 ft long, locomotives 325,559,6234 and 8 cars.
CALL FOR NOMINATIONS FOR 2023
MINNESOTA TRANSPORTATION MUSEUM (MTM)
VOLUNTEER BOARD OF DIRECTORS
(For Election at the MTM Annual Meeting, March 2023)

Deadline: January 31, 2023

In December of each year, the Minnesota Transportation Museum is required by it’s Bylaws to send a letter and nomination form to all voting members asking for nominations for the upcoming Board of Director’s election. The MTM Annual Meeting will be held in March of 2023. The Nominating Committee will seek out and solicit candidates from inside and outside the Corporation, “who bring special capability, knowledge or resources to the Board”.

Who may nominate?
- MTM members, in good standing, may nominate a candidate for election to the MTM’s board of Directors.
- Any member may nominate a person to the Board, including themselves.

Who may be nominated?
- A candidate does not need to be a member of MTM to be nominated.
- We are looking for individuals with skills in management, fundraising, policies and communications and a passion for the organization.
- Board member requirements include attending regular Board meetings.
- Candidates do not need to be Minnesota residents.
- At least one-third of the directors shall be recruited from the list of active volunteers.
- Terms are for three years, with a maximum of two consecutive terms.

How do I nominate?
Enclosed is a nomination form. Complete the nomination form and either email the form to: barb@trainride.org
- or forward to the MTM Corporate office at Minnesota Transportation Museum, 193 Pennsylvania Ave. E. St. Paul MN. 55130-4319 Att. Nominations 2023
- All nominations must be in writing and emailed or mailed with a post mark by January 31, 2023.

What is the deadline?
- The nomination must reach the Corporate Headquarters on or before the close of business January 31, 2023.
NOMINATION FORM 2023
MINNESOTA TRANSPORTATION MUSEUM (MTM)
BOARD OF DIRECTORS
(For Election at the MTM Annual Meeting, March 2023)

Name__________________________________________________________________
Home Address___________________________________________________________
Occupation______________________________________________________________
Employer Name & Address_________________________________________________
Telephone: H)________________________ W) ________________________________
E-mail ______________________________ Cell________________________________

Please indicate what volunteer experiences and leadership roles you have had in community, business, and non-profit organizations:
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Where would MTM fit in your priorities of extra activities?________________________________________________________________
________________________________________________________________________
________________________________________________________________________
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What current or previous involvement have you had with MTM? ___________________
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________________________________________________________________________

I would be interested in serving on the MTM Board of Directors or a committee/task force because:_________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Volunteer References:
Name:____________________________________ Tel.#_________________________
Name:____________________________________ Tel.#_________________________
Name:____________________________________ Tel.#_________________________

Mark your professional skills with a 1, and your area of interest with a 2

**General Management**
- General Management
- Office Management
- Organization Assessment
- Project Management
- Service on a Non Profit Board

**Organizational Development and Training**
- Meeting Facilitation
- Change Management
- Conflict/Crisis Management
- Team Building
- Training
- Leadership Development
- Diversity Training
- Board Development
- Strategic Planning

**Resource Development**
- Individual solicitation
- Business development
- Grant Writing / foundation experience

**Communications**
- Logo/identity/brand /development
- Public/media relations
- Event planning
- Photography
- Web page development
- Market/advertising

**Legal**
- Corporate
- Personal
- Tax
- Real Property
- Estate Planning

**Financial Management**
- Basic accounting set-up
- Financial Report development
- Budgeting
- Cash flow
- Forecasting
- Financial analysis
- Fund accounting
- Audit preparation
- Trainer/presenter

**Facilities and Operations**
- Space layout and use
- Site selection
- Design
- Construction

**Human Resources**
- Benefits/ Compensation
- Personnel policies
- Job description/analysis
- Performance appraisals
- Executive search/selection

**Information Systems**
- System analysis
- Hardware specifications
- Software selection
- Hardware installation
- Database development
- Network support
- Internet use
- Web page design
- Telephone Systems
- Training

**Other**
- Museum experience
- Museum exhibit development
- Educational program development
- Transportation
- Risk management
- Insurance
- Evaluation
- Program development
- Governmental
- Other:
  -
  -
  -

_________________________________________
________________________________________
________________________________________
What else would you like us to know? __________________________________________
________________________________________________________________________
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Please submit a summary statement, of up to 350 words, for the election ballot, describing why you would be interested in serving on the MTM Board of Directors: __________________________
________________________________________________________________________
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For the MTM Office: Contact
Administrative Manager Barb Sheldon
barb@trainride.org

193 Pennsylvania Avenue East
St. Paul, MN 55130-4319
Ph: 651-228-0263

PLEASE RETURN NOMINATIONS by JANUARY 31 2023
BY USPS MAIL OR EMAIL.

HAND DELIVERED NOMINATION FORMS WILL NOT BE ACCEPTED.

MTM : ATTENTION NOMINATING COMMITTEE
193 Pennsylvania Avenue East
St. Paul, MN 55130-4319

EMAIL: barb@trainride.org