



Semaphore



Minnesota Transportation Museum • Vol. 10 No. 1 • January 2023



**SCOTT'S PERSPECTIVE ON 2022 AND 2023
WAYNE'S TOP 10-12 MTM EVENTS AND
ACCOMPLISHMENTS IN 2022**

**CALL FOR MTM BOARD NOMINATIONS
- DEADLINE JANUARY 31ST**

SANTA'S TRAIN SHOP BY THE NUMBERS

NP 328 AND GRITTY PALACE IN THE NEWS

**SHOUT OUT TO THE BIG GUY AND
A HELPERS VIEW FROM THE NORTH POLE**



**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: Santa arriving on
Gritty. Yay Santa! - Mari Pew.
Read more about his preparations on
page 7.

Scott's Perspective on 2022

My primary word to describe MTM in 2022 is “amazing!” You as members have stepped forward to support the organization and to serve as volunteers to run our operations. It has been a highly successful year both in Osceola and at Jackson Street. The number of riders and visitors combined are near all time highs. As an MTM family, you are making tremendous and positive contributions to the organization, and as a result to the communities and populations we serve. Because of you, MTM continues to preserve a significant part of Midwestern history and gives our visitors real-life experiences of that history.

In 2022 we also launched the prototype of our “Twin Track” exhibit that tells the stories of African-Americans who worked on the early railroads and the contributions they made to the vitality of the St. Paul community. In February of 2023 we will be dedicating this prototype exhibit during Black History Month, sharing the birth of a growing exhibit that tells an important and long overdue history lesson.

This past year we launched “wine tasting trains” and “Picnic on the Train.” Both of these additions to our railway operation were highly popular and drew many more visitors to our rails.

The Gritty Palace came home to the Jackson Street Roundhouse in 2022, thanks to the generosity of the Pew family and their estate, fulfilling Art Pew’s wishes. The James J. Hill Great Northern A-18 made considerable progress in its restoration this past year thanks to the generosity of James J. Hill III. Both of these fabulous coaches will enhance the museum experience for future generations.

You have stepped forward in 2022 with your financial support of MTM. Our needs are many, and we can all be grateful that you are helping take care of those needs. Stay tuned for the results of the end-of-year fundraising request. But I can tell you that donations into the thousands of dollars have been made.

Significantly, we have continued to grow as an organization in 2022, with a new generation of members volunteering in the restoration shops, on the railway, and in the museum. Thanks to all of you newer members and those who invited you!

There are so many more good things I could write about, but now we must focus on 2023. Let’s work together and launch an even more successful 2023 that has an even greater impact in our communities. My thanks to each of you for your dedication to MTM!

Top Priorities for 2023

The MTM Board of Directors has identified three main priorities (among many) for 2023.

These are:

1. Installing a new roof on the Jackson Street Roundhouse.
2. Paying down debt that was incurred years ago and during the pandemic.
3. Maintaining and improving our OSCVR operating fleet.

Consider MTM in Your Estate Planning

MTM has a perpetual endowment at the Saint Paul and Minnesota Community Foundation. This endowment was established two years ago as a way for you to make contributions that will support MTM into perpetuity while protecting the principal of your contributions.

The Community Foundation manages all of the funds within its portfolio with fiscal prudence and conservative investing. Each year MTM receives

approximately five-percent returns on the full endowment to use for general support of the organization. The goal is to grow the endowment so that MTM has a secure stream of funds for the future that serve as a hedge against unforeseen events (like the pandemic) or other needs.

By making the MTM Endowment part of your estate planning, you can be assured that your contributions will be secured for the future and help support the organization for the next generation, without the principal being spent. Please contact the executive director for more information at scott@traintide.org

Thank You to Hardenbergh Foundation

MTM extends our deepest gratitude to the Hardenbergh Foundation for a year-end grant of \$110,000. The Hardenbergh Foundation of Saint Paul has been a generous and steady supporter of MTM. We appreciate their partnership with us in helping restore the Jackson Street Roundhouse!

**Remember the feeling of running your first train set?
Minnesota Transportation Museum remembers!**

**Railroad Crew Member Training 101
January 21st, 8:30 - 1:30 Jackson Street Roundhouse**

Have you ever wanted to know what it's like to be part of a working railroad? This is your chance to come and experience what it would be like in a "hands on" environment.

We are looking for people interested in volunteering work on a tourist railroad in Osceola Wisconsin. This is the 1st of a series of classes that will get you prepared to work on the railroad. You will get hands on experience in addition to the classroom training. Cost for the training will be talked about at the 1st class.

Please send email to railroadrealityday@gmail.com to confirm your place as space is limited or call 612-790-8957

WAYNE MERCHANT'S



Top 10 12 greatest accomplishments and events at MTM in 2022

10.

Celebrate 30 years of operations at Osceola. Thank you to the people that had the vision to make the move to Osceola and all of the people that continue to make the Osceola and St. Croix Valley Railway a success. I wish to thank Wisconsin State Representative Gae Magnafici, Julie Fox from Travel Wisconsin and Jessie Kruger, the executive director from the Osceola Area Chamber of Commerce attending and for commemorating this occasion.

9.

We squared away our accounting practices with the help of Dana Deziel and her team at Supporting Strategies, Scott Hippert and Deb Wood organized our accounting to a professional level. Thank you!

8.

Speaking of Deb Wood. Deb is the first female to be certified as a railroad engineer at MTM. Congratulations Deb and thank you for all your hard work!

7.

The Shop and yard are cleaned up. Isles are clear, tools are getting organized and parts are stored. We are giving tours and the shop looks great! Thank you to Dave Hartjie, Gordon Barr, Gary Yazell and all of those that put the hard work into making the shop presentable!

6.(Tie)

(Tie)The sprinklers, heating and electrical Bay A and B are tested and operational. Too many to mention. Thank you to everyone that helped get this done!

(Tie)We are making great progress in maintenance and restoration. Larry Paulson and Todd Mcgonagle and many others are working diligently on several projects. Bob Puelston and others are also preparing our rolling stock for operations. Thank you for your hard work!

5.

Over 4,100 guests on the pumpkin train! Our recent records show over 5,000 a few years ago, but that must have been standing room only! Thank you to Scott Hippert, Pat Kytola and Joyce Tesch for your dedication and hard work!

4. (tie)

(Tie) Many events at JSR have been very successful at bringing in visitors to the roundhouse! Tots and Trains, St Patrick's Day, Easter, first responders' day and the Haunted Roundhouse, Santa Train and more. Thank you to all that volunteers at JSR to make the JSR an experience to remember! All of the railroad crew docents, those that work in the ticket office /gift store and all of those that keep the roundhouse operational. A special thanks to Barb Sheldon! You are truly amazing and we are grateful all that you do!

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1.(Tie)

(Tie) The great events at Osceola are many. The Wine Tasting was such a great success, they sold out quickly. So much that we added more to the schedule and they sold out. This year, craft beer tasting? There are so many great people that make Osceola a success, it isn't practical to name all of them. But I must express gratitude to Sandy Hagen, Jes Lefler, Bob Puelston and all of the car hosts and crew for all of your hard work and Dedication.

(Tie) Hiring Scott Hippert, Executive Director and Dave Hartjie, Operations Manager. These two have done a great job of leading this organization to be continued success.

(Tie) The electing of the current board of directors. This group of people stepped up to the plate when they were called upon. I am grateful for all of the current board members and I thank you for your passion and all you do for MTM.

3.

Thank you to the generous anonymous donor that donated \$100,000 for the replacement of the track on the siding at Marine at St Croix! Your generosity is appreciated.

There are problems that we need to overcome, but we have a lot of momentum and dedicated volunteers that are passionate about MTM.

We have a full head of steam; we are switching to the main line and have clear signals ahead!

2.

The Gritty Palace. What can I say? This is one of the most beautiful pieces historical railroad equipment I have seen! Art and Judy Pew were very generous and kind to donate this car to MTM. The members of MTM are very grateful for this wonderful gift! I believe it is in good hands at MTM. Thank you, Art and Judy!

Happy New Year!

Wayne Merchant



2022 Santa's Train Shop was another successful event!

Attendance was comfortable, Income was stable and donations more than doubled. Elsewhere in this issue is a wonderful narrative from Chris Nelson detailing what is involved with pictures with Santa. As you will see, there is a great amount of work involved in that piece of Santa's Train Shop. Each area has its own list of details and staff requirements, each as complex as pictures with Santa.

As usual. a great big THANK YOU to all the volunteers who worked the event. We couldn't do it without you!

Santa (of course!)

Chuck D	Mike M
Don J	Garry & Mickey Y
Mari P	Sandy H
Bob H	Warren P
Frani L	Andrew T
Carl R	Doug H
Michellie N	Dick M
Becky P	Billy
Mary L	Paul K
Karin & Gary O	Vern J

And the stalwart train crews:

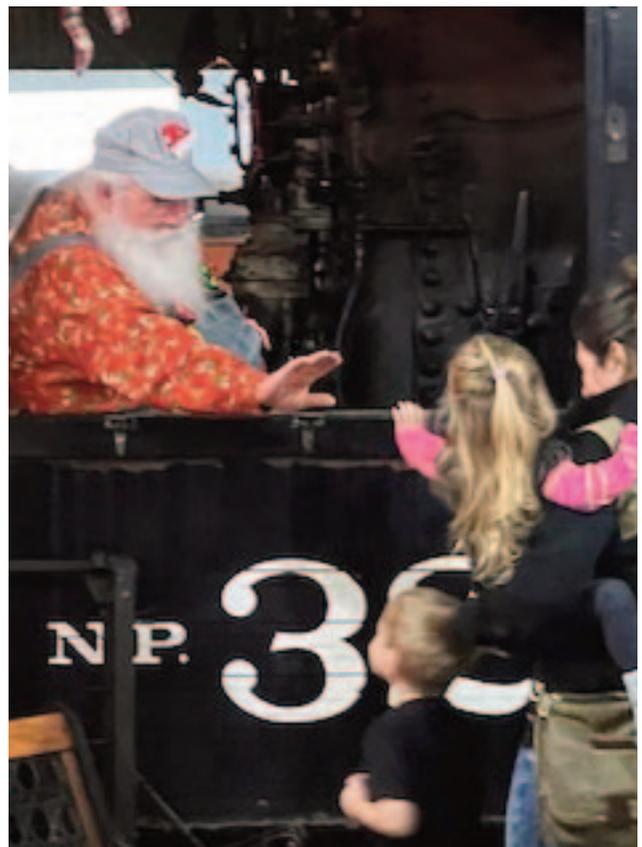
Larry P	Wayne T
Nick M	Leah H
Deb W	Barb L
Morten J	Tom E
Kevin F	Mark Q
Scott H	

Whew! That's a lot of people. And this list doesn't include all the folks working in the shop and forge. If I've missed anyone, I'm really sorry. It was not intentional.

Read the Santa stories in Chris' article. That's why we keep doing this. I don't know who has more fun, us or our guests! Come join the fun at Jackson Street or in Osceola next summer.

Santa attendance, by the numbers.

Santa	2017	2018	2019	2020	2021	2022
1 Sat	570	377	365	closed	428	380
1 Sun	602	243	345		318	329
	warm	storm, f'ball			1st snow Su	
2 Sat	784	773	555		438	591
2 Sun	501	543	390		576	429
3 Sat	730	748	480		594	550
3 Sun	596	599	390		750	503
					early snow Sa	
totals	3783	3283	2525		3104	2782
	warm					
	brown					
Santa Pix	2017	2018	2019	2021	2022	
1 Sat	125	79	109	104	99	
1 Sun	128	58	99	85	154	
2 Sat	135	142	131	102	151	
2 Sun	163	133	88	130	157	
3 Sat	124	141	124	201	148	
3 Sun	136	183	98	137	166	
		fball				
totals	811	736	649	759	875	





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>



Larry and myself went to work on the A-18 today, and discovered the steel siding has been removed from both sides of the car. -Tim Grube

Shout Out to Santa

- Barb Loida

What would December be without Santa at the Jackson Street Roundhouse? Santa has been visiting the roundhouse for 17 years.



This year Santa arrived on the Gritty Place a first class car for a first class act. When asked what his most unusual request was, he told me of a phone call he received from the mother of a 25 year old developed disabled woman. She was hoping the MTM Santa could FaceTime with her daughter. The family used to live in Minnesota and visited the roundhouse frequently, especially at Christmas. They have since moved to Michigan and have not made it back to Minnesota for the last several years due to covid. Unfortunately, Santa left his phone back at the North Pole. Thankfully an elf loaned Santa their Smartphone. The call was made and one young lady was very happy.

When asked why Santa supports MTM he said, "Trains and Christmas in the same place!!!!!"

Thank you Santa for making the roundhouse a holly jolly place to visit! And thanks to all the elves that made this event special!

Happy New Year everyone!



James Kuehn Photo

A Helpers View From The North Pole

- Chris Nelson

As the Roundhouse Christmas closes for another year, I wanted to give folks an idea of what happens when Santa visits.

First, there are some rules Santa is going to live by. It's how he works, and understanding them will help you see what he's doing:

- Santa arrives by train. He takes the train back at night.
- Candy canes are kind of magical. They're the first gift from Santa and the only one they see him give them.
- There are no promises. You'll hear Santa say: "We'll see what we can do."
- There is no nice or naughty list. It's not about making kids behave or challenge if they deserve Santa's gifts.
- It's OK to be scared. Maybe a high-5, a bit of chat, or a candy cane will help.
- Everyone gets Santa's attention, from the baby to the grandparents.
- You can wear your hat if you want. Push the bill back so you don't have a shadow over your eyes.
- And crew - Keep the thermostat down. Santa is in warm clothes, and visitors are moving and wearing coats.

Santa has supply needs:

- 1000 candy canes.
- 800 picture folders (and enough photo paper to fill them)

- 3 DSLR cameras this year, each capable of remote shooting. Always have a backup at the ready.
- 3 computers. 1 to get the pictures from the camera, 1 for the printer, and 1 as the cash register.
- 1 photo printer. Ours is a dye sublimation printer that can print 4x6 photos in 7 seconds with a roll of paper that makes 600 pictures.

Santa's crew across this year:

- 3 cashiers / helpers
- 2 techs to keep the gear running (Thanks John Radimecky!)
- 2 photographers

The morning starts with the preparations. Fire up the computers, get the money box, check the stocks of photo folders, paper, and candy canes. Keep a candy cane box available, as you'll often be asked about allergy information. Connect the camera as soon as the photographer gets there, make sure everything works, and check the photos - it's surprising to see how much the light can change based on sunlight entering the roundhouse. Now, restock the candy canes.

As guests come in, guard the camera, because little hands are curious and quick. Answer those all important questions: "Is this where Santa comes in?", "When will Santa get here?", "Should we line up now?", "How does this work?", and "Where's the bathroom?"

When the call for Santa's train goes over the speakers, get one last bathroom run. It's going to be a couple hours before you have time again.

When Santa enters the building, you'll hear the bells first. Santa's entrance isn't rushed, and he loves to see the kids as he comes through the roundhouse. There's still a bit of time - Santa moves through the crowd greeting the kids and giving high fives. He's wearing his big outdoor coat, so he needs a couple minutes to get that gear off and get ready for the morning visitors.

Now it's time for the crew to move. Families will be dropping coats, bags, and snacks while corraling kids. Santa's chatting with them, breaking the ice and persuading kids to take a camera ready position. The photographer has to be attentive - in a majority of families, the first photo is the best. In the first photos, kids are more attentive, and they don't realize the whole line of people is watching their performance. A few flashes, and Santa calls the kids over to hear what they want for Christmas. The crew is checking the photos, trying to find the best of the group, make all the little tweaks to position and lighting they can, greet the family and get some photos printed. Santa is controlling the pace - he'll chat just enough that the crew has time to get things done and the line is kept short after the visit. On the crew, it's a rather intense pace - pick a photo, print it, get the money, stuff the folder, and oh, you want that emailed, too? There's a lot to watch and your hands are busy.

Remember the candy canes? If they break while they're getting opened, it can quickly lead to tears. Always be watching and listening, and if it's not busy, send them back to Santa for a replacement, but when it is busy, you just let them know that Santa doesn't want anyone to have a broken one and pull out a new one. A lot of these kids may not even eat candy canes, but that's the magic bit - they're so important to them as that direct gift. Then, when no one is around, make sure the candy cane basket is restocked. Finally, try to find homes for all those fragile broken little sticks - there will be more than you can eat or stuff in pockets. I know my kid pulled out a winter coat this year that still had some from last year.

I realized I've done this for 10 years now. Spending 3 weekends watching Santa is a bit of an odd hobby, but this one really gives back some great moments.

- One day when Santa came into the building he walked right up to the back of the line and looked at the little girl waiting to see... him. Santa looked down and asked "Am I in the right line to see Santa Claus?" The pie-eyed girl slowly rotated to her parents to figure out

exactly how to respond to Santa in the wrong place.

- I recognized a returning family and asked how long they've been coming. They have 3 kids, and they've been coming since their oldest son was 3. He's 17 now - and they have pictures from every year except for the covid year.
- Santa missed the crew lunch because the museum got a special request. A family with 3 girls wasn't able to make it to the Roundhouse this year. One of the girls is older, but has an intellectual disability. At 25, she knows that Jackson Street is where the real Santa visits. What makes the visit challenging is that the family has moved to Michigan. They've visited almost every year. So, on the last weekend of the year, Santa took a few moments to Facetime with her directly.
- As a family walked up, they had a baby and his big sister. Santa took the baby held it in the photos. It was the baby's first visit to Santa - he was 2 weeks old.

Folks - the volunteers at the Roundhouse have created an amazing experience for families. What we hear from them is that the relaxed pace, the friendly people, and the politeness from everyone makes them feel welcome. Families come and bring grandparents to share a Christmas event. One family mentioned they have a membership specifically because they return to the Roundhouse at Christmas every year. Finally, you hear from so many new visitors how happy they were to find the museum.

Bravo team. Thanks to everyone that helped Santa directly or indirectly this year. There were a few moments that were more chaotic than we'd have preferred, but everyone pulled together. You've brought visitors to our museum and created memories for families.

May you and your family have a Merry Christmas!

City Weighs Options for Old Locomotive.

Engine is housed at Saint Paul museum under lease agreement.

By Mary Devine, St. Paul Pioneer Press.

The city of Stillwater owns a steam locomotive. Did you know that? Neither did some members of the Stillwater city council, who recently learned that the city owns Northern Pacific locomotive number 328, which is housed at the Minnesota Transportation Museum in Saint Paul, pursuant to a 32 year lease agreement that expires in 2031.

“It was news to me”, said Stillwater city councilmember, Larry Odebrecht. “Do we have any boats or rocket ships?”

Museum officials recently contacted Stillwater officials to see if the city would like to donate the train to the museum or extend the lease.

The locomotive needs some major work to make it, operable, and museum officials don't want to spend the time or money unless they know it will be in their possession for the foreseeable future, said Scott Hippert, the museums executive director.

The estimated restoration costs are between \$100,000 if volunteers are used, and \$500,000. “We would consider making an investment like that if we either owned it or we knew we were going to be able to use it for another 30 years,” Hippert said. “It would be really great to be able to fire it up and use it out in our train yard here. The last time it ran was 1998. The boilers (on steam locomotives) have to be rebuilt every 15 years, so these things get expensive to run.”

The Stillwater City Council at a December 6 workshop directed staff to contact museum officials to discuss extending the lease agreement and see if they were interested in buying it.

“If the museum is willing to hold onto it and restore it, we should extend the lease for another 20, 30 years,” Odebrecht said in an interview. “It will keep the tax cost low and the history alive. Basically, we're trading time for money.”

The city hired Edward Biggs, a senior appraiser with the American Society of Appraisers who specializes in rail, equipment, locomotive, rail,

car, and fleet valuations, to appraise the locomotive.

Biggs, who has spent more than 40 years in the railroad industry, reviewed the mechanical records, historical and recent photographs and historical records of engine 328 and concluded its market value is \$120,000 to \$250,000. To get the highest value, Biggs wrote, the locomotive should be sold at auction. “there are potential buyers of steam locomotives that range from the very savvy and knowledgeable to real fans with more money than brains,” Biggs wrote in his report, “the savvy and knowledgeable buyers will pay based on condition and make deductions for the unknowns.”

Built for Chicago Southern

Engine 328 was built in August 1905 at the American Locomotive Companies, Rogers plant in Paterson, New Jersey. It's one of a group of 20 “10 wheeler“ locomotives ordered by the Chicago, Southern Railway, according to Brent Peterson, executive Director of the Washington County Historical Society. But the Chicago Southern Railway could afford to pay for only six of the engines, so the other 14 were sold to other groups, he said.

Northern pacific railway bought 10 of them for \$14,500 each. In February 1907, the company gave the engines Road numbers ranging from 320 to 329.

A year later, engine 328 was assigned to the Northern Pacific's Minnesota division, Which ran from Staples to Dilworth, he said. “It became best known, while on the Lake Superior division of the Northern Pacific,” Peterson said. “That included the run from White Bear Lake to Duluth, and from Staples to Ashland Wisconsin.”

Engine 328 also ran for many years on the Taylors Falls branch, on Northern Pacific's main line between Saint Paul and Duluth, to the town of Taylors Falls.

A one stall engine house at Taylors Falls provided a home for engine 328 when it was assigned there, he said. With declining traffic, the Taylors Falls branch was abandoned in 1948, and by June 1950, engine 328 “was obsolete and no longer needed,” Peterson said.

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Saved in Stillwater

The locomotive was slated to be dismantled, but a group of railroad enthusiast worked to preserve it, and donate it to the city in 1955, engine 328 was placed in Lowell Park in downtown Stillwater as a tourist attraction.

After two decades in Lowell Park, “being subjected to frequent flooding, and in need of restoration, in 1975, members of the Minnesota Transportation Museum asked the Stillwater City Council if it would be willing to donate engine 328 to the Museum, and in exchange, they would restore it, operate it, and display it,” city attorney, Kori Land wrote in a memo to the Stillwater City Council.

“Instead of donating or otherwise, selling engine 328, the city entered into a 30 year lease with the Museum that gave them the authority to restore it, operate it, and display it at the museum, but they had to allow the city to use it for Lumberjack Days, and other local celebrations,” she wrote. “The Museum was responsible for transportation to and from Stillwater for those local celebrations.”

The locomotive was to be returned to the city either at the end of the lease or if engine 328 was not operational for a two-year period, according to land.

It took five years for the museum to restore engine 328 to operable condition, she wrote. From 1987 to 1999, the Museum ran it on the St. Croix Valley Railway, touring, Osceola, Wisconsin, Marine on St. Croix, and Dresser, Wisconsin.

The Museum also honored its requirement to return it for local Stillwater celebrations, according to land.

In 1997, Museum officials contacted the city again, with a renewed request for Stillwater to donate 328 to the museum. City officials at that time, determined that “retaining ownership was important, so they amend the lease and extended it for another 30 years,” Land wrote. That appears to be what happened again.

“I definitely don’t want it back, quite frankly,” Councilmember David Junker said at the workshop on December 6. “I don’t even think we should sell it. I think it should stay where it’s at with a long term lease or just give it to them.”

Said Mayor Ted Kozlowski: “we certainly don’t want it back, as cool, as it would be,” he said. “Frankly, I am not too keen to give it away if it’s worth \$150,000 should we give them the option of buying it? If they want to buy it, sold.”



Patricia Kytola



Todd McGonagle



White Bear Press

Gritty Palace rolls into permanent home at train museum

By Debra Neutkens/Staff Writer Dec 7, 2022

The late Art Pew's 100-ton baby is home.

The 1912 Pullman railcar, affectionately known as Gritty Palace, rolled into the Jackson Street Roundhouse this summer to become part of the Minnesota Transportation Museum's (MTM) permanent collection.

The car's trip north from Chicago was celebrated with an on-board, four-course dinner served to supporters who shared Pew's passion for all things train by purchasing a one-way ticket on Gritty's final leg home to the MTM. It was the wish of the Pew family that Art's private palace on wheels be displayed at one of his favorite places on Earth.

If not for Pew, a Manitou Island resident who loved riding the rails, the museum wouldn't exist, pointed out MTM Executive Director Scott Hippert.

The Gritty Palace will become a signature piece of equipment for the nonprofit museum, Hippert said, and a crucial way to boost revenue. Their vision is to use the well-preserved Pullman for special events and possible excursions near the Twin Cities.

An exquisite representative of a bygone era, Gritty was purchased by Pew and a partner 54 years ago from the Rock Island Railway. The former executive car is in mint condition and fully Amtrak compatible. A 1968 Chicago Tribune feature entitled "Private Car Owners Go First Class" aptly described Gritty as "magnificently old-fashioned."

Mari Pew, the youngest of Art and Judy Pew's four children, served as hostess on Gritty as the car made the nine-hour trip from Chicago. Guests were instructed to stop by the Amtrak

ticket counter at Union Station in the Windy City to say they were riding in a private coach attached to the Empire Builder. The "crew" handed out commemorative boarding passes as they embarked.

Preparing the elegant meal for benefactors while the train rumbled along the tracks proved to be a challenge. "Our chef lost most of the au jus for the prime rib," laughed Mari. Servers were also careful to only fill wine glasses a quarter full so the wine didn't splash out.

With the proper advance planning, the land yacht took the Pew family on many memorable summer vacations to Anywhere, USA. "Rather than hopping in a car, we hopped on Gritty," recalled Mari. "We sat on milk cans on the back observation platform and waved to people or played with puppets in the windows. We would make our way forward through the passenger cars going from one end to another. It was always an adventure."

Her parents loved to entertain and would often host parties on Gritty from St. Paul to Duluth and back before that route ended. One of those parties was featured in the White Bear Press back in November 1977. Apparently, Art was a man of many talents, as he is pictured playing banjo in a singalong with Ned Potter on accordion.

Her late dad's dream was to share Gritty with the world, Mari said.

"Dad loved and adored this place," added Mari, who is following in Art's footsteps as an active volunteer at the MTM.

The heart of the St. Paul museum is the Jackson Street Roundhouse, built in 1907 as a locomotive repair facility by James J. Hill, founder of the Great Northern Railway. The roundhouse, in fact, is listed on the National Register of Historic Places. Another piece of trivia: The railroad-rich Twin Cities once had 28 roundhouses.

MTM volunteer Kurt Mahre, board vice president and soon-to-retire Amtrak conductor, worked with Art one day a month for years at the museum.

“Art is why we’re here today,” Mahre said. “He gave us the roundhouse. He gave us the car. He was our financial benefactor for 50 years. We wouldn’t exist if not for his generosity.”

Gritty almost took a different track before it ended up at the museum. After Judy died, the coach, then relocated to North Carolina, was listed for sale with Ozark Mountain Railcar. Mari’s scrapbook contains a 2018 email from Ozark’s CEO, who informed Art they had received an offer of \$425,000 from (film director) Francis (Ford) Coppola. They didn’t accept it.

That twist of fate turned out to be a godsend for the MTM.

“After dad passed, we called Scott (Hippert) and offered him money for a new roundhouse roof or Gritty. Without hesitation, he said, ‘we want the car,’” Mari said. Gritty is appraised at \$750,000.

Her wish, and that of her siblings, is that Gritty becomes a vital resource for the train museum. “We want Gritty to give back to this organization. This is an incredible, wonderful place with wonderful history. Dad would want the car to help keep this going,” noted Mari, who still lives in White Bear Lake.

For train buffs who may not have discovered the volunteer-run MTM, it contains an amazing collection of antique locomotives, both steam and diesel, unique passenger cars and myriad exhibits showcasing railroad history. There is a drover’s car on exhibit, for example, which transported cowboys accompanying cattle traveling by train. Their job was to get the animals on and off for water every day. A 1905 business car owned by James J. Hill and donated by his great-grandson is undergoing restoration for future exhibition. Volunteers do all the work.

The museum’s executive director said Gritty will be used as a way to preserve Art and Judy Pew’s legacy.

“They did so much to create this organization and this museum,” Hippert said. “Art expressed to me shortly before he passed that he wants to

give people opportunity to experience first-class rail travel. He had so many wonderful experiences and memories riding in that car.”

Art Pew had a long career in the railroad industry, choosing it as his major avocation rather than join the family business in Philadelphia. He died in 2020 at age 87, five years after Judy.

In a tribute to his father that ran in “The Osceola-St. Croix Valley Railway News,” their son Arthur “Chip” Pew IV shared how Art’s love for trains never diminished. After retiring as director of purchasing for Burlington Northern, he shared how Art strategically placed a spotting scope looking out over the lake. It was not to enjoy nature, but to catch a glimpse of Minnesota Commercial or Canadian Pacific trains rolling through White Bear.

Pew was the ultimate railroad enthusiast, wrote Chip. “He considered his role in life was to keep alive the spirit of railroad in people’s minds.”



The late Art and Judy Pew stand on the platform of Gritty Palace in this signed photograph. Their beloved dark green 1912 Pullman will soon be on display at its permanent home at the Minnesota Transportation Museum.

2023

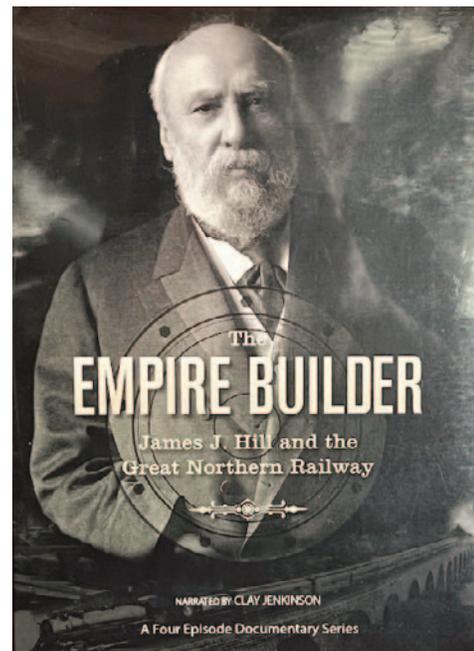
- | | | | |
|------|--|------|---|
| 1/4 | 1030 JSR Tots ‘n Trains | 6/7 | 1030 JSR Tots ‘n Trains |
| 1/5 | 1100 B’ground check demo | 6/21 | 1030 JSR Tots ‘n Trains |
| 1/7 | 0900 JSR recert class | | 6/27 1100 OSCVR church group 45 |
| | 1030 JSR Cub Scout group(<i>Warren</i>) | | 7/20 1100 OSCV Chisago Lakes schl (<i>tent</i>) |
| 1/14 | 0900 JSR recert class | | |
| 1/18 | 1030 JSR Tots ‘n Trains | | 10/5 1100 OSCVR MLTours BOX LUNCH 55 |
| 1/19 | 1830 MTM BoD mtg | | 10/12 OSCVR MLT FLAR box lunch 55 |
| 1/21 | 0900 JSR Pew- Newbie class | | 10/20 – 10/22 OSCVR Pumpkin Express |
| | 1030 JSR Richter b’day | | |
| | 1330 JSR Williamson b’day | | |
| 1/28 | 1030 JSR Roehrenbach b’day <i>5yo, 25 tot</i> | | |
| 2/1 | 1030 JSR Tots ‘n Trains | | |
| 2/4 | 0900 JSR open shop, Jeremy, consierge | | |
| | 1030 JSR Kamath b’day | | |
| | 1330 JSR Padilla b’day | | |
| 2/8 | 1800 JSR GOM mtg & potluck 40 | | |
| 2/11 | 1030 JSR Dahl b’day | | |
| | 1330 JSR Vork b’day | | |
| 2/15 | 1030 JSR Tots ‘n Trains | | |
| 2/25 | JSR Twin Tracks Event | | |
| 3/1 | 1030 JSR Tots ‘n Trains | | |
| 3/15 | 1030 JSR Tots ‘n Trains | | |
| 3/29 | JSR \$5 on the 5th | | |
| 4/1 | 1000 JSR GN/NP joint meet (<i>tent</i>) | | |
| 4/5 | 1030 JSR Tots ‘n Trains | | |
| 4/15 | 0900 Granite City Show (<i>tent</i>) | | |
| 4/19 | 1030 JSR Tots ‘n Trains | | |
| 5/3 | 1030 JSR Tots ‘n Trains | | |
| 5/17 | 1030 JSR Tots ‘n Trains | | |
| | 5/25 1100 OSCV Maple Grove P&R (<i>tent</i>) | | |
| 5/31 | JSR \$5 on the 5th | | |

Santa’s Train Shop 12/2 – 12/17/23

New James J. Hill Documentary “The Empire Builder”

Featured in a previous Semaphore, the dvds are now in the gift shop. Selling for \$43.00 each.

-Marilyn Thomas



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 its 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? _____

What current or previous involvement have you had with MTM? _____

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? _____

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: _____

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