

URGENT

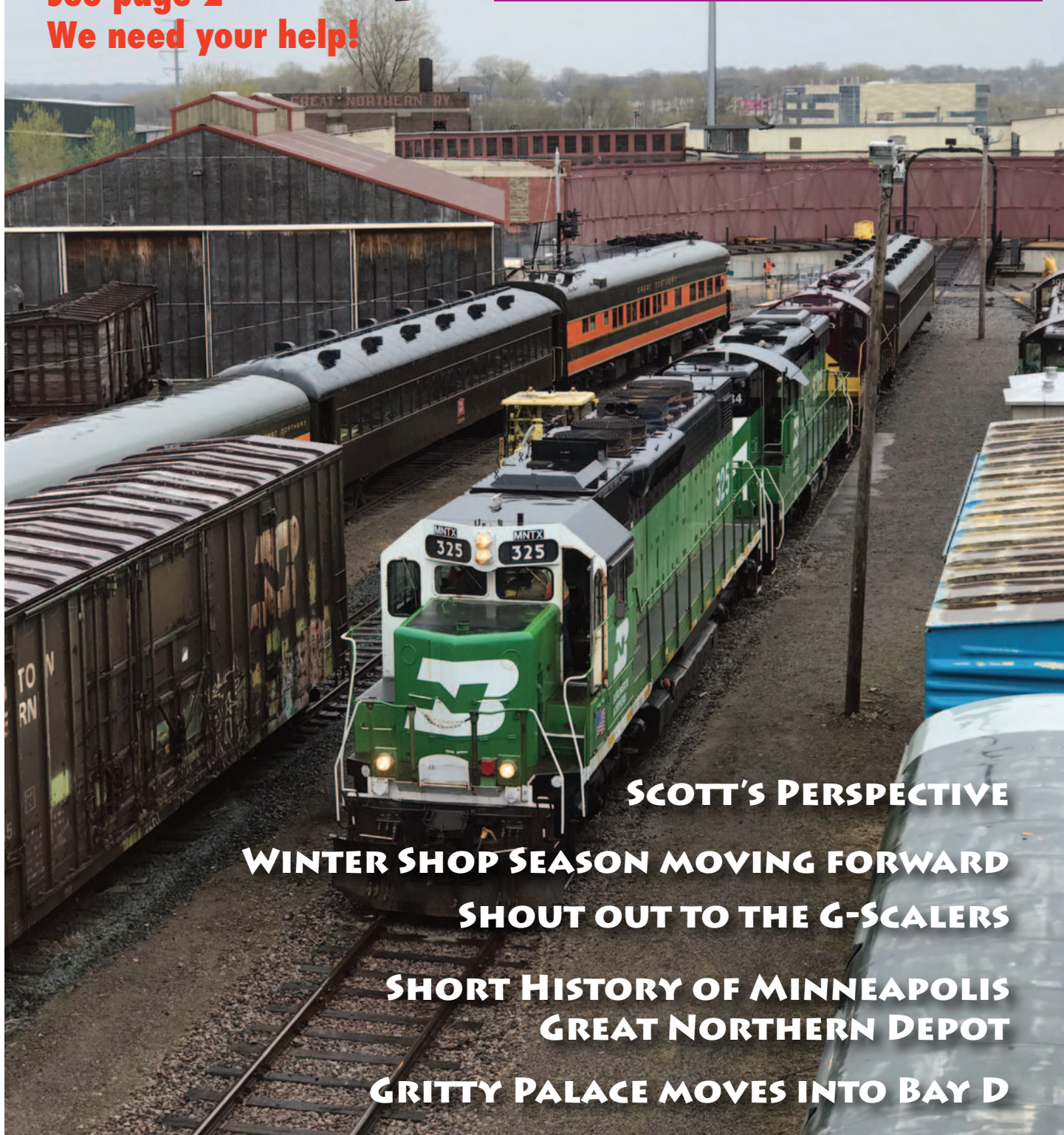
**Contact your
representative
See page 2
We need your help!**



Semaphore



Minnesota Transportation Museum • Vol. 10 No. 2 • February 2023



SCOTT'S PERSPECTIVE

WINTER SHOP SEASON MOVING FORWARD

SHOUT OUT TO THE G-SCALERS

**SHORT HISTORY OF MINNEAPOLIS
GREAT NORTHERN DEPOT**

GRITTY PALACE MOVES INTO BAY D



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
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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: View from the bridge overlooking JSR and the yard.
Warren Plaisance Photo

Scott's Perspective

In recent weeks several MTM members have spoke with me and shared how personally important their volunteer time has become. Two of our members told me that their lives have gained purpose and direction since beginning their volunteer time, and they have found a sense of belonging. Another long-time member shared that most of his friends are at MTM and that keeps him coming back. He loves being greeted with a friendly smile as he walks through the shop.

I've witnessed MTM members being there for each other in times of sickness and injury, times of loss, and sharing in each other's happiest moments. MTM members care for each other.

Since I spent most of my professional life in various human services roles, I find these stories to be quite significant. MTM is so much more than a train shop, museum and railway. It is a community of individuals that have come together because of interests and formed a family. Having that sense of belonging is important to our mental and physical well-being.

I want to thank each of your for helping make MTM a family to which we can belong. Whether at Jackson Street or in Osceola, it really is a special place full of great people!

- Scott

URGENT, CALLS NEEDED TO REHAB ROUNDHOUSE

The number-one priority of MTM in 2023 is to secure funding to rehabilitate the aging infrastructure of the Jackson Street Roundhouse. Finding the large sum of money needed to fully replace the roof and some of its substructure and supports, repair the masonry, wrap the power plant for future restoration, etc. is challenging task. We have been trying to do this for twenty years!

MTM has made a request to the Minnesota Legislature for and appropriation of \$3.5 million in capital investment fund in the hopes of gaining public support for the restoration of the historic roundhouse. The request was made through the Minnesota Office of Management and Budget and has been passed to the Capital Investment Committees in the House and Senate, and it has been sent to the Governor. But in order for this request to gain traction, every member of MTM is being asked to contact the legislators to sponsor a bill, and your own legislators to gain their support. This must be done within the next couple of weeks.

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(Continued from page 2)

Here is what you are being asked to do:

1. Make a phone call (likely to leave a voicemail) or send an email message to the following:
 - a. State Senator Sandy Pappas, Chair of the MN Senate Capital Investment Committee. She can be reached at 651-296-1802 or sen.sandy.pappas@senate.mn .
 - b. State Representative Samakab Hussein. The roundhouse sits within his District, and he is a member of the MN House Capital Investment Committee. He can be reached at 651-296-5158 or rep.samakab.hussein@house.mn.gov .
2. Leave a message in your own words that states the following:
 - a. Your Name and contact information.
 - b. You are a member and volunteer of the Minnesota Transportation Museum, located at 193 Pennsylvania Avenue East in Saint Paul.
 - c. You are calling (or writing) to encourage Senator Pappas and Representative Hussein to consider the Capital Investment Request made by the Minnesota Transportation Museum. It is for \$3.5 million to save the Jackson Street Roundhouse in Saint Paul. It is a historical landmark and listed on the National Register of Historic Places. It is in need of critical repairs in order to save the building and preserve its historic artifacts.
 - d. Ask them to please co-sponsor a bill to authorize State funding for this important project.
3. Also call or send an email to your own State Senator and State House Representative. Share the same information with them, but ask them to support the legislation should it get to the floor. You can find your own legislators and their contact information by going online at <http://www.gis.lcc.mn.gov/iMaps/districts/> .

Legislation typically only gets to a vote when voters demand it. That means legislators need to hear from all of us. The more messages they receive, the more likely they are to assist MTM with this very important priority, not just for MTM, but for the community and State of Minnesota.



THE WORK GOES ON



Nick Edstrom and Jeremy Carl prepare to tune up one of the Osceola locomotives.



(Above) Garry Yazell polishes up the Gritty Palace, now on display in the museum.



Tim Grube is making tremendous progress on Twin Ports restoration.

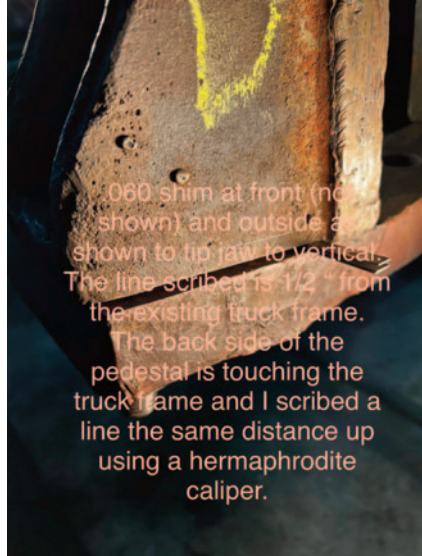
(Below Left) Dave Wantz is determined to get the NP2156 put back together.

(Below Right) Train crews get a refresher course in rules and regs.



Steam restoration is under way!

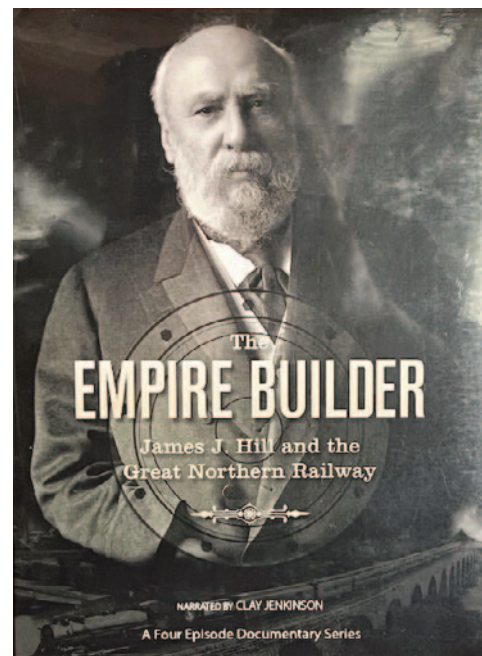
If you would like to help in rebuild of NP 2156,
we will be working Wednesdays from
10 am - 8:30 pm. plus Saturdays.
See Kurt Mahre for details. kurt.mahre@aol.com



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



Shout Out to MTM Model Railroaders

- Barb Loida

One of the biggest thrill for the little folks who visit the roundhouse is the model railroad. Just watch the kids and adults any day the museum is open and they are entranced. The crew, “A bunch of guys that never grew up” includes:



George Johnson, Jeff Hunter, Tom Pappas, John Van Arsdale, Matt Pappas, Joe Komarek, Walter Dunlap and CJ Pappas (not in picture)



In 2016 the Minnesota Garden Railway Society (MGRS) donated the layout of the area that represents the agriculture heritage to southern MN to MTM. This section named Jacksonville, is a nod to Jackson County and Henry Jackson who was the first merchant to settle in St. Paul.



The crew constructed a section that represents the Twin Cities. Here you will find the St Paul skyline that includes the iconic 1st National Bank Building and capitol as well as the stone arch bridge in Minneapolis. A steamboat recognizes another form of transportation and the tie to the Mississippi River with a layout of the river front docks.



A section representing northern MN was also built by the model railway crew. This section includes, a fire tower, an open pit mine and Hedstrom lumber mill that brings us all the way to Grand Marais.



The circus section was recently donated by Gwen Collins in memory of her husband Leo. Leo operated and entertained the neighborhood children with the circus layout in his backyard. Gwen said, "Leo wanted the layout in a place where children would continue to enjoy it."

Figures such as the scarecrow from the Wizard of Oz, King Kong climbing a building and many other figures are located in the exhibit as a scavenger hunt.

It is all very clever and the crew keeps it fresh with new landscape items and decorations for different holidays. If you are interested in helping operate a railroad on a smaller scale the model railway is looking for help. Just stop by the model railway and talk to Jeff or Tom.

Thank you guys for all your work and dedication! You make the museum more interesting and fun for all!

Love Train Needs Volunteers - Come show some love on February 11th



Valentine's Saturday

Included with museum admission | 15 minute rides
Railroad romance for families and couples!

The Love Train Returns

Saturday, February 11th | 10:00-4:00







Cookies Cocoa Kisses





Jackson Street Roundhouse
193 Pennsylvania Avenue East | Saint Paul, MN 55130
trainride.org




The Great Northern Depot

From: Mill City Times, Michael Rainville, Jr.,

The Great Northern Depot, one of Minneapolis' former wonders, saw millions of passengers travel through during its over six decades of use. Minneapolis became a major transportation hub around the turn of the twentieth century thanks in large part to James J. Hill, a railroad tycoon and resident of Saint Paul. Hill, along with a group of investors, began purchasing railroad companies in 1878 and eventually formed the Great Northern Railway in 1889.



Great Northern Depot postcard from 1914. Photo: MNHS

The first depot in Minneapolis for the Great Northern Railway was known as the Union Depot and was located on the south side of Hennepin Avenue, between the Mississippi River and High Street, a road that no longer exists. After thirty years of operation, a larger station was greatly needed. Construction for the new station began in 1913 across Hennepin Avenue from the old station. A year later, on January 22nd, 1914, the new Great Northern Depot opened with a cost of \$1.9 million, or roughly \$53.2 million after inflation.

The architect hired to design the building was Charles Sumner Frost, who also designed the Milwaukee Road Depot in Minneapolis, the Saint Paul Union Depot, and the Navy Pier Auditorium in Chicago. Made from Kettle River Sandstone, Frost utilized the Beaux-Arts style of architecture for the overall design and featured a row of gran-

ite Doric columns lining Hennepin Avenue that gave the building its iconic look. The two main entrances were located on each side of the colonnade, facing Hennepin, and inside was a 11,540 square foot, two-story waiting area that could hold 250 passengers. Other features of the new depot included a travelers' aid desk, eleven ticket windows, eighteen telephone booths, a newsstand, a barber shop, a dining room, and an infirmary.

By 1916, the new depot had 174 different routes stop at its platforms and saw about 20,000 passengers a day. Other than the Great Northern, other railroad companies to use the depot during this era were Burlington, Omaha Road, Chicago Great Western, and Northern Pacific, and famous trains also frequently stopped at the depot. Those included the Empire Builder, the Twin Cities Zephyr, the Twin Cities 400, and the North Coast Limited.

The way trains traveled to the depot from the east was over the Stone Arch Bridge, then northwest along what is now West River Parkway and underneath Hennepin Avenue to the depot platforms. Leaving the depot continuing westbound, trains would take a left turn onto the tracks that run under Target Field today. Trains were also able to take a right over the river and Nicollet Island to head back east or north.



Photo of the main lobby taken in 1925. Photo: MNHS

There were two peaks for train traffic at the depot, first in the early 1920s and later during World War II where 125 trains would come each day. After the war when the Interstate Highway System began developing along with an increase in air travel and personal vehicle ownership, train travel rapidly decreased. In 1971, passenger trains stopped going to the Milwaukee Road Depot and the Saint Paul Union Depot, and Amtrak became the only railway company to make stops at the Great Northern Depot, using it for only one route, the Empire Builder. During the next few years, more routes would be added, such as the Arrowhead to Duluth, the Twin Cities Hiawatha to Chicago, and the North Coast Hiawatha from Chicago to Seattle.



Photo of Hennepin Avenue looking towards Nicollet Island with the depot on the left taken in 1951. Photo: MNHS



Photo of the 2nd floor waiting area taken in 1950. Photo: MNHS



Amtrak train at the depot, 1974. Photo: Hennepin County Library



An aerial photo of the Minneapolis riverfront with the depot in the upper left taken in the 1950s. Photo: Hennepin County Library

Unfortunately, the amount of train traffic was not enough to justify the operating costs, so Amtrak built a new station in the Midway area of Saint Paul which operated from 1978 to 2014 when Amtrak returned to the Saint Paul Union Depot. Later in 1978, the Great Northern Depot was demolished and the land laid vacant until the Federal Reserve of Minneapolis built its third and current location in the city.



Aerial photo of the depot taken in 1978. Photo: MNH

The last remnants of this once great train station can be found near the Grain Belt Brewery in Northeast Minneapolis, where artist Zoran Musilov has the granite Doric columns that once lined Hennepin Avenue at his outdoor art studio.

When train travel was the go-to mode of intercity transportation in the United States, the Great Northern Depot proudly stood over Hennepin Avenue and the Mississippi River for sixty-four years. Now, with \$66 billion set aside in the 2021 Infrastructure and Jobs Investment Act for modernizing rail transportation, it would sure be nice to have an easily accessible train station in Minneapolis, so residents and visitors alike don't have to use the light rail Green Line to get to the Saint Paul Union Depot to catch an Amtrak train. Can more platforms be added at the Target Field Station? Is there room to create a new, iconic depot in the parking lot of the Federal Reserve that already borders existing train tracks? Perhaps one day, Minneapolis will once again become a transportation hub as we look towards a greener, more affordable future for long-distance travel in the United States.



Demolition of the depot, 1978. Photo: Hennepin County Library



Ticketing and waiting room taken prior to Amtrak. Photo: Pinterest

Gritty Palace moves into Bay D for display



The Gritty Palace has taken up temporary residence in Bay D. She now has better visibility to our museum guests. The exterior has been carefully shined up under Gary Yazell's handiwork. The roof is spotless!

Monday, January 30th, we had an electrician look into the possibility of patching the interior lighting so we could use the existing system. Unfortunately that turned out not to be possible. Temporary rope lights will have to suffice for now. Warren is working on staging the interior so visitors will have a better idea of the dining and galley areas in use underway.



Coming Events

as of 2/1/23

1/30-2/6 Scott out of town		5/6	1000 JSR Cinco de Mayo event
			1030 JSR Swanson b'day
2/1	1030 JSR Tots 'n Trains	5/17	1030 JSR Tots 'n Trains
2/4	0900 JSR open shop, Jeremy, consierge		5/20 OSCVR Opens
	1030 JSR Kamath b'day	5/25	1100 OSCV MaplGrv P&R BoxLunch
	1330 JSR Padilla b'day	5/27	1000 JSR Memorial Day Observed
2/8	1800 JSR GOM mtg & potluck 40 totl	5/31	JSR \$5 on the 5th
	Concierge - Gordon		
2/11	1000 JSR Valentine's Day	6/3	1030 JSR Lang b'day
	1030 JSR Dahl b'day		6/4 1100 OSCVR Pizza starts
	1330 JSR Vork b'day	6/7	1030 JSR Tots 'n Trains
2/15	1030 JSR Tots 'n Trains	6/17	1000 Dads for Trains
2/16	0900 JSR video shoot	6/21	1030 JSR Tots 'n Trains
	1830 MTM BoD mtg	6/22	0930 JSR Chip Valley Srs (tent) 100
2/17-2/21 Scott out of town			6/23-6/26 Barb out of town
2/18	1030 JSR Hedblom b'day		6/27 1100 OSCVR church group 45 (tent)
2/25	1000 Gritty Palace Museum debut		
	1030 JSR Rapu b'day	7/5	1030 JSR Tots 'n Trains
3/1	1030 JSR Tots 'n Trains		OSCVR Thursdays Trollhaugen Adventure
3/2-3/6 Scot out of town		7/15	1030 JSR Crenshaw b'day
3/11	1000 JSR Delano senior grp 14s	7/19	1030 JSR Tots 'n Trains
	1000 JSR Twin Tracks dedication		7/20 1100 OSCV Chisago Lakes schl (tent)
	1030 JSR Condon b'day	8/2	1030 JSR Tots 'n Trains
3/15	1030 JSR Tots 'n Trains	8/16	1030 JSR Tots 'n Trains
3/16	1830 MTM Ann'l mtg		
3/18	1000 JSR Shamrock Train	9/6	1030 JSR Tots 'n Trains
3/24-3/28 Scot out of town		9/20	1030 JSR Tots 'n Trains
3/25	1030 JSR Paton b'day		9/21 1100 OSCVR Chip Valley Srs (tent) 100
3/29	JSR \$5 on the 5th		
		10/4	1030 JSR Tots 'n Trains
4/1	1000 JSR GN/NP joint meet (tent)		10/5 1100 OSCVR MLTours BOX LUNCH 55
4/5	1030 JSR Tots 'n Trains		10/12 OSCVR MLT FLAR box lunch 55
4/8	1000 Bunny Train	10/18	1030 JSR Tots 'n Trains
4/19	1030 JSR Tots 'n Trains		10/20 - 10/22 OSCVR Pumpkin Express
5/3	1030 JSR Tots 'n Trains		Santa's Train Shop 12/2 - 12/17/23