

URGENT

**Contact your
representative
See page 5
We need your help!**



Semaphore



Minnesota Transportation Museum • Vol. 10 No. 3 • March 2023

**SCOTT'S PERSPECTIVE
IT'S ALL ABOUT THE COLOR
ANNUAL MEMBERS MEETING
TWIN TRACKS EXHIBIT EVENT
SHOP TALK
BEER AND CHEESE TRAINS
NP'S GREAT BIG BAKED POTATO IN SONG AND VERSE**



**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
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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: Bay B has Rock cars
2604, 2608 and rolling store baggage
car 265 spotted for ongoing work
related to the upcoming OSCVR
operations. So dang clean too!
Warren Plaisance Photo

Scott's Perspective

In my three years with MTM, I have never seen so much positive activity going on. It is astonishing that our locomotives are almost ready to go to Osceola, and one of them is on its way to a railroad body shop for a paint job. Both Rock cars and the 265 rolling store are in the shop being readied for summer excursions. The 1215 and 1097 both had boilers installed in the past couple of months.

In the museum, we are seeing record crowds for our special events such as the Love Train and the public viewing of the Gritty Palace. On March 11th we will hold a special event to dedicate our Twin Tracks exhibit that showcases the work and lives of African American railway workers in the early 20th century.

Our seasonal plans for the OSCVR have come together. All of our Saturday wine tasting trains are scheduled with local wineries. The Dresser run will be enhanced and titled the Dresser Ice Cream Express (have an ice cream cone while at the Dresser Depot). And we are doing a test run of a new special event in collaboration with Trollhaugen. On Thursdays in July the OSCVR will make two runs past Dresser to Trollhaugen Adventure Park, offering visitors a full day of train rides and high adventure on the Adventure Express. Ticketing for all of these events has gone live.

These achievements would not be possible without your help, both physically and financially. My thanks to each of you who continue to astonish me!

- Scott



Great Northern Railway SDP40 steam generator equipped passenger diesel 325 will once again wear it's original paint scheme. GN 325 Chicago IL 7-3-1966. Being delivered? David Ingles photo. - Pinterest

IT'S ALL ABOUT COLOR

Thanks to a very generous donation from an MTM member, the 325 locomotive is being sent down the rails for a paint job. The donation will cover the full \$60,000+ cost of giving 325 the traditional orange and green look of a Great Northern locomotive, similar to our main consist. "It will be a beautiful addition to our Osceola operation this summer," said Scott Hippert, Executive Director. Thanks to everyone, including our locomotive maintenance team, who prepared 325 for its journey, and to BNSF for a discount on transport costs.

There was an effort a few years back to raise funds to paint the 325 in Big Sky Blue, which GN used for a few years. That fund only generated a fraction of the cost of painting and transport. To those BSB donors, please know those funds are NOT being used for the current paint job and remain on the books. You have some options: 1) Leave the funds where they are for a future 325 paint job, 2) Let MTM re-allocate your donation to another project, 3) Determine another project where you want your donation used, or 4) Request a refund of your contribution.

If you were a donor to the BSB fund and wish to make a change to your restriction or get a refund, please contact the MTM Executive Director and provide documentation in the form of an acknowledgement letter for your donation. We are pleased to accommodate your wishes and appreciate your support.

Again, our deepest thanks to the donor who made the 325 restoration possible. You are very much appreciated!



Photo courtesy of James Kuehn

Board of Director's Election 2023 Update

The MTM bylaws state that the deadline for receiving nominations is January 31st. All nominating paperwork must be submitted by U.S. Mail or digital mean. The election committee had not received any applications for 2023 by the deadline. Therefore there will not be an election held at the March annual meeting. The election was to be for new board members or for current board members whose current term will expire this calendar year. Therefore the election committee is disbanded.

If you have any questions, contact the board secretary Bob Puelston.
bob@trainride.org

Audio Visual Equipment Inventory

Starting March 8, there will be an inventory of all the A/V equipment in the storeroom behind the giftshop. Please tag or claim any personal property before then.

Thanks! - Paul Kelly

2023 Annual March Minnesota Transportation Museum Members Meeting and Pot Luck!

Thursday, March 16th potluck starts at 6:00. Meeting starts 7:00. At the Jackson Street Roundhouse.

Hey Everyone,

It's that time of the year already! It's time to get together with the MTM family and celebrate the progress and success of this great organization! Bring some food and some stories to share!

There will not be a March board meeting.

Volunteers are needed for setup and cleanup!

Please contact me to volunteer for setup and any questions or comments you may have!

Members Agenda The chairman of the board has proposed reducing the lower limit of board members from 9 to 7 and the upper limit to from 15 to 17. This is in part due to our current reduction of members on the board and lack of incoming new members. The

increase of the maximum allows the board to expand.

Board Chair Wayne Merchant

Board Members

The following board members are leaving the MTM Board of directors.

Kurt Mahr

Gordan Barr

Martin Masters

Thank you for your contributions and commitment to the Minnesota Transportation Museum!

The Museum Development and Volunteer Committee Meeting

Who: Anyone that is interested in the following events!

When: 6:30 PM Thursday March 2nd.

Where: Zoom

This invite was sent to many volunteers and I apologize if I missed you. Please email me for the zoom meeting or to be added to the email list for future meetings or contact me for specific events!

wayne@trainride.org

Agenda

1. 2023 Annual March Minnesota Transportation Museum Members Meeting and Pot Luck!
2. Twin Tracks Volunteers for setup and preparation March 11
3. St Patrick's Day Event March 18th
4. Osceola Volunteer and Career Fair April 26th
5. Volunteer campaign for Osceola
6. Other summer events at Osceola
7. Unveiling of 325 and 1096
8. Beer and Cheese Train April 15
9. Pumpkin Train (Event Planner Point person)
10. JSR Halloween event
11. July 4th at Osceola
12. Dresser Ice Cream Express
13. Trollhaugen Adventure express
14. Polk CO Fair July 27-30
15. Washington County Fair AUG 2—6

Thank You,

Wayne Merchant, Chairperson

BACKGROUND CHECKS ARE BACK

Like all organizations and businesses, MTM needs to keep our volunteers and visitors safe. MTM legal counsel and insurance companies strongly suggest that we conduct background checks for all active volunteers and our staff. MTM has put a new process in place through Verified First to conduct these screenings. All MTM does is to enter your name and email address into the Verified First portal. You will receive an email from Verified First asking for some personal information which is kept confidential by them and never shared with MTM or anyone else. Verified First then sends back a report to MTM that only mentions pertinent legal issues.

If you receive an email from Verified First, please know that it is legitimate and important for you to respond. Please help keep MTM a safe place for everyone! If you have any questions, please contact the Executive Director.

YOUR HELP IS STILL NEEDED:

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 a 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.

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.





News Release

FOR IMMEDIATE RELEASE: February 22, 2023

Contact: Scott Hippert, Executive Director | 612-743-6634 | director@trainride.org

HISTORIC ST. PAUL ROUNDHOUSE SEEKS PUBLIC FUNDING FOR PRESERVATION

(Saint Paul, Minnesota) The Minnesota Transportation Museum, a nonprofit institution in Saint Paul, is requesting \$3.5 million from the Minnesota Legislature to preserve the historic Jackson Street Roundhouse. Originally built in 1906 for the Minneapolis, St. Paul, and Manitoba Railway, the facility served James J. Hill's Great Northern Railway until the 1950's. The roundhouse currently houses a museum of Minnesota railroad history, restoration shops for vintage railway equipment, machine shop facilities for workforce training, and the offices and archives for the historical associations of the former Great Northern and Northern Pacific Railways.

"The Jackson Street Roundhouse served a significant role in the development of Saint Paul and the westward expansion of the United States," said Wayne Merchant, MTM Board Chair. Today, just like in years past, there are hundreds of people working at the roundhouse, mostly volunteers. And it still remains a place where workers gain experience to help them in the job market," he said. "It is a historic property, listed on the National Register of Historic Places, sits within a Saint Paul historic district, and it is a place where much of Minnesota's railroad history is stored and on display. But there are parts of the roundhouse infrastructure that are literally falling apart," said Merchant.

MTM has requested funds to replace the entire 80,000 SF roof that is in dire condition, along with crumbling masonry. The funding would also provide for plumbing and electrical upgrades to meet current codes. Requested funds would also help wrap and secure the historic Great Northern Railway Power House for a future restoration. MTM has commitments of private funds to partially match a public investment. "This is not a flashy project," said Wayne Merchant. "But a public investment is needed because the scale of the restoration goes beyond the capacity of a small nonprofit, because the public will benefit for generations to come, and because it is an investment in preserving Minnesota history and providing education for the future," he said.

The Minnesota Transportation Museum is a nonprofit community organization that has been offering interpretations, education, historic restorations, and vintage railway experiences for the past 60 years. Those experiences include operations of the Osceola & St. Croix Valley Railway and the Museum at Jackson Street Roundhouse. The organization is almost entirely volunteer led and relies on ticket sales and charitable contributions to support its operations. Donations can be made through www.trainride.org.

MINNESOTA TRANSPORTATION MUSEUM

193 Pennsylvania Avenue East – Saint Paul, Minnesota – 55130
director@trainride.org – www.trainride.org – 651-228-0263



News Release

FOR IMMEDIATE RELEASE: February 14, 2023

Contact: Scott Hippert, Executive Director | 612-743-6634 | director@trainride.org

African American Railway Workers ‘Twin Tracks’ Exhibit to be Unveiled

(Saint Paul, Minnesota) African American railway workers of the 20th century will be the focus of a new prototype exhibit at the Minnesota Transportation Museum, to be dedicated at a ceremony on March 11, 2023. The ‘Twin Tracks’ exhibit shows the challenges and discrimination faced by African Americans in their jobs on the early railroads, but also how those jobs supported strong families and helped build an educated and successful community in Saint Paul.

“Many of these workers, including my ancestors, faced incredible unfairness in comparison to white railway employees,” said Marvin Anderson, curator of the project and co-founder of Rondo Avenue, Inc. “But despite the unfairness, those were some of the best jobs available, and the wages paid by the railroads helped some of Saint Paul’s first African American families to succeed, to send their children to school and college, build a strong neighborhood, and created generational stability,” said Anderson.

The dedication will take place at 11:00AM on March 11th at the Minnesota Transportation Museum, 193 Pennsylvania Avenue East in Saint Paul. The ceremony will include personal stories shared by the children and grandchildren whose ancestors worked on the railroads, words from community leaders and dignitaries, a free tour of the Minnesota Transportation Museum including the Twin Tracks exhibit, light refreshments and a short train ride. The general public is invited to attend. Museum admission fees will be waived until noon.

“Railroads served a major role in the growth and development of Saint Paul,” said Wayne Merchant, MTM board chair. “The Jackson Street Roundhouse is where we preserve this history and share experiences that help us to appreciate a significant part of our heritage. Twin Tracks is our way of preserving a very important piece of history that has been overlooked for far too long and still impacts our community today.”

The Minnesota Transportation Museum is a nonprofit community organization that has been offering interpretations, education, historic restorations, and vintage railway experiences for the past 57 years. Those experiences include operations of the Osceola & St. Croix Valley Railway and the Museum at Jackson Street Roundhouse. The organization is almost entirely volunteer led and relies on ticket sales and charitable contributions to support its operations. Donations can be made through www.trainride.org.

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SHOP TALK



Todd McGonagle and Connor Casey, Wayne, Michael Quackenboss and Kurt, setting out a tarp to cover the Silver Castle. "First we got out there in the nice weather to tarp the dome car before this week's expected snow. I know where the leaks are now, so as soon as the fleet leaves for Osceola I'll start caulking gaskets. After that we'll want to assemble a team to clean, repair and reassemble the interior."



(Above) Brian Snyder, Tim Grube and others working on cleaning up the window frames, installing new rubber gaskets and FRA glazing on the Twin Ports windows. They are about 50% done with them. To be installed after the painting is done on the car.

(Left) Tidy is the word in Bay B! Thanks everyone.

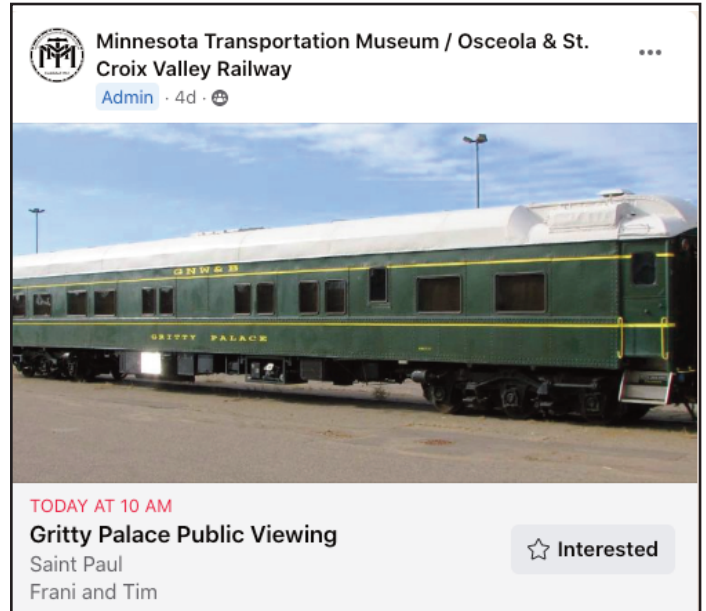
(Below Left) Nick Edstrom and Bailey Peterfeso perform maintenance to get 6234 ready for Osceola. 559 will be coming in next.

(Below Right) Bob Brown and Sean Touhy replace exterior sheet metal on the end of Rock Island commuter coach 2608.



Gritty Palace was open for public viewing February 25th.

Recently, John Van Arsdale, Bill Hawley, and Warren Plaisance have been working on details to make business car “Gritty Palace” interiors more visible from the outside. Tinted glass, bright lights in the roundhouse, and lack of “shore power” presented some challenges. Once the car was brought into Bay D, it was really dark inside! For now, power for temporary lighting needs to be connected to an outside source. None of the regular lighting in the car can be hooked up to the 110v supply. We brought in an electrician to check and the problem is that it would mean a lot of temporary wiring connections that would need to be undone when we take the Gritty back on the road in the future. Carpet runners and other precautions were taken to insure a safe experience for the public and our precious equipment.



Shout Out to the MacGyver's

- Barb Loida



Todd McGonagle, Tim Grube and Larry Paulson

Remember the 1980's show MacGyver where the star in tricky situations rigs up a solution out of it. The old railway equipment often requires work around to get things to work and putting them back together, hence the nick name for these guys.

Todd McGonagle returned to volunteering with MTM in 2019 after 18 years away. There are many projects at the roundhouse where Todd takes an active role. He welds, does wood work, paints and fabricates parts. Last year he made panels to cover rusted out holes in the interior of Rock Island coach 2608 and a diesel transfer pump for the General Ben locomotive. He also was involved in fixing the vestibule stairs in the RPO car on short notice before the Osceola migration. This winter he has been working on fixing the rusted out exterior parts on the Rock Island coach 2604 and making the car handicap accessible. Todd is one of a growing number of volunteers helping to keep things going. Todd is chair of MTM's collection and restoration committee and has assessed the cars in MTM's fleet. He has made lists of what it will take to restore the cars and which ones the museum may want to consider letting go. When asked why he volunteers, "MTM and railroad history are important to me. When I'm restoring, not just fixing, equipment, and doing the absolute best job I can, I know the train cars will be here for people to enjoy long after I'm gone. That gives me a sense of being a small, but useful and important part of history. It is very rewarding."

Tim Grube has been a volunteer with MTM since 2020. Tim did extensive work on restoration of the 2604 two years ago, the interior repainting of the 2608 last summer. He also worked many hours on the A-18 removing the exterior metal panels and many days at Osceola shining up cars and cleaning windows. Tim is currently leading the restoration project of the Twin Ports. He has a lot of experience in wood restoration and has started bringing the original wood panel back to their former glory. Tim says he volunteers at MTM, "I began volunteering July 3, 2020. My first task, was to assist Larry Paulson with the Rock Island car 2604. That was a huge project! But, that started my passion for restoring railroad passenger cars. Fast forward to almost volunteering for almost three years, I have learned a lot, and have met some great people. I'm most satisfied when I see the public enjoy the work that we do here. I'm proud to be a volunteer in a successful organization."

Larry Paulson has been volunteering with MTM since 2007. Like Todd, Larry is here, there and everywhere. Larry was the project manager for restoration of the 2604, 2608 and the A-18. He continues to support the Twin Ports restoration. Larry raised funds for shipping the 1096 to Iowa for painting and many other projects within the museum. When asked how he does it he gives a humble shrug. Larry also is a qualified engineer, conductor and brakeman. He has trained many student brakemen. Larry also spends a lot of time out at Osceola ensuring cars are clean for the customers and assisting with switching operations. When asked why he volunteers, "I volunteer because I want to do what I can to help preserve and maintain Minnesota's railroading history. The museum is the ideal place to accomplish that goal. The equipment we display and operate can be appreciated in a very personal way when visitors tour the museum building and grounds, when taking a caboose hop ride, or by riding the Osceola & St. Croix Valley Railway during summer and fall. For these vintage railroading experiences to be possible, it takes a dedicated team of like-minded volunteers donating their time and efforts to make that an ongoing reality. Simply being part of that I find to be a very rewarding experience."

Thank you all for your dedication. You make the fleet look and operate better!

If you are interested in working on the fleet or elsewhere in the museum, come in on a Saturday morning for the 9:30 work briefing. There is always plenty of work that we would appreciate your help with.

Craft Beer, Cheese, & Trains

Saturday, April 15th - 5 and 8 p.m. Departures



Explore James J Hill's 1907 Jackson Street Roundhouse built for the Great Northern Railway. Then board historic dining cars for a 90 minute rolling craft beer and cheese pairing. A host will guide you as you explore the delicious food and unique beer combined with great conversation and laughter with family and friends. Minimum of five locally brewed selections to pair with a variety of cheese, meat, and other tasty morsels.

Visit trainride.org for tickets. Seats are \$65 each in groups of 2, 4, or 6. Groups may be seated with other parties but will not be sharing charcuterie boards. Must be 21+ to participate.

(Train will be traveling on MTM property only)



Minnesota Transportation Museum Members



Todd McGonagle



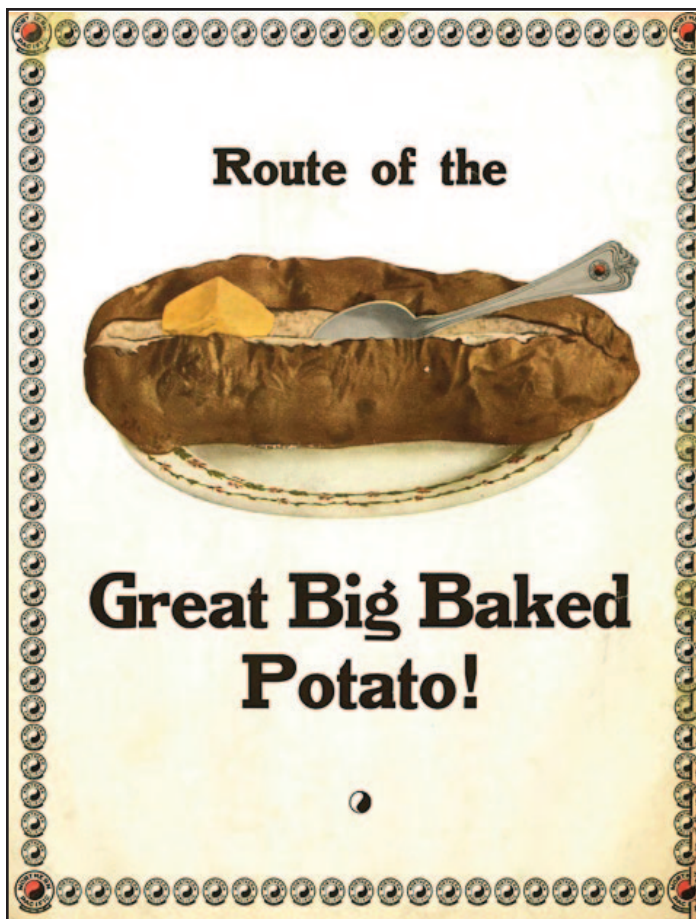
As you all know, I'm very good at documenting my progress on the projects I'm involved in. I want to take a moment to move the spotlight away from myself and recognize the other volunteers making Jackson Street Roundhouse a thriving success. We have at least 25 to 50 volunteers on any given Saturday involved in: Building maintenance and cleaning, rebuilding mechanical systems on rail cars, tuning up diesel locomotives, researching restoration specifications, repairing windows, running the gift



MINNESOTA TRANSPORTATION MUSEUM

shop and taking tickets, running the train, tending to emergency repairs, moving snow/mowing grass, shuffling railroad equipment around to where we need it, painting, running the G trains, restoring steam engines, woodworking, creating exhibits, blacksmithing, machine shop projects, marketing, committees, governance, promoting, and customer service. The list goes far beyond that, but you get the idea. It takes all of us and our individual interests to make this happen. I'm proud to be a small part of such a dedicated crew.

I don't even know what happens on Wednesdays! 🤔



- *Warren Plaisance*

The other day at the roundhouse sitting down with Eric Kallas, the conversation turned to a song about Northern Pacific Railway's "Great Big Baked Potato". He said that somewhere online he found a recording of the song and would try to find it for me.

Well, Eric came through as promised and by golly it does exist and you can listen here:

<http://bonafidaho.com/GreatBigBakedPotatoFinalHTMP3.mp3>

The story begins with Hazen Titus, who in 1908 was named superintendent of dining cars for the railroad. Soon after starting in his new role, Titus was on board the North Coast Limited when he overheard two Washington farmers complaining that they couldn't find a market for their potatoes, because they were so large, customers thought they were too big to serve. Titus soon ordered as many as the farmers could provide.

Titus tried several other items in the dining cars, including Big Baked Apples and individually-sized lemon pies, but the potatoes were what the customers went crazy for, and before long, the "Great Big Baked Potato" became a staple of not just the dining car menus, but also Northern Pacific's advertising more broadly. Images of the huge spud appeared on postcards, letterhead, and even in 3D form, when NP mounted a 40-foot-long, three-dimensional Great Big Baked Potato on the roof of its commissary in Seattle. Electric lights caused the butter to glow and the potatoes eyes to wink.



But back to the song, which you can peruse in its entirety here. Musically it is nothing special – as mentioned earlier, sheet music was a common form of advertising in this era, and new songs were churned out quickly by songwriters relying on quick formulas of melody, harmony, and rhyme patterns. But the lyrics can be entertaining:

Verse 1

*In going from Seattle I took the North Coast train
Because my time was limited I wished some time to gain
I crossed the great Columbia where roses were in bud
Then wandered into dinner and there met Doctor Spud.
Twas laying on a platter sure something just immense,
Served with a spoon and butter and it only cost ten cents
It was split right up the center, filled with butter and
whats better;
It was sweet and hot and mealy. Was it good? Well I
should stutter.*

(Continued on next page)

Verse 2

*I looked at it and smelled of it, 'twas sweet as any rose,
I thought if I consumed it I must loosen up my clothes
But the Great Big Baked Potato soon was lodged in
my inside,*

*And I was glad and happy on the N.P. Road to ride
But I've been busy thinking, and wondering ever since
How the Great Big Baked Potato could be furnished
for ten cents.*

*Of course I ordered other thing and on them I did dine,
But I cannot forget that Lovely Spud, it was so very fine.*

Verse 3

*That N.P. road sure does the things that makes their
service best.*

*I always try to ride with them when traveling in the West.
Their milk and cream and vegetables are always nice
and fresh*

*Of course their stuff is raised upon their farm at Paradise
Then here's to the N.P. Railroad, Doctor Spud, and
the man,*

*Who makes you travel happily and does what 'ere he can,
To serve you well and promptly and all regardless of
expense:*

A Great Big Baked Potato that only cost ten cents.

And of course, the chorus:

*Oh! you Great Big Baked Po-
tato, you are Irish thro and
thro,*

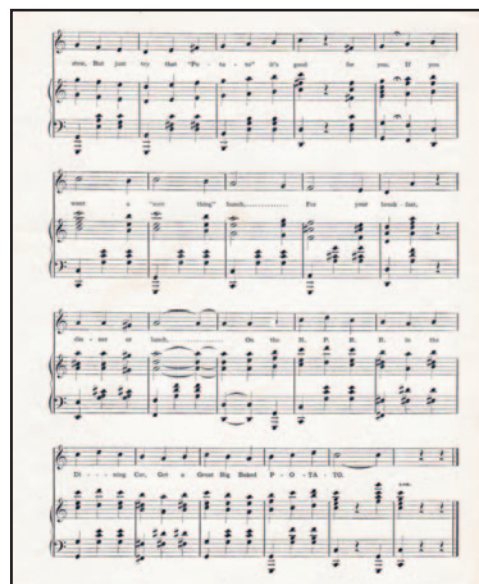
*You may talk of your onions,
your garlic or stew,
But just try that "Potato" it's
good for you.*

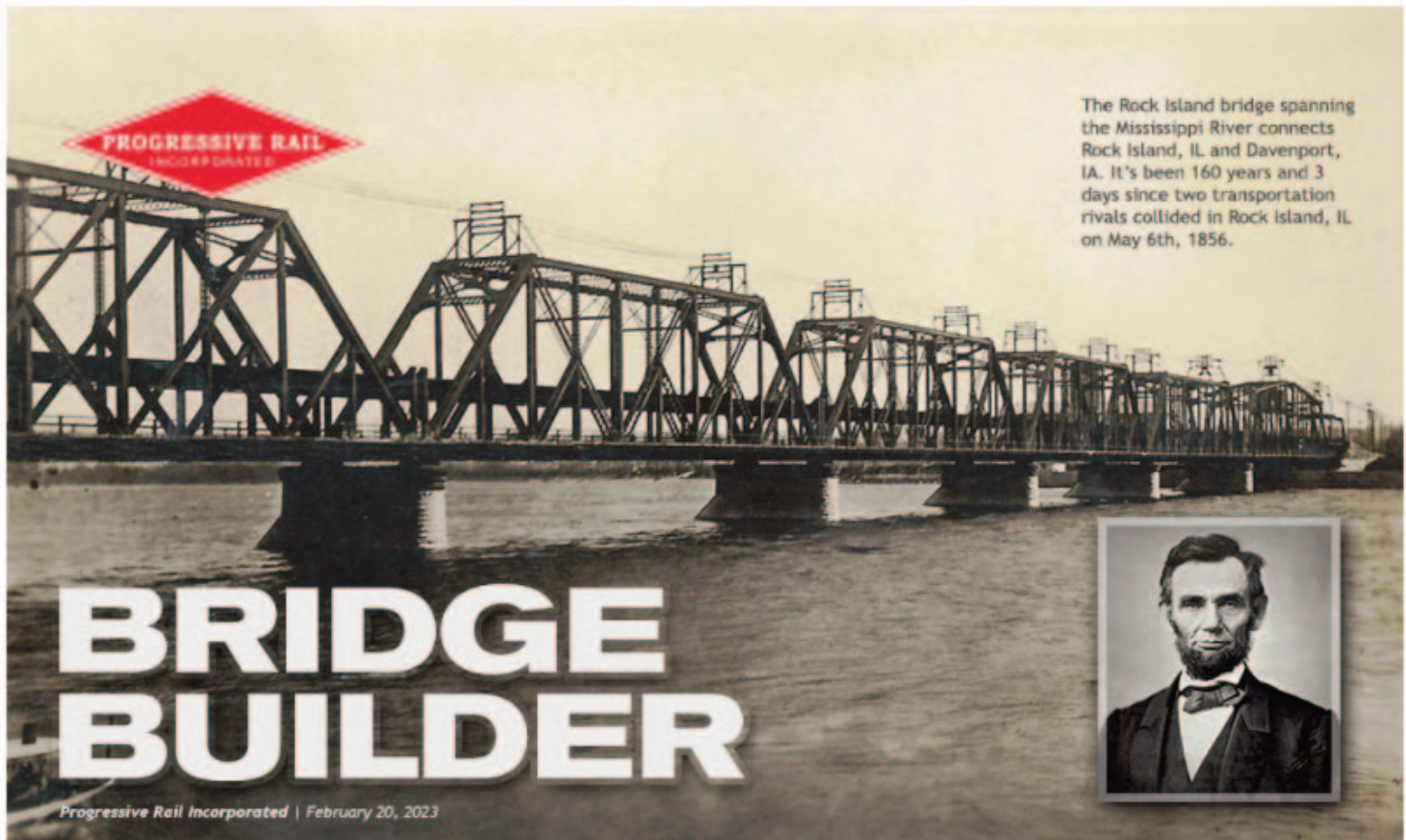
*If you want a "sure thing"
hunch,*

*For your breakfast, dinner or
lunch,*

*On the N.P.R.R. in the Dining
Car,*

*Get a Great Big Baked
P-O-TA-TO.*





Who could have imagined that a riverboat collision with a highly strategic railroad bridge would set the stage for a great American success story? The bridge was not an ordinary structure. Rather, it was a key link in the Rock Island Railroad's rapidly growing network, spanning the Mississippi River to connect the towns of Davenport, Iowa and Rock Island, Illinois. When disaster struck, conspirators were convinced that the riverboat steamer, *Effie Afton*, was loaded with flammables and deliberately ran into the brand new bridge (in service for just fifteen days). Immediately following the accident, steamboats up and down the river celebrated, blowing whistles and ringing bells.

The celebration soon ended when legal proceedings started in a case officially docketed as "*Hurd V. Rock Island Railroad Company*," which quickly became known as the "Battle of the Century" between two competing transportation rivals.

Knowing the stakes couldn't be any higher, Henry Farnum, President of the Rock Island Railroad, made a brilliant decision to hire Abraham Lincoln as their lead defense counsel. At the time, no one could have known that Mr. Farnum's choice in legal representation would bring an unparalleled level of presentation, delivering a fact based and very well prepared case. To that point, Lincoln objectively questioned everything. As he was not fully satisfied with the opinions of bridge masters and engineers, he personally traveled to the accident site. History records from his field investigations indicate Lincoln met a young boy from Davenport sitting on the bridge. He asked if the boy knew much about the river and, as it turned out, he did. The two launched many studies to investigate the speed of the log's travel and the river currents. Other observations Lincoln took into consideration were the angle of the piers, the depth of the channel, and the curve of the river. All of which helped frame up Lincoln's conclusion that the riverboat captain recklessly piloted the boat as if there were no surrounding piers. He also proved the starboard paddle was not working and contributed to the accident.

Lincoln's testimony was direct and extensive which paved the way for the judge to eventually dismiss the case. This was a huge victory for the Rock Island and every other railroad as riverboat interests could no longer obstruct the construction of a rail transportation network.

The victory was also Lincoln's. He became known across the nation as an honest man and a great trial lawyer which became a launching pad just three years later when he ran for the Presidency of the United States of America. During Lincoln's presidency, history also records he had an amazing ability to build bridges between many opposing parties, something of a rarity in today's world.



PGR can help your business gain access to new raw material sources or previously unobtainable sales opportunities. Let us build a new bridge for you.

Coming Events

as of 2/28/23

3/1	1000	JSR CH5 Mn Live video shoot	6/1	1100	OSCVR 7 Hills Prep 5gr, 165 (tent)
	1030	JSR Tots 'n Trains	6/3	1030	JSR Lang b'day
3/4	0900	JSRTR newbie class		6/4	1100 OSCVR Pizza starts
	1000	JSR Car club chili feed	6/7	1030	JSR Tots 'n Trains
	1030	JSR Hurliman b'day	6/17	1000	JSR Dads for Trains
	3/2-3/6	Scot out of town	6/21	1030	JSR Tots 'n Trains
3/8	0930	JSR Ch9 vid shoot	6/22	0930	JSR Chip Valley Srs 100 (tent)
3/11	1000	JSR Delano senior grp 14s		6/22	1100 OSCVR church group 45 (tent)
	1000	JSR Twin Tracks dedication		6/23-6/26	Barb out of town
	1030	JSR Condon b'day	7/5	1030	JSR Tots 'n Trains
	1330	JSR Benjamin b'day			OSCVR Thursdays Trollhaugen Adventure
3/15	1030	JSR Tots 'n Trains	7/15	1030	JSR Crenshaw b'day
3/16	0900	JSR video shoot	7/19	1030	JSR Tots 'n Trains
	1830	MTM Ann'l mtg		7/20	1100 OSCV Chisago Lakes schl (tent)
3/18	1000	JSR Shamrock Train	8/2	1030	JSR Tots 'n Trains
	1030	JSR Hanson b'day	8/16	1030	JSR Tots 'n Trains
	1300	JSRTR Newbie class	8/30		JSR \$5 on the 5th
	1330	JSR Keys b'day	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 100
3/29		JSR \$5 on the 5th	10/4	1030	JSR Tots 'n Trains
4/1	1330	JSR Parker b'day		10/5	1100 OSCVR MLTours BOX LUNCH 55
4/5	1030	JSR Tots 'n Trains		10/12	1100 OSCVR MLT FLAR box lunch 55
4/8	1000	Bunny Train			1100 OSCVR Senior coach 55
4/12	1000	JWP 11 gr 55k, 3a (tent)		10/14	1030 OSCVR grp coach 35
4/15	1030	JSR Adaniya b'day	10/4	1030	JSR Tots 'n Trains
	1700	JSR Beer tasting	10/18	1030	JSR Tots 'n Trains
4/19	1030	JSR Tots 'n Trains		10/20 – 10/22	OSCVR Pumpkin Express
4/20	1830	MTM BoD mtg	11/1	1030	JSR Tots n' Trains
5/3	1030	JSR Tots 'n Trains	11/15	1030	JSR Tots n' Trains
5/6	1000	JSR Cinco de Mayo event	11/29		JSR \$5 on the 5th
	1030	JSR Swanson b'day			Santa's Train Shop 12/2 – 12/17/23
5/17	1030	JSR Tots 'n Trains			
		5/20 OSCVR Opens			
		5/25 1100 OSCV MaplGrv P&R BoxLunch			
5/27	1000	JSR Memorial Day Observed			
5/31		JSR \$5 on the 5 th			