

URGENT

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



Semaphore



Minnesota Transportation Museum • Vol. 10 No. 5 • May 2023



SCOTT'S PERSPECTIVE

HOME STRETCH LEGISLATIVE UPDATE

MAY 16 IS MIGRATION DAY

LOOKING BACK: THE BRUNCH TRAIN

SPRING CLEANING AT OSCEOLA AND JAX

(PREPPING THE CARS FOR OSCVR SEASON)

BYLAWS DISCUSSION



Minnesota Transportation Museum Corporate Office
193 Pennsylvania Ave E
St. Paul, MN 55130-4319
651-291-0074

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114 Depot Road
Osceola, WI 54020
651-291-0074

Jackson Street Roundhouse
193 Pennsylvania Ave E
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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: May 16th will be our
scheduled migration day.
Here last years migration train is
about to cross Energy Park Drive
and head onto the BNSF former
NP tracks at Park Junction. Warren
Plaisance photo.**

Scott and Wayne at the Legislature

Wayne and I spent the afternoon advocating for Legislative support to restore the roundhouse. We are cautiously optimistic! Everyone, please keep advocating. Our thanks to the MTM members who spent Monday at the Capitol. Your message was heard!

Thank you!

- Scott

As Scott said, we had a great afternoon meeting with legislators. I feel more optimistic than I have up to now. Thank you to everyone who contacted their legislators or visited the Capital. Advocacy works. Thank you Scott Hippert for leading the charge. If MTM receives state funding for the roof, it will be because of all of you! I am very proud to be part of this wonderful family.

Thank you!

- Wayne



Scott's Perspective

I have been thinking a lot lately about what is possible at MTM. My thoughts have been prompted by working the legislative process while seeking funding for roundhouse renovation, and also by observing the work that has been taking place at the roundhouse.

MTM has made remarkable progress in raising its profile with Minnesota lawmakers. The elevated provide and the “possibility” of legislative success is due to so many of you working together for a common purpose. You have written letters and emails, made phone calls, met with legislators in person, and walked the halls of the Capitol as if you have done it professionally your entire lives. You have delivered a common message to our elected officials, explaining both the history and current relevance of the Jackson Street Roundhouse. And you have shared the same message about the critical need for restoration and the levels of support needed to get the job done. The result of us all working together is that we are closer than ever before to getting the public sector to support the rehabilitation of the historic structure that we have been entrusted to preserve.

In much the same spirit, your work out in the shop has made the greatest progress in years because you are all working together. Priorities have been identified, there is a common understanding of those priorities, and a commitment to getting the work done. In 2023 we have our locomotives ready to run, and numerous passenger cars have been repaired, patched, painted, and are ready for inspection. It has been done with common purpose, good humor, teamwork, and drive and dedication. We are ready to roll to Osceola!

And at the museum, our attendance this year is about double of what we normally have. The reason is that we have worked together, promoted the value of our museum to the community, and worked as a good spirited team to welcome our visits and give them a rewarding

experience.

Thank you all for your good spirits and humor, for your hard work, and purposeful support of our mission.

Welcome Our New Depot Manager

There is a changing of the guard at the Osceola Depot this season. Billie Rocarek will be joining us as Depot Manager, replacing Jes Lefler. Billie lives in western Wisconsin, and has previous experience on trains from her past work on the Wisconsin Great Northern. Her first day on the job is May 3rd. If you're at the museum that day, please stop by to say hello!



Billie Rocarek, New Osceola Depot Manager

Our thanks to Jes Lefler for her wonderful work for several years. We wish her well and look forward to Jes remaining as a volunteer member of the OSCVR family.

Legislative Update

The Minnesota Legislature has less than one month left in its session, and MTM is working to get an appropriation that will restore the Jackson Street Roundhouse, particularly with roof replacement. Many of you have been involved in contacting legislators, and it is making a difference. Senator Sandy Pappas and Representative Samakab Hussein are working hard with their colleagues to secure the needed funding. But our request is among many funding priorities.

Ove the course of May, you will be receiving messages to ask your continued outreach to specific legislators, and to the legislators who represent your neighborhoods. Please be on the watch for emails coming from Constant Contact. Check your junk folders often to make sure our messages to you don't get lost. Most importantly, please take the actions that those messages request of you.

"We have never been closer to getting the funding needed to make important repairs to our historic facility" said Wayne Merchant, board chair. "We are gaining support and building awareness that will hopefully gain support during this legislative session, but it will pay off in many positive ways in the years to come," he said. "Please continue your active advocacy until we get this job done."

OSCVR Volunteers Needed

The Osceola & St. Croix Valley Railway needs more volunteers to ensure the success of the 2023 season. Car hosts are needed most to assist with greeting our guests, serving on the pizza, picnic, and wine tasting trains, and telling the railroad stories that make our excursions so memorable. Please invite your family members, friends, neighbors, and co-workers to join us. Anyone willing to become a new volunteer should contact MTM at .

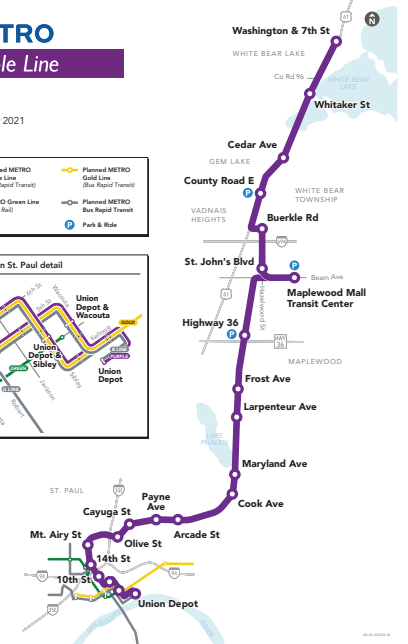
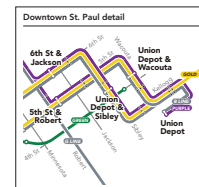
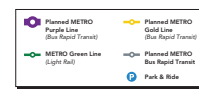
Purple Line BRT Construction

The last BoD meeting had a speaker from MTC to tell us about the Purple Line BRT bus route out to White

Bear Lake. The north end of this project was in the news a while back because WBL city council (or whoever) absolutely refused to have the north end terminal in WBL. More recently, Little Canada and Vadnais Heights are making negative noises, joining WBL. This end coming out of downtown StP comes up Jackson and takes the ramp NB Jax St to EB Pennsylvania (which they are calling Arch St) and off down Phalen. Did he get an ear full!



December 2021



Everybody told him about trying to turn left into our front lot from the bottom of that ramp and in general complained about that ramp! I buttonholed him before he left and told him of the previous work done on the Pierce Butler extension project from 15 years ago and what concerns we had about that project and what we were promised from the city/county. He had not driven the ramp in question nor was he familiar with the traffic we get here, so I told him to drive it several times during the day. This is his response to my concerns.

The proposed Purple Line comes up Jax with a stop by Mt Airy, probably at the stop light at Winter Street, comes down the ramp to Pennsylvania to the next stop at Olive St. in front of the HP Neurological Center. It would be good for us to have public transportation handier than it is now, but it would also increase the vehicular traffic for us. It is already impossible to turn left into our front parking lot during rush hour.

He has promised to come back with a project engineer after they have had time to look into this section of the project. Right now, however, they are mired in trying to placate the north end. See links below.

- Barb Sheldon

Purple Line BRT

<https://www.maplewoodmn.gov/purpleline>

Another Legislative Shout-Out Needed



MTM's funding request to the Minnesota Legislature for critical repairs, including a new roof, at the Jackson Street Roundhouse continues to build momentum at the State Capitol. Several bills are floating through multiple committees, and the legislative session will soon end. Legislators need to hear from you in the next couple of weeks if this is going to happen.

PLEASE contact your legislators, and members of the committees listed below. A short email asking them to support funding to save the Jackson Street Roundhouse in Saint Paul is what is needed. Let them know that the Roundhouse is a community asset, open to the public, listed on the National Register of Historic Places, and holds much of the developmental history of Saint Paul. Public funding is critical to save this important landmark.

The web addresses listed below will help you make important connections:



Your Legislators:

<https://www.gis.lcc.mn.gov/iMaps/districts/>

House Capital Investment Committee:

<https://www.house.mn.gov/Committees/members/93002>

House Legacy Finance Committee:

<https://www.house.mn.gov/Committees/members/93019>

Senate Capital Investment Committee:

https://www.senate.mn/committees/committee_bio.html?cmte_id=1002

Senate Legacy Finance Committee:

https://www.senate.mn/committees/committee_bio.html?cmte_id=3094

Governor Tim Walz:

<https://mn.gov/governor/contact/>





Osceola Depot Prepararion Day Saturday May 6

Set aside Saturday May 6 from 9 AM to 3 PM to help prepare the Osceola Depot for the season. Meet at the depot ready to help with:

- 1) Get signs, equipment and tools out of storage
- 2) Sweep the depot and platform
- 3) Set up chains, signs, waste baskets, etc.
- 4) Check the fence, lights, etc.
- 5) Prepare the office and waiting room for the season
- 6) Clean and stock the supply room.
- 7) Check, clean and supply the bathrooms
- 7) Anything else the depot needs.

We expect the ferry move later on May 16. We want the depot ready for the move. New staff will be hired and they will need the depot ready for the crowds. We will also prepare the concession storage and supply rooms.

There are many things to take from storage in the freight room. Bring gloves, brooms, rakes and any other tool that could be used inside and out.

Noel Petit
612 968 7827

A-18 Progress

· April 8 at 6:21 PM ·

Today, Larry Paulson, Dave Hartje, and myself, went to the A-18 to pick up some items from the 1924 upgrade. The project is going remarkably well. It's a big change since December of last year.

- Tim Grube



**Important informational meeting at JSR,
May 4th**

Why the Museum needs new bylaws!

To all of the members of the Minnesota Transportation:

The bylaws committee, with the guidance of Jessica Birken, an attorney and the owner of Birken Law Office a firm designed to help nonprofits, has reviewed, revised and approved the new bylaws proposal for MTM. The final version would give the board the ability to bring in upstanding members of the community. These members would have knowledge, experience and resources that would allow MTM to thrive and flourish. Knowledge and Experience to keep MTM on our current path of growth and success. Resources to provide MTM the tools, materials and the funding to adhere to our mission to restore, preserve and educate the great history of railroading in Minnesota.

I strongly believe this is the best path for the Minnesota Transportation to secure our future as a nationally renowned historic museum and railroad excursion.

On Thursday, May 4th at 6:30 PM at the Jackson Steet Roundhouse, Wayne Merchant and Scott Hippert will explain the benefits of this type of board structure and answer questions. This is the first of several meetings to discuss the new bylaws.

Below is an introduction to Jessica Birken, her bio and an email from Jess explaining why we should adopt these new bylaws.
I hope to see everyone there!

Thank you

**Wayne Merchant
Board Chair**

Wayne, Scott,

Thank you for your time today on the phone, I wanted to provide some written guidance after our call so you can share my advice with the group at your meeting tonight.

Why the Museum needs new bylaws:

As you know, I've recommended the organization get new bylaws. The reasons for that are fairly clear:

1. The current bylaws are old, contain internal inconsistencies, and are difficult to follow
2. The current bylaws are structured in a way that allow bad actors to disregard nonprofit best practices and control the organization for their own ends.

A good set of bylaws limits, on the other hand:

1. Limits the role of the executive committee to prevent a few from having undue control over community assets
2. Creates enough high-level policies about segregation of duties, and management, etc. that a toxic board is not allowed to flourish.

The problems the museum has been going through stem in large part from having bylaws that are legally compliant but still pretty terrible.

The other thing we discussed today is the need for the group to decide what form the bylaws will take – as I explained, my recommendation is to transition away from having voting members and change our governance to a non-voting member structure.

Why we should shift away from a voting member structure:

1. It is very strange for a museum to have a voting member structure. Voting membership organizations are usually groups like trade associations, neighborhood associations and church congregations. These organizations serve a very small and specific population – the Minnesota Association of Heating and Cooling Contractors; the Hale Page Diamond Lake

Neighborhood Association; a Lutheran Church congregation. In these groups it makes sense that the board is elected from the relatively closed pool of people being served by the nonprofit. These nonprofits lead a community, lead a spiritual community or advocate for trades changes to codes, etc. It makes sense that this closed population would elect board members and have legal standing.

2. Most museums, art institutions, theaters, zoos etc. are also membership-based organizations, but they are non-voting members. If I join the Minnesota Zoo or the Children's Museum, I get to go to the museum as much as I want that year, maybe a discount at the gift shop, maybe being invited to special member event days. I do not get to vote on who's on the board or bring a lawsuit against the organization. Why? Because these groups serve the general public. Museums serve every Minnesotan and any tourist who comes to our facility. We don't serve a closed group, we don't advocate for the group or lead a group, we truly are a public charity.
3. So having a non-voting membership allows us to engage as many people as possible from far and wide, without worrying about quorums and annual meetings. We can still require that anyone that serves on our board is a dues-paying member – I'm sure there is no person on the Minnesota Zoo board who isn't a zoo member! But we don't have to have all the bureaucracy and headache that comes from voting member issues.

I recommend as you consider purchasing the by-laws project, that you also determine in your decision whether you will continue as a voting member organization or a non-voting member organization as it makes a big difference in how I draft the bylaws.

How would members be affected by this change?

On a day-to-day basis, the members won't notice the change, other than members won't elect the board. They will still enjoy all the benefits of membership and really that is the only thing that would change from a member's daily experience.

We can also still require that the board members join the organization and we can put in a process for the board to publish a call for applications so members are aware of any upcoming open seats and have the opportunity to apply for board service. And of course, most of the board recruitment will be from the pool of folks who are passionate and engaged in the mission – which is our members.

Since this change would make things so much easier to administer, it is my recommendation as counsel that we make this change. It will help resolve some of the issues we've experienced in the past, reduce drama and lead to a healthier organization.

Warmly,

-jess-

Train Season is Back

Book your seats for opening weekend - May 20-21



Scenic Excursions | Pizza, Wine, Picnic, Ice Cream Trains

Round-trip from Osceola, Wisconsin



trainride.org

Come Tour Our Shops

Locomotive maintenance | Coach restoration
Blacksmithing | Woodworking | Welding | and more



Volunteer craftsmanship preserving Minnesota history
Every Wednesday & Saturday | 10:00am to 4:00pm
Jackson Street Roundhouse | 193 Pennsylvania Ave E | Saint Paul, MN 55130



trainride.org

The Oscar Mayer Weiniernobile returns to JSR

Over 200 guests visited our museum to tour the Weiniernobile. The story of the Weiniernobile is fascinating. There are 6 of them touring the country. The first one was built in 1936 for the purpose of promoting Oscar Mayer brand. We could fill pages and pages about the Weiniernobile, but the really cool part of the Weiniernobile is being the Hotdogger. What is a Hotdogger? The person that tours the country in a Weiniernobile with the main purpose of making people smile and also to "meat" and greet people around the country. The duties of a Hotdogger include:

"...sharing photos and videos on social media, answering questions about the brand and the vehicle (the most frequently asked question is if there's a bathroom in the back, to which they respond: 'No, it's not a Weenie-bago'), and distributing swag."

Only college seniors who are about to graduate are eligible to be Hotdoggers. Applicants should be getting their BA or BS, preferably in public relations, journalism, communications, advertising, or marketing.

A Hotdogger's assignment is for only one year. Recruiting for each year's new Hotdogger cadre involves current Hotdoggers and Oscar Mayer recruiters visiting college campuses across the country. In 2018, 7,000 people applied to be Hotdoggers. As each Weiniernobile carries two Hotdoggers, only 12 Hotdoggers are selected each year.

Thank you to Oscar Mayer for sharing the Weiniernobile, to Garry Yazel for arranging this event and most important to Keila for more than 200 smiles!



The Bunny Express was back on April 8th!

Successful Bunny Train Day!!

Thanks for your help today everyone.

- Mari Pew



Jackson Street Roundhouse Rolling Stock cleanup

All Members are invited to join us at JSR to clean the interior of the cars headed to Osceola for the 2023 season!

Bring your elbow grease and help clean windows and vacuum the carpet! Let's start the season with a sparkle!

11:00 am to 3:00 pm on Sunday, May 7th

Cleaning supplies will be provided.

Please use the rear gate.



Thank you!

Wayne Merchant

In Memoriam - Walt Strey



The Minnesota Transportation Museum has learned of the passing of Walt Strey. Walt worked as a Railway Mail Service employee on RPO cars in passenger train service. He was instrumental in the demonstration of NP 1102 to our visitors and a direct link to railway mail operations. He will be missed greatly.

Our sympathies go out to his family and those he knew and worked with at MTM.

Walter "Scott" W. Strey, age 95 of Balsam Lake, WI, passed away in the early morning of April 23rd, 2023. Walter was born in Renville, MN on June 18th, 1927 to his father Emil A. Strey and mother Weike (Ruter) Strey. In 1944, Walter volunteered with the US Navy. He served as Signalman – Gunner during World War II.

After his military service, he worked for the US Postal Service as a mail clerk on a rail car. His career switched to the Hudson Police Department and then transferred to St. Croix County Sheriff's Department where he retired from.

He enjoyed hunting, fishing, traveling, camping, and spending many winters in southern states.

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Walter was known to have an endless amount of stories to share with family, friends, and strangers.

Walter volunteered at the Osceola St. Croix Valley Railway Museum teaching and demonstrating how to grab the mail bag. He was also an active member of VFW Clear Lake Post 5828 and was on the Honor Guard team. He belonged to many organizations – Fraternal Order of Police, National Rifle Association, Wisconsin Law Enforcement Officers Association, and Republican Party of Polk County. He practices his strong faith within the Lutheran church

He is survived by his children Michael (Tammy) Strey of New Richmond, WI; Sue (Donn) Baierl of Hudson, WI; and Karol Strey of Hudson, WI; grandchildren Kody (Tessa) Strey, Kollin Strey, Samantha (Corey) Smith, and Danielle (Caleb) Tate. He is preceded in death by his parents Emil and Weike Strey; siblings Fannie Rogers, Augusta, Alfred, Henry "Hank", John, Christina, Henry Emil Strey, Henrietta Kohls, and Elsie Kirschbaum.

You will not find a more patriotic individual than Walter, so feel free to wear red, white, and blue. Walter's visitation will be held at O'Connell Family Funeral Home in Hudson, WI on Sunday, May 7th 2023 at 3 – 6 p.m. Funeral service will be at Zion Lutheran Church in Turtle Lake, WI on Monday, May 8th with visitation at 11 a.m. and service at 12 p.m. Burial will be at Fort Snelling on Tuesday May 9th at 12:30 pm.

Memorials are preferred to the family.

Get Well Soon Scott Heiderich!

Scott is now at Catholic Eldercare in Mpls. Room 109. I know he would enjoy visitors. Birdseed welcome. He has a bird feeder outside his window. But he may be moving, so send message first before going.

Looking back at our Brunch Trains

Planning and execution make for a near flawless Brunch Train experience

Warren Plaisance

11 am brunch charter on the osc railway. I arrived at the depot at 10 am to find Joanna Falkofske in the office retrieving 15 phone messages left since Monday. Lots of inquiries about future train rides and charters. She said that the museum web site has been a great help with cutting down on phone questions. Public are finding most of the answers on-line. She informs me that today's crew consists of Larry Paulson, Conductor; Bob Hawkins, Engineer; Dave Kettering, Brakeman and Keon McGarrey, Student Brakeman.

Out on the platform, a couple organizing a charter for October is checking out our operation and checking details of how things run here. This helps them get a better understanding of the details they need to know for their future trip.

Joanna talks about today's charter brunch train. This group from Maple Grove has 60 passengers and is a repeat customer from previous years. She has been working with them since January. Which kinda shows how much effort is put into setting up these charters. The group wanted to bring 70 riders but had to be told that 60 was our maximum capacity at this time. Seems a shame to turn away customers. They are offered a meal choice of Brunch, box lunches or pizza. Brunch seems to be a popular, classy option. The charter trade is a year round effort. We send out over 60 letters over the winter to different potential groups such as tour directors, groups, schools, senior centers, etc. The charter business keeps trains running on weekdays outside of the normal weekend schedule.



The critical equipment for a successful brunch train waits on the platform. Train will be spotted for loading of supplies and customers.



The train heads east to the switch so it can back down to the platform on the main line.



The prepped brunch is loaded up the service door of A-11.

Our train is “down in the hole” a spot west of the platform on the siding clear of the main track. The train is made up of the “regular line up”. Engine SD-9 BN 6234, 1102, 2604, 2608, 265, 1096, 1097, A-11.

A little less than an hour from departure, Conductor Paulson is on the radio, clearing up our track warrant from CN Rail Traffic Control or RTC as the railroaders call it. There are a couple of warrants to be released from the CN mainenance of way crews working on the line before we can leave.

By now it's 10:30 and the catering crew from the Dalles House has arrived with the mornings prepared brunch and Andrew Tighe is unloading the most important ingredient of the day, cases of champagne, onto the platform. All the crew antiously awaits the train to arrive at the platform so the loading up can begin. All the tables have already been prepped and ready for this mornings service. Tablecloths, china, champagne flutes, waterglasses and utensils are laid out and ready to go. Soon todays train eases down to the switch at the east end of the yard and backs down to the station platform.

The catering crew is handing up their thermal parcels of the prepared food and air pots of coffee up crew door on the A-11, the while Andrew is loading the cases of champagne, along with ice and drinking water. I find a safe “out of the way” perch at the back of A-11 so I can watch the action unfold during the trip.

The server on board our our car from the Dalles House, Bri, is already filling up water glasses with ice and water. The buffet sink is now filled with bottles of bubbly and ice to chill. Brunch is a single course meal. Which means that the brunch will be served on one plate simplifying todays service. The meal consists of Eggs Benedict, potatoes,



Tables are set and ready to go. It takes about 6 hours to get everything set for the next meal.

I love seeing a pantry in use instead of just a static museum display for a change!



Eggs Bennie Brunch!



fruit and an edible orchid garnish. Plating of the brunch course is assembled in a buffet section of 1097 set up by the caterers. The rest of 1097 has seating for the other 40 diners. They have kitchen gear laid out to keep the food hot and ready to go. Two "Safe Serve" licensed crew members are staffing the kitchen. As dirty dishes are removed from the tables, they are packed up and sent back to the Dalles House for washing. Andrew then brings the clean table service back to the train for the next time. Sometimes it can get a bit hectic when there are more than one meal trains scheduled in a single day. This can mean trips back and forth to keep the train supplied with clean dishes!

At 10:50 power is hooked up so electric service is up and running. "Heat, light, power, air...we are winning". The kitchen can turn on their food serving equipment. Right on schedule 10:56, the charter buses pull up behind the Osceola depot with today's charter group of 60. By 11:00, today's patrons are boarding the cars. Once seated, the "Maitre'd" gives a lively talk about the car A-11 what the ride will be like, just making the customers feel at home. Then Conductor Larry Paulson calls out the "all aboard" with the last of the riders aboard and the stairs raised and locked. Two blasts of the horn from the engine and we are eastbound toward Dresser.

A lot of friendly chatter from the riders as we pull out of the depot. Joanna gives the roll by inspection and wave as we leave. The Champagne is already poured. The server already has the practiced wide stance as she pours the glasses. Some are already on their second glass as we come to the first grade crossing.

1120 brunch is served. Eggs benedict, fried potatoes, fruit and an edible orchid garnish.

I chatted briefly with volunteer car host Alan Wyman in his third year as a car host. He is quickly called away to refill champagne glasses as we pull past the depot at Dresser. By now Bri, the server from the Dalles House has brought out the last plate of brunch. She can only do two plates at a time. A-11 has room for two tables of 6, one table of 8. Twenty place settings in all. Our train come to a stop across from Trollhaugen adventure park. Soon, another two blasts of the horn and we begin the back up towards Osceola. The conductor and brakeman are now riding the platform for the ride back.

As the coffee is being served to all that want it, the volume of conversation has picked way up again. Dave Kettering the brakeman handles the horn for the grade crossings and communicates by radio with the engineer. We need to slow to 5 mph for the crossing. Conductor Larry calls the car lengths to the crossing. Dave radios the engineer and operates the bell and horn. Back at the Osceola depot we stop briefly while a passenger comments that she wanted the ride to be longer! That's a good sign that she is enjoying the experience. Then she gets her wish as we begin moving west toward the St. Croix River. Then we return back to the depot promptly at 1 pm to finish the trip. 🚂



Coming Events

4/29/2023

5/3	1030	JSR Tots 'n Trains	7/13	OSCVR Trollhaugen Adventure
5/6	1030	JSR Swanson b'day	7/15	1030 JSR Crenshaw b'day
	1330	JSR Roberts b'day		1330 JSR Whitehurst b'day
	5/6	0900 OSCVR clean-up	7/19	1030 JSR Tots 'n Trains
5/13	1000	Train Day Hill House	7/20	OSCVR Trollhaugen Adventure
	1030	JSR vanDyke b'day		1200 OSCV Chisago Lakes schl (tent)
	1330	JSR Hegna b'day	7/26	1230 JSR Stlwtr Advntr Club (40 gr K-1)
5/14	1000	Train Day Hill House		7/27 OSCVR Trollhaugen Adventure
		5/16 Migration		
5/17	1030	JSR Tots 'n Trains	8/2	1030 JSR Tots 'n Trains
5/18	1830	MTM BoD mtg	8/16	1030 JSR Tots 'n Trains
5/20	1030	JSR Spratt b'day	8/30	JSR \$5 on the 5th
	1330	JSR Hedrich b'day		
		5/20 OSCVR Opens	9/6	1030 JSR Tots 'n Trains
	5/25	1100 OSCV MaplGrv P&R BoxLunch		9/11 OSCVR Trains Magzn EB charter
5/27	1000	JSR Memorial Day Observed	9/20	1030 JSR Tots 'n Trains
5/31		JSR \$5 on the 5 th		9/16 1530 OSCVR Octoberfest
		6/1 1100 OSCVR 7 Hills Prep 5gr, 165		9/21 1100 OSCVR Chip Valley Srs 100
6/3	0900	SPUD Train Days		9/23 1530 OSCVR Octoberfest
	1030	JSR Lang b'day		9/28 1100 OSCVR Owatonna PIZZA 56
	1330	Lindenfelser b'day	10/4	1030 JSR Tots 'n Trains
	6/3	1100 OSCVR Pizza A11&1097, 40	10/5	1100 OSCVR MLTours BOX LUNCH 55
6/4	0900	SPUD Train Days	10/12	1100 OSCVR MLT FLAR BOX LUNCH 55
6/7	1030	JSR Tots 'n Trains		1100 OSCVR SLP P&R PIZZA 56
	1030	AFSA 2 nd gr, 25 total		1100 OSCVR Leisure Tours BOX LUNCH 110
	1030	AFSA gr9-12, 25 total		10/14 1030 OSCVR grp coach 35
6/8	1100	OSCVR Osceola CofC A11&1097 50	10/18	1030 JSR Tots 'n Trains
		1100 OSCVR TCJC 25 totl		10/20 – 10/22 OSCVR Pumpkin Express
6/17	1000	JSR Dads for Trains		
6/21	1030	JSR Tots 'n Trains	11/1	1030 JSR Tots n' Trains
6/22	0930	JSR Chip Valley Srs 100 (tent)	11/15	1030 JSR Tots n' Trains
	6/22	1100 OSCVR church grp BOX Lnh 45	11/29	JSR \$5 on the 5th
		6/23-6/26 Barb out of town		
7/5	1030	JSR Tots 'n Trains		Santa's Train Shop 12/2 – 12/17/23
		7/6 OSCVR Trollhaugen Adventure		