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Scott’s Perspective

As I step aside from the role as your executive director, this is my last chance to formally share my perspective. After this, I will just do what volunteers do so well at MTM, which is to spout-off my strongest of opinions or just tell you off! Just kidding (sort of).

 Seriously, I want to take this opportunity to thank every single one of you for your support during these almost four years on the job. We all know that it has had its ups and downs as we faced a pandemic, a member uprising, and a horribly leaky roof. But together we have made real progress. Fundraising and funder relationships are getting stronger every day, we have a strategy for restoring the roundhouse, equipment restorations are moving forward at a record pace, creative events are now part of our regular programming, museum attendance and railway ridership have recovered from the pandemic and are near record levels, and we have elevated MTM’s profile with key constituencies such as the Minnesota Legislature. From my perspective, the greatest progress has been in the collegiality and interpersonal relationships of our members. It is incredibly satisfying to come to work on Wednesdays and Saturdays to witness you working together, laughing together, and socializing together. MTM has become a much closer-knit family over these past four years.

As an MTM family, we have a mission to accomplish. Doing so means each of us needs to contribute to that mission in the ways that best match our gifts and talents. We need to contribute our financial resources to MTM, and seek outside sources of funding to keep the mission moving forward. Each of us must invite a next generation of MTM family members to sit at our table and to be the future of the organization. And it is incumbent upon each of us to promote the good work we do and the history we keep relevant. I am confident that we, including myself as a volunteer, will be responsible stewards of MTM and ensure the next generation will eventually take our places.

(Continued on next page)
During my long career I have served in just about every level of position that you might imagine. Starting out as a TV journalist, transitioning to nonprofit leadership, and working my way through the ranks to serving as President and/or CEO of some very large nonprofits across the nation. While I have satisfaction in all that, and hope I have made a positive difference, I can honestly say that no work has personally touched me as much as MTM. That is because we are an organization that is built upon personal relationships, personal and professional passions, and a desire for community.

Thank you for welcoming me to the MTM community and for supporting me during these past four years. I wish the very best to Ellen Puff, our new executive director. I am certain that you will support her and give her lots of help during her transition into the position. I look forward to my future role as an MTM volunteer, and I guarantee you that I will spout-off my opinions just like the rest of you!

With gratefulness and friendship,

Scott Hippert

October Volunteer Help Needed

October is always the busiest month of the year at MTM, and this plea for your additional time and help is serious business. Please take the initiative to volunteer for some of the following roles:

- Pumpkin Express set-up, tear-down, and event staffing.
- Fall Colors and Pumpkin Express coach attendants and train crews.
- Parking attendants at the Osceola Depot.
- Haunted Roundhouse docents, hosts, decorators, and train crew.

These events are among the most heavily attended of the year. They draw awareness to our work and mission, and support a large portion of our annual budget. October is the month when we all need to help out, and bring our friends and families to help as well.

Please don’t wait to be called. Offer your help today by sending a message to Ellen, our new Executive Director, at ellenp@trainride.org.

Billie’s New Role

Congratulations to Billie Rocarek who has been promoted to a regular position as MTM’s Guest Services Manager. Billie came to MTM and has served in the role of Osceola Depot Manager during this current operational season. “Billie has done amazing work to bring professionalism, organization, and new ideas to our railway operation” said Scott Hippert, executive director. “With Billie’s year-long focus on the operation, MTM will be able to maximize our potential with reservations, bolster volunteerism on the trains, and provide additional support to administrative needs throughout the organization,” Billie will assume the increased role in November, after wrapping up the current railway season at the Osceola Depot.

Bylaws Election Results

In August, a mail-in election was held to update the MTM bylaws to reflect changes to the Board of Directors seating. Of 77 qualified ballots cast, 69 were in support of the changes. 8 votes cast were not in support. The Bylaws measure was approved. Election certified by Warren Plaisance.
Late breaking sad news -
Ron Erickson

Many of us over the years had the opportunity to know and work with Ron Erickson. Ron was the complete encyclopedia of train air brakes and locomotive electrical systems. He passed away in Florida on Tuesday.

Ron’s first connection to MTM was as the keeper of the Great Northern Historical Society’s “Hustle Muscle” SD-45 locomotive when MTM provided a home to that locomotive several years ago. When Hustle Muscle left, Ron still contributed to MTM’s operation with time and talent.

Ron Erickson was employed by the Burlington Northern Railroad as an electrical draftsman who quickly mastered the workings of what he was drawing. Ron was the person I could call when any of our locomotives, including Hustle Muscle, would cause great concern. He would always have the cure. He saved the day a number of times for MTM operations that had engines fail.

Ron was especially gifted in air brake theory and operation. For a number of years he conducted the MTM’s air brake class. Those attending will remember Ron’s two layered wooden board that had all the parts in the air brake valve interconnected so that when you moved one all of the associated parts moved to their proper position. Watch that a couple of times and you understood what was happening when you moved the automatic brake handle.

A reminder of Ron’s work is found on the electrical cabinet door of several of our locomotives in the form of the fuse diagram that shows if this one blows you are going to lose this feature. His locomotive electrical knowledge was complete and his penmanship perfect.

Godspeed my friend. May all the signals be Clear on your trip West.

Nick Modders
Road Foreman of Engines
Minnesota Transportation Museum

Overheard at the September Board Meeting.

- Warren Plaisance

Todd McGonagle reported that caboose 1264 was worked on all summer. Mike Afvelby is doing all the graphics. He used the original stencil for the logo that has been hanging up in the roundhouse. Wood working continues with a new roof on the caboose in the future. On Milwaukee Road 502 work continues on patching up the roof to make in watertight. Metalmiths are making new vestibule ends. She will need new paint before going outside for the Winter.

Our “Silver Castle’ dome car entailed taking the tarp off and inspecting the gaskets on the dome windows. Todd said they know what to do, just need time to get to it. Expained that it’s easy to do - only corners are leaking. Fortunately the dome windows are flat unlike most dome cars thanks to it’s home built by Burlington shop construction. Plan to seal up to where we can put outside and restore interior.

Would like to get f unit and snowplow into bay b for winter. Goal for snowplow is to get cab rebuilt, wire it for interior lights maybe of a solar type. Compressed air to operate wings to demonstrate how they operate. On the NP f unit - space waister where it is. Unfortunately it can’t be moved outside due to it’s present condition. Need skin to close up and paint so it can safely move to storage yard.

News of the wierd... Lake Minnetonka Historical Society communicated that they have a roller coaster car surviving from the old Excelsior Amusement Park that MTM owns. How we own it is a bit of a mystery. The board voted to deaccession the item as we have no interest in the piece.

A -18 is continuing restoration woodworking. Clerestory has been completed. Dining room has been framed out and solarium is next. Exterior still looks like a frame with work not planned until next spring.
Minnesota Transportation Museum hosts Trains photo charter
By Steve Glischinski | September 19, 2023
Trains magazine newswire

Great Northern, Burlington Northern, Soo Line represented on two-day charter

OSCEOLA, Wis. — If you were at the restored Soo Line depot in Osceola on Sept. 11-12, you’d be hard pressed to know what railroad operated there. That’s because the Minnesota Transportation Museum’s Osceola & St. Croix Valley Railway operated three trains representing three different railroads for a photo charter sponsored by Trains Magazine. Despite battling weather issues and a mechanical problem with Great Northern SDP40 No. 325, riders where able to obtain a variety of photos during the two-day event.

MTM’s Osceola & St. Croix Valley Railway operates over Canadian National’s 25-mile former Soo Line Dresser Subdivision. Sept. 11 was scheduled to be the day to show off the Museum’s Great Northern streamliner: five GN passenger cars pulled by recently repainted GN SDP40 No. 325. Unfortunately an electrical issue sidelined the unit, so it was decided to “swap” days: the two trains set to run Sept. 12 were rescheduled to operate Sept. 11 instead.

In this night photo shoot, one of six SDP40s built for Great Northern in 1966 to haul passenger trains, No. 325 poses near the Osceola, Wis., depot. Chris Guss

In vintage Soo maroon and gold, Soo Line GP7 No. 559 pulled former Northern Pacific triple combine (RPO/baggage/coach) No. 1102 and two Rock Island “Al Capone” commuter coaches, all recently repainted. Behind the passenger train was a freight train that replicated a Burlington Northern local freight of the 1970s, pulled by BN SD9 No. 6234. The Cascade green unit led a GN “Big Sky Blue” boxcar, a tank car and hoppers trailed by a BN caboose. Several runbys were held at the St. Croix River Bridge west of Osceola.

In the meantime the Museum brought in a diesel expert who diagnosed No. 325’s problem as a broken wire and repaired it. On returning to Osceola the Soo Line and BN trains train were parked and the GN streamliner operated as originally intended. The remainder of the day was spent with photo runs with No. 325 and its train. For many the highlight of the day was just before sunset, when the sun popped out on the St. Croix River Bridge, this time photographed from the remote Minnesota side of the river. That evening saw a night photo session with the GN passenger train conducted by Chris Guss, photographer and Trains Magazine correspondent.

Sept. 12 again saw two trains operated: the GN streamliner and the BN freight train with No. 6234 on the head end. While the day was plagued by cloudy weather, there were occasionally sunny periods as the trains operated in tandem. At one point the GN train posed with a

(Continued on next page)
1957 DeSoto owned by an MTM member.

Minneapolis Transportation Museum: GN 325 passes a 1957 DeSoto at Maple Island, Minn. Steve Glischinski

A highlight of both days was a recreation of the time-honored tradition of handing up train orders to the crew using an authentic train delivery hoop with a Y-shaped fork at one end, to which the orders were attached with a string. On both days enginemen snatched the orders by ripping the string from the fork held by MTM’s Kurt Mahre posing as the “operator” at the Soo Line depot in Dresser, Wis.

The charter had the full cooperation of MTM. They repainted several passenger cars for the event, provided two crews each day so photography could go on uninterrupted, and even painted over graffiti on the hopper cars. MTM Executive Director Scott Hippert gave his full cooperation, while the Museum’s Bob Puelston and Kurt Mahre worked long hours to make the event a success. Inside the depot, Manager Billie Rocarek also went out of her way each day to make sure everyone was comfortable and fed along this journey.

The charter was the first full-time operation of repainted GN No. 325. It was built by EMD in 1966, one of six 3,000-horsepower SDP40s GN purchased for passenger service. Only 20 SDP40s were built between 1966 and 1970 for GN and National Railways of Mexico. BNSF donated the locomotive to the museum in 2009. It was professionally repainted this summer to its as-built Great Northern Omaha Orange and Pullman Green colors by RELCO at Albia, Iowa. No. 325 will pull trains out of Osceola for the remainder of the fall season, which runs through Oct. 29.

Minnesota Transportation Museum: Kurt Mahre hands up train orders to Burlington Northern SD9 No. 6234 at the Soo Line depot in Dresser, Wis.

Minnesota Transportation Museum: John Swanson poses by a campfire as GN No. 325 crosses the St. Croix River Bridge. Steve Glischinski

Minnesota Transportation Museum: GN 325 passes a 1957 DeSoto at Maple Island, Minn. Steve Glischinski

GN 325 with a golden sunset. James Kuehn
This post is a reminder to all of us, to be kind to inquisitive young people (and old) visiting the museum. Answer their one million questions when it seems they won’t stop, encourage them to be a volunteer. Young people are the future of MTM and we need more of them.

This is my sister and I posing for dad on the point of Dan Patch 100. Recently restored 100 and NP branchline car 1102 were at Stillwater’s Lumberjack Days in 1978.

I’m a whopping 13 years old here. Dad drove us out to Stillwater to see the train. We met Scott Heidrich, Bob Ball, Bill Cordes and I believe Frank Sandberg. I had about a million questions for these guys and they probably wished I’d move along but I stayed and asked more questions and they graciously entertained them all. They were all nice and answered questions and talked with dad and me. Finally either Frank or Bob suggested we come by Como Shop some Wednesday to see about volunteering.

????!!!!!!! You mean we could be part of this?! We finally left for the day and all the way home I likely didn’t stop talking about the train and volunteering at Como Shop. I bugged dad until he finally said okay to a trip to Como Shop.

The day of our first visit arrived. We walked in the door and there was no turning back. First thing I see inside, if the overload of a few hundred former GN, NP, CB&Q and SP&S passenger cars and wood cabooses outside wasn’t enough, was Duluth Street Railway 265 taking shape.

Next was a derelict old single truck streetcar with no frame. A sign and photo on it identified it as Duluth Street Railway 78. I was sure it would never run again - I was wrong. One track over was my old friend from Stillwater, NP328! It was in pieces with no smoke box cover, no cab, no jacketing, but after years of playing on it in the park at Stillwater, I’d know it anywhere.

On the same track, not far from 328, the glow of fluorescent lights shined out the tinted windows of a Great Northern parlor car named “Twin Ports” on its side. How cool was this?! We walked inside and found Frank Sandberg and Ken Snyder working inside. Frank remembered us from Lumberjack Days and we talked with Ken and Frank a while.

For a 13-year-old foamer it was an awesome place. The building was full with no less than three streetcars, an old bus, an old streetcar line truck, two old wood cabooses, a heavyweight NP coach (1370), an NP branchline car (1102) an old Milwaukee refrigerator and what seemed like a million parts and large railroad tools.

Except for a couple guys who didn’t care much for having young kids around, everyone was really nice to new folks and made dad and me feel welcome.

You never know what will come from those conversations with young kids visiting JSRH. No matter how annoying those million questions may be, be gracious and answer them. You never know when they might be one of the new volunteers walking into the sights, sounds and experience that is an old railroad shop and decide - “yes, this is where I want to be. I want to be a part of this”.

Vol 10 No 10 October 2023
This is the annual meeting of historic rail and trolley systems, museums and vendors. This conference includes many talks concerning non-profits, restoration, archival and interpretation of rail related sites. Additionally, vendors of ticketing systems, rail experiences (such as Day Out with Thomas), rail shops (such as Strassburg) all gather to exchange ideas and sell their wares. A list of the talks over the 3-day period includes:

1) Museums and the Power of Connection – how to connect with business and visitors.

2) How Digital Marketing can make your brand thrive – Facebook, Instagram, X …

3) Building Exporail’s permanent exhibit – the entry into the museum.

4) Maximizing your museum’s collection – merge mission and abilities.


6) Seven-year project to restore Hillcrest Lumber’s Shay No. 1.

7) Collection management – documents and actions to enhance your museum.

8) Strategic archival procedures – as collections grow what do you do?

9) Tourist railway sustainability – what keeps us running?

10) Attracting and retaining young staff and volunteers – sustainable staff and volunteers.

11) Manual of procedures for a non-profit – a guidebook for everything (eg. accession/deaccession)

If you have any interest in these topics, contact petitnoel47@gmail.com and I will supply you with links to these talks.

The only train ride this year was a commuter train from downtown Montreal to the station near Exporail. The HRA conference usually includes many train/trolley rides but this one focused on the museum in Montreal.

Exporail is a major museum of rail and trolley in Montreal. This facility includes 140 pieces of rolling stock with roughly half restored and stored in its exhibit hall. Exporail includes the archive of Canadian Pacific history and many rail and trolley artifacts. They have about 100 acres with a passenger track much like our Jackson Street caboose ride and a ½-mile loop for trolley cars. For the conference everything was on display and docents manned most exhibits. Look over their web site for more information (exporail.org/en/home).

Thomas and Polar Express vendors sponsored many parts of the conference. Rail Events is a cohort of a number of rail experiences: Polar Express and Peanuts for example. They are expanding into rail car leasing, museum consulting and design and starting a partnership with one of the big ticketing companies. I will discuss more of their efforts in the coming months.

2024’s Heritage Rail Alliance conference is in Springdale, Arkansas ad the Arkansas and Missouri Railroad. A & M is a freight and

Continued on next page)
passenger railroad in the northwest corner of Arkansas. Talk to me if you have interest in this conference next September.

**A couple of side notes:**

1) These conferences are marathon meetings and touring. You will find that most sites like ours have the exact same problems. It is educational to find what others have done.

2) Getting through customs and immigration into Canada took more time than our flight from Minneapolis. Next time I am fording the river – it is faster.

3) I couldn’t get Uber or Lyft to work in Canada. Cabs are about the same price.

4) In contrast when we left Montreal, the line at Starbucks took longer that getting through U.S. immigration and customs. Yes, in Montreal you go through U. S. Board Control. That makes your flight from Montreal a domestic U. S. Flight. You can fly from Montreal to any city in the U. S. with any further passport or customs control. Bizarre.

**Oktoberfest Express Sold Out!**

We tried something new this year at Osceola. The wine trains have been a great success so maybe giving craft beer a try would add a little extra to the schedule. The plan was to organize an offering completely in house to keep more revenue for MTM. The planning started with a discussion between Wayne Merchant and Warren Plaisance back in February and a March date at Jackson Street Roundhouse. Those plans fell through for a variety of issues.

In June, we met again and thought that it might work better at Osceola during the actual Oktoberfest season which begins the third Saturday in September. We scheduled two Saturday trips between Wine Train and Fall Colors schedules.

In the interim, Warren visited many local craft breweries in the St. Croix river valley and the Twin Cities. The beer needed to pair well with local cheeses, proteins, and other items.

Bill Hawley got involved and created the most beautiful charcuterie boards in the JSR wood shop from roundhouse reclaimed lumber.

We served 5 different beer styles, each paired with a variety of treats. Many lessons were learned during the first run that were put into practice on the following Saturday’s train.

*This event will return for our 2024 calendar!*
Trip Report:

The White Pass & Yukon Route

By Warren Plaisance

In early August, I was fortunate to take an eight day cruise from Vancouver to Juneau on the Celebrity cruise line ship Millennium. Part of our itinerary was a stop in Juneau Alaska. We had booked an excursion on the White Pass & Yukon. Probably the most popular excursion offered on the cruise ships in Alaska.

From our state room balcony, the ship was moored at the ore dock. The facility has not been used for that purpose in several years. One train was spotted on the pier ready to take passengers on up the line to Fraser directly from the gangway. Since our group was going to ride it back, our buses were waiting for us at the pier. In our case the tour, for the first half was by motorcoach up the valley opposite from the rail line.

At the depot in Fraser, 28 miles from Skagway, we boarded the train. The rail cars were pre-assigned by numbers, so we didn’t have any trouble finding seats. All of the advice I had heard was to find seats on the right side of the train heading South Skagway. This proved to be quite correct as most of the spectacular views were from outside of the coach. We were required to bring our passports along as the upper quarter of the line are on the Canadian side of the international border, Canadian
customs agents. Boarded our motorcoach. And inspected our passports before we are allowed to get off and board the train. During the train ride back US border agents also inspected our passports. The journey of 28 miles was all descending grade and took approximately 2 1/2 hours. at the border next to the tracks was the old customs house and a stone marker on top of the hill. In many places along the line were traces of the old foot pads, carved out for the minors, making their way on foot and by mule up the Yukon valley traces of the equipment they were required to carry to cross. The border are still evident at the bottom of the valley. The sheer drop off from the tracks of several hundred feet was breathtaking. There are a couple of tunnels and many impressive bridges. Another impressive site is the abandoned combination, steel and wooden bridge along the old route almost all of the wood has disintegrated into the valley while the steel truss section of the bridge still remains. At one point we were able to see a couple more trains, heading in our same direction far across the valley at a much lower elevation, and I was pointing out that we were going to be down there ourselves in a little while and how far it is Lower than we are right now.

All of the diesel locomotives that I saw working that day were the newer engines purchased within the last several years we saw one at a meet painted in the traditional green and yellow scheme that was used on the shovel nose Alco's by the way did not see any of those during our trip, nor in the yards they are probably in the shop, and I think some of them have been sold. Many of the coaches in the fleet of 69 are new or heavily upgraded. The windows are very large to help view the scenery. They do not open however and have smaller windows above them that you can open for ventilation. All of the seats were a bench variety with seat backs that could be reversed, depending on the direction of the train travel.

The cars had large open vestibules on each end, making it possible for at least eight people to stand and view the scenery from outside the coach. travel between the coaches was not
allowed and chained off. Refreshments and merchandise were not available with one exception one attendant did come through the cars offering white pass, and Yukon railroad ball caps. At $10 each I thought it was quite a good deal. as you approach the outskirts of Skagway, there is an extensive yard laid out to hold the passenger trains until needed.

Next up are the railroad shops and steam locomotive number 73. She is active but only used occasionally. we ended the trip in downtown Skagway next to the station. Inside the Depot were Shops. Selling railroad theme merchandise to passengers and tourists. Personally it was a fabulous trip a once in a lifetime experience, I highly recommend it if you are fortunate enough for an Alaska adventure.

Warren Plaisance

White Pass & Yukon Route Railroad

The background story

The narrow-gauge White Pass & Yukon Route Railroad, located in Alaska, is the busiest tourist railroad in the country, even more popular than the legendary Strasburg Railroad, due to the line’s spectacular scenery and limitless supply of tourists aboard cruise ships that dock at Skagway.

While the WP&YR today is a very successful tourist railroad its heritage lies as a freight hauler, once serving several ore mines located between Skagway, Alaska and the Yukon Territory of Canada.

This is another unique feature of the railroad as its lines are split with half operated in the United States and the other half in Canada.

While the Alaska Railroad offers some spectacular scenery of its own few train rides anywhere in the world offer such stunning scenery as the WP&YR.

The White Pass and Yukon Route Railroad dates back to 1898 and the Klondike Gold Rush.

Needing a better means of moving men and material through the extremely rugged regions of northern Alaska, British Columbia, and the Yukon Territory (via the White and Chilkoot Passes), a railroad was chartered (the White Pass & Yukon Railway Company) and construction began later in 1898.

By July 29, 1900 the WP&Y had built a 110-mile line between the Alaska port of Skagway to Whitehorse, Yukon Territory (with the important town of Carcross located about half-way along the line).

Skagway was ultimately chosen as the southern terminus of the line due to its port, which allowed for an easier transportation of men and material in and out of the area.
As the first railroad constructed in Alaska, the WP&YR did help to open new routes of transportation even if it did not serve the state's largest cities (such a railroad would arrive soon, however, in what is now known as the Alaska Railroad).

The initial purpose of building the White Pass & Yukon was for the Klondike Gold Rush as thousands of prospectors flocked to the Yukon hoping to strike it rich.

However, before the railroad even officially opened the rush was over by 1899 after news of new deposits were discovered near Nome.

Despite this setback the WP&YR found other ways to remain profitable, namely via the movement of minerals and ores from the region as mines sprang up to harvest rich seams of copper, silver, and other metals.

In general, this type of traffic sustained the railroad throughout the rest of its days as a freight carrier although it did see a brief spike in traffic during the building of the Alaska Highway and during World War I and II.

In the early 1950s the WP&YR began upgrading its locomotive fleet to diesels purchasing from both General Electric and the Montreal Locomotive Works (the American Locomotive Company's Canadian division) unique narrow-gauge designs (notably GE's rare Shovelnose model).

The White Pass and Yukon Route Railroad is today, one of two operating railroads in Alaska (the other being the famous Alaska Railroad), although it is purely for tourism after freight service ended in 1982 after the final mine in the region closed that year, which then forced the railroad to cease operations.

It reopened in 1988 as a 40-mile tourist line and has grown by leaps and bounds since then.

Today it is the nation's busiest tourist railroad, seeing over 400,000 riders annually, thanks in part to the thousands of yearly passengers it receives from cruise ships that literally dock right next to the rails.

Aside from the tremendous scenery afforded during trips, another draw of the WP&YR is that it uses eleven unique shovelnose diesels, built by General Electric between 1954 and 1966 and the railroad also operates two Baldwin steamers, a Mikado 2-8-2, and a 2-8-0 type.

The railroad has grown so much over the last twenty years that in 2007 it reopened 27 more miles of the original line, north to Carcross in the Yukon.

For many years the railroad has hoped to reopen the entire line all of the way to Whitehorse, Yukon Territory. In doing so, the chance of reviving freight service is also in play.

In July, 2018 the railroad was sold to Klondike Holdings and Carnival Corporation who have stated they plan to do this very thing.

Today, the WP&YR hosts several different excursions for passengers using both steam, as well as diesel locomotives all of which are original to the railroad.

Its operational steam locomotives include 2-8-0 #69 and 2-8-2 #73 as well as 2-6-0 #52, which is currently under restoration (interestingly, several former WP&YR steamers are buried in the Skagway River).

Additionally, it still retains nearly all of its original diesel fleet although they have plans to sell three of their MLW DL535Es.

Our family of 23 on the trip up to Fraser, stopped for a group photo.
Modern Roster

E3000CC-DC

3001 & 3002 NRE 3/20 278-3001, 278-3002
Delivered

3003 & 3004 NRE 6/20 278-3003, 278-3004
Delivered

3005 & 3006 NRE 9/20 274-3005, 274-3005
Delivered

New passenger coaches

The White Pass & Yukon Route has taken delivery of eight new passenger cars being built by Hamilton Manufacturing of Burlington Washington.

The additional 8 cars would bring the company’s fleet of passenger cars to 69.

Gary C. Danielson, President of WP&YR said, “The new passenger cars are a commitment by White Pass to its major customers and its confidence in the future of tourism in the north. Hamilton Manufacturing had previously built several passenger cars for the WP&YR and has also built narrow gauge passenger cars for railroads in St. Kitts and Massachusetts.

Danielson said, “Hamilton Manufacturing is a proven entity who understands our company’s needs and has developed new innovations in the construction of these cars that benefit our company and our passengers.”

The names of the new coaches are as follows:

332 Lake Johns
334 Thompson River
336 Lake Drury
338 Lake McQuesten
340 Lake Finlayson
342 Lake McNeil
344 Lake Munroe
346 Lake Pelly

An example of old/new passenger cars is WP&YR 402, Samuel H. Graves, built by Hamilton Manufacturing, Burlington WA in May 2014.
### Osceola & St. Croix Valley Railway

#### Passenger Count History

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**Annual Total**

| 22791 | 17391 | 21083 | 0 | 22847 | 26357 |

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**Today at Jackson Street**

- Barb Sheldon

We had several kids carried out kicking and screaming because they didn't want to leave. That always makes my day. But today was made even better. There was a group of several adults, two generations who had come in in the early afternoon.

On one of my trips thru the museum, I heard them asking questions of Gary Paulu at 328. A little while later, I passed them talking to Eric as he was entertaining a lively discussion of his summer project. I was making my last round through the roundhouse just before closing at 4, when I saw them going out the door. The woman, who had brought the family in, was heard to comment, 'Well, that was certainly worth the admission."

This is why we do this. If you like history, trains, talking to people, learning, please, we need you! Come volunteer, learn, share what you know, what you learn. When Jack and I started 20 years ago, we liked trains. That was it! To this day, I'm still learning something every day I'm there. Do you like riding the train? You can do it for free, just volunteer!
Scott passed along these messages from visitors.

**We get some very kind feedback emails....**

Subject: Our picnic lunch ride

Dear staff,

I cannot thank you enough for going above and beyond to help my disabled brother feel comfortable and enjoy his ride. The staff was so friendly and caring and made us feel so welcome. Thank you again!

Sincerely,

Karina

**We get some very kind feedback emails part 2....**

Subject: Osceola to Marine train ride

We really enjoyed our experience. My husband needed special loading help because of being in a wheelchair and your staff was accommodating and very pleasant. Myself and our 9 year old grand daughter were delighted to learn about the history and visit the different train cars while enjoying the beautiful scenery. We visited the gift shop and museum after and were able to purchase appropriate souvenir gifts for a memory. We took lots of pictures as well.

Thank you to everyone for a nice trip.

Kathie Hansen

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10/4</td>
<td>1030</td>
<td>JSR Tots ‘n Trains</td>
</tr>
<tr>
<td>10/5</td>
<td>1100</td>
<td>OSCVR MLTours BOX LUNCH 55</td>
</tr>
<tr>
<td>10/5</td>
<td>1100</td>
<td>OSCVR ACTours BOX LUNCH 110</td>
</tr>
<tr>
<td>10/5</td>
<td>1400</td>
<td>OSCVR Travel W/Me coach 56</td>
</tr>
<tr>
<td>10/7</td>
<td>1030</td>
<td>OSCVR 1030 grp BOX LUNCH 56</td>
</tr>
<tr>
<td>10/7</td>
<td>1030</td>
<td>JSR Williams b’day</td>
</tr>
<tr>
<td>10/12</td>
<td>1100</td>
<td>OSCVR MLT FLAR BOX LUNCH 55</td>
</tr>
<tr>
<td>10/12</td>
<td>1100</td>
<td>OSCVR SLP P&amp;R PIZZA 56</td>
</tr>
<tr>
<td>10/12</td>
<td>1400</td>
<td>OSCVR Valley Tours BOX LUNCH 56</td>
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<tr>
<td>10/12</td>
<td>1400</td>
<td>EauClaire seniors 56 coach</td>
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<td>10/14</td>
<td>1330</td>
<td>JSR DuBay b’day</td>
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<tr>
<td>10/14</td>
<td>1030</td>
<td>OSCVR 1030 grp coach 35</td>
</tr>
<tr>
<td>10/14</td>
<td>1030</td>
<td>GetKnit A11&amp;1097 45</td>
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<tr>
<td>10/15</td>
<td>1530</td>
<td>OSCVR 1530 tour grp 40 coach</td>
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<tr>
<td>10/18</td>
<td>1030</td>
<td>JSR Tots ‘n Trains</td>
</tr>
<tr>
<td>10/20</td>
<td>1030</td>
<td>OSCVR Pumpkin Express</td>
</tr>
<tr>
<td>10/20 – 10/22</td>
<td>OSCVR Pumpkin Express</td>
<td></td>
</tr>
<tr>
<td>10/26</td>
<td>1100</td>
<td>OSCVR Eagan P&amp;R PIZZA 26</td>
</tr>
<tr>
<td>10/28</td>
<td>1330</td>
<td>JSR Lor b’day</td>
</tr>
<tr>
<td>10/31</td>
<td>1200</td>
<td>fall migration (tent)</td>
</tr>
<tr>
<td>11/1</td>
<td>1030</td>
<td>JSR Tots n’ Trains</td>
</tr>
<tr>
<td>11/1</td>
<td>OSCVR migration</td>
<td></td>
</tr>
<tr>
<td>11/15</td>
<td>1030</td>
<td>JSR Tots n’ Trains</td>
</tr>
<tr>
<td>11/18</td>
<td>1030</td>
<td>JSR Forman b’day</td>
</tr>
<tr>
<td>11/25</td>
<td>1330</td>
<td>JSR Solberg b’day</td>
</tr>
<tr>
<td>11/27</td>
<td>0900</td>
<td>JSR Lego move in</td>
</tr>
<tr>
<td>11/27</td>
<td>0900</td>
<td>JSR JohnC move in</td>
</tr>
<tr>
<td>11/29</td>
<td>JSR $5 on the 5th</td>
<td></td>
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Santa’s Train Shop 12/2 – 12/17/23

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/27/2024</td>
<td>1330</td>
<td>JSR Lasecke b’day</td>
</tr>
<tr>
<td>5/16/24</td>
<td>1000</td>
<td>JSR Industrial Archeology 50a</td>
</tr>
<tr>
<td>6/20/2024</td>
<td>OSCV MLT 56 Box Lunch</td>
<td></td>
</tr>
<tr>
<td>8/1/2024</td>
<td>OSCV Milbank SD 56 coach</td>
<td></td>
</tr>
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</table>
Executive Director Report to the Board  
September 21, 2023

1. Railway Numbers
   a. Wine and Octoberfest trains have been sold out all season
   b. Fall Colors and Pumpkin Express are selling out
   c. Numbers compared with last year
      i. YTD:
      ii. Dresser:
      iii. Rest of Season already 75% full
   d. Huge thanks to everyone on our Osceola crew from locomotive engineers to car hosts, to depot staff. They create the wonderful experiences and work very had.

2. GN1096 Update
   a. We remain without the 1096 in service, losing its 56 seats
   b. 1215 is in service making up about 35 of those seats
   c. 1096 has been one problem after another:
      i. More rust and water penetration than expected was found during assessment
      ii. Asbestos a bigger and more expensive problem.
      iii. Relco backed out of the project
      iv. Multiple move orders were made to either bring it back to St. Paul or back to Relco after it had been moved. BNSF sent bills for each order. Working with Larry Paulson, they have dropped those charges.
      v. 1096 is now sitting at a BNSF yard in Galesburg, IL, awaiting our instructions. BNSF wants it moved.
   d. Solution: We are working with Railway Service Company near Kansas City as a potential restoration facility. Bids have been requested. If the price is within budget, 1096 will be sent from Galesburg to Belton, Missouri.

3. Other Equipment Improvements
   a. GN325 is back in service as our locomotive showpiece. Again, deep thanks to the private donor who made it possible.
   b. GN1215 is back in service after many years dormant. Thanks to everyone who worked on it and made it look great. It has parlour seating (courtesy of MN State Surplus) and is one of our most popular coaches.
   c. NP1264 caboose restoration is nearly complete. Thanks to many, but in particular Todd McGonagle, Mike Afvelby, and Tim Grube for their work to bring it back to such beautiful condition. We still need to replace the roofing material, but that can wait until Spring. Thanks to the NPRHA for supporting the project.
   d. CB&Q 13500 caboose has been given a facelift with replacement window sashes and other work. Thanks to Bill Hawley and our woodshop crew for their great work.
   e. Of course, thanks to everyone in our shop for the great work they do to keep our equipment running, restore it, and keep MTM as an operating railway facility.

4. Liability Account Reminder
   a. The board decided to borrow money from ourselves to pay off the line of credit. That wise decision has saved MTM tens of thousands of dollars.
   b. But those liabilities still need to be funded. This includes a lot of money set aside for the roof project. The money came from sources/ foundations that donated for the specific purpose of the capital improvement. We need to make sure we spend accordingly, even borrowing from the line of credit if necessary.

5. Roof Project Strategy
   a. See handout page 20

6. Fundraising Update
   a. See handout page 22
7. Legislative Progress
   a. Members of the MN Senate Capital Investment Committee were here for a tour on August 29th. Very positive comments about getting a sizable appropriation passed this next May. MTM has contracted with a lobbyist to assist us.
   b. Legislators on Train: Sandy Pappas (Senate Capital Investment), Scott Dibble (Senate Transportation), Samakab Hussein (House Legacy co-chair, Cap. Investment).

8. Public Policy Consultant
   a. The board approved the contracting with the Hylden Law Firm to facilitate advocacy activities for MTM in the next legislative session.
   b. Their focus will be on the Capital Investment and Legacy Investment Committees to seek funding for the roof, masonry, and power plant.
   c. Also looking at state and federal funding, specifically infrastructure dollars that are passed from federal to state agencies.
   d. Will research potential funding for the long delayed “Hill Loop” project as well.

9. Security at Roundhouse
   a. Need two people who live within 15 minutes of roundhouse to be on call with security company. This is to respond to calls when alarms go off.

10. Volunteer Recognition Events
    a. Thanks to Billie for organizing the picnic in Osceola last month. Our volunteers very much appreciated the recognition, and I will have a sprained ankle to remind me of it every day!
    b. A BBQ and a pancake breakfast are being planned for Jackson Street. Wayne will be sharing details.
    c. I want to say thanks to all the volunteers who work at the museum as docents, in the gift shop, handle the caboose rides, and show our guests their work in the shop. They all help create memorable experiences, and preserve and share great history.

11. Executive Director Search Process
    a. The search for my replacement went smoothly. A recruiter could not be found to do the search, so I handled the initial search process and stage 1 interviews for the committee.
    b. I presented the committee with six individuals who had strong credentials.
    c. The committee interviewed all six and decided upon one candidate who has accepted the position.
    d. Following those initial interviews, I kept my distance from the selection process. It was the role of the search committee to determine who to present to the board for approval. They did their work with full transparency and in a professional manner. Thank you to each of them!

    a. Ellen begins work on October 2nd
    b. I will remain on payroll for 2-3 weeks to assist in passing on information and assisting.
    c. Office has been cleaned up and reorganized.
    d. Business cards and debit card are ordered.
    e. Email set up.
    f. I will prepare a schedule of orientation activities that include:
       i. Introduction to key volunteers and staff at Jackson Street
       ii. Introduction to key volunteers and staff at Osceola
       iii. Train ride
       iv. Visit to Dresser Depot
       v. Introduction to Aaron Novodorsky at Minnahaha Depot
       vi. Introductions to:
          1. Accounting firm
          2. Public policy advocacy firm
          3. Fundraising consultant
          4. Program officers at various foundations
5. Banker at American National Bank
6. Deb to facilitate intros to Morgan Stanley & our auditing firm
7. Collaborative Design Group
8. MN Historical Society
9. SHPO
10. Committee chairs
11. Website manager
12. St. Paul Agency (advertising)
13. Osceola Historical Society

g. Review organizational chart of employees and volunteer leaders, make official appointments with Ellen’s input.
h. Assist in any other way that will be helpful to Ellen.

13. Congratulations and best wishes for success to Ellen

14. My thanks to all of you for an amazing experience. (You’ll still need to put up with me as a volunteer!)

15. Final words: I leave the ED role with lots of unfinished business, but that will be the case for all future ED’s as well. I always try to leave a place better than it was when I arrived. I hope and believe that is the case.
Strategy:
The Jackson Street Roundhouse is in dire need of major repairs in order to sustain its purpose, historical character, and safety. In 2018 with support from the Minnesota Historical Society, MTM contracted with Collaborative Design Group (CGD) to design a replacement for the entire roof, exterior clearstory windows and surrounding siding. The plan also addresses internal structural supports.

MTM has applied for funding from many sources since 2018 with little success. That effort got more proactive in 2021 and the organization as of September, 2023 is poised to begin the project with a very fluid funding strategy. The strategy was determined by working with the architect, legislators, and various funders. It is fluid, because if one of the funding elements listed below fails to unfold as planned, then the project will be delayed until another funding source is determined. The following timeline assumes the current funding strategy.

Unfortunately, the multiple delays continue to increase the amount of damage that needs repair or replacement, and increased the cost. In addition, long delays over replacing the roof on the power house have caused its entire roof to collapse. The power house project needs to be addressed by 2025 or the building may not survive.

The following lays out a strategy for completion of these projects based on current funding possibilities. Please note that James J. Hill III has agreed to provide matching funds of 50% of costs up to a total amount of $500,000. Those matching funds need to be strategically applied for the greatest impact.

Proposed Project Timeline:

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Project</th>
<th>Funding Sources</th>
<th>Est. Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 2023</td>
<td>Bidding on clearstory windows &amp; siding</td>
<td>MTM reserve</td>
<td>$2,000</td>
</tr>
<tr>
<td>October – November 2023</td>
<td>Replacement of clearstory windows &amp; siding, and required structural work</td>
<td>MTM reserve &amp; restricted funds + James J. Hill 50% match, St. Paul Foundation grant (pending)</td>
<td>$350,000</td>
</tr>
<tr>
<td>January – February 2024</td>
<td>Bidding on Bay D roof replacement</td>
<td>MNHS Legacy Grant, J.J. Hill 50% march, Roof Restricted Fund (MNHS grant pending)</td>
<td>Included below with total project</td>
</tr>
<tr>
<td>April – August 2024</td>
<td>Bay D roof construction</td>
<td>MNHS Legacy Grant, J.J. Hill 50% march, Roof Restricted Fund (MNHS grant pending)</td>
<td>$478,000</td>
</tr>
</tbody>
</table>
August – November 2024
Bay A, B, C roof replacement
(assuming funding is approved by Legislature)
Legislative appropriation if approved, MTM roof restricted fund (need to raise more for fund)
$1.3 million est

April – August 2025
Roundhouse masonry repairs, replacement, cleaning. Replacement entry fencing, parking lot repairs & lighting
Funds to be raised. Likely sources are MNHS, SPMCF, Minneapolis Foundation, J.J. Hill, Individual donor campaign
$650,000 est.

August 2025 – November 2025
Stabilize, roof and mothball the powerhouse
NPS grant being prospected

Potential Funding Sources:
- St. Paul – Minnesota Community Foundation: $75,000 pending. Can apply again next year.
- Minnesota Historical Society: $300,000 pending. Can apply for more next year
- MTM roof restricted fund: monies donated specifically for the roof. MTM needs to do a campaign for more funds.
- MTM roof reserve fund: board of ED designated funds from donations, grants, insurance claims that we have saved. Currently $253,000. MTM needs to do a campaign to raise more funds.
- James J. Hill pledged match of 50% of costs up to a total of $500,000
- Minnesota Legislature: MTM has hired a lobbyist to seek appropriated funding in 2024 and 2026. Could be significant. Both bonding and legacy funding.
- Congressionally Directed Funding: We have applied for 3 years in a row with no luck. Lobbyist will help with future requests. Reasonable to ask for $500,000 next session.
- Infrastructure funding through MNDOT or federal sources. Lobbyist is building strategy.
- National Park Service/Department of Interior: They have both funding for mothballing historic building for future restoration, and ‘Saving America’s Treasures’ grants for restoration projects. MTM needs to modify its National Register listing to get listed as “national significance” in order to apply for the larger grants. The lobby is going to work with SHPO to help get that done.
- Minneapolis Foundation: We are told that they now fund east of the river and that we should apply. This is a relationship that needs to be built.

Management of Project:
Collaborative Design Group/Bill Hickey was selected in 2018 to lead this project and is still working with MTM. Due to the historic nature of the property and its listing on the National Register of Historic Places, MTM must follow certain construction guidelines and have them approved by the State Historic Preservation Office (SHPO). Collaborative Design Group was selected because this is the work they do, and the relationships they have established.
Pending Grants as of 09/07/2023

Toro
Through their equipment donation program, we requested a donation of a small enclosed-cab tractor and snow blower. It would be used for our volunteers to clear sidewalks. Notify Garry Yazell if this is approved and send a thank you letter to Toro.

City of St. Paul – Cultural Star Program
We applied for $25,000 to make repairs and updates to the Rutledge Depot. The plan is to use it as a permanent home for the Twin Tracks (Pullman Porter) exhibit. It would also purchase and install a small prefabricated building for grounds equipment storage that could be assembled next to the Rutledge, or we could use one of our existing signal buildings. Decision should be in October 2023. I would invite volunteers John VanArsdale and Garry Yazell to lead this project, if awarded.

Minnesota Historical Society – Design and Planning appropriation grant
The Legislature appropriated $100,000 for updates to the planning and design of the roundhouse capital improvements, including roof, masonry, windows, siding. Etc. We included planning in the grant for the mothballing of the power plant building, and the design of Bay B into the Hill Steam Exhibit. While it is an appropriation, it is routed through MNHS and we had to go through their grant process. This should be approved by end of September of early October 2023. Collaborative Design Group will do the planning projects. It would be wise to engage Gordon Barr, Wayne Merchant, Bob Puelston, and Dave Hartje in this project. Dave is currently listed as the project manager.

Minnesota Historical Society – Program appropriation grant
The Legislature appropriated $100,000 from the House Legacy Investment Committee to MNHS for a grant to MTM. It is being used for restoration of the GN1096. Approval is pending our submission of the final applications, awaiting a firm proposal from a restoration facility. RECEIVED!

Minnesota Historical Society – Legacy Grant
This grant application in the amount of 300,000 is for the purpose of putting a new roof on Bay D of the roundhouse. Decision is expected before the end of the year. MTM needs to match this grant with $178,000. These funds come from the roof reserve and restricted funds accounts, plus $150,000 match from James J. Hill III if the full amount is approved. Larry Paulson would need to notify Jim Hill of the award and seek his matching commitment. Funds from the potential SPMCF grant could also be used for part of the match.

Saint Paul & Minnesota Foundation
Requested $75,000 in capital funding to help support the roof project. Decision should come by end of October 2023.

Hardenbergh Foundation
Requested $100,000 in general operations support.
Grant to be Submitted

Travel Wisconsin
Grant of $39,500 to be requested from the Wisconsin Bureau of Travel. Request actually made from Osceola Historical Society with MTM as partner, even though we manage the grant. St. Paul Agency has prepared a comprehensive marketing proposal that the funds would be used for, and their proposal includes in-kind matching dollars. We need to identify our strategic marketing partners and decide how to do this “joint effort marketing” campaign. I hope to submit this before my final date at MTM. Needs to be submitted prior to October 30th, or by January 1st. October stands a better chance of approval.

Christopher Reeve Foundation
Grant to $25,000 for the purpose of purchasing a new handicapped lift for the Osceola Depot. Application due by mid-October. Kay is working on it.

Grant Reports to be Submitted

GN1215 Repairs
A report should be sent to the Emory Railway Trust and include photos of before and after, including the ADA accessible doorway. Let them know that all their funds have been spent as intended. Once done, Emory is open to additional applications to support restorations that provide vintage rides to passengers. I would focus future requests on funding to complete the Twin Ports restoration.

BNSF Foundation
Once funding from the Twin Ports restricted fund have been spent down, a report should be sent to the BNSF Foundation to explain progress on coach restoration, and what still needs to be done. Ask if we can apply for additional funding for the project.

Funded Projects Needing Completion

- Twin Ports restoration
- 1215 restorations
- NP 1264 roof ($500)
- Roof
- A18