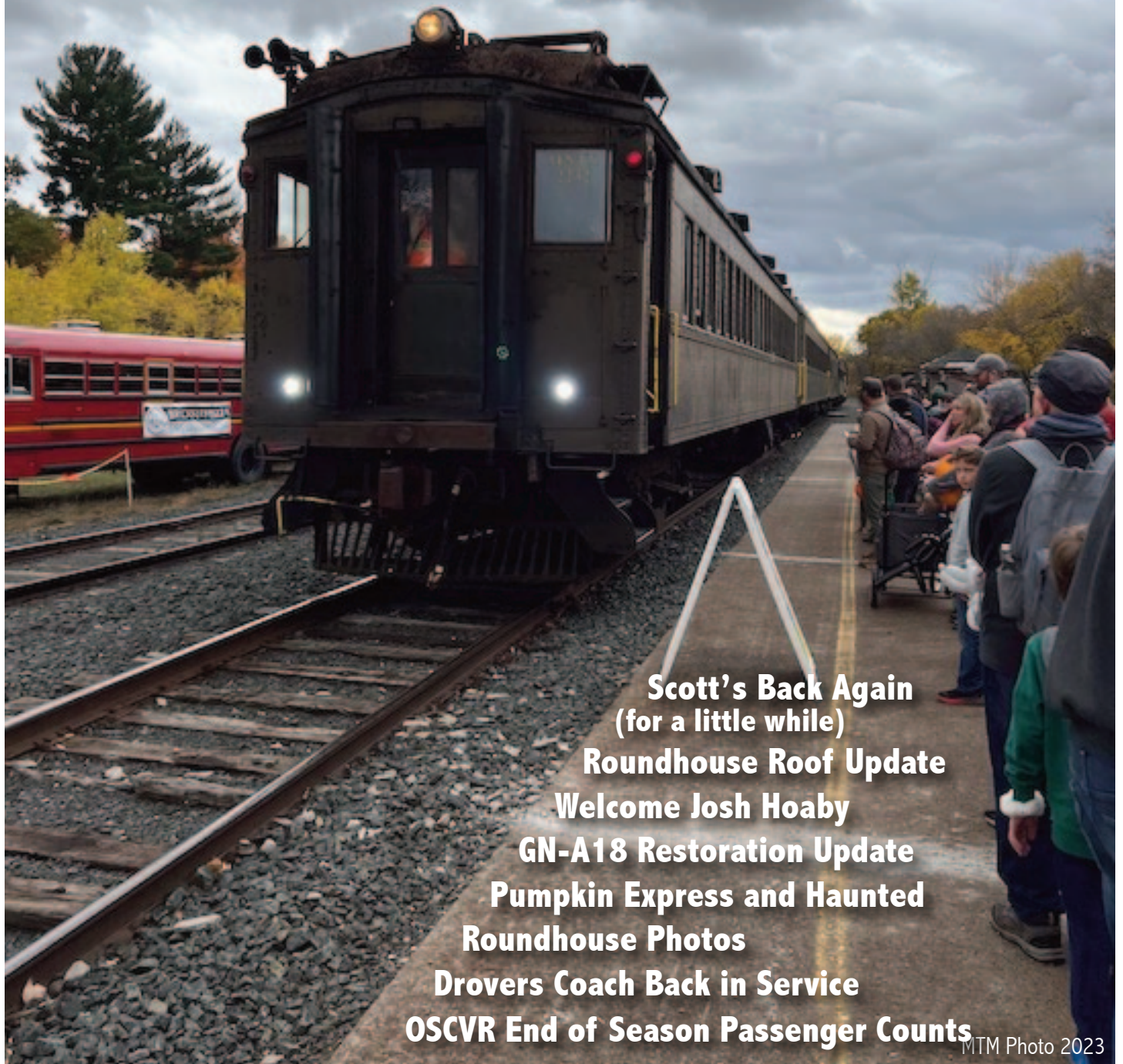




# Semaphore



Minnesota Transportation Museum • Vol. 10 No.11 • November 2023



**Scott's Back Again  
(for a little while)**

**Roundhouse Roof Update**

**Welcome Josh Hoaby**

**GN-A18 Restoration Update**

**Pumpkin Express and Haunted  
Roundhouse Photos**

**Drovers Coach Back in Service**

**OSCVR End of Season Passenger Counts**

MTM Photo 2023



# Scott's Perspective



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**Osceola & St. Croix Valley  
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PO Box 176  
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**Jackson Street  
Roundhouse**  
193 Pennsylvania Ave E  
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651-228-0263  
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**Minnehaha Depot**  
Minnehaha Depot c/o MTM  
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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:

**Commuter cab coach MNTX 2232  
leads the Pumpkin Express into  
Dresser on October 21, 2023.**  
Warren Plaisance

I know what your thinking: Doesn't this guy ever keep quiet and just go away? Yes, I'm back for another round of expressing my opinion due to the short-term longevity of the new executive director who came to us last month. And I'm actually happy about being back in the saddle!

Staying with all of you through the busy season was very fun and rewarding (and yes tiring). We had a great season in both Osceola/Dresser and at Jackson Street. I was really impressed with how well everyone worked together to make these events a success. Please keep up that spirit for your new executive director.

We are still calculating the numbers for the past few weeks, and the 'walk-up' numbers aren't available yet. But in all likelihood, we had more passengers on the OSCVR than last year, and also grew the number of Haunted Roundhouse visitors. That means even more people having an amazing experience due to your hard work. Now that the busiest season is over, we can all take a breath before Santa's Trainshop opens for the next season.

We are coming up on the end of the year and I want to remind you that MTM needs your support, and I'm guessing some of you can use some tax deductions. Please give as generously as you are able. The roof project and all of our equipment maintenance needs add up to some serious dollars.

Lastly, thanks again for putting up with me for almost four years. I'll probably get my 2-cents worth in again in next month's Semaphore. I'm like an old soldier, I just keeping coming back for more!

Best wishes and thanks,

Scott



## Roundhouse Roof Update

The roundhouse roof replacement project continues to move forward. According to Scott Hippert, executive director, the engineering firm has been accepting bids for replacement of the clearstory windows and siding. That's the first phase of the project.

MTM continues to raise dollars to cover all the costs for the replacement of the flat roof and masonry repairs. We are still waiting on some pending grant applications, and we are making headway with the Legislature. "If we can continue to build on the momentum we've got going, this long awaited project will finally be underway very soon," said Scott.

## Welcome Josh Hoaby



Josh Hoaby is a dedicated professional with a passion for making a positive impact on organizations and communities. With over 12 years of experience in the fields of churches and non-profits, Josh has become a respected leader in the industry.

As the former Executive Director of Creative Arts at Calvary, Josh combined his artistic talents with his deep commitment to seeing the organization

thrive. He has played a pivotal role in transforming the weekend experience, engaging outreach programs, and memorable events that resonate with people from all walks of life. His leadership at Calvary has led to the enrichment of countless lives.

Josh's professional journey extends beyond his role at Calvary. He is also a sought-after Vision Consultant, traveling across the country to work with leaders in various organizations. His expertise lies in helping these leaders become laser-focused on their vision and the strategies required to achieve success. Josh's insights and guidance have been instrumental in helping organizations reach their full potential.

One of Josh's most significant achievements is his ability to lead and inspire teams. Over the course of his career, he has successfully led and mentored over 300 volunteers, fostering a sense of community and shared purpose among those he works with.

Outside of his professional life, Josh is a dedicated family man. He and his wife, Danielle, are proud parents of three boys, and their family values and principles are at the core of his work and personal life.

With a blend of artistic talent, deep faith, and a commitment to helping organizations thrive, Josh Hoaby continues to be a driving force in the world organizational leadership. His journey is a testament to what can be achieved when passion, family, and faith intersect, making a meaningful difference in the world.

## Your End of Year Support is Needed

With the end of the year comes our annual plea for your support. Running a railroad and maintaining historic buildings is an expensive proposition. We really need as much support from our members as possible. "It not only helps get the work done, but it demonstrates our personal *(continued on next page)*

(continued from page 3)

commitment to our mission,” said Scott Hippert, executive director. “We need to make that demonstration in order to show foundations, corporations, and governments that we have a stake in the game,” said Scott.

MTM will be sending a letter to all members within the next 6 weeks. You are also welcome to send in your donations early or make them on-line. MTM also welcomes gifts of stock. If you wish to make a donation of stock shares, please contact the executive directly.

***You can also support directly through our Give MN.org campaign:  
Support Railroad History and Preservation***



<https://www.givemn.org/story/7oh71f>

## Update on the GN1096

After getting some extended and unexpected travel, our Great Northern 1096 passenger coach is either close by or has arrived at its restoration location. At last check, the 1096 had arrived in Kansas City, Missouri and was waiting to be transferred from the BNSF to CP. It is going to Railway Service Contractors in Belton, Missouri for extensive bodywork and painting. An appropriated grant from the Minnesota Legislature through the Minnesota Historical Society will cover most or all of the costs for the GN1096 restoration. Larry Paulson, restoration outsourcing supervisor, is managing the project. He and everyone look forward to having the 1096 back in service next season.



Wandering GN 1096 awaiting restoration in Missouri.

## Minnesota Transportation Museum – A-18 Restoration Plan

October 23, 2023

### Overview



The Great Northern executive car A-18 was donated to the Minnesota Transportation Museum in 2020 by James J. Hill III after he had purchased the car from the Yreka Western Railroad about a decade before. The Yreka, California-based railroad had purchased the A-18 from the Great Northern (GN) in the late 1950's after the GN had made the decision to sell off a number of older cars in its executive fleet.

An original all-wood car built in 1900, the A-18 received a major update in 1924 that completely changed its character. A steel underframe was added to the car. The wood-sided car was sheathed over with steel sheet and the original wood roof was replaced with a steel roof. The roof replacement also meant the loss of the original car's interior wood clerestory. It was replaced with painted steel panels.

The museum's plan has been to restore the A-18 to its original appearance, both inside and out. One compromise has been to retain the steel roof, since replacing it would have been highly challenging with regard to retaining the car's structural integrity. Instead, aesthetic measures

*(Continued on next page)*

(Continued from page 4)

will be taken to make the roof appear to be of wood construction.

As of this writing in October, 2023, all of the steel sheathing has been removed from the car. The wood side frame has been rebuilt on the left side of the car, with the right-side restructuring to quickly follow. The clerestory areas in the main observation room and the dining room have been added to the car by the Minnesota Innovations woodworking group. Their next task is to recreate the original oak parlor room and install it in the utility end of the car.

### ***Upcoming Tasks***

- The brass work in the car has been removed from the car. Museum volunteers will be recruited to restore each piece's original bright brass appearance. This work is being done so the brass work will be consistent in appearance with the reproduction brass chandeliers that are currently being produced by W. T. Kirkman Lamps, based in San Diego, California. The brass vestibule railings are also being replicated by an Illinois-based company, Mueller Ornamental Ironworks. Finally, Architectural Brass, Brooklyn, New York, will be producing

brass gratings that cover the baseboard heating system.

- The windows have been removed throughout the car and are currently being rebuilt by Siwek's Lumber Company in Minneapolis. The windows were heavily water damaged, thus the extensive rebuild effort.

- Efforts are currently being made to match the original look of the upholstery, draperies, shades, and carpeting. One resource the museum will be tapping for decorating ideas will be the James J. Hill home at 240 Summit Avenue. We will of course be heavily relying on the photographs of the car's interior for guidance.

- The key furniture pieces within the car will be reproduced. These include the dining room table with 6 chairs, plus 2 wicker chairs and 2 leather-covered chairs in the observation room.

- Larry Paulson

***Photos of the restoration progress are provided on the next page. - Editor***

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### **Complements: Color Train Ride Last Evening**

We went on the train with a group from our church in Stillwater. My wife and I now live in Stillwater, but I was a lifelong summer resident of the old town of Franconia, about 4 miles upstream from Osceola, and my wife and I lived there year round from 1988 to 1919. I know the river like the back of my hand. My wife comes from an old railroad family, her Great Grandfather was the President of the Union Pacific, and her Grandfather ran all of the railroads for the allies during WW II and then was appointed to run the VA - he did much of that from Hudson. They were Carl R. Gray and Carl R. Gran, JR.

We enjoyed the trip - I hadn't been on a railroad car for a lot of years, but we were disappointed that we couldn't see the river for most of the trip because of the trees - but I'm sure there was a lot of color on the river that we couldn't see.

I did have fun telling folks about the bridge we went over -  
Vol 10 No 11 November 2023

that I blew up when I was in my early teens. As you know, the bridge has wood board protection from the ice on the upstream side - and, at least in those days - I would say the mid to late 1950's you could climb up those boards to get close to the bridge. Two brothers, who were my summer neighbors in Franconia were really into filming - they had 16 millimeter cameras, and had made a miniature model of that bridge. We went down river to the bridge and they filmed me climbing up to the bridge on those boards and planting a bundle of fake dynamite sticks. Not too long after that they filmed, in miniature, blowing up the bridge - interesting stuff!!

At any rate, we enjoyed the ride!

Thanks for all of the good work y'all do about providing railroad riding experiences.

Joe Johnson  
Suzi Gray Johnson





*Exterior framing left side.*



*Exterior left side.*



*Dining room install*



*Observation room clerestory panels*



*Minnesota Innovations dining room detail.*



*Dining room buffet. (Above)  
Observation room bookcase. (Below)*



# Training

Greetings Crew,

The Crew Training Department of MTM will be putting on various training sessions in the next few months and we wanted to get them on everyone's calendars.

Saturday, Nov. 4, 2023 @4:30p to 6p in the Training room at JSR.

First up will be something new, an autumn crew review. This counts towards FRA-mandated training time so it is required, it will be on zoom, and will likely be recorded for those unable to attend. The intent of this one is to be informal and discuss how the last year went, operationally. This is the time to provide constructive feedback about how we can improve both daily operations and mentoring.

Sunday Nov. 12 is Railroad Reality Day. Not training per se but everyone's participation is appreciated!

Jan. 20, 2024 @0900 in the JSR training room. Brakeman Instructor training class. Required for anyone that wants to help us out by becoming a brakeman instructor. We need more brakeman instructors than any other kind of instructor, please consider joining the team and help new students learn the ropes safely and efficiently.

Email [crewtraining@trainride.org](mailto:crewtraining@trainride.org) if you want to help but haven't contacted us yet.

Jan. 27, 2024 @0900 in the JSR training room. Bi-annual Conductor and Engineer recertification. There will be one class that will be recorded to prepare conductors and engineers for recertification. It will be available by Zoom, but in-person attendance is strongly recommended. This does not impact brakemen, student brakemen, or firemen as the USOR certifications are not expiring in 2024. Required class for Conductors and Engineers.

Feb 3 & 24, 2024 @0900 in the JSR Training room. USOR 101 class for new students. Additional classes will be determined at the first class.

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***Please congratulate Bill Cranford for his promotion to Brakeman-OSCV! Nice work.***

John Radimecky  
MTM Director of Training Department-Rail Operations,  
MTM Director of IT,  
& MTM Board Member  
<http://www.trainride.org>





# **Pictures from the Pumpkin Express and Haunted Roundhouse**





## GN X-757 “Drovers Coach” takes passengers for first time since 1961.

Todd McGonagle has some thoughts on the future of the Drovers Coach.

I'm not sure I'd want to rebuild all the bunks back into the car. We can't really call it a "Drover's Coach" without the bunks. If we plan to use it in coach service at Jackson Street restoration of the bunks would not provide much seating. Additionally, painting it light green and white inside would be a crime, since restoration of the woodwork has already started.

The other thing I would like to do is an actual 1890s period roof restoration, with painted canvas rather than rubber. If the car is to remain indoors most of the time, the actual historic roofing material might be an interesting and educational project. Beyond that, we may want to put polished brass railings around the stoves. If we plan to heat the car, some safety barrier may be needed, similar to what the caboose stoves have, but more decorative.

If we take time to restore the wooden exterior of the car, possibly returning it to the earlier St. Paul, Minneapolis & Manitoba look, rather than GN would be in order. I won't get to this until next summer, so we have some time to think.

From GNRHS Reference Sheet 139 9/88:  
Stockmens' Coach No. X-757 was one of a group of first-class coaches delivered to the Saint Paul, Minneapolis and Manitoba in the summer of 1893. It was out-shopped by Barney & Smith on June 24 of that year and officially received by the railroad five days later. It was first numbered 56.

No. 56 originally cost \$5,357.61 (including delivery). It weighed in at 62,000 pounds and seated 58 passengers in relative comfort. The interior was finished in oak with oak headlining. Four centerline oil lamps supplied the lighting, while a Baker Heater with 320 feet of 1 1/4" radiation piping and gravity water supply provided the necessary heating.

On February 3, 1900, at the time of a general system-wide renumbering of equipment, No. 56 received Great Northern No. 145 at the St. Paul shops. After the introduction of the "Oriental Limited" in 1905, a number of older cars including 145, were removed from main-line first class coach service. Thus, 145 was partitioned for use as a second-class car.



X-757 - Technically not a caboose, but a "drover's coach", the X-757 was originally used to transport cattlemen who followed their livestock to market. This beautifully restored stockmen's coach was owned by Jack Hoover and located at the Mehmke Steam Museum east of Great Falls, Montana.

Photo by Lindsay Korst taken July 1998.



X-757 Update: This car has since been moved to the MTM Jackson St. Roundhouse. Jack Hoover is seen here (white shirt, center) talking about his beloved car. Photo taken by Lindsay Korst in July 2001.



Carrying passengers for the first time in 62 years, the "Drovers Coach" in use during the Haunted Roundhouse special event on October 21, 2023.



## More Northern Pacific Caboose 1264



I know many of you have noticed how long this is taking. That's mainly because I only work one day a week and I try to avoid weather that's too uncomfortable.

However: The other reason is that I'm really going the extra mile to make sure this repair lasts. Mike, and Bill and I have had discussions on how best to keep water from penetrating into the car, and getting it to drip off. We have treated the wood with preservatives before painting and we have modified some of the shapes of the under-edges of boards to get them to drip rather than let the water follow the bottom edge of the wood back onto and into the car. Another step I'm trying is a 3 coat process. Flat paint covers better than gloss paint. We painting 2 coats of flat, then one coat of semigloss. Next summer we'll coat the whole caboose with a UV repellent, sun blocking gloss varnish/clearcoat. That should keep the moisture out for the better part of 3 decades.

We hired a carpenter to repair the cupola a couple years ago. I noticed just this week, the lower edges of the boards are already showing signs of weather damage. These boards were not tapered to a point on the exterior side, not treated or painted on the bottoms. I think I can

catch it before it gets worse, but it's a good lesson as to how quickly nature can undo what we are trying to accomplish. I'm hoping the modifications to the processes I've implemented give the restorations greater longevity. Time will tell....

### Todd McGonagle



I was checking the "back side" of the caboose for more photos to put in the Semaphore. Complementing Todd on his thorough work, he said they did not do any paint work on the back. This illustrates the damage sunlight causes compared to the shaded side.

### -Warren Plaisance





# News Release

## Minnesota Transportation Museum

**FOR IMMEDIATE RELEASE: October 26, 2023**

**Contact: Scott Hippert, Executive Director, 612-743-6634**

### **Justus Ramsey House Moving to Transportation Museum**

(Saint Paul, Minnesota) The Minnesota Transportation Museum (MTM) is pleased to confirm that St. Paul's historic Justus Ramsey House has found a new home on grounds next to the historic Jackson Street Roundhouse. The MTM board of directors approved availability of the land, and the Fort Road Federation approved the proposal submitted by MTM as their choice for the relocation.

The 170-year-old Ramsey House is significant to the history of St. Paul. It was built by former territorial Governor Alexander Ramsey for his brother Justus. It stood just off Walnut Street at a site near Xcel Energy Center that is now part of Burger Moe's restaurant. The restaurant owner removed the house in pieces last February after the partial collapse of a wall. It has been a source of controversy ever since as historians, preservationists and neighborhood residents sought to maintain the historic structure.

"The Jackson Street Roundhouse grounds provide the perfect new home for the Justus Ramsey House," said Larry Paulson, the MTM board member who led the effort to move the house to 193 Pennsylvania Avenue East. "The house previously sat on land that the Ramsey's purchased from a railroad, and periodically through the years the house was occupied by railway workers who called it home," said Paulson. Some of those workers were African American porters on the trains or redcaps at Union Depot. "Bringing the Ramsey House to a location that tells St. Paul's railroading history is appropriate," he said. "It will help us tell the full and diverse story of all the peoples who worked on the railroads and helped build St. Paul. We can now share the story of where African American railway workers worked 'and' lived," said Paulson.

According to Paulson, it will cost approximately \$500,000 to prepare the land, run utilities, and reconstruct the house at the Minnesota Transportation Museum. "While MTM donated the land, we look forward to building partnerships with foundations, corporations, and governments to raise the necessary funds," said Paulson. He hopes the house can be reconstructed within the next year or two.

**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](http://www.trainride.org).

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**MINNESOTA TRANSPORTATION MUSEUM**

**193 Pennsylvania Avenue East – Saint Paul, Minnesota – 55130**

**[director@trainride.org](mailto:director@trainride.org) – [www.trainride.org](http://www.trainride.org) – 651-228-0263**

# Ramsey House as covered by KSTP-TV

A site has been selected as the future home of St. Paul's historic Justus Ramsey House.

The little limestone house sat on what is now the Burger Moe's restaurant patio on West 7th Street from the 1850s until January, when the City slated it for demolition. Protestors stepped in, and in February, an agreement was made to disassemble and store it until a new location was figured out.

After about five months and a few proposals reviewed by historians from at least three St. Paul nonprofits, the Minnesota Transportation Museum was announced as the soon-to-be second location of the Justus Ramsey House on Friday.

It will be reconstructed outside of the Jackson Street Roundhouse on the Pennsylvania Avenue property, directly behind the Rutledge Depot — another historic building that was once in danger of demolition, according to museum's Board of Directors member Larry Paulson.



"The idea is when it's reconstructed, all those stones will go back in the same order, same place, same orientation," Paulson shared. "It should look like the Justus Ramsey House we remember."

With Paulson for the unveiling were several members of a dedicated group of historians who stood together earlier this year protesting the house's demolition in the bitter cold. They stood together again on Friday to reveal the results of their efforts to save a piece of St. Paul's history, soon to be reconstructed in a place that has a connection to its own history.

"The connection that really appealed to me was the fact that the house was home to Pullman porters and red caps that worked at the St. Paul Union Depot," Paulson said. "We will tell the whole story about the Justus Ramsey House from its initial building in 1852 to today, but that will be our focus."



Many of the railroad workers Paulson referred to were African American, and some of them called the Justus Ramsey House their homes reportedly for four decades.

That history made the moving of the home from West 7th Street an emotional one for Rondo elder Frank White. "It is emotional," White began. "My great grandfather, who came to St. Paul in 1893, was actually a Pullman porter and worked for the railroad." White's great grandfather, Firston White, did not live in the house, Frank White said, but is part of a greater story of St. Paul's lesser-known Black history. "They lived downtown, there were businesses downtown. And that's a piece of history that, in my opinion, is underrepresented," he continued.

It was a "bittersweet" announcement, said the two women at the forefront of the Request For Proposal (RFP) process, West 7th/Fort Road Federation executive director Julia McColley and RFP author (and Historic St. Paul Board member) Gibson Stanton.

Explaining why they decided to award the reconstruction to the museum, Stanton said, "Seeing that there was a location that has a long history of telling the stories of these historic resources, that very much outweighed the home leaving its original spot, because we knew it could not be in its original spot any longer."

"One thing that was really exciting to me about this proposal for the Justus Ramsey House is the ability for the museum to continue to interpret the history," McColley added.

An uphill climb remains ahead for the museum. It will need to raise about \$500,000 to flatten the land, build a foundation and reconstruct it, Paulson said, adding that he hopes that process can begin in the spring and the Justus Ramsey House open to the public in November 2024.

"We're going to budget for whatever needs we need to keep the building intact and viable for as long as it's going to be here and the museum is going to be here," he continued. "Hopefully here for another 170 years and beyond."



# GREETINGS???

In the "Weekend" section of the Variety pages of Wednesday's (10/25) issue of the Minneapolis Star-Tribune we find the attached image. Readers of the Strib will see a pillar of our organization from the 1980's until his passing about ten years ago.

Tony Becker was a long time employee of the Great Northern Railway. His employment as a steam engine fireman frequently brought him to Jackson Street. In retirement he was a big contributor to the MTM steam program with his depth of knowledge on the care and feeding of steam locomotives. Tony had a dedicated chair in the round-house room with the big table. From that chair he frequently reminded us. . . "We didn't do it that way on the Great Northern. . . ."

During the Haunted Roundhouse events be ever alert for the ghost of Tony Becker.

- Nick Modders



## ***Star Tribune text -***

10 a.m.-4 p.m. Sat., \$10-\$15, 193 E. Pennsylvania Av., St. Paul, [trainride.org](http://trainride.org)  
Are the rumors true that the Jackson Street Roundhouse is haunted? Daringly find out if ghosts of workers that kept the former Great Northern Railway operating still lurk on the grounds. Wear your costume and bring a treat bag for rides on the 1890s driver coach and a day of railroad lore. Ross Sutter performs and refreshments are available to guests.

MELISSA WALKER







*The Minnesota Transportation Museum Presents:*  
**RAILROAD REALITY DAY**  
**Sunday, November 12th**  
**from 9:30 - 2:00**  
**Jackson Street Roundhouse**



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

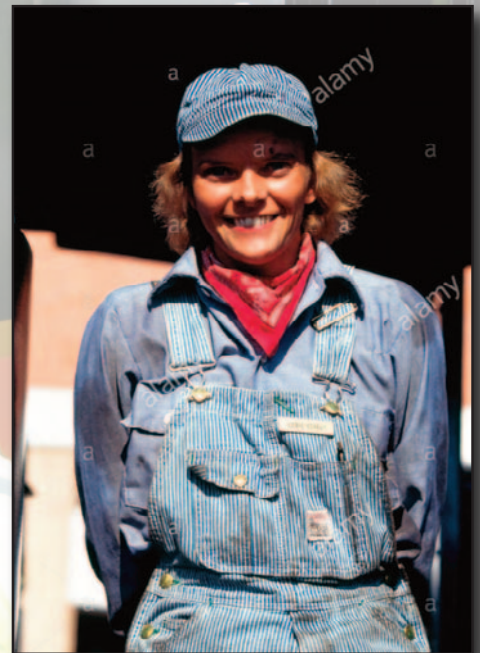
We will start the day with with a safety briefing and learn more from our experts on what it takes to work on the railroad.

The activities surrounding the event will be presenting are how we operate the locomotive, coupling of cars, learning about diesel locomotives.

Fee is \$20.00 and will collect day of event. Lunch is included in the fee.

If you are interested please send an email to [railroadrealityday@gmail.com](mailto:railroadrealityday@gmail.com) attention Deb or call 612-790-8957

***Space is limited.***







## Osceola & St. Croix Valley Railway

### Passenger Count History

Year	2017	2018	2019	2020	2021	2022	2023
Month							
May	1010	0	1880		897	696	803
June	1279	172	1799		2099	2162	2184
July	2098	1766	2067		2961	2893	2449
August	1415	1675	3077		2507	2893	2578
September	3599	2968	3597		3434	4619	4478
October	13390	10812	8663		10949	13094	13109
Annual Total	22791	17391	21083	0	22847	26357.	25601

1096 was in the Dresser consist last year and the capacity was 250. This year was a 4 car consist and the cap was set at 235.

1215 was in the Marine consist this year making that consist 145, last year the capacity was 110. Those 4 trips to Marine were sold out by the end of Sept.

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We could stay with the smaller train to Dresser next year. The smaller Marine trips always sell out early. Suggest 1096 on Marine, next year, 1215 to Dresser.  
Something to look at next year.

Barb

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## We get great feedback...

It was a ton of fun and a great value. Food and beer and interaction with the crew was excellent!! I'd do again or even a family version with food for kids included.

Syd Stewart

The tour guide had amazing knowledge and made the tour. It was SO interesting & worth it.

Corvette Club / Ruth Rakow

Hi all, just wanted to let you all know what a great time we had on the Oktoberfest Express 9/23!

The hosts/volunteers were nice, funny and in great spirits. We appreciate all the hard work, time and efforts it must have took to put this together.

The charcuterie board was a nice selection and so were the beers. It gave us a chance to try things we hadn't before. Portions were just right too.

Thanks again for the experience, it was the first train ride for all of us and we look forward to coming back again next Oktoberfest! Prost!

Amanda

# Coming Events

10/30/2023

11/1 1200 fall migration

11/1	1030	JSR Tots n' Trains	4/3	1030	JSR T'nT
11/4	1330	JSR Goldade b'day	4/17	1030	JSR T'nT
	1630	JSR crew 2023 debriefing			
11/11	1030	JSR Passi b'day	5/1	1030	JSR T'nT
	1330	JSR Erickson b'day	5/15	1030	JSR T'nT
11/12	0900	JSR Railroad Reality Day	5/16	1000	JSR Industrial Archeology 50a
11/15	1030	JSR Tots n' Trains	5/29	JSR \$5 on the 5 <sup>th</sup>	
11/16	0915	JSR House Fin. cte site visit			
11/18	1030	JSR Forman b'day			
	1330	JSR Bystrom b'day	6/5	1030	JSR T'nT
11/19	1100	JSR (Sun) Volunteer breakfast	6/19	1030	JSR T'nT
11/25	1330	JSR Solberg b'day	6/20/2024 OSCV MLT 56 Box Lunch		
11/27	0900	JSR Lego move in			
	0900	JSR JohnC move in	7/3	1030	JSR T'nT
11/29	JSR \$5 on the 5 <sup>th</sup>		7/17	1030	JSR T'nT
			7/31	JSR \$5 on the 5 <sup>th</sup>	
12/1	1000	JSR Jack & Jill 15k, 3a gr 1-3			
12/2	1030	JSR Boerum b'day	8/7	1030	JSR T'nT
	Santa's Train Shop 12/2 – 12/17/23		8/1/2024 OSCV Milbank SD 56 coach		
12/9	1030	JSR Wells b'day	8/21	1030	JSR T'nT
	1330	JSR Harrison b'day			
1/3	1030	JSR T'nT	9/4	1030	JSR T'nT
1/17	1030	JSR T'nT	9/18	1030	JSR T'nT
1/20	0900	JSRTR instructor training	10/2	1030	JSR T'nT
1/27	0900	JSRTR crew recert	10/10/24 OSCVR MLT 54 box lunch		
	1330	JSR Lasecke b'day	10/16	1030	JSR T'nT
1/31	JSR \$5 on the 5 <sup>th</sup>		10/30	JSR \$5 on the 5 <sup>th</sup>	
2/3	0900	JSRTR newbie training	11/6	1030	JSR T'nT
2/7	1030	JSR T'nT	11/20	1030	JSR T'nT
2/21	1030	JSR T'nT			
2/24	0900	JSRTR newbie training	12/4	1030	JSR T'nT
			12/18	1030	JSR T'nT
3/6	1030	JSR T'nT			
3/27	1030	JSR T'nT	Santa's Train Shop 12/6 – 12/22/23		