



Semaphore



Minnesota Transportation Museum • Vol. 11 No.1 • January 2024

Executive Director's Perspective
What's Happening in the Shop
Railroad Police Comix in the Archives
Museum IT Update
Crew Training Update
Photos from the Santa Train Shop
Call for Board Nominations 2024

Nick Modders Photo
Collection 2024



Josh's Perspective



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

Osceola & St. Croix Valley Railway
PO Box 176
114 Depot Road
Osceola, WI 54020
651-291-0074

Jackson Street Roundhouse
193 Pennsylvania Ave E
St. Paul, MN 55130-4319
651-228-0263
Barb@TrainRide.org

Minnehaha Depot
Minnehaha Depot c/o MTM
193 Pennsylvania Ave E
St. Paul, MN 55130-4319
651-228-0263

Newsletter Editor
Warren Plaisance
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:

Nick Modders sent in the photo of train time at the Osceola, Wisconsin SOO Line depot back in the late 1950's.

Warren Plaisance

Hello MTM Members and Families,

We hope that you and yours had a wonderful holiday season, and a HUGE thanks to all of the volunteers during Santa's Train Shop. It was a great way to end 2023 at MTM. As we look towards 2024, I wanted to make sure and share the three big things that we will be focusing on.

1) **Getting the Word Out** - MTM is in my humble opinion, the best thing most people have never heard of. Our goal is to double down on becoming more known in our communities, state and on the national level.

2) **Have Unmatched Customer Experiences** - MTM has a great group of leaders and volunteers who I have had the pleasure of witnessing first hand in my first 30 days as the new Executive Director. When we have a Customer Experience that is second to none, it creates an atmosphere that people are drawn to, and want to be a part of. This leads to new leaders, volunteers and donors in the future.

3) **Be Intentional** - MTM has the foundation to be a light in our community. Our goal this year is to approach everything we do with intentional, growth and a winning mindset. This will allow us to WIN as a team and to share history and the experience of MTM outside of our current reach.

I wanted to thank each and everyone of you for your involvement in MTM either financially, physically and with your time. We couldn't do it without you. The foundation that is built will continue to allow us to have great success at MTM.

Thanks, and Happy New Year!

Josh Hooby

Shop progress update

The diesel shop continues to make steady progress on several pieces of equipment.

Front Loader

Used to move soil, gravel, ballast, snow, or lift heavy objects. Previously used to help reestablish the track pits inside the roundhouse. Earlier this year Tim Nelson, Paul Scheunemann and Michael Janke undertook the task of getting the front loader operational again although more work needs to be done to get both brake systems fully functional. The master brake cylinder work will commence again next spring. Parts were procured from several sources including a public auction in purchasing used tires to replace (2) that split apart, due to age. The (4) wheel hubs were disassembled, repaired and put back together. Broken & missing bolts replaced, loose ones were tightened. All fluids & filters were also replaced. Repaired fuel system.

Section Truck

This vehicle is planned to be used on track maintenance in Osceola next year. In addition to replacing all the filters and fluid Tim Nelson, Michael Janke, Paul Scheunemann and Bob Puelston replaced several broken items including power steering pump, compressor pump's idler pulley which broke one day while test driving. A very robust idler pulley support bracket was fabricated by Mike to replace its lighter duty predecessor. The rear hi-rail hydraulic cylinder was removed and rebuilt while numerous leaking hydraulic hoses were replaced.

Future work includes chipping rust from inside the lockers prior to repainting and then outfitting the vehicle.

Crane truck

Used for many purposes around the museum such as to lift heavy components during locomotive repair as well as traincar tarp placement/ removal.

Both main hydraulic cylinders were removed and rebuilt. They both were rusted and took a lot of work to get repaired. Thanks to Ben Boege, Tim Nelson and Paul Scheunemann for their work on getting the cylinders repaired and re-installed. During the summer the rusted flatbed will be torn off and rebuilt. Tim Nelson will be the project manager.

Diesel Work in Bay C

(Red & White) 35-ton locomotive

- work on the brake rigging was stalled for most of the year as Dave Miller was engaged on another project.

Due to a few mishaps before the locomotive was donated to the museum, brake support plates were severely damaged and required replacing. Bob Brown recently stepped up to perform the welding on thick steel pieces previously fabricated by Dave.

Work planned for 2024 include cleaning/ replacing worn brake bushings, reinstalling brake cylinders, levers and other items. Work on the engine, cab and safety appliances are also needed.

NSP5 GE 45-ton locomotive

NSP5 (MNTX 10106) continues to evolve as Michael Janke took on the role as project manager.

This locomotive for turntable use, is the backup for the General Ben (10106) locomotive. Both engines run, however one traction motor and the brakes were dragging extensively - exhibiting derail damage, when MTM took ownership of the locomotive earlier this year. Jeff Braun has worked tirelessly on the damaged traction motor

commutator where we are now waiting on new brush holders & brushes before testing it. Brake rigging has been completely removed and reinstalled with new bushings and pins. Mike, along with Jeff and their helpers said that years of outdoor use/storage took its toll as much of the rigging pins & bushings came apart only after using a press with over 10 tons of hydraulic pressure. Machine shop equipment was also used to fabricate parts. Flaking paint is being removed for later painting while rusted metal is currently being cut out on the front and sides of both engine skirts, prior to replacement.

MNTX-3110

(Switching/caboose hop locomotive)
Was taken out of service to service air compressor issues and an inoperable bell. Both problems have been fixed and since it's not immediately needed (NP-105 is currently working fine), many areas of chipping paint are being removed and prepared for repainting. Nick Edstrom removed the paint from the bell, exposing the brass which he then polished.

General Ben (10106)

This locomotive is actively used on the turntable as a car and the locomotive can both fit. Minor work is being accomplished until NSP5 replaces it as the active turntable unit. Future work will include, repairing rusted doors, repainting, window replacements and restoring engine #1 to an operational status.

MNTX-325

(Road locomotive)
Partially completed 92 day FRA inspection and found both draft gears (arm which coupler attaches) showed cracks and will be replaced. This unit is expected to have its wheels trued before returning to Osceola.

Bob Puelston
Diesel Shop Foreman



Leslie RS 3K look alike refurbished to reinstall on GN 325 the horn that came with it from BNSF.



Nick Edstrom removed the paint from the bell, exposing the brass which he then polished.



January 2024 Museum IT Update

By John Radimecky

It's going to be an exciting year of progress in 2024 for the IT Department, and first and foremost I want to ask for your help. Our server systems are old and will need to be updated which will cost the museum some notable funds. Instead, we can get a new server system now that will handle our needs with faster



hardware that will last longer, saving us money each year. Then we'll talk about an exciting partnership with Saint Paul College. We can also reveal details about the network infrastructure upgrades, thanks to the Great Northern Railway Historical Society!

New Server Plan

We're looking at a Synology NAS, and for those of us not into IT lingo, that stands for Network-Attached Storage. It has multiple drives that give us redundancy in case one or two fail and it will be usable on our network at JSR and eventually at OSCV too. It will have two power supplies to better withstand power issues. It will serve as our login server instead of having two Windows server instances to do the same thing (each one costing a Microsoft server license). It will hold documents and records for us and in time could host crewsched or other services we need. It could record our security camera footage, again replacing Microsoft-licensed servers for more cost savings.



How can you help? **Please contribute to MTM and let Josh Hoaby (joshuah@trainride.org) know that your donation is for the new IT Server.**

That second part is important, otherwise your contribution will help the general fund (which is still great, just not what the IT group is asking of you). The more our membership can help, the better the bottom

line for MTM. We're aiming for \$2000-3000 and will purchase the model and drives that best fit the contributions and budget. It's a larger expense now that saves us from higher recurring expenses. Please contribute!

We're giving it the Ol' College Try

MTM is partnering with Saint Paul College in the Information Technology area. Select students will participate and gain some real-world experience learning about networking, security, servers, and all the aspects of IT we need at MTM. The Museum gains some additional help to document, configure, and research technology that will help us. It's a win-win situation.

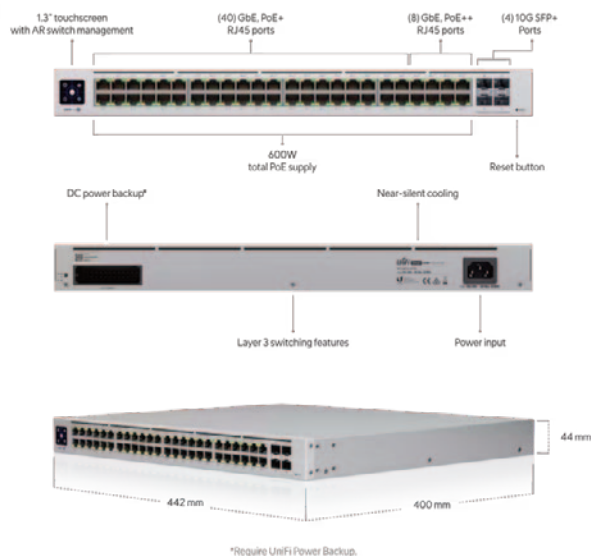
The Advisor/Coordinator from Saint Paul College is Warren Sheaffer, and currently two students will be participating, Brianna Ragsdale and Max Weston. Already this partnership, and specifically Brianna, has helped us discover and correct some problems with our security camera systems. If you see them wandering around in the off-hours of the museum please say hello!



Thank you to the GNRHS for network equipment

The Great Northern Railway Historical Society donated to MTM a number of new Ubiquiti switches, wireless access, and other gear to update our network! The approximately \$6,000 donation comes with an understanding that MTM will continue to provide network and Internet services and the IT group is happy to support them. IT will begin planning some network upgrades in January, giving our Saint Paul College interns plenty of opportunities to get their hands dirty, both figuratively and literally. The deployment will likely happen in small phases on Sundays, from later January through February. **THANK YOU GNRHS!**

It's going to be a great year! Signed, The IT Team



Crew Training Update

By John Radimecky

The MTM Crew Training Team wishes all a Happy New Year. We have several classes planned out so far this year, here's the rundown. Remember, try to arrive early so you don't miss anything. Questions? Email crewtraining@trainride.org and remember we're all volunteers.

- Sat, Jan 20, 2024 @0900-1200 Brakeman Instructor Training in the JSR Training Room, next to the yard office. A new program this year, for those who have expressed interest in becoming a Brakeman Instructor.
- Sat. Jan.27, 2024 @0900-1300 Bi-annual Conductor & Engineer recertification refresher. **Required for Conductors and Engineers** and students of either one. Held in the JSR Training Room with an optional zoom link to be sent upon request (email jrad@trainride.org). You are encouraged to attend in person as audio is often troublesome and zoom is best left for those unable to be at JSR due to travel, illness, etc. Brakemen, student brakemen, and firemen, you get to take this one off.
- Sat, Feb 3, 2024 @0900-1300 USOR 101 first class. Please don't call it anything derogatory, these are new crew members that might be new to the museum too, and we all need to encourage everyone's participation! It will take place in the JSR Training Room next to the yard office.
- Sat, Feb 20, 2024 @0900-1300 USOR 102, second class for new crew. Held in the JSR Training Room next to the yard office.

The remaining USOR 103, 104, 105 classes will be determined during the Feb 3. Class. Anyone attending the USOR 101 new crew class please have your schedules and calendars available.

Happy and Safe railroading in 2024.



The “Friends of the 261” organization posted a progress report on their work so far of MTM’s Great Northern Railway A-18.

Friends contracted by MTM for A18

Back in 2021, MTM (Minnesota Transportation Museum) contracted with Friends of the 261 to work on the Great Northern car A18. The A18’s significance in history is that it was built to be James J. Hill’s personal business car.



Crews work at removing the rotted siding and horse hair insulation from the A18. © J Young



With all the rotted siding removed, structural repairs are being made to make the car solid again. © J Young

The Great Northern took delivery of A-18 on July 31, 1900. The earliest known diagram for this car shows that it was purchased for James J. Hill. Both the interior arrangement and photos of the exterior show a lavishly decorated car. The car had open vestibules at both ends and exterior

grooved sheathing. It was 65 feet long over the framing and rode on six-wheel trucks. The interior was finished in oak and mahogany, had an observation room, two state rooms, a dining room, kitchen, and a small parlor at the opposite end from the observation room. In 1923, the car received a steel underframe, car received steel sheathing and was renumbered as GN A-30 in 1924. In 1925, the car was renumbered back to A-18 as the third car to carry this number. By this time the interior of the car had been somewhat modified. A-18 was finally retired in 1959 and sold to the Yreka Western as its No.13.

Found and acquired by Mr. James J. Hill III, the car was donated to MTM and contracted with the Friends to bring new life into the A-18. Once the car arrived to Minneapolis, crews began the task
(Continued on next page)

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of removing the steel siding from the car to open up the severely rotted wood siding. With the wood siding removed, crews then removed all original horse hair insulation and started working on structural repairs. Inside the car, crews are working on replicating the original ceiling panels. Lavishly painted in the original styles, these hand-painted pieces bring elegance to the A-18.



*New replica ceiling panel made off of original photos installed in the observation room, replica original ceiling light will top off the room.
© J Young*

Plans are in works for the car to have its original tongue and groove siding replaced, windows will be repaired and reinstalled in the original locations. In the rear end of the car, all the rooms will be redone to the original specs, the parlor will be reinstalled as well as open up the original back platform.



Not original to the car, the observation platform railing was removed to make preparations for a new railing to be made. © J Young



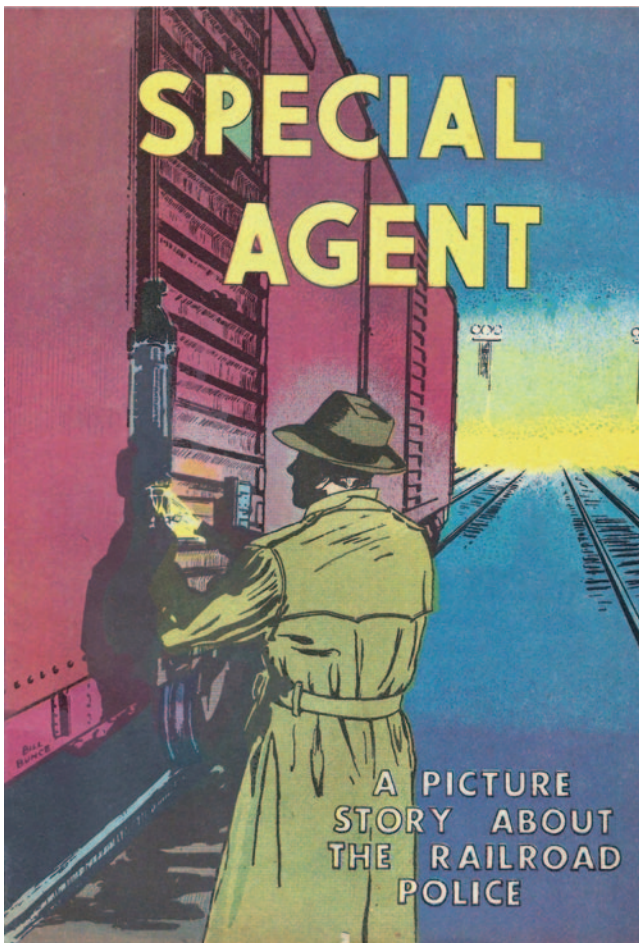
As an example of the weird weather this winter, here is a Canadian National freight about to cross St. Louis County Road 24 on the edge of Cook Minnesota. No snow this late in very northern Minnesota. This is former DW&P to International Falls.

Photos from the 2023 Santa's Train Shop.

Thanks to all our wonderful volunteers. Without your incredible donation of time and effort, it would be impossible to hold this event each year. Apologies for missing the train crews in the photos.







The things you find in the archives...

Your Semaphore editor was on the case to find some interesting items down in the basement at Jackson Street Roundhouse the other day. News gets a bit slow frankly as we go into the winter season. Under the direction of the archives staff, we discovered in one of the hundreds of file cabinets a comic book carefully inserted into a clear plastic protector sleeve. Our alert Railroad Police Detective complete with trench coat and fedora, discovers a broken seal on a boxcar door. Unfortunately, the finished reproduction from my scans ended up way too big to publish in the Semaphore.

I've uploaded the complete 16 page pdf file to

Google Drive with public access by clicking on the link.

-Warren Plaisance

To view the comic book, go to the link here:

https://drive.google.com/file/d/16r19uzjU60XzLmxVgRI_FjUsIVSJ1JJO/view?usp=sharing



Here are the first two inside pages as an example.

CALL FOR NOMINATIONS FOR 2024 MINNESOTA TRANSPORTATION MUSEUM VOLUNTEER BOARD OF DIRECTORS



Bylaws changes approved by the membership in 2023 have altered the procedures for seats on the Board of Directors. The board election committee is currently seeking new board members and have included a nomination application at the back of the Semaphore. The current board of directors will select the applicants for seats on the board at the March board meeting.

The Nominating Committee will seek out and solicit candidates from inside and outside the corporation, “who bring special capability, knowledge or resources to the Board”.

Who may nominate?

- MTM members, in good standing, may nominate a candidate, subject to board approval, to the MTM Board of Directors.
- Any member may nominate a person to the Board, including themselves.

Who may be nominated?

- A candidate does not need to be a member of MTM to be nominated.
- We are looking for individuals with skills in management, fundraising, policies and communications and a passion for the organization.

- Candidates do not need to be Minnesota residents.
- Terms are for three years, with a maximum of two consecutive terms.

How do I nominate?

Enclosed in this Semaphore is a nomination form. Complete the nomination form and either email the form to Wayne Merchant:

wayne@trainride.org

or mail the paperwork to:

Minnesota Transportation Museum
Attn: Wayne Merchant
193 Pennsylvania Ave. E.
St. Paul, MN 55130-4319

Applicants may submit nominations at any time during the calendar year. The preference is to seat new board members in March to line up with the previous board members terms.

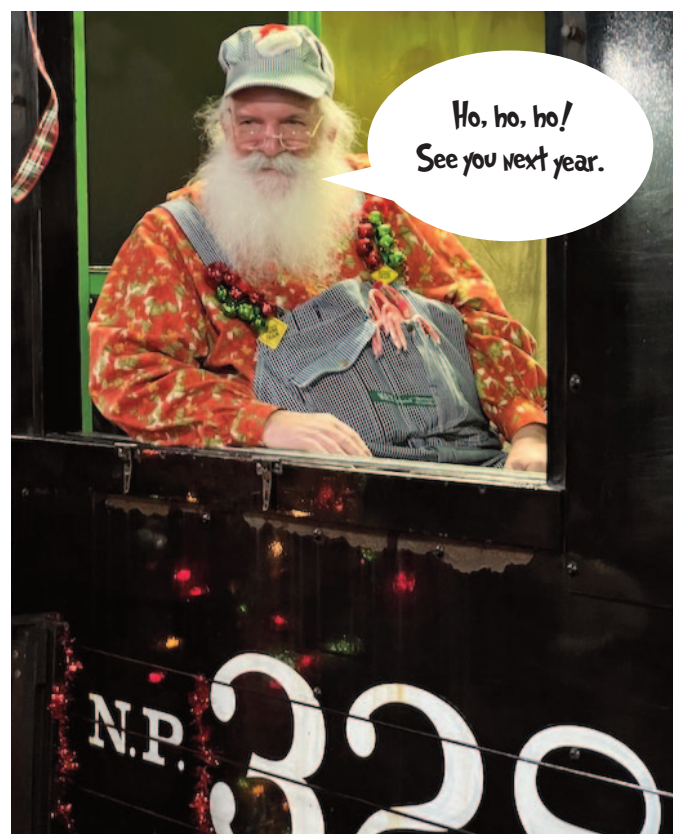
If you know of someone that you feel would be a great fit for the MTM Board of Directors, please share this application.

Coming Events

12/30/2023

1/3	1030	JSR T'nT	8/21	1030	JSR T'nT
1/13	1330	JSR Sawyer b'day	9/4	1030	JSR T'nT
1/17	1030	JSR T'nT			9/12 OSCV Park Rapids 45 coach (tent)
1/20	0900	JSRTR instructor training	9/18	1030	JSR T'nT
	1030	JSR Wolf b'day			9/18 – 9/20 OSCVR Pumpkin Express
	1330	JSR Baringer b'day			9/19 OSCV 1 st Nat'l, 56 Box Lunch (tent)
1/27	0900	JSRTR crew recert	10/2	1030	JSR T'nT
	1330	JSR Lasecke b'day			10/10 OSCVR MLT 54 box lunch (tent)
1/31		JSR \$5 on the 5 th	10/16	1030	JSR T'nT
2/3	0900	JSRTR newbie training	10/30		JSR \$5 on the 5 th
2/7	1030	JSR T'nT	11/6	1030	JSR T'nT
2/21	1030	JSR T'nT	11/20	1030	JSR T'nT
2/24	0900	JSRTR newbie training	12/4	1030	JSR T'nT
3/6	1030	JSR T'nT	12/18	1030	JSR T'nT
3/27	1030	JSR T'nT			
4/3	1030	JSR T'nT			
4/17	1030	JSR T'nT			
5/1	1030	JSR T'nT			
5/15	1030	JSR T'nT			
5/16	1000	JSR Industrial Archeology 50a			
		5/18 OSCV Scouts badge work (tent)			
5/29		JSR \$5 on the 5 th			
6/5	1030	JSR T'nT			
6/19	1030	JSR T'nT			
		6/20 OSCV MLT 56 Box Lunch (tent)			
7/3	1030	JSR T'nT			
7/17	1030	JSR T'nT			
7/31		JSR \$5 on the 5 th			
		8/1 OSCV Milbank SD 56 coach (tent)			
8/7	1030	JSR T'nT			

Santa's Train Shop 12/6 – 12/22/24



**NOMINATION APPLICATION
MINNESOTA TRANSPORTATION MUSEUM (MTM)
BOARD OF DIRECTORS**

Name _____
Home Address _____
Telephone: Home _____ Work _____
Cell _____ E-Mail _____
Occupation _____

Please indicate what volunteer experiences and leadership roles you have had in community, business, and non-profit organizations:

Please provide a summary statement of up to 350 words on your vision of serving on the MTM Board of Directors:

What else would you like us to know?

References:

Name: _____	Phone: _____
Name: _____	Phone: _____
Name: _____	Phone: _____

For the MTM Office: Contact
Board Chairman - Wayne Merchant
wayne@trainride.org

193 Pennsylvania Avenue East
St Paul, MN 55130-4319
Wayne Cell: 612-799-9494

SUMBIT APPLICATION BY USPS MAIL OR EMAIL TO:

MINNESOTA TRANSPORTATION MUSEUM

ATTN: WAYNE MERCHANT

**193 Pennsylvania Avenue East
St. Paul, MN 55130-4319**