

Semaphore



Minnesota Transportation Museum • Vol. 11 No.2 • February 2024

Coming Events need your help
New Look for our Jackson Street Lobby
Donated Plotter will help our shop projects
Museum IT Update
Crew Training Update
First Wheel In for NP 2156

Eric Hopp Photo



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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:

First wheel going back under Northern Pacific 2156. The reconditioned overhead crane and years of work by the steam crew helps make this possible.
- David Wantz

Help Needed for Roundhouse Events



We have the following events coming up:

- Valentines Day Saturday Feb 10 th and Feb 17 th
- St Patrick's Day Saturday March 16 th
- Egg Hunt Saturday March 30 th
- Neurodiversity Day Sunday April 21 st

These events are a means of drawing train lovers and different communities to the museum. Hopefully, making them repeat visitors, volunteers and members.

In order to make these events successful we need extra volunteers. This includes someone at the front door to greet visitors, extra docents for tours, snack/drink table attendants, a car host, activity assistants and parking lot assistants.

We are trying out a new means of signing up to help with events online using Sign Up Genius for the Valentines Day events. But you don't have to be a genius to use it. Simply open the link below and click on the shift you would like and the program will take care of the rest.

<https://www.signupgenius.com/go/10C0B4CA5AE23A4F9C34-47595728-thelove>

Please sign up if you can. As always you are what makes this organization work.

Thanks everyone for all you do!

Report volunteer hours for 2023



We have thousands of hours recorded on the on-site log sheets, and thank you for that! You folks are also managers or otherwise work on projects at home.

Please let me know how many hours you think you put in during 2023 besides the hours recorded when you are either here or at Osceola. I also have the hours recorded thru Crewsched, what I'm looking for is time not otherwise recorded anywhere. That includes but

is not limited to attendance at public appearances for marketing purposes, planning events, off-site meetings or reports of any sort.

Almost every year our volunteer hours go up, either because our volunteers are putting in more time, or we are beginning to trap more data. I would like to think you all are getting better at remembering to sign-in, but that may simply be wishful thinking on my part.

Please send me your at-home hours. Many funding grants we apply for want to know how dedicated our volunteer base is. These records are how we prove to our funders that we do indeed have an incredibly dedicated cadre of people who keep the activities of this museum happening. You. folks. are. awesome!

mtmbarb@gmail.com

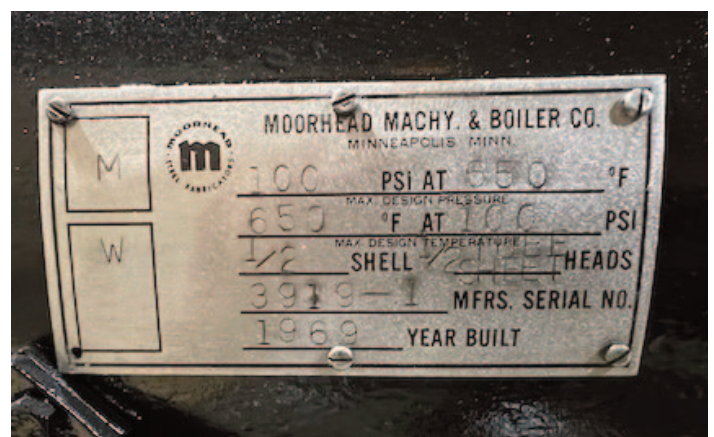
Barb

New Look for our Lobby

The Red Cedar & Western Railroad live steamer is undergoing a cosmetic shopping in Bay A. The engine is destined for display in the entrance lobby as part of a freshening up campaign to make a great first impression for our museum guests. This will also make a prime location for photo opportunities.



Dave Miller seen working on steamer for display in lobby.





Notable posts from the MTM members Facebook page.

Jeff Braun posts:

Q: So what happens around the Roundhouse Wednesday nights after the museum closes and the day crew goes home?

A: Quite a lot! For a little more than two years now, the old Wednesday work night tradition has resumed with volunteers working on various projects into the wee hours of the morning, just like days long passed.

(No adjournment to old Mickey's Diner on Snelling Ave just north of University anymore though afterward.)



It seems like Nick Edstrom is always finding something "broken" to fix. Last night he was straightening bent sheet metal and welding up cracked welds on steps for 45 ton GE "General Ben".

Back in the very old days, we'd work at Como Shop until 10 or 11 PM. Before we totally filled the building, we'd park indoors in the winter, later we'd park along side. The BN security guards always stopped by to say Hi, and also because we had a pop machine. There would be one crew working on railroad, and one working on streetcars. We used some scrap rail and old Hi-Rail wheels to kludge up a cradle for their #78 streetcar so we could move it in the building. When we were getting ready for a trip, we'd be there every night. We'd been told by an outside steam 'specialist' we couldn't get the 328 running in time for an event, and he and his crew pulled out. We went to 2 shifts per day, and got it done. The first time the whistle blew brought out a crowd from the main shops to see our success.

- Robert Renz

I remember that old pop machine, filled with Rodeo pop. I always made sure I had a dime for a bottle of cold pop on a hot summer day. It was one of those old school machines where you put your money in the slot, opened the narrow, vertical door and pulled out a bottle of your favorite flavor. A g-l-a-s-s bottle no less. Cold pop always tasted better out of a glass bottle, plus you could take it back to the store and get money back.

I remember those long hot days you're talking about when everyone used up their vacation time to get NP328 back together again. We'd taken the wheels off and jacked it up for running gear work on the driving boxes, shoes and wedges. It was up on blocking until almost the last minute. That may have been the summer we changed a tire too.

I remember one late night during this time, finding out an electric window fan could dance when it shed a blade. Someone under the locomotive asked for a tape measure. Someone else, can't remember who now, tossed one under the locomotive, perfectly hitting the fan running underneath and taking a blade out. Next thing I knew that dang thing was dancing across the shop floor like a scene from River Dance.

- Jeff Braun

NSP5 GE 45-ton locomotive



We're making progress on old NSP5. The brakes have been rebuilt and new shoes installed. The damaged traction motor is in the process of being repaired. Now work is turning to fixing all the rust damage.

There were no drains under the hood other than directly under the prime mover. As a result, rain and snow collected inside the hood over the years with nowhere to go and eventually rusted out the ends of the hood on both ends. We've started cutting out the rusted hood sections and fabricating repair patches which will be welded in place.

Drain holes were also added in strategic locations to avoid repeating the rust situation. To replicate the curved corners, Mike found a piece of pipe of nearly the identical radius to



which he tack welded a piece of steel to, heated the sheet steel and formed a curved patch which was then cut to fit.

- Jeff Braun

Proposed new wall design for the caboose train waiting area outside the restrooms.



Before



After

Sign Grade Vinyl Plotting Arrives at Jackson Street!

By Mike Alfveby

You may have noticed a new addition to the back office near the restroom, but might not know what it's all about! It is a vinyl plotter that we recently acquired from my employer, Advanced Graphix, Inc. (AGI) in late December. Bob Puelston was a huge help assisting me with moving it from my work to JSR, thanks again Bob! As of note, in addition to some of the paint stencils for the #265 baggage car and coach #1215 (which were cut on this very plotter), AGI donated the reflective Great Northern Railway emblems for the cab of our SDP40 #325 and the Rock Island heralds & numbers on coach #2604. While these donations have been greatly appreciated, to be able to bring the cutting and production of vinyl lettering and stencils to the roundhouse will be invaluable!

To get us up and plotting, the machine will stay in the back office for now and operate mostly on Wednesday evenings when I am at JSR after work. Eventually, the plan is to connect the plotter to a dedicated desktop computer with the necessary software on it. That way with some training, anyone interested in using the plotter can do so without needing myself or my laptop to be present. I will soon have some barter projects in the works with the help of Bill Hawley and the JSR Wood Shop, in exchange for additional vinyl and sign substrate materials from AGI.

I am excited about the possibilities that will open up for us having this plotter on site. Combined with the variety of trade skills the roundhouse has to offer and the different departments of the museum, I see many collaborative projects in our future that will result in improving the ways in which we inform, direct and enhance the experience of our customers. I look forward to these collaborations and their potential to create a new wave of professional quality signage - all in house!



Good shop tools

- Eric Hopp

The overhead crane has recently been serviced and had new wire cable installed. The steam crew used it and a purpose-built wheel set sling to install one wheel set in 2156's lead truck. Per common railroad shop practice, the truck is being assembled upside down. When finished, they can use a new 2-legged basket I bought for passenger car truck work to flip the truck over. Both crane attachments are new or in excellent condition, have the required data tags, and will do the job safely without risk of damage to man or machine.



First Wheel In

- David Wantz

David reports that the first wheel set has been successfully placed in the lead 4-wheel truck assembly on Northern Pacific steam locomotive 2156. This is a milestone in getting all the wheels reset properly to make the steamer mobile again for future dedicated museum display in the roundhouse. This will also free up the refurbished overhead crane and drop table pit for other projects.



Crew Training Correction



The second New Crew class is Saturday Feb. 24, from 9am to 1pm in the Training Room. It is not on the Tuesday before.

Thanks for all who participated in the recent classes and discussions. We had some great, practical conversations.

John Radimecky
crewtraining@trainride.org

IT update

Planning continues for new network gear installation and the new server will be ordered soon. Thank you donors!

The partnership with Saint Paul College is going well and we're working mostly on Sunday when nobody is around so we can cause outages without affecting anyone.

Speaking of outages, the crewsched system took a dive because the underlying disk drive data was lost. John Lind and I rebuilt the system and he restored from backup, then I set up an automated certificate renewal system so the website keeps working securely.

Almost as soon as crewsched was operational, the firewall died. The power supply was to blame for this one, and it's completely unrelated.

Just bad luck. Thanks Jay for having the spare power supply that worked (and John Lind was on deck with more spares).

John Radimecky
it@trainride.org

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Interesting news for the steam fans among us....

CPKC Announces Schedule For 2816 'Final Spike' Tour

By Justin Franz - Railfan and Railroad Magazine

CPKC Railway announced Wednesday that Canadian Pacific H1b 4-6-4 2816 would kick off its tri-nation tour in Calgary, Alberta, on April 24, and arrive in Mexico City on June 4.

Last year, the H1b was restored to service after a decade of being in storage to celebrate the merger of CP and Kansas City Southern. The celebratory tour, dubbed the "Final Spike Anniversary Steam Tour," will take the 1930-built locomotive to parts of the continent that haven't seen steam in decades. It will also likely go down as one of the longest steam excursions in North American history to feature a single locomotive, with the entire trip likely covering more than 8,000 miles.

"Our combination on April 14, 2023, brought together two railroads with long and proud histories that together created the first and only railroad network connecting North America," said Keith Creel, CPKC President and CEO. "This special cross-continental journey of the 2816 steam locomotive serves as a reminder of our past and a celebration of our future. We are excited to share this extraordinary experience with communities across our network as we mark the one-year anniversary of our CPKC journey. The Final Spike Anniversary Steam Tour will be the first ever steam-powered passenger train in North America to traverse Canada, the U.S. and Mexico in a single trip."

The Empress 2816, a 4-6-4 Hudson-type steam locomotive built in 1930, will make 11 stops between Calgary and Mexico City:

Calgary, Alta. | April 24
Moose Jaw, Sask. | April 28
Minot, N.D. | April 30
St. Paul, Minn. | May 3

(Continued on next page)

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Franklin Park, Ill. | May 8
Davenport, Iowa | May 10
Kansas City, Mo. | May 18
Shreveport, La. | May 24
Laredo, Texas | May 28
Monterrey, Mexico | May 31
Mexico City, Mexico | June 4

Steam tour events will be held in Moose Jaw, Minot, St. Paul, Franklin Park, Davenport, Kansas City, Shreveport, and Laredo. At these stops, the public will have the opportunity to see the 2816 up close, learn more about the locomotive and CPKC's history and enjoy the Puffer Belly Express mini-train, a quarter-scale steam locomotive model. In Mexico City, the 2816 will be spotted for public display. The return schedule for the trip has not been publicly announced.

Built in 1930, the 2816 was one of 65 H-1 Hudsons built by Montreal Locomotive Works, primarily for passenger service. In 1939, semi-streamlined Hudson 2850 led the royal train carrying King George VI and Queen Elizabeth across Canada. The King was so impressed with the locomotive's performance that he allowed the CP to designate the later-built 4-6-4s as "Royal Hudsons," the only locomotives outside the

United Kingdom ever given such status. The CP's Hudsons were, as railroad historian and author Omer Lavallée once wrote, "destined to be a superior breed of locomotive."

At the end of the steam era, five CP Hudsons were preserved but 2816 was the only non-streamlined specimen saved. The locomotive was purchased by preservationist F. Nelson Blount and put on display at Steamtown U.S.A. Eventually, the locomotive was moved to Scranton, Pa., and became the property of the National Park Service. In 1998, CP reacquired the locomotive and sent it west to North Vancouver, B.C., for restoration. It returned to the main line in 2001 and ran for CP for a decade before being put into storage. In 2021, Creel announced that if the U.S. Surface Transportation Board approved his merger with KCS he would put the locomotive back in service to celebrate.

In the summer of 2023, locomotive 2816 returned to service and did a series of test runs around its home base of Alberta. The final test run, a two-day trip to Medicine Hat, Alberta in October, found the locomotive going 60 miles per hour for the first time since being put back in service.

This article was posted on: January 31, 2024



Canadian Pacific 2816 will kick off its tri-nation tour in Calgary on April 24 and arrive in Mexico City on June 4. Justin Franz photo.

***This ad from Progressive Rail this Winter would be considered timely for the season.
For those of you missing winter sports, a new snowblower collecting dust, or other seasonal activities,
this is for you. - Editor***



Let It Snow

Progressive Rail Incorporated | January 15, 2024

Removing snow takes on a whole new meaning when railroads deploy their rotaries to the task at hand. Nothing else on the planet is as powerful at punching a path through the deepest snow than these massive machines that are equipped with an all about business blade that quickly cuts through the snow which is then forced through a channel to a chute that can be adjusted to throw the snow to either side of the track.

Originally designed by a Canadian dentist named J.W. Elliot back in 1869 his steam powered marvel that was ultimately built by the Cooke Locomotive & Machine Works Company in Paterson New Jersey has since seen countless changes.

But Winters annual fury hasn't changed and the snow keeps coming especially in places like Donner Pass located in California. Not surprisingly the worlds largest rail carrier, the Union Pacific Railroad owns and operates the largest fleet of rotaries all poised to perform a nearly 162 year and counting campaign on assuring your freight moves over the mountains to its destination.

So it is true, you can move a mountain, of snow, with a rotary being skillfully pushed by a few powerful locomotives.

Laugh at winter.

Let it snow.



Yet another long manifest train arrives in Randolph, Minnesota during the winter of 1971.

LAST CALL: MTM'S BOARD WILL BE CONSIDERING NOMINATIONS RECEIVED BEFORE THE MARCH BOARD MEETING.



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:

waynem@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

2/1/2024

2/3 0900 JSRTR newbie training
 1030 JSR Miner b'day
 1330 JSR Walker b'day
 2/7 1030 JSR T'nT
 2/10 1000 JSR Valentines observance
 2/17 1000 JSR Valentines observance
 1030 JSR Hedblom b'day
 2/21 1030 JSR T'nT
 2/24 0900 JSRTR newbie training
 2/28 1200 JSR Spec Ed School visit 16 total

3/2 JSR 1400 GScale open house
 3/6 1030 JSR T'nT
 3/9 1100 JSR car club chili feed
 3/16 1000 JSR St Patrick's Day observance
 3/21 1830 **MTM ann'l meeting**
 (tent)
 3/20 1030 JSR T'nT
 3/30 1000 JSR Bunny festivities
 1030 JSR Sansom b'day

4/3 1030 JSR T'nT
 4/10 1230 Barb to Menomonie, speaker
 4/17 1030 JSR T'nT
 4/21 1000 **SUN** JSR Neurodiversity Day

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 5th**

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 5th**

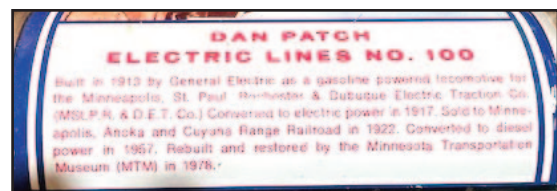
8/1 **OSCV Milbank SD 56 coach (tent)**
 8/7 1030 JSR T'nT
 8/21 1030 JSR T'nT
 9/4 1030 JSR T'nT
 9/12 **OSCV Park Rapids 45 coach (tent)**
 9/18 1030 JSR T'nT
 9/18 – 9/20 **OSCVR Pumpkin Express**
 9/19 **OSCV 1st Nat'l, 56 Box Lunch (tent)**
 10/2 1030 JSR T'nT
 10/10 **OSCV MLT 54 box lunch (tent)**
 10/16 1030 JSR T'nT
 10/30 **JSR \$5 on the 5th**
 11/6 1030 JSR T'nT
 11/20 1030 JSR T'nT
 12/4 1030 JSR T'nT
 12/18 1030 JSR T'nT

Santa's Train Shop 12/6 – 12/22/24



**Cleaning out the
 basement the
 other day and
 found this relic.**

**Canned by the
 Schell's Brewery,
 New Ulm, Mn in
 1978.
 - Warren**



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

[illegible]

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

For the MTM Office: Contact
Board Chairman - Wayne Merchant
waynem@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**