



# News from the Red Caboose

FALL 2016



## A Mountain of Voting Ledgers: The Stories They Tell

by Merrilee Bryan, volunteer

The first time I entered the Research Library at the Yellowstone Gateway Museum my eyes were drawn to an imposing set of volumes occupying the south wall. Displayed on six shelves, these oversized record books radiated

an air of venerable age and importance. They were the Voter Records for all of Park County, ranging from 1886 to the mid-1940s. I had been cataloging publications at the museum,

volunteering for more than a year, when I felt ready to tackle the challenge of entering these records into PastPerfect, the museum's cataloging computer program. There were 354 volumes and now, after working on them for four hours per week for ten months, they are all cataloged.

Donated in 1993 by Denise



Merrilee Bryan and her towering project.

Nelson, Park County Clerk and Recorder, the oldest books are very heavy and bound in calf-hide, measuring about fourteen by seventeen inches. Some have burgundy leather corners and spines, edged in gold. The end

papers (on the inside of the cover) are marbled with gilt edges. Most of them bear a printed tape on their spines proclaiming the town, the dates, and wards or precincts to be found within.

Through the decades these registries evolved from leather bound to cardboard covers, some of which were designed like binders in which typed pages could be added. These latter registries were often flimsy with no frills, had green or black covers, and their fragile onion-skin paper is now discolored but the typed

information is easier to read. I imagine these simpler books reflect economies as well as technological advances like the typewriter.

All of the registries depended on the registrars for clarity and completeness and some were better suited to the job than others. Their handwriting ranged from elaborate calligraphy to barely decipherable scrawls.

The registries are divided into categories which likewise changed over the years. The first one I delved into was for Aldridge, Cinnabar, Horr, and Tom Miner Basin from 1886. For these earliest records the categories were:

- Registry Number*
- Date-Month-Day-Year*
- Full Name of Elector*
- Age*
- Where Born*
- Ward Number*
- Description of Residence*
- Certificate of Naturalization or*
- Certified Copy and*
- To Be Challenged/Remarks*

I was immediately intrigued by the column of "Where Born." Everyone was an immigrant either from another state or (continued on page 10)

# Where is the Yellowstone Gateway Museum Going?

By Paul Shea, Director

This is probably the most important question asked of any museum. Answering it requires vision, planning, and buy-in by board members, staff, and members of the museum.

When I was hired in December of 2009 the museum was on the brink of a major change. The board identified a need for a heating and cooling system to protect the collections and to provide for year-round use. Exhibits needed to be redone. Both have been achieved.

## Accomplishments since 2010

- New interpretive exhibits. Outdoor exhibits have been reorganized.
- Field inventory of the collections previously housed in the main museum building completed.
- Exterior window frames were painted, roof and gutters replaced.
- Insulated museum walls, installed a new heating and cooling system.
- Increased annual student visits from about 300 to over 1,000.
- Continued to receive and process collection donations. We have produced 8,000 new catalog records, bringing our database up to 30,500 records, including over 13,000 photographs.
- Organized a Research Library, Archives, and Photo Archives (with 19 fireproof filing cabinets).
- Republished the Whithorn book on Gardiner, Jardine, and Crevasse.

Our new exhibits showcase the personal stories of the county's history, using collections to enhance the storyline. Members who have visited the museum in

the last five years have noticed the changes. Those of you who haven't been in lately, well, you are in for a pleasant surprise. The museum looks nothing like it did prior to 2010. It's better.

While we are looking to the future we also have to manage the day-to-day needs of our collections and operations. Our 1998 phone system is dying and replacement will cost between \$2,000-3,000. Fortunately our county budget will cover most of the costs, with additional help from the county commissioners.

Now we are at another turning point. Where is the museum going now? Board members and staff have been discussing this and planning for the last three years as to priorities and needs. Projects have been on hold for years due to the lack of funding.



Come by and take a look at the Red Caboose on the front lawn. We recently replaced the roof and the cupola facing boards where they had simply rotted away. This \$3,000 project was funded by the Friends and a donation from Ron Plaggermeyer, a Montana Rail Link employee and member of the museum. Ed Dodge (shown above), Mike Palmer, and Bruce Graham helped with the project.

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## Future Priorities

- ADA accessibility, including restrooms and parking.
- Advertising, advertising, advertising!
- New front lawn and street signs pointing the way to the museum.
- A plan for improving the front desk and gift shop areas.
- Reassemble the St. Julian Mine Stamp Mill, display on lawn.
- The reorganization of the back shop building. We will move the shop to a pre-fab building, opening the area up for artifact storage. An additional bay will be used as exhibit space for large items.
- Our two fire engines and other outdoor artifacts need to be covered.
- Restoration of agricultural equipment for 2018 exhibit: a combine harvester, horse-drawn sulky plow, and seed drills.
- Front lawn landscaping with a walkway bordered with native plants, including interpretation.

All of these projects takes money. The museum's county budget only covers basic expenses that are needed to operate the museum: salaries, office expenses, utilities, and maintenance.

In the past, additional funding from the Friends has paid for most of the re-exhibiting of the museum and provided additional funds for school projects and other needs. But both of these funding sources are stretched at this point. We need additional funding from our friends and other community supporters.

We have brought the Yellowstone Gateway Museum from a volunteer museum to a professionally (continued on page 3)



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Newsletter Editor  
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### Museum

118 W. Chinook Street  
Livingston, MT 59047  
406-222-4184  
museum@parkcounty.org  
yellowstonegatewaymuseum.org

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managed museum and research center. We can maintain the museum as is with little or no change in funding or operations. But we want more. We want to grow and progress, to continue to showcase our county's history in new and exciting ways.

We will host some informal sessions with members and possible new recruits to introduce our goals. We are now laying out capital projects, interpretative programs and exhibits, as well as other needs and

## Thank You, Volunteers!

Ray Alt	Daniel Davidson	Libby Novotny
Mary Jane Ammerman	Pat Davidson	Lilly Olds
Judy Bonnell	Steve Fox	Raymond Olds
Merrilee Bryan	Melissa Frady	Dona Poeschl
George Bryce	Jessica Guldon	Susan Sewell
Robert Buchanan	Mariah Henry	Amanda Shaw
Shannon Burke	Lorna Marchington	Carol Woodley
Simon Coleman	Barb Marsell	Ellen Zazzarino

And of course, our board members!



Volunteers having fun at this summer's Living History Day (1) & Park County Days (2,3). L to R: 1. Dale Guidi & Jem Blueher, 2. Susan Sewell & Shannon Burke; 3. Andy, Lilly, and Raymond Olds, and Bob Ebinger.

### WINTER HOURS:

10 AM - 5 PM,  
Thursday - Saturday  
special groups by appointment.

### RESEARCH CENTER:

8 AM - 5 PM,  
Tuesday - Saturday  
Please call for appointment.

visions. We will contact you soon to talk about the museum and how you can help. In

the meantime please contact Paul Shea, Director, at 406-222-4184 or pshea@parkcounty.org for further info. Let's all work together to make the museum a great place for residents and visitors to enjoy and learn about our wonderful county.

# The Livingston Railroad Shops: Part Three

By Bruce Graham

There were a number of activities that took place on the grounds outside the Livingston Shops. This article includes loading and unloading cars, the turntable, and the subway.

About a block from the west end of the Diesel Maintenance Shop was an outdoor area to fuel, load sand, and wash locomotives. One



New Diesel Engine Washer, March 27, 1958.

of my first jobs was unloading tank cars usually carrying 16,000 gallons of fuel. I worked out of a small pump shed. I climbed up on top of the car, opened the lid, and then stuck a fuel nozzle into the top of the tank car. Then, I had to climb back down and start the pump to transfer the fuel from the tank car to a storage tank. There were four 20,000 gallon tanks to the west and one large 100,000 gallon tank next to the shed. Outside of the shed was a pit where the pipes ran to the tanks where I manually changed which tank received the fuel. Guided by gauges in the shed, I was able to determine whether the fuel should go to the four tanks or to the large storage tank.

I also loaded sand cars. Eggar Sand and Gravel brought dry sand

to the site and dumped it onto a conveyor belt that carried the sand either into a storage tank or into sand cars that were shipped to other points on the railroad. It was my job to move the cars into position and move the conveyor from one hole to the others as the car filled. There were usually three holes on top of each car and it usually took three truck loads to fill a sand car. I measured the amount of sand in the tank by putting a long stick down a hole until I hit sand. Sometimes there were two cars to fill so I had to move the first one out of the way by releasing the handbrake and

letting it roll downhill before resetting the brake when it came to the end of the track. There was a paint mark on the track so I could see where to spot the car; the second car was moved into position the same way the first car was moved out. Sometimes workers moved the car with a track jack or a forklift pushing on it.

East of the shop was an area that workers used to load test locomotives. Load testing consisted of running a locomotive at full throttle to determine if the engine worked after all of the repairs had been completed. On the southeast corner of the Diesel Shop was a building for truing wheels on

locomotives. Machinists turned down the outside circumference of the wheels to remove flat spots and to get all the wheel assemblies on a locomotive truck to nearly the same size. They parked locomotives over a pit in a nearby building so that the axle of the locomotive could be rotated to turn the wheel set while still on the locomotive. This procedure produced steel shavings from the trued wheel; these shavings went into a hopper via a conveyor belt which were then dumped into a gondola for scrap metal to be sold on the scrap market.



The crane and piles resulting from citizens' efforts during the 1943 WWII scrap metal drive.

North of the east end of the Diesel Maintenance Shop was part of the old round house which was still being used to maintain some of the locomotives during the time that I worked there from 1972-1986. Next to the Diesel Shop there was also a Material Department store room, located in the old round house. Right next to that was the turntable. At one time, shop laborers used the electric turntable to put locomotives (continued on page 5)



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 into different bays of the old round house and to turn locomotives in the direction they would face either going east or west from Livingston. The turntable would hold either two small locomotives or one of the longer, new locomotives. It was originally built to handle steam locomotives and now handles the new diesel locomotives. In operation for over 100 years, the turntable is now used by Montana Rail Link (MRL) to access the Diesel Maintenance Shop drop pit and to turn locomotives.

On the south end of the Diesel Shop was a walkway that led to the subway—a walkway that went under the tracks to give workers living on the southeast side of town a way to get to work without having to cross the tracks or drive to the north side of the tracks. The subway entrance came up south of Park Street and was located in the area of the Subway Bar and the Rainbow Bar (now All Service Tire). Across the street from the subway opening was the Fleming brother's grocery store. I remember being at the store with my parents when I was small and when the shop whistles blew, men came pouring out of the subway heading home—some of them were black with soot. The subway was originally installed in 1906 and ran underground from the south end of the back shop under the tracks to Park Street where it came up on the north side of the street. The walls and ceiling were originally built of timbers; in 1921 they were replaced with cement. The subway was later extended under Park Street to keep workers from having to walk across busy Park Street. MRL closed the subway about



Workers heading for the subway entrance on October 1, 1945, hurrying home for lunch and needing to return by 1:00 PM to clock in.

1989 when it took over the shops. Though it still exists there is no access; both ends were filled in and paved over.

### Consultants:

Stan Adams  
 Wesley Bull  
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 Frank Hardesty  
 Howard Harper  
 John Hochmuht  
 Basil Jones  
 Sonny O'Neil  
 Richard Playggemeyer  
 Hardy Pugliano  
 Tatsu Simao  
 Earl Stermitz  
 Rick VanAken

Photos by Warren McGee,  
 YGM Digital Photo Collection

## Supplying Track Materials

By Stan Adams

Another function of the Material Department was furnishing track and bridge materials for the railroad. Track materials consisted of frogs (rail intersections), switch points, angle bars, and comp joints (used between lengths of rail) along with spikes, bolts, and other components.

Livingston had a huge pole yard which burnished timber, poles, and bridge material for the engineering department. The pole yard consisted of a crane engineer, ground man and 3 laborers. Their duties were to unload materials coming into Store 12 from various parts of the system.

Other pole yard functions were to assemble all necessary timbers, poles, and components into flat cars for shipping to derailments and washouts on the line. The dreaded morning order was when the store foreman, Lloyd White, called out "Hard Heads-Hard Hats" which meant your day would be spent in the pole yard, no matter what the conditions—40 below or 100 above.



The Crane was converted from steam to a diesel-rail crane. It was operated by LeRoy "King Kong" Clayton. He proved the old adage of "what goes up must come down" keeping the pole yard crew alert and nimble dodging many a dropped load."

# Happenings around the Museum

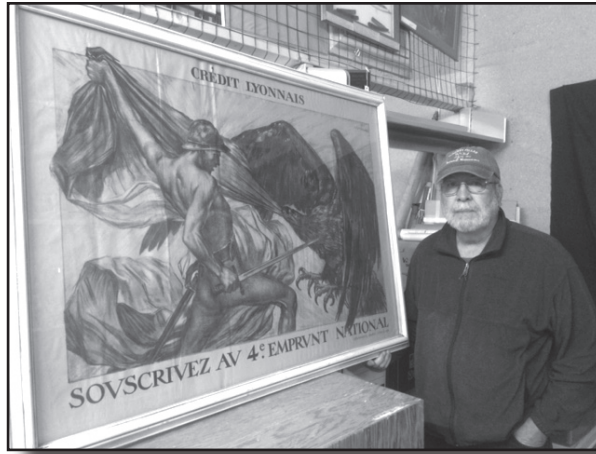
## Volunteer Tackles Artwork

By Karen Reinhart

Steve Fox, retired art teacher and painter, is helping us inventory, photograph, and catalog our collection of framed two-dimensional works of art and photographs.

Steve moved to Livingston in 1998. But let's back up. In pursuing his art education degree and his career, he moved back and forth across the state of Montana a few times. A Hardin native, Steve obtained his undergraduate degree at nearby Rocky Mountain College and then earned a teaching degree at the University of Montana in Missoula. Steve's first teaching job was in Hardin, a post he held for ten years. Then he traveled west and earned a Master of Fine Arts degree at the University of Idaho in Moscow. His most recent teaching job was at Bozeman High School where he taught drawing, painting, and graphic design for thirteen years, retiring in 2006.

Steve found that after retirement he wanted to get out and be around people so he stopped by the museum. We had no difficulty finding him a project that matched his expertise and experience and we're grateful for his work with our framed artifacts, including conservation recommendations.



Steve with one of the Faivre WWI posters.

Two of the first works of art that Steve discovered and researched were two WWI French bond posters by Jules Abel Faivre, a well known French illustrator and cartoonist; the posters were used to sell bank bonds to help finance the war. Carson E. Bechtel had presented the posters to Livingston's American Legion Post 23 in 1952; Steve surmised that someone in his family must have brought them home from the war. They probably hung in the American Legion Hall before E.O. Orleman donated the posters to the museum in 1978. Steve said that it was "interesting to note that the artist died on the day that Germany surrendered in WWII, August 13, 1945."

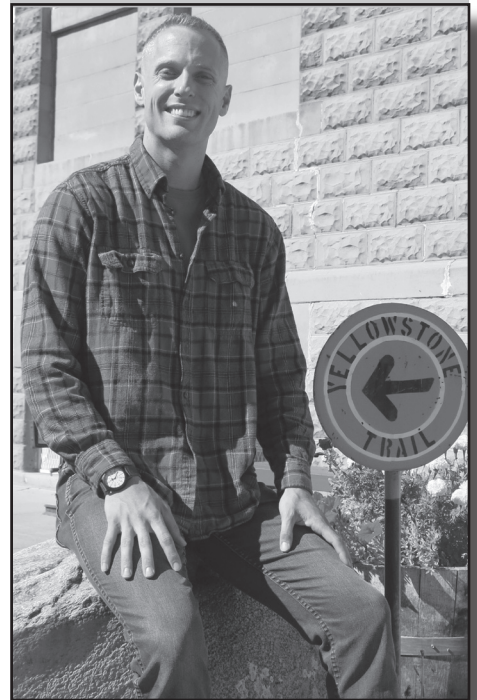
Steve is also helping us move framed photographs from storage to the climate-controlled main museum building. Fluctuating temperatures and humidity adversely affect photographs. Some will be disassembled and stored in archival folders that were purchased by our National Endowment of the Humanities grant.

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## Meet this Summer's Intern

By Timothy Turnquist

I was the 2016 summer intern for the Yellowstone Gateway Museum. Let me share a little about myself: I'm originally from Harvard, a small farming community in southcentral Nebraska. Usually, I say "Harvard" and walk away, leaving people with false impressions that do not involve



Tim sitting on the Yellowstone Trail rock outside the museum.

cornfields. In Lincoln, Nebraska, I majored in History and Spanish, and was on track to teach high school Spanish. After a semester of student teaching, in 2013, I decided to follow my fiancé to (continued on page 7)



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Montana. Three years later, it's still hard to believe that we live in this spectacular region.

In Bozeman, I worked odd jobs and did a little soul searching, which eventually put me into graduate school. In May 2016, I received my History M.A. from Montana State University. Though proud of my accomplishment, I wanted more real-world experience within the history field. In this regard, the internship with the Yellowstone Gateway Museum was perfect. It enabled me to do research, museum duties, and to interact with staff and visitors. Indeed, I found these interactions to be the most rewarding part. In the historical profession, books and arguments tend to become outdated. But I will never forget the people with whom I laughed and shared coffee.

Before starting my internship at the museum, I figured Park County had a special relationship

with Yellowstone, given the proximity. While I knew the basics of the Park, over the course of my research, I learned that Park County has an incredibly complex history, with lots of colorful people, businesses, and ghost towns, many of which were connected to the Park in some fashion. My research analyzed Yellowstone as the "core" and Park County as the "periphery." What was the relationship between Yellowstone and its environs? To what extent did Park County residents contribute to the operation of the world's first national park? The results showed a network of farmers, ranchers, freighters, creameries, and merchants securing important contracts with Fort Yellowstone and tourist lodges. My research was just a drop in the bucket, and so I welcome additions to it.

For me, it was interesting to trace the histories of long-standing Park County families. In particular, the Hoppe family

of Gardiner made for interesting research. Their descendants lived in Cinnabar and freighted into the Park. Since then, Hoppe descendants are still involved with Yellowstone. Also, long-forgotten names such as James Clark emerged from the archives. From the 1890s to 1934, he was the conductor of the N.P. Park Branch, helping to guide American presidents, politicians, and other international notables to the station in Gardiner. Whether conductors, freighters, or gardeners, everyone could make their contribution to the Park.

Overall, my internship was beneficial for many reasons. I honed my research skills, learned how to navigate around an archive, and worked at the front desk on a number of occasions. I learned that museum work is challenging yet rewarding, especially with positive feedback from guests. Most importantly, I made a contribution to a county, region, and museum that I really enjoy.



Above: Suzanne taking notes during a visit in 2010 from Crow elders to the museum.

Right: Mike making a point at a recent Friends board meeting.

## Two Board Members Resign

Suzanne Goodman, former Vice President of the Friends of YGM Board of Directors, resigned in August. She began her museum career in 2011. We're grateful for the guidance that Suzanne gave the board in many areas, especially providing time and energy for our Indian Education for All (IEFA) programs with East Side and Park High Schools in Livingston, and recently, for IEFA programs with Gardiner Schools. Good luck, Suzanne, with your future pursuits.

Mike Palmer joined the board in 2015 and was soon a willing hand for many projects, including the caboose roofing project, moving a bison into the museum, and more. Thanks, Mike, for your dedication and muscle; may you have many happy future endeavors.



# Recent Donations ~ Thank you!

## Collections Donors

Ray Alt  
Erma Bellah  
Bozeman Granite Works  
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Now you can go to our web site, download and print a form with just a couple of clicks, complete, and send off to your favorite museum! You can designate projects that your funds will support if you wish:  
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<http://yellowstonegatewaymuseum.org/support/become-a-member/Thank you for your support!>



Keeping History Alive

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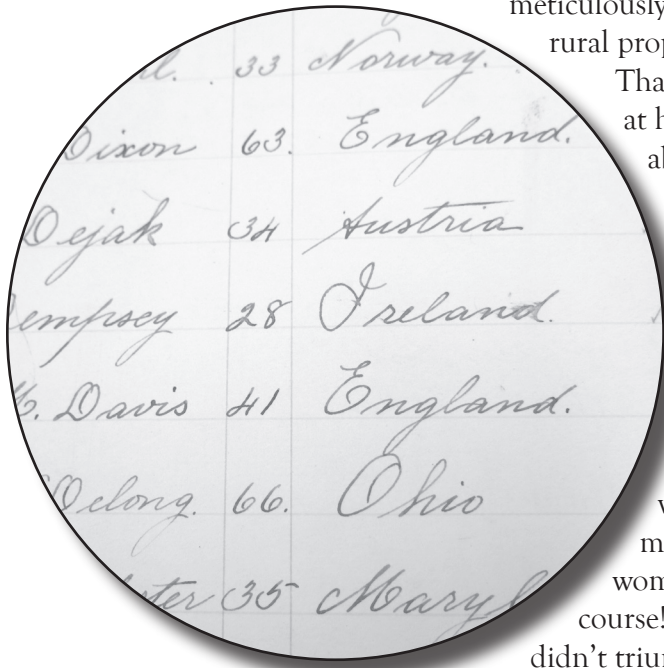
Mary Wiens

Annabelle Winfrey

Carol Woodley



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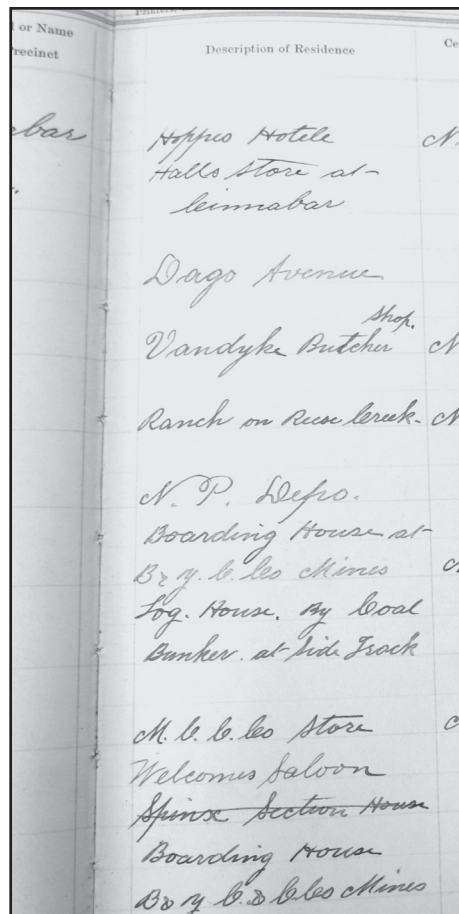
Where Born entries, Livingston Wards 1-2-3, Mission, 1892.

another country! Canada, Ireland, Scotland, England, Germany, Italy, and the Netherlands were the most common, but I also saw Nova Scotia, New Brunswick, Russia, Poland, and France. The most exotic country of origin was the West Indies. Those immigrants apparently didn't stay long for the entry only appears once.

The Description of Residence yielded some surprisingly rich history; names of saloons, boarding houses, ranch families, and streets like Dago Avenue occur in the first Aldridge volume. Other residences listed were Happy Hollow, a ranch, Post Office, Jim's blacksmith shop, Smith's store and descriptions like log cabin, frame house, a tent in Red Lodge, and Yankee Jim's log cabin. In later Livingston registries, residences included street addresses as well as general descriptions. Here's a sampling: brickyard, livery stable, Northern Pacific branding cars, alley behind hotel, Northern Pacific caboose and jail. The

section, township and range were meticulously filled in to describe rural properties.

That first evening while at home, as I thought about the dates, names, residential descriptions, and countries of origins I'd noted, something niggled at the back of my mind. The next morning I realized what was troubling me. There were no women's names! Of course! Women's suffrage didn't triumph in Montana until 1914. I was literally holding history in my hands! But there was another suffrage movement these registries didn't record, that



Description of Residence entries, Aldridge, 1898-1904.

of Native Americans who were not proclaimed citizens until 1924. In all of the registries, I came across only one name that might have been a traditional Native name and about three other surnames that are known European names associated with different tribes. One of these was Kipp, a common Blackfeet name. Indians were not only not encouraged to vote, they were actively discouraged. Living in physical and cultural isolation and enduring a shameful history of broken treaties and promises with the American government, Native people would have had little incentive to take part in elections.

In the earliest registries proof of citizenship was of paramount importance. These categories were carefully filled out, detailing dates and locations where applications had been filed and noting the visual verification of citizenship papers. Occasionally, a terse note under remarks stated the elector had failed to meet this requirement and was denied the privilege of voting. As the years passed and more voters were born in the United States, the importance of these regulations seemed to slip.

There were new categories added to the ledgers, some quite surprising. The height of the voter became required information and to my shock, a category describing any physical disabilities. Although this category showed up on thousands of pages in most of the wards, I found only one incidence where it had been filled out. A brief description of "bad eyes" was followed by an X and the signature of a willing witness. I've pondered the intrusive inclusion of this category and also wondered why it was left blank.

(continued on page 11)

(continued from page 10)

A laminated sheet hanging in front of the registries locates all the historic wards in Park County. Created by Dick Dysart and Charlie Rahn, it is a helpful map of these locations, for many of them no longer exist. Cascade, North and South Fridley (well known to those of us who experienced the Fridley Fire), Cottonwood, Hopper, Electric, Horr, Lat, Murphy's, Meyersburg, Potter Basin, Rock Creek, Upper Mission, Willow Creek and more—all were eventually consolidated with other wards.

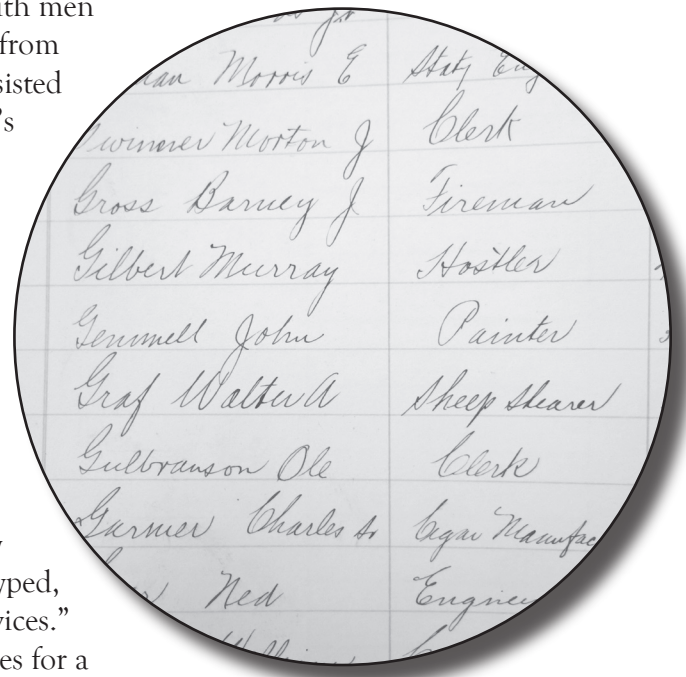
Moving from wards within and without Park County required official paperwork called Certificates of Transfers, as well as Oaths of Applications, Absentee Ballots, Affidavits of Credible Electors, dozens of which were slipped inside the pages of the registries. Each sheet duly recorded the names of petitioners, witnesses, and registrars, put into file folders and filed. A few handwritten letters requested the same.

One letter, glued into the front page of a registry, was written by attorney Fred Gibson (whom I knew) to the District Attorney, asking for clarification on women voting only in school elections. Here was that troublesome

question of women again. Usually women were listed with men but one set of books from Livingston proper insisted on recording women's names separately.

There was another example of discrimination in books from 1937 to 1945. A purple stamp proclaimed certain voters as "Tax Payers." In the same set of books another designation made my heart seize. Usually typed, it stated "Armed Services." I stared at those names for a long time wondering who had come home and who gave their lives for their country.

The Livingston registries also included an "Occupation" category. Registries from other parts of the County had this category but descriptions were sparse: miners, ranchers, farmers, schoolteacher, housewife, and foreman. The Livingston occupation category was a little livelier. Many were railroad related: hostler, NP roadman, night watchman, road foreman, and laborer. There were others that kept me guessing—gate tender, showman, and popcorn man! There were the expected occupations



Occupation entries,  
Livingston Ward 2, 1911-1912.

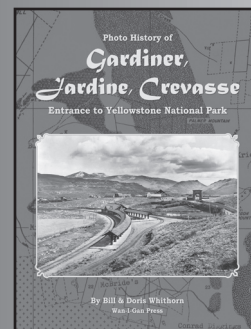
as well, blacksmith, shepherd, laundry-man, grocery man, proprietor of rooming house, housewife, newspaper editor, hack driver, and tobacco sorter, but my favorite was Mr. Wilcoxson, candy maker.

I hope you've enjoyed taking a peek into these registries. You can look at them, too, by scheduling a Research Center appointment. If you know an approximate date and location of an ancestor they are a fun and fascinating way to reconnect with a member of your family.

## Gift Shop Holiday Ideas

It's not too early to think about your shopping list—here are some unique ideas from our gift shop.

Available online,  
[www.yellowstonegatewaymuseum.org](http://www.yellowstonegatewaymuseum.org)  
or at the museum.



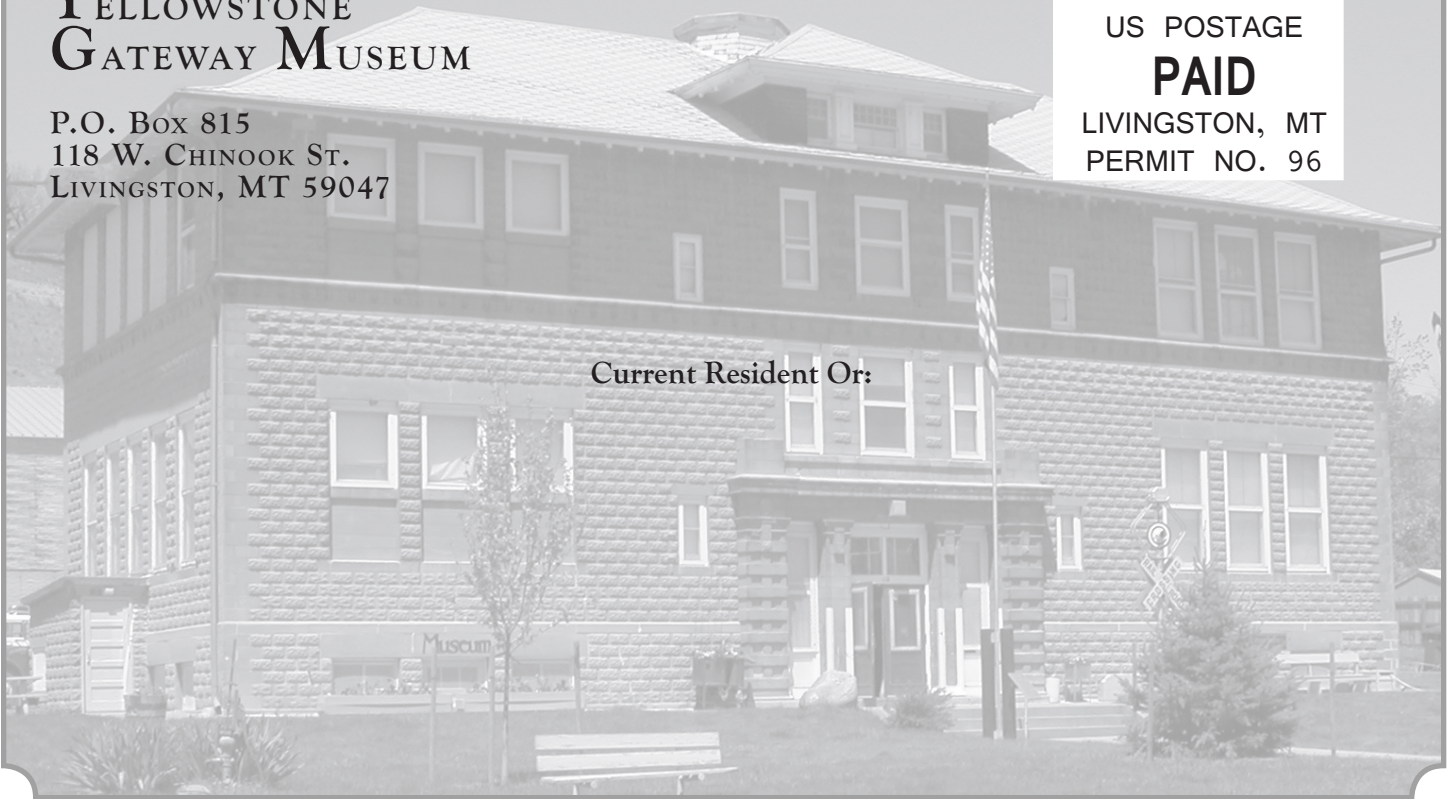


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## Saying Goodbye to Susan Kraft

Susan Kraft was on the Park County Board of Directors from 2005-2011, serving as President from 2009-2011. When she retired from the board, Susan continued to volunteer for the museum in several capacities. She cataloged photographs; conducted military research, interviewing local veterans for our military exhibit and for WWII programs that she presented in Livingston and at the 2015 Montana History Conference; and made delicious cookies for our programs. We are very grateful for her leadership and devotion to the museum.

Sadly, Susan passed away in August due to complications from a glioblastoma brain tumor. Her family graciously listed the museum as one of the places that memorials might be given in her memory. Any memorials that we receive will help fund future military exhibit installations. We think that Susan would have liked that.