



News from the Red Caboose

SPRING 2016



100 Years Ago: Park County in 1916

by Norm Miller and Karen Reinhart

The museum is curating an exhibit to provide context for this summer's National Park Service centennial. The US Army's planned departure from Yellowstone National Park in 1916 as its protectors was not really *big* news and it turned out to be premature. (The soldiers had to return to the park when Congress failed to appropriate money for the fledgling park service; it wasn't until 1918 that the rangers actually took over management of the park.) Instead, the most compelling stories of that year centered on national and regional events. While these events are included in the exhibit, the heart of the exhibit is our 1916 artifacts and the stories behind them, helping to paint a picture of what life was like here 100 years ago. We'll follow a few members of the 1916 Senior Class of Park Co. High School, exhibit clothing of the day, highlight recreational activities, merchants, and much more.



1916 Trivia

US population: 101,961,000.

A loaf of bread cost 7 cents;
a stamp cost 2 cents.

The average house cost 5,000
dollars; a car cost 400 dollars.

Only 6% of Americans were high school graduates.

The world's tallest building: the Eiffel Tower.

Only 8% of homes had telephones.

New inventions: light switch;
cloverleaf road interchange;
tow-truck; & 1st "super" market,
Piggly Wiggly, in Tennessee.

Top songs: Billy Murray's "Pretty
Baby," and Al Jolson's "I Sent My
Wife to the Thousand Isles."

Coca Cola adopted contoured bottle.

Brands: Quaker Oats, Jell-O, Heinz
Ketchup, Hires Root Beer, Kellogg's
Corn Flakes, Philadelphia Cream Cheese, Oreos.



1916 basketball team from *The Arrow*.

TUESDAY MORNING, AUGUST 29, 1916.

F-R-E-E!

This Beautiful, Large, Pure Aluminum
Teakettle
Is Yours FREE!

It is quality Aluminum and guaranteed for 20 years. Come
in and ask us about them we have one for you.

A. W. Miles Grocery
Home of Monarch Canned and Bottled Goods.



Flying Horse at the Park Co. Fair, 1916.

Is It Real or Is It Memorex?

By Paul Shea, Director

Some of you may remember the above advertising slogan, used by a manufacturer of cassette tapes to broadcast the excellence of its recordings. In today's world this question could be asked about almost any item. It seems that for every original brand—from Prada to Gucci and Rolex—there are many more fakes or knock-offs as they are sometimes called.

Most people are familiar with big brand names. But what about an item made by a lesser-known manufacturer? We are as guilty as anyone in assuming that what we have is an original. Recently, while doing research on a pocket watch for our new Transportation Room exhibition, I found out differently.

We have several conductor's pocket watches in our collection. A conductor had to have a good watch as one that did not keep good time was a disaster in the making. Trains run on tight schedules and travel over the same track. If you are running late you may very well run head-on into a train traveling in the

opposite direction. A conductor's watch could not lose or gain more than 30 seconds per week; they were set to a master clock before every departure.

The watch that I researched has a beautiful engraving on the back depicting a walled town and a sail boat on a river. It looks very European. The back opens to allow one to wind up the watch with a key. Inside the cover, on the back of the watch itself, are specifications and a maker's name engraved into the piece.

A maker's name is a great way to find out about an item. The first thing is to do an online Google search. The name on the watch is M. J. Tobias, Liverpool and sure enough, this maker of watches showed up immediately. When searching on Google, however, I recommend that you bypass the eBay offerings. Most sellers do not know the history of the items they are selling, and often, the history they give is incorrect.

I also found a couple of watch

blogs containing information written by watch historians. And yes, M. J. Tobias watches are well-known and probably a knock-off of watches manufactured by M. I. Tobias, a well-known Liverpool, England, watchmaker. His watches were well-noted for keeping their time and were popular among train conductors.

Our M. J. Tobias watch was manufactured in the late 1800s and was probably of Swiss make. Before the Swiss became known for their excellence in watch manufacturing they were renowned knock-off manufacturers and used the M. J. Tobias name extensively. Who specifically made these watches in Switzerland is unknown. But one expert stated that even though they were using the Tobias name to sell their watches, the M. J. Tobias watch was still a Swiss precision timepiece and met railroad standards for timekeeping.

I can imagine a sales person using the line "I have an excellent Tobias Key Wind Pocket Watch for a great price!" But which Tobias? M. I. or M. J.? Either way, your new watch was good.



WHEN IS THE MUSEUM

OPEN?

SUMMER: (effective 5/30)
10 AM - 5 PM, 7 days/week

WINTER:

10 AM - 5 PM, Thurs. - Sat.,
special groups by appointment.

RESEARCH CENTER:

8 AM - 5 PM, Tues. - Fri.
Please call Paul Shea to make an appointment.

Volunteers and Staff

We Really Appreciate Our Volunteers:

Mary Jane Ammerman
Robert Buchanan
Merrilee Bryan
Shannon Burke
Daniel Davidson

Pat Davidson
Steve Fox
Melissa Frady
Jessica Guldan
Mariah Henry

Susan Kraft
Dona Poeschl
Susan Sewell
Bobbie Williams
Carol Woodley

Ellen Zazzarino
& our board members

Give us a call if you'd
like to join our team!

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Museum

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Livingston, MT 59047
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yellowstonegatewaymuseum.org



Melissa Frady catalogs and handles many of our Yellowstone artifacts.



Merrilee Bryan tackling the cataloging of our many voting registers.

Rick VanAken: 16 years of service!



Rick recently retired from the Friends board. His journey with the museum officially began in 2000 when he reorganized the board, recruiting members and helping to pave the way for the success of our non-profit organization. Over the years, he has served as President, Treasurer, and finally, as Secretary.

Rick's father, Vince, was also a Friends board member. Together, they left a long-lasting legacy of preserving local history.

Thank you, Rick, and good luck with your future adventures.

The Livingston Railroad Shops: Part Two

By Bruce Graham

This article installment is a walk-through of the Northern Pacific Railway's old and new Back Shop and the Diesel Maintenance Shop.

The railroad made several additions to the shops over time. In 1907 workers built a 200' by 125' shop addition, a new Boiler Shop and a power house. During World War II a Back Shop addition, a roadway building, and a steel house were built. And in 1957, a new roundhouse—though

rectangular in shape— was built and officially called the Diesel Maintenance Shop.

The new Back Shop was added to the north end of the old Back Shop. On the east side of the new shop were three roll-up doors: a small door designed for a forklift and delivery cart and, to your left, two large doors for locomotives that rolled to the drop pit. There was also a run-through track.

On the east side of the shop were two balconies that together ran the shop's entire length. Stairs and elevators provided workers access to overhead areas.

Electricians and their helpers operated two large cranes in the tall bay areas of both shops where workers rebuilt locomotive engines and parts such as power assemblies. Smaller, jib cranes moved heavy objects using projecting arms that

moved from a central pivot.

Sonny O'Neil worked most of his railroad career in the pipe and tin shop located on the new Back Shop balcony. He repaired water



Livingston Shop, December 1985.

Transfer table in foreground; old Back Shop in middle ground; and Diesel Maintenance Shop at the far end.

pumps, oil pumps, radiators, and water coolers.

Eventually you arrived at the center aisle that runs the entire length of the Back Shop. Thirteen doors opened into the shop from the west. Workers normally turned out one rebuilt locomotive engine from this shop every week.

Over the drop pit workers placed jacks under the locomotive so that trucks could be removed and lowered onto an elevator that moved below the floor about 20 feet. Machinists

moved the platform south, raising it up into another pit in the old Back Shop; crane operators then lifted the trucks off and moved them into a position to be worked on. Two or three traction motors, wheel sets, braking components, and springs were removed from each truck before they could be repaired or replaced. If there was a rebuilt truck set available for the locomotive, it was placed on the elevator and moved under the locomotive, hooked up, and the locomotive was moved out of the shop. If there was not a rebuilt truck set available, a dummy set of trucks was placed under the locomotive so that the locomotive could be moved off the drop pit.

Most of the time laborers moved the locomotives using a small, gas-powered switch engine called a goat; occasionally a locomotive was used to push another locomotive over the drop pit. This wasn't done very often because of all the diesel (continued on page 10)



R. Tonnesen, M. Pryor, and J. Smith working on a General Electric engine on the assembly line, 1985.

Museum Hosts a Cross-Cultural Event

By Robin Lovec

For the past five years the Yellowstone Gateway Museum has hosted an Indian Education for All cross-cultural event between 5th and 6th grade Apsaalooke students from Pryor on the Crow Reservation and Livingston 5th grade students from East Side School. This meeting is a continuation of team building activities that unite the students in celebrating their commonalities and honoring their uniqueness.

The students' first actions are through pen pal letters. For the last two years the student's first face to face meeting happened at Pryor Elementary School. Together they engaged in a Crow language lesson taught by Valerie Not Afraid, enjoyed a lunch of Indian Tacos, and then spent the afternoon at Chief Plenty Coups Museum.

There is great anticipation



Pryor and Livingston students in the museum.

in May when the friends come together again for two days of activities and shared history. The events begin with reconnecting at the Yellowstone Gateway Museum, a meal of buffalo Tanka dogs with a special guest speaker and finally a full-day field trip at Fort Parker, the first Crow agency. The field trip also involves many community members and parents

who run stations that cover a variety of hands-on activities, including: History of First Crow Agency, Native Games station, Archaeology, Horse station, Native plants, and a game equipment making station.

This year a noteworthy commemoration will be added to the mix. Paul Shea, our director, suggested that a recent addition to the museum, a full-size bison, should acquire a new name. Bill the buffalo was generously donated in November by Richard Mills and Robyn Albright. Paul proposed that our Apsalooke student guests should give the bison a special Crow name. As part of their trip to the museum the kids will be part of a naming ceremony, revealing the new Crow name and its English translation. So, stay tuned as we await the renaming of one of our newest acquisitions.

Lovec Wins Prestigious Award

By Karen Reinhart

Robin Lovec, fifth-grade teacher at Livingston's East Side School and a Friends board member, recently received the 2016 Teresa Veltkamp Advocacy Award for Excellence in Indian Education at the OPI Best Practices in Indian Education Conference in Billings. She was recognized for her work with the Elk River Watershed Speaker Series, now in its sixth year.

Since 2007, Robin's dedication and passion have resulted in community programs that have

inspired even the *Smithsonian Institute's* National Museum of the American Indian Office of Education. Please see above for information about Fort Parker Days, another project that she helps organize each year.

Certainly the driving force behind East Side's Indian Education for All programming, Robin always credits her team for the program's success. We're very proud of her positive contribution to her students and the community.



Robin Lovec with her award.
Photo courtesy of fifth-grade teacher Jessica Hanson.

Bird-Man Flies into Local Aviation History

By Norm Miller

Imagine walking along the streets of Livingston in 1911 and suddenly, you hear a terrific roar overhead. You look up with wonder—you've never seen an airplane before. In that year, Silas Christofferson was the first aviator to fly high over Livingston, only eight years after the Wright Brothers made their historic flight at Kitty Hawk. The *Park County News* reported that Christofferson flew here during the Park County Fair. The 22-year-old native of Watsonville, California began his aviation career the year before when he constructed his own mono-plane. However, when Christofferson flew to Livingston, he was piloting his more "modern" 850-pound biplane powered by a Glenn Curtiss engine.

Where was this landing field located? Local historian Jerry Brekke said that the field was located just above our museum on the hill, where the Mormon Church and the residential area are now located.

In 1962, a special edition of the *Park County News* reprinted an account of his historic landing. In the article's photograph, Christofferson is accompanied by Northern Pacific Railway shopmen, J. Curtis and Arthur Sissman.

On June 10, 1912 he wowed citizens of the Pacific Northwest by departing from atop Portland, Oregon's Multnomah Hotel and flying for twelve minutes over the Columbia River before landing his Curtiss biplane in Vancouver, Washington. Christofferson also gained fame in July 1914 by "bombing" buildings in Seattle with flour sacks as real bombs dropped in Europe as World War I erupted. Was Christofferson envisioning the importance of airplanes during war?

The young aviator had built and flown his own aircraft at age twenty. Only the year before, Christofferson had set a world altitude record, his plane climbing to nearly 20,000 feet. He also set a



Christofferson and San Francisco mayor, James Rolph, (wearing a life jacket) as they prepare to fly over the water in 1915.
Photo courtesy of Marilyn Slater, <http://looking-for-mabel.webs.com/>

distance record for flying from San Francisco to Los Angeles over the nearly 8,000-foot Tehachapi Mountains.

In 1915 he and other American aviators, including the Wright Brothers, went to aid Mexico during their Revolution and was shot down by rifle fire. He also designed and built two

"flying boats" for Arctic explorer Roald Amundsen to be used in exploration of the Northwest Passage.

Silas Christofferson, the aviation pioneer who made the first flight to Livingston, was killed in a plane crash on October 31, 1916 in Redwood City, California—one hundred years ago. He was only 26-years old.

Though his visit to Livingston was short it was not insignificant. Christofferson holds a solid place in American aviation history. Come experience our new Transportation Room exhibit which includes a larger version of the above photo of Christofferson.



Left to right: unknown passenger and Christofferson.
Photo courtesy of George Ficke, www.earlyaviators.com

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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!

<http://yellowstonegatewaymuseum.org/support/become-a-member/>
Thank you for your support!



Earl Hensen Collection

Kris Dunn recently donated 21 original diaries dating from 1916 to 1973, given in memory of Earl

Hensen, her grandfather. They are valuable day-by-day snapshots of local ranch life. Two-year-old Earl and his family moved to Montana in 1888; they homesteaded on Pine Creek.

More than 80 photos were also included in the donation, including these 1913 snapshots of family members at the Roosevelt Arch in Gardiner.



CALENDAR

June 4 — Saturday

Living History Day & Exhibits Grand Opening

10 AM — 5 PM

YGM, 118 W. Chinook St., Livingston

Local artisans demonstrate a variety of primitive crafts, including flint-knapping, blacksmithing, Dutch-oven cooking, basketweaving, and more. Free museum admission, celebrating the opening of “100 Years Ago: Park County in 1916,” and original oil paintings by Tom L. Roberts, depicting the explorer and fur trapper eras. Food is available.



July 12—Tuesday

“Beer for a Cause”—Museum Fundraiser

4 PM — 8 PM

Katabatic Brewing Co., 117 W. Park St., Livingston

Katabatic Brewing Co. donates \$1 for every pint of beer sold during the evening. Our new pub glasses (shown at right) will be available for sale at the museum before the event or at Katabatic. This is a fun way to mingle with history....and beer lovers!

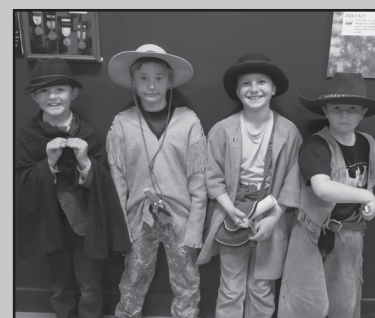


August 18 — Thursday

Park County Days: Museum & Cultural History Day

10 AM — 6 PM

Stay tuned for more information regarding this special day that highlights Livingston’s three museums. Part of a week-long celebration that leads up to the National Park Service Centennial event in Gardiner on August 25, this is certain to be a fun-filled day at the Yellowstone Gateway Museum for the whole family. Special activities and free museum admission will be offered.



Your Inbox

Send your email address to [kreinhart@parkcounty.org](mailto:kreinhardt@parkcounty.org), requesting to be added to our program email list and we’ll send you notices of our museum events.

New Web Site

www.yellowstonegatewaymuseum.org

Be our Friend

Share your photographs and stories of your museum trip with us on Facebook, Twitter, and Instagram. Use below platforms:

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#YellowstoneGatewayMuseum

#YGM

(continued from page 4)
smoke that a running locomotive put in the shop.

Starting at the drop pit and heading down the center aisle to the south, you are now in the old part of the Back Shop.

Halfway down the old Back Shop on the west side was the paint booth for painting locomotives; this divided the truck gang area from the Diesel Maintenance Shop drop pit area.

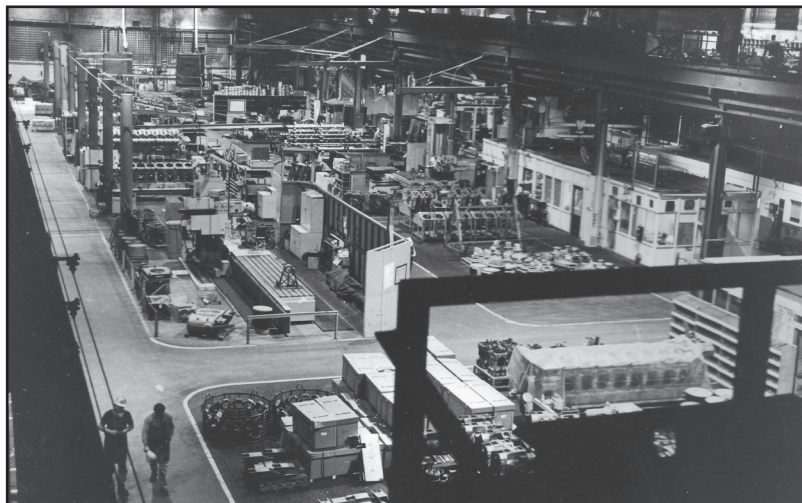
Carmen, including Doug Thomson, Chip Raber, and George Sarver, painted the locomotives. Across the aisle from the paint booth was the truck gang foreman's office.

An employee locker room and lunch area was located along the left side of the main aisle and under the balcony. Farther along, in an adjacent area, Harold Smith rebuilt turbo chargers, improving engine performance.

Dale Guidi worked as a machinist in 1972-1986 in this general area, making locomotive parts that the railroad couldn't get anywhere else. Guidi admitted using his skills "to make solid aluminum or brass chess pieces for one of Burlington Northern Railroad's Vice Presidents in St. Paul." He also made parts for locals.

Other under-the-balcony areas included: a storage area for oil and grease products and barrels; a tank room, where clean and dirty lube oil were stored; and a

pump room that moved oil from the tanks to the Back Shop and



Assembly Line, Livingston Shop, c. 1986.

the Diesel Maintenance Shop. Just past the pump room was a machine that crushed oil filters and drained the oil out of them; the filters were then automatically dumped into a hopper that was then hauled to the incinerator or to the dump. Near the south end of the old Back Shop was a large roll-up door where locomotives moved onto a small drop pit where machinists changed traction motors and wheels.

Workers repaired small air valve parts in the air room located on the old Back Shop balcony. There was an enclosed, clean room on the northern end where men

worked at benches with small parts; they also tested air valves using special equipment.

On the southern end was a storage area for air valves, an air compressor repair area, and a lab that Wes Bull ran after locomotives began using diesel engines. He checked oil samples in order to detect wear on locomotive engines. Bull told me that he started doing oil tests in the shop office and then, because of the resultant smoke and

smell, foremen decided to move him upstairs. He said that the tests saved many engines from being destroyed by detecting problems early. Bull also tested oil samples shipped in from other locations and on the refined oil that Karl Carson produced, making sure it was up to the standard for reuse.

The Diesel Maintenance Shop, built in 1957, was attached to the southern end of the old Back Shop; the office area, though, was located in the southwest corner of the old Back Shop. The tool room was next to the lunch room.

In the new shop, mechanics changed oil and filters, power assemblies, pumps and injectors, and small parts. Five tracks passed all (continued on page 11)



First shift, air room, Livingston shop, February 1986.

1. C. Tecca, 2. E. Hudson, 3. C. Fenton, 4. V. VanOrden, 5. D. Olin, 6. D. Kayser, 7. F. Dwight, 8. S. Wilson, 9. R. Vandervort, 10. M. Breedon.

(continued from page 10)
 the way through the new building with enough space to hold three diesel locomotives on each track. The tracks sat about three feet above the floor, giving mechanics and electricians enough space to get under the locomotives. Between the tracks was a one-foot deep area that drained water from the locomotives or from swabbing the decks. Workers who replaced brake shoes and other parts also used this drainage area for access.

Between the tracks were four platforms called ramps which allowed workers to step right onto the locomotive deck. When I started work in 1971, there were no platform safety rails to keep a person from falling into the pit below when no locomotives were sitting on the track. (When Montana Rail Link took over the shops, they installed safety rails.)

I drove carts via smaller ramps that ran up to these platforms, delivering filters, special oil, and other items directly to workers doing repair work. People also used four elevators on both the east and west ends of the shop to lower supply-filled delivery carts.

To be continued...

Consultants:

- Stan Adams
- Wesley Bull
- Dale Guidi
- Frank Hardesty
- Howard Harper
- John Hochmuht
- Hardy Pugliano
- Tats Saimo
- Earl Stermitz
- Rick VanAken

Photos:

YGM Bill Phillips Collection

Sandrine Olds: Newest Board Member



Photo by Sara Burns

Originally from Belgium, Sandrine moved to San Diego where she attended a language school and met her future husband, Andy, who was in the Navy.

Sandrine studied Civil Engineering at MSU Bozeman and worked for a few years as an engineer, moving to Livingston in 1998 where she worked as an engineer for Park Electric and CTA. She and Andy married in 2002. They have two children, Lilly and Raymond. Sandrine currently works as a substitute teacher.

I asked her why she wanted to be on the board and she was quick to explain her enthusiasm for the museum, “We as a family love to come to the museum—we do everything that the museum is doing. We love history and we love old things...the tidbits, not just the big stories. It truly fascinates me and I want to learn more and more. What better place than the school to learn than the museum?”

Her husband Andy is on the museum’s Park County board—together they’ll likely have a deep understanding of the museum’s challenges and successes.—*Editor*

Credit Union’s Railroad Roots

Livingston’s credit union first opened on November 10, 1935— one of the first in Montana. Walter Martin managed the office which was located in the southwest corner of the old Back Shop. In 1954 the credit union moved to 107 East Callender Street; the following year it was expanded to include 109 East Callender, today’s Mint Bar. After the merger of the Northern Pacific Railway with Burlington Northern in 1970, a new name was required and the Livingston Employees Federal Credit Union was born. Though dated 1973, the architectural drawing still used the “Northern Pacific Credit Union” name. The business’s name changed to Sky Federal Credit Union in 2004.

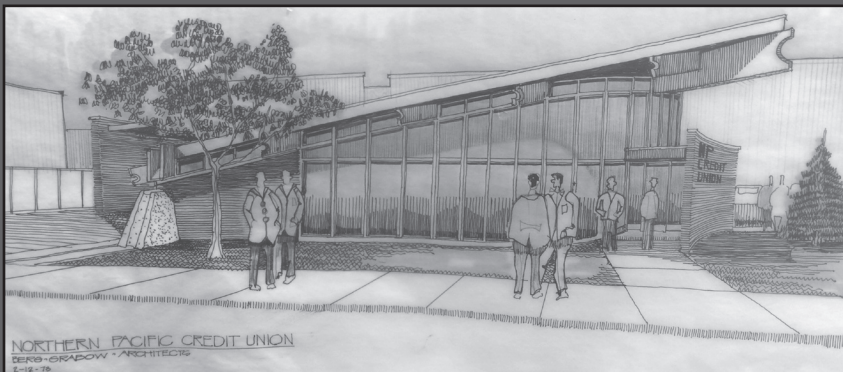


Photo courtesy of Karlene Sowell, Sky Federal Credit Union

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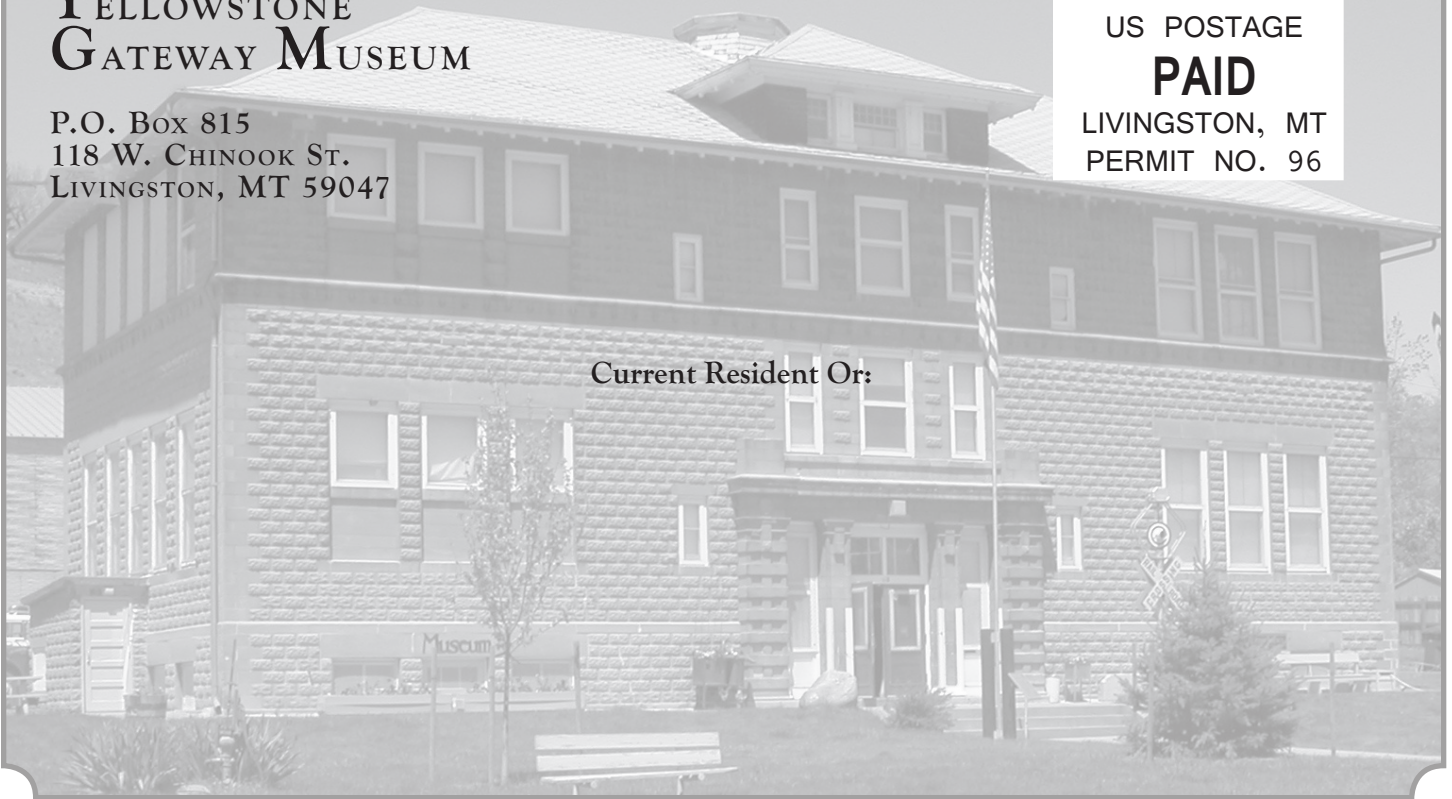
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Clark to the Yellowstone



By Tom L. Roberts

Roberts included rich color and detail (not visible here) in his interpretation of Capt. William Clark coming through the “gap in the mountain” (Bozeman Pass) on July 13, 1806. Roberts donated this oil-on-canvas painting to the museum which hangs alongside four of his other large works that depict fur trappers and explorers in the Yellowstone region. Well worth a trip to the museum this summer!