



News from the Red Caboose

WINTER 2017



Harry Kaufman: A Ranger Who Inspired a Museum

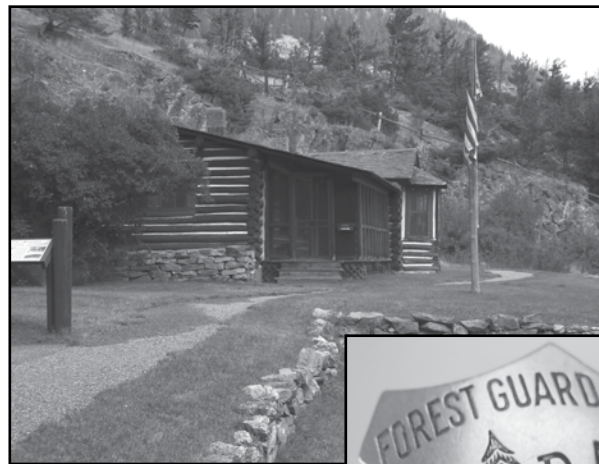
By Bruce Graham

Harry Kaufman was born in Pennsylvania on October 21, 1881. He began working as a guard ranger for what would become the Absaroka National Forest in 1903, serving forty years as the U.S. Forest Service district ranger, working and living in the Main Boulder Ranger Station south of Big Timber, up the river from the Natural Bridge State Monument.

Harry married Coral Knight on June 21, 1911 in Livingston. (See sidebar story, page 11.) She was born in 1880 and lived with her family on their West Boulder ranch. Harry, in his duties as a ranger, often had contact with the Knight family and occasionally stayed with them when he patrolled the forest service boundary. (Coral's brother also worked for Harry occasionally.) Harry and Coral raised two children while they were living at the Main Boulder Ranger Station.

Harry started keeping a diary as part of his work duties on June 24, 1903. He wrote daily until December 31, 1923, perhaps longer. The diary was transcribed by his daughter Elizabeth "Betty"

Ball and donated to the forest service along with the original copies, which are kept at the Main Boulder Ranger Station Museum.



In 1945 the Absaroka National Forest was consolidated into the Gallatin National Forest and the ranger headquarters moved to Big Timber. Today, this area is part of the Gallatin-Custer National Forest. Just inside the Park County line, the ranger station now serves the public as a museum (above photo was taken in 2016) dedicated to the time that Harry spent working there; it's open from July 4 to Labor Day, Friday-Sunday, and is worth a road trip.

Harry generally worked at least ten hours per day, six days a week and took Sunday off. He spent most days on his saddle horse, riding twenty to thirty miles a

day, even when the temperatures were below zero. Harry spent a lot of time taking care of his horses, which included shoeing them.

Harry worked in a lot of different areas. In June 1907 he wrote that he was cutting trail on the West Boulder and Davis Creek. After he built his duty station on the Main Boulder, where he lived with his family, Harry helped build ranger stations in other parts of the forest, including the West Boulder and the Deep Creek Ranger Stations. Sometimes he spent time patrolling in the Hellroaring, Jardine, and Gardiner areas.

From his diary entries, Harry (or his supervisor) did not define his job narrowly. In 1903 he was sworn in as a game warden in addition to his duties as a forest ranger. During the summer Harry frequently checked fishing licenses and issued warnings about fire prevention to campers in the Boulder area. He also helped with homestead and mining claims on

(continued on page 11)



Programs on the Horizon

By Paul Shea, Director

We envision the museum as a vibrant part of the communities of Park County. We have great exhibits but they are only part of what good museums offer. In order to meet the needs and desires of our residents and visitors we must provide different kinds of historic interpretation.

Public programming is the most important way we can share our history and simultaneously let more people know that the museum exists. In the past we have been a little haphazard with this; program offerings are often curtailed because of money and, to a large extent, because of time.

We have successfully hosted speaker series at the library and living history days on the front lawn, increased our school

programming, and given public programming outside the museum.

We need and want to do more programs and are stepping up our outreach efforts. Here are some new ideas:

- A **Director's Tour** of the exhibits with history insights and a look behind closed doors. Monthly small groups by reservation.
- A **Downtown Historic Walking Tour**. Highlighting the early days of Livingston, tours are held during the summer once or twice a week.
- **History tours** that explore other parts of the county.
- **History classes** held at the museum.
- **Docent Museum Tours**, held regularly.

Through these dynamic programs we want people to understand that history is fun and exciting. At the museum you can see history unfold and how it touches you and your family today.

If you have any feedback about these programs or would like to participate as a tour guide or instructor, we would enjoy hearing from you. Stay tuned for more information.

And don't forget to come to the museum. Bring your friends, family, and visitors. If you haven't been here in a while I think you will be pleased and excited to find that the museum is a wonderful place to visit and one more fun thing to do in Livingston.

Sara Chaney: Newest Board Member

By Sandrine Olds



Sara has always felt connected to her Montana roots. Her great-grandparents came to the state around 1900. Sara grew up in Livingston and has been interested in history for as long as she can remember. As a child she loved

rummaging through outbuildings and wandering around, finding old wagons, railroad spikes, and other artifacts. To this day she continues to explore the country accompanied by her three children who enjoy exploring as much as she does. They love visiting museums, buffalo jumps, and other places of historical interest.

Sara's passion for history led her to earn a B.A. in History from the University of Montana. She also studied to become a certified acupuncturist partly because oriental medicine is based on more than 3,000 years of history and experience.

Sara remembers visiting the Yellowstone Gateway Museum as a child, and is amazed of the progress that has been made with the exhibits since Paul Shea became Director. She said, "It is incredible what the museum has become."

Sara is very excited to be a member of the Friends, and is looking forward to helping our museum keep our history alive for generations to come.

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 And of course, our
 board members!



Above, top: Jay Kiefer greets visitors at the front desk. Bottom: Bruce Graham cataloging library items.



Above, top: Ellen Zazzarino housing pages of a scrapbook in an archival box. Bottom: Norm Miller installing train order hoop in new exhibit, see page 4.

MUSEUM HOURS

WINTER:

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

SUMMER:

(5/25 - 9/30)
 10 AM - 5 PM, 7 days/week

RESEARCH CENTER:

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

Curating Exhibits: A Creative Process

By Karen Reinhart, Registrar

Museum staff and volunteers frequently curate new exhibits. This involves caring for, cataloging, selecting, and presenting items to the public for the purpose of telling a story. I especially enjoy working toward creating a meaningful and interactive experience for visitors.

A few years ago I noted a beautiful, oak phone booth in our storage area and dreamed of harvesting its story and displaying it. Farmers and ranchers made phone calls in the booth at the Livingston Milling Company beginning in 1910. More recently, the building housed Agrineeds and may soon be remodeled.

Last year Park High School students who are enrolled in Shift Empowerment's Community 360 class accepted our collaborative grant proposal to curate our newest exhibit, *Communication: A Changing Conversation*. Mountain Sky Guest Ranch funded the project.

I worked with five students, Alexandra Centofanti, Caitlin Eyster, Alexis Fitzpatrick, Desirree Hollo, and Barrett Neal, and their

teacher, Hannah Roush, during the first semester of the 2016-2017 school year. The students and museum staff chose and researched



The phone booth and other communication artifacts.

artifacts that richly illustrated our theme of exploring the arch of changing technology. We used stories of local people who used various technologies.

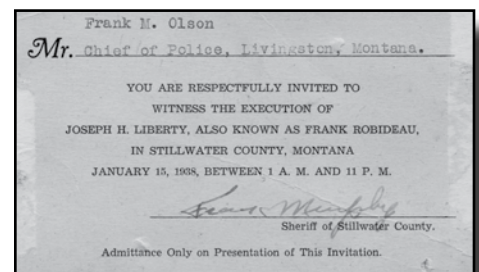
We interpret the early day's pen-and-ink handwritten word, with words that flowed down diary pages, challenging, perhaps, some readers today. Earl Hansen's daily diary chronicled weather and

chores on a Paradise Valley ranch and Marvin Wright, who served overseas

in the army post-World War I, took notes and wrote prose and poetry. Visitors are welcome to take a free postcard that they can write a short message on and then, mail, in an attempt to revive this form of personal communication.

People once tapped keys to relay messages on a telegraph and a typewriter. My personal favorite along this line was conveying a message via a train order hoop, necessitating a worker—often a woman—to plant her feet and take a steady stance next to the train track, holding up the hoop, with the message attached to it, while a locomotive blurred by in a fifty-mile-per-hour streak with the engineer reaching out to retrieve the message. People had to use this daring technique because of unreliable radio communication.

The exhibit also explores how
(continued on page 5)



Though this invitation is to a gruesome event, it is one of Paul's favorite artifacts. It is displayed on a bank of Livingston Post Office boxes along with other pieces of mail received there. Curious museum goers can experience a full interpretation of the brutal crime that prompted the hanging at the Museum of the Beartooths in Columbus, Montana. Perhaps an invitation to an 1889 Grand Ball would be more inviting...

"We have been given great information...provoking us to think about how much we take technology for granted. We all have a new appreciation for history and the creative minds that have made our lives much simpler. Community 360 has empowered its students to take action in communicating with others and to teach others the importance of human contact—a very important factor in our world."

—Alexandra Centofanti, Community 360 student

(continued from page 4)
printed words and mass media have affected communication. Visitors are invited to sit down and leaf through old newspapers or magazines.

And of course, we interpret technology as it advanced, displaying a RCA Victor radio and phonograph that uses an internal speaker which improved sound; Univex still and movie cameras from 1939; two telephones from the days when customers could only lease their phones; and a color RCA television from 1953.

As Paul noted, the cell phone supplants all of the other devices on display, making it the logical way to end the exhibit's story of communication. So much is packed into such a small device! It

is fun to ponder the relics of the past and the innovative people behind them, and how their inventions led to what we use today to stay connected.

We'd love to hear your thoughts about communication and how changes in technology have affected your life. We pose thoughtful questions about communication technology in the exhibit's conclusion to get the conversation started. Visitors can jot down answers on a card and

Watch for Upcoming Exhibits*

Evander Skillman's Two Rifles
People of Yellowstone: Photography by Steve Horan
Yellowstone National Park: the Local Connection
Science: Rocks and Bones
Stories from A Chair's Perspective
Agriculture and its Machinery
The History of Park County Schools
The Livingston Underground

*Preliminary ideas and titles.

deposit it in the exhibit's mail box.

If you would like to assist us with this creative and rewarding work, please give me a call. We receive a lot of great feedback and it's a lot of fun, too!

Reeva Williams: Getting Things Done

By Karen Reinhart

Reeva Williams moved to Livingston from northern Idaho in 2004. After working at a few locations in Livingston, Reeva began working at the museum in 2015.

As an Experience Works employee she is learning a lot of new skills. Reeva primarily catalogs items, using PastPerfect (our museum database) and is making headway with our backlog of accessioned items. She has researched and described a variety of items—from a treadle sewing machine and a Connolly saddle to campaign buttons and historic photographs. She has also learned Microsoft Word and Excel programs, as well as how to scan two-dimensional items and use a digital camera.

Reeva said, "Before this job, all I knew how to do was turn a computer on." She noted that now she helps her partner, John, find things on the computer. And I've noticed that she often helps our volunteer catalogers who work alongside her in the Research Center, making her doubly valuable.

She'd like to remind people to please remember



to jot down the names of people on the back of the photographs—in pencil, not pen, to protect the photos. It's very important information to include for your family or for museum donations.

Reeva quipped that the "best part of my work is seeing things get finished up." It's very satisfying to catalog, properly store, and put away a box of artifacts on a shelf—ready to be accessed for researchers or our next exhibit. Reeva's hard work and dedication has helped the museum tremendously.

Across the Transfer Table

by Bruce Graham

This fourth article in the Livingston Railroad Shop series highlights the support facilities on the west side of the transfer table. Most locomotives entered the Livingston Back Shop from the west, rolling across the transfer table into the shop.

The Back Shop contained a transfer pit on the west side; a transfer table ran on rails in the pit from one end of the Back Shop to the other. Laborers used a goat (a gas-powered switching tractor) to move locomotives onto the table and then through the appropriate door into the shop for repair. The table was also used to move freight trucks into the shop to load and unload heavy items, such as generators and traction motors. Workers also rolled wheels from the wheel shop onto the table so that the wheels could be rolled onto a track in the truck shop area. Mechanics then attached the wheels to traction motors that they placed under locomotives.

The Wheel Shop was located west of the transfer table on the south end. Twenty to twenty-five men worked in this shop. Carloads of new wheel sets and sets in bad order were unloaded and loaded by a locomotive crane in an area west of the Wheel Shop.

Carloads of used locomotive wheel sets—each weighing about 2,000 pounds—were rolled into the shop. Mechanics took bearings off of the axles and pressed the wheels off. Workers evaluated the bearings and axles to see if they could be



Wheel Shop loading area, April 1986.

reused, and if they passed the test, they were cleaned, machined, and rebuilt for another wheel set. The bad-order wheels and axles were hauled out of the shop and dumped into a gondola car and sold for scrap.

Rail workers also received carloads of new wheels and axles to be made into sets. Machinists used a lathe to bore out the wheel center to match each axle,

making the circumference of the bored wheel slightly smaller than the diameter of the axle. The wheels and axle were then placed on a machine where they were pressed together. Because the bore of the wheel was smaller than the axle, over a 100 tons of force was required to put them together; this force was recorded and matched to each wheel set. The axle and wheels both had a serial number so if there ever was a problem, it could be traced back to the source.

On the west end of the Wheel Shop was an office for the Carmen and a store room for small parts, including car wheel parts, bearings, and brake shoes.

Howard Harper told me that fifty to sixty Carmen worked in the steam engine days because they had to check all the brakes on the cars to make sure they were working correctly. This was important because a steam locomotive's brakes only held air for about twelve minutes before they leaked and the train rolled downhill. Each diesel locomotive had an air compressor that supplied air for the train's brakes. This enabled trains to become longer because the new compressors were able to pump air farther and still maintain the pressure for effective braking. But during the cold weather of winter the train crew (engineer, conductor and brakemen) had to reduce the length of the train because seals leak and the air freezes up in a long air system.

(continued on page 10)

Movie Trivia

This area of the shops was made famous in a Hollywood film. When men worked in the Carpenter Shop years ago they probably never dreamed that their work space would be used in a Hollywood film.

The dance hall scene in the movie *A River Runs Through It* was filmed in the shop. How do I know? I was working on the film as a location advisor. Filmmakers shot the scene at night so that there was no noise coming from Livingston Rebuild Center and very little from Montana Rail Link.

Connect with your museum

CALENDAR

March 29—Wednesday

Friends of YGM Annual Meeting & Program

Visualizing History: Park County

6:30 PM (meeting); 7:00 PM (program)

Livingston-Park County Public Library, 228 W. Callender

Following the meeting, Director Paul Shea gives a program that is an unconventional look at the early history of Park County. All welcome to attend the meeting and free program. Refreshments.



May (specific date TBD)

Supaman Performance by

Christian Parrish Takes-the-Gun

Park High School Gym, 102 View Vista Dr., Livingston

6:30 PM

Crow Hip-hop Fancy Dancer returns to Livingston for a Youth Empowerment program. All welcome to attend the free program.



June 2 & 3 – Friday & Saturday

YGM's 40th Anniversary Gala Events

Friday evening, details TBA

Saturday, Living History Day

10 AM – 5 PM

YGM, 118 W. Chinook St., Livingston

Saturday: local artisans return for popular on-the-lawn event at the museum, demonstrating primitive crafts, including flint-knapping, blacksmithing, Dutch-oven cooking, and more. Free museum admission, tours. Food is available.



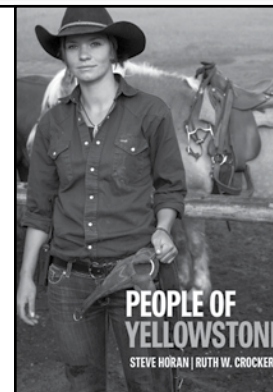
June 9 – Friday

**People of Yellowstone Exhibit Opening, Program,
& Book signing**

5:30 PM – 7:30 PM

YGM, 118 W. Chinook St., Livingston

Help us celebrate our newest exhibit, the *People of Yellowstone*. Photographer Steve Horan and author Ruth Crocker will give program about their new book of the same title and sign books. Free museum admission. Attendees must climb stairs to top floor of museum.



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WWI & WWII rosters & employment info
N. J. Burnett ~ Dr. Townsend receipt for services
Augustine Duran ~ Yankee Jim Trading Post sign
Glenn Godward ~ Photo of Mar Yuen
Doug Grieve ~ Downtown Livingston photos
Nicki Harrison ~ NPR train tickets and envelope
Alta LeDoux ~ Fringed jacket made by Doris
Whithorn & Livingston city plan, 2008
Robert Nickelson ~ Nickelson-Morse family history
Zak Zakovi ~ Original Water Plant photos

Olmsted County (MN) History Center ~
Photo of Judge Hugh Miller's house
Park County Disaster and Emergency Services ~
Emergency preparedness items
Dick Payne ~ NPR caboose mattress
Shirley Petersen ~ Pajamas and robe from Japan
and skirts from Mexico
Dona Grigsby Poeschl ~ Grigsby family photos
Roddy Stanton ~ Haynes Souvenir Album and
postcards, Yellowstone National Park

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By Deshler Morris House Committee
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By Bruce & Margery Graham
By Elizabeth Mitchell

For Scott Garrity
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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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for your ongoing
support!



Last day of Wheel Shop operation, May 5, 1986. 1. Gil Egeland, 2. Bill Van Pelt (foreman), 3. Norm Morgan, 4. Earl Stermitz, 5. Paul Boehm, 6. Willard Busby, 7. Gary Smith, 8. Val Van Orden, 9. Harold Nicholson, 10. Dick Juhnke, 11. Ed Martin, 12. Irv Hudson, 13. Gary Barnhart, 14. R. D. Peterson, 15. Ed Hanel, 16. Bill Phillips.

(continued from page 6)
Dispatch center workers gave orders to reduce the length of a train in cold weather, depending on the temperature.

Railroad workers also had to deal with garbage and asbestos in this area. An incinerator and a large smoke stack were next to the Car Shop office where garbage from the Car Department was burned. During the steam locomotive days there was a room behind the smoke stack where Boilermakers ground asbestos into a fine material that was then used to insulate the locomotive boilers. When the fluffy material was moved to different areas in the shop on a normal, windy day, asbestos probably blew through the air, affecting the whole east side of Livingston. The asbestos work was not considered hazardous at the time. Sonny O'Neil and Richard Plaggemeyer told me that they had asbestos in their lungs but their doctors told them that because they didn't smoke they had not developed lung problems.

Carmen repaired some freight cars an area called the wind tunnel northwest of the Wheel Shop—a covered area with no door on either end. They worked in a Carpenter Shop in this area and adjacent to that was the paint stripping area where workers removed paint from locomotives and readied them for a new coat of paint. Machinists and electricians repaired traction motors, generators, and small electric equipment in the Electric Shop, which was next. Then there was an open area of tracks where equipment was stored, waiting to be repaired. Sonny O'Neil told me that workers repaired boilers in the Electric Shop originally because there was a large overhead crane that picked up and moved the boilers and the iron to repair them.

The final building in this row at the northwest end of the transfer pit was the Roadway Shop where mechanics repaired track equipment. The track equipment consists of machines that a section gang uses to replace ties and rail

on the railroad; you can see this equipment in the summer as you drive by a section where men are working on the track. Larry Taylor ran the Roadway Shop during the time that I worked at Burlington Northern. This area originally had a boiler shop built on it.

Workers called a large building that was west of the Electric Shop the steel house because it was used to store iron for the rebuilding of locomotives. Boxes of filters and locomotive axles were also stored there. Railroad employees used a diesel-powered mobile crane in the store room to load and unload wheel cars for both locomotives and box cars. It was also used to pick up and load scrap into cars and to shift cars for workers to use in the Material Department area. The crane was also used to load and unload flat cars of roadway equipment.

The final article of this series is about the supporting areas of the railroad that existed separate from the shops—the depot, freight house, yard office, signal department, and section department.

Consultants:

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

All photos by and courtesy of
Bill Phillips

(continued from page 1)
forest lands. Harry issued permits to people so they could harvest timber from the forest, some for commercial use, and some for settlers who needed wood to build their homes and fences, and to burn for heating.

He also issued grazing permits to ranchers for their horses, cows, and sheep. Starting in June and continuing into July, Harry counted sheep in a pen at the Main Boulder Ranger Station as sheepherders took their flocks into the mountains to graze. He designated grazing areas up the Boulder and over the top of the divide at Independence, an old mining area in the 1890s, into the Slough Creek drainage just north of Yellowstone, often checking that the animals were grazing in the proper areas and not infringing on areas permitted to other ranchers.

Harry drove a horse-drawn wagon that he used for his and his family's transportation to Livingston and Big Timber or for hauling lumber and firewood. To get to Livingston, where the main forest service office was located, Harry sometimes traveled north to Big Timber and caught the train, or he followed the Swingley Road traveling west to Livingston. But wherever Harry went, he multi-tasked: he repaired the telephone line as he rode, often navigating deep snow and muddy conditions to keep communication open. Harry spent a great number

of hours maintaining a telephone line from the Main Boulder north to Livingston and also from his duty station to the East Boulder and Bridger Creek.

Other diary entries revealed that Harry worked out of Noxon, Montana as a crew leader during the infamous 1910 fire season in Idaho and Western Montana. In 1917 one of his fingers became infected and he had to have it amputated. On September 12, 1918 he registered for the draft at the Hawkwod schoolhouse on the West Boulder but did not get called up because he was thirty-five years old, had two children, and was already working for the government.

The Yellowstone Gateway Museum has numerous artifacts and photographs that were donated by the Kaufman family.



The Wedding Dress that Was Never Worn

On June 21, 1911 Harry picked up Coral on his return trip to the Main Boulder Ranger Station after working in Livingston. She was to ride with him as far as her brother's home on the West Boulder.

Coral's daughter, Betty Ball, recalled the story of that day, "[Coral] was dressed in a fashionable riding habit...a divided skirt of leather with short fringe on the bottom, long sleeved shirt, boots, hat, and gloves. Upon Harry's arrival they decided to get married immediately, instead of in October, as planned.

"They left Coral's parents' home [where they got married], riding at a fast pace across Harvats Flat, as the secret was out of a planned chivaree... [They saw] two cars of Forest Service personnel,... in "hot pursuit" ... to catch the newlyweds, bring them back to Livingston and ...[make] Harry push Coral down Main Street in a wheelbarrow. The autos were fast approaching, and [by] this time the couple was near the mountains... They found a low space in the fence and Harry draped his riding slicker over the wires, jumped their horses over the fence and rode on into the mountains, thus beginning thirty years of marriage."

Coral never wore her wedding dress.

Left: Young Betty Kaufman Ball, the daughter who preserved her family's story.

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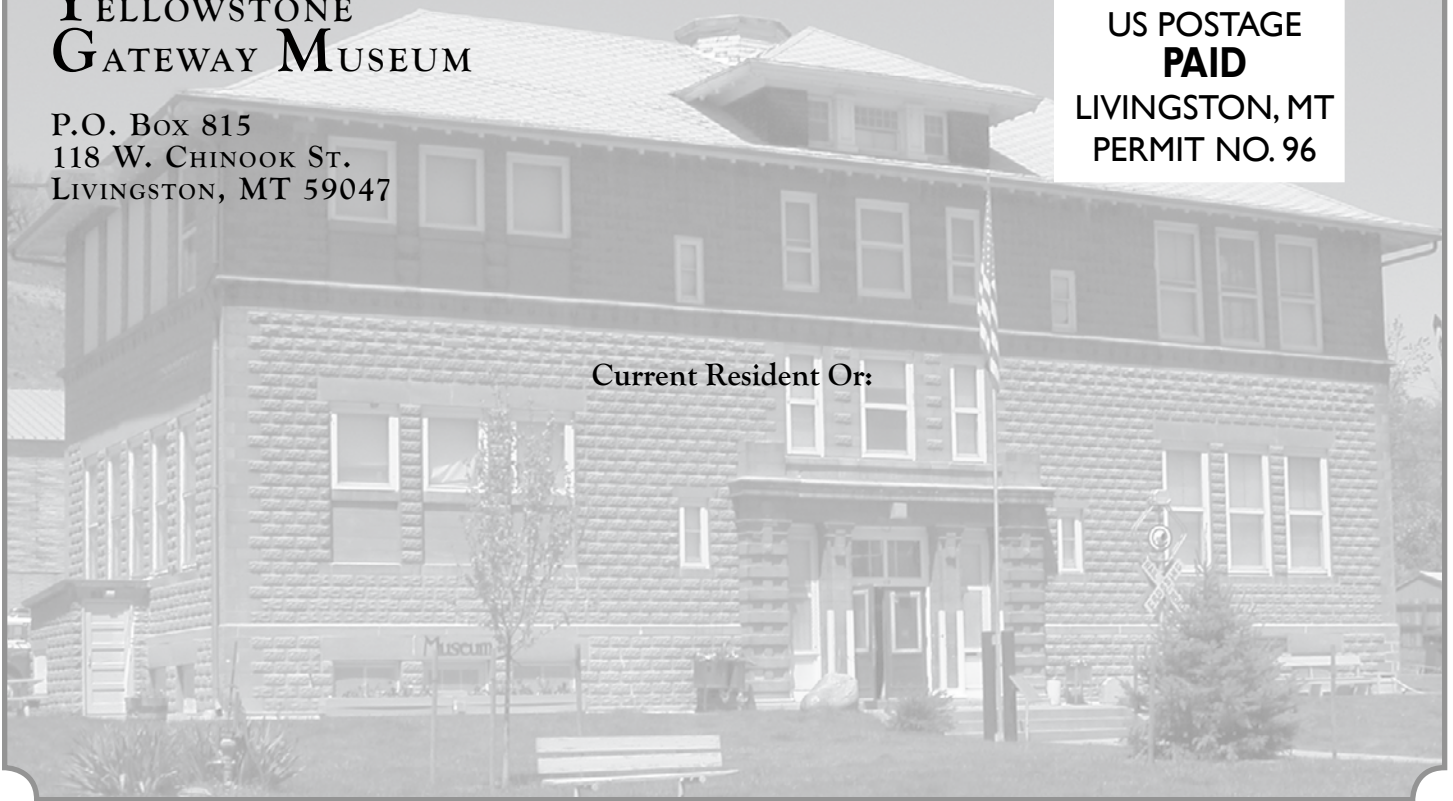
- **Catalogers** who enjoy working with historic photographs and objects, and computers.
- **Front Desk Workers, Docents, and Walking Tour Guides** who enjoy interacting with the public.
- **Custodial workers** who can help keep the museum clean.

And a coin-operated rotary phone for our phone booth (see page 4)

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See inside for
Bruce Graham's fourth article about the
Livingston Railroad Shops, *Across the Transfer Table*



Electric Shop employees, second shift, February 1986. 1. T. Loungee (supervisor), 2. R. Eggar, 3. R. Dermer, 4. J. Ross, 5. R. Cardona, 6. R. Huson, 7. D. Schuyler, 8. D. Strong, 9. J. Scalise, 10. B. Lee III, 11. M. Scalise, 12. M. Martz, 13. D. Karell, 14. J. Peterson, 15. S. Boysun, 16. P. Houts. Photo by Bill Phillips.