

Board Meeting – Northern Pacific Railway Historical Association – September 11, 2018 – Tumwater, Washington

Meeting called to order by President Bill Zidel at 8:19 PM. Board Members present: Golde, Hillard, Makins, O’Neil, Shannon, Woodward, and Zidel. Zieska did not attend the 2018 Convention due to health issues.

Bill and Jan Taylor presented the status of the several projects that were recipients of Grants from NPRHA.

- Elkhorn Water Tank Restoration: Phase 2 of this project is nearly 95% complete. In addition to a grants of \$2500 and \$5000 from NPRHA, this project has received support from the Montana History Foundation, Burlington Northern Santa Fe, and several private donors. The tank was completely disassembled by Heritage Timber of Missoula. Some wood was replaced. A replacement water spout similar to the original was procured. An inner support framework was constructed to simulate the forces that would be generated if the tank was full of water. The vertical boards (some original, some new marine grade wood) of the walls were reinstalled, and the roof framing and new wood shingles were installed, as was the original wood finial at the peak of the roof. To date two coats of Indian Red paint have been applied, with a third coat still planned yet this fall. The Elkhorn area was under Stage Two fire restrictions this summer, so the steel bands could not be heated for reinstallation around the walls of the tank. The restrictions have just been lifted, so reinstallation of the bands should happen shortly. Overall the restoration project is about 95% complete. Dean O’Neill is preparing graffiti- proof signs that will tell the story of the tank and its restoration. About \$4000 of the NPRHA Grant money remains to be expended; that should about equal the cost of the remaining work, which includes reinstallation of the bands, at least one more coat of paint, and erection of the signs.
- Trident Depot: The former NP Trident, MT depot was moved to Three Forks, MT several years ago after Montana Rail Link decided to remove it from its original location. The Three Forks Historical Society has been working to provide a new foundation, and recreate the original exterior and interior appearance of the building. The project has a lot local support, spearheaded by Larry Wilcox. A brick wall has been added to commemorate all of the donors who contributed to the project. The depot sits in a railroad park that also includes a Milwaukee bay-window caboose and a Fairbanks-Morse motor car.
- Paradise Center - Paradise, MT: The Paradise Elementary School Preservation Committee has been working to preserve their school, which was constructed in 1910 on land donated by the Northern Pacific and was used until 2016. One upstairs classroom in the building has been set aside to house a railroad display, which will include the Paradise Tie Plant, and a model railroad featuring the Paradise area circa 1946.

Harold Shannon, chair of the NPRHA Grants Committee, will make an additional presentation on Grants at the September 13 Membership Meeting. The process of applying for grants and obtaining Board approval for grants has been streamlined. Bill Zidel commented that we have been getting good reports on progress on recent projects. Harold commented that we have heard of numbers of projects, and perhaps the Board should consider increasing the budget to more than \$10,000 per year for Grants.

NPRHA Treasurer: Bill Zidel mentioned that for 2018 and early 2019, Dave Hillard will remain the NPRHA Treasurer. This is primarily due to geography – Dave is located close to Bill and several other officers, while Don Golde is in southern California. Both Don and Dave, as well as Bill, are authorized as Key Executives and Check Signers for NPRHA.

2018 Convention Attendees: 141 attendees and 43 spouses have registered for the convention so far, with one third registering in the last month before the convention. This situation has made arrangements for items like buses and the banquet a bit challenging. The capacity of the PNRA at Burien is only 55, so that also makes for a logistical challenge.

Future Conventions: Dean O’Neill reported on the plans made to date by the newly reconstituted Conventions Committee. Jim Dick and Ken Zieska have plans fairly well settled for the Brainerd, MN area convention (September 8, 2019 start). Bill and Jan Taylor, Chris Frissell and others are working on arrangements for a 2020 Convention in Missoula, MT (probably September 22, 2020 start, although dates may be influenced by the University of Montana football schedule – at the moment, only the 2019 Grizzly football schedule is fully available on the internet). 2021 Convention will likely be in Everett, WA, area. 2022 somewhere on the East end, and 2023 somewhere in Montana (perhaps near Yellowstone Park), and 2024 somewhere in Washington State. For the information of those interested, the Great Northern Conventions will be in Bellingham, WA on September 15 – 19, 2018, Fargo, ND on July 20 – 24, 2019, and Nelson, BC on September 19 – 23, 2020.

The priorities of the Conventions Committee are to establish firm plans for the conventions for 2019 and 2020, then to update the convention guidebook that appears at

www.nprha.org/Association%20Documents/Forms/AllItems.aspx?RootFolder=%2FAssociation%20Documents%2FConvention%20Planning&FolderCTID=0x0120006DDEC9AE69F2E147BE5D7BEEEE2063F&View=%7B9BAC0005%2D42C5%2D468C%2DAD76%2D9876F14582AE%7D, perhaps building on the experience and practices of the

GNRHS. For each of the GNRHS conventions they appoint an overall Chairperson, an accommodations coordinator, a presentations coordinator, and an excursions coordinator. Members of the Board agreed that Presentations are the most important aspect of a convention, with modeling second, swap meet third, and potential train rides least important. In locations where train rides are not practical, bus tours of the NP route and facilities are often a good substitute for a train ride.

Regarding the Brainerd area convention, we need to ensure that the Arrowwood facility has appropriate and adequate space for presentations, swap meet, and banquet. Jim Dick and Ken Zieska may already have the answers to this question, if not Jim Woodward offered to do a reconnaissance trip.

After additional discussion, Dean O'Neill moved that the Board accept the proposed arrangements for future conventions as documented above, Bill Zidel seconded. All Board members presented voted Aye, so the motion carried.

Archiving Committee Report and Motion – Dean O'Neill:

Problem Statement: The NPRHA is lacking a strong set of defined goals and standards relating to the storage and digitization of our paper and photo archive material. Currently, we have no unifying/organizing set of goals (other than the broad NPRHA charter), and we have no digitization standards (resolution, formats) that are broadly agreed to, shared, and evangelized across archives.

Proposal: The NPRHA should formulate a committee to set goals and standards for archiving efforts, relating both to paper and photographs. The committee of 8-10 members will need a strong leader to set goals and a timeline to achieve milestones and publication of standards. The need is immediate and will continue for many years to come.

Representative Issues or Questions to Answer

1. What content should we charge for, and what should publish for free on NPRHA.org? For instance, today we charge for passenger equipment diagrams, but give away all the rest.
2. What is the master list of all NPRHA collections? Should there be one, and if so, how is it maintained?
3. How many copies of common material (train schedules, notepads) should we keep?
4. Is there a "bar" for what we keep and what we discard when collections are donated? (we can't keep every old copy of Model Railroader). Should we have a table of "Treasured/Keep/Keep only if Unique/Raffle Table/To other RR Org"
5. Should we diversify the storage location of our material where possible (catastrophe avoidance)?
6. If we publish pictures, what resolution should we publish at?
7. For which content should we digitize as PDF, TIF or JPG?
8. What resolutions should "master" copies be scanned at? Is "lossy" storage OK for masters?
9. What content is highest priority for digitization? Is there a curated backlog of ToDo work for digitization?
10. If an item is high priority for digitization, is it OK to move it or "check-out" for digitization efforts? What are the conditions of such a check-out?
11. Should our standards be shared with the GN, since we share custody of many collections?
12. Long term, should we seek deeper relations with important archives like MHS for digitization and sharing?
13. Are there collections that we should peruse for acquisition? For instance, NP steam locomotive drawings with Minnesota Live Steamers?
14. How do we attribute and record photos for which we don't know the photographer or lineage?
15. If we cannot get these tasks done via volunteer labor, perhaps NPRHA could pay a college student or a temp agency to help with inventory and cataloging of drawings and other records.
16. Many, many others...

After discussion of the items listed above, Dean O'Neill moved to establish the Archiving Committee, second by Woodward. Approved Unanimously.

Other Business: Bill Zidel mentioned that we need to examine the relationship between PNRA and NPRHA with respect to Company Store pricing, overhead and sales. We will discuss this in the future. We also need to monitor and perhaps discuss the relationship between the Minnesota Transportation Museum and NPRHA with respect to our presence at Jackson Street Roundhouse. The roster of Officers will remain the same for the coming year – Zidel as President, Zieska at Vice President, Hillard as Treasurer, and Woodward as Secretary.

Adjournment moved by Makins, second by Woodward. Voted to adjourn at 10:00 PM.

Jim Woodward – Secretary, NPRHA