

2019 - A Record Year for NPRHA Grants

There were five preservation grants issued for 2019. That is a record and double the number from 2018.

The first grant for \$5,000 was made to the Lake Superior Railroad Museum in Duluth, Minnesota. The purpose of this grant is to return the Northern Pacific, EMD SD45, #3617 back to running condition and take care of minor exterior cosmetic deficiencies, that will make it appear more like when it was factory delivered to the Northern Pacific. The primary scope of the project is to acquire and reinstall the components of the EM2000 control system, procure batteries for the locomotive, and have Independent Locomotive Service, realign the main generator that was installed when it was repainted, and take care of other possible small deficiencies while returning it to running condition. *Information and photos provided by Ken Buehler and Greg LeJeune*

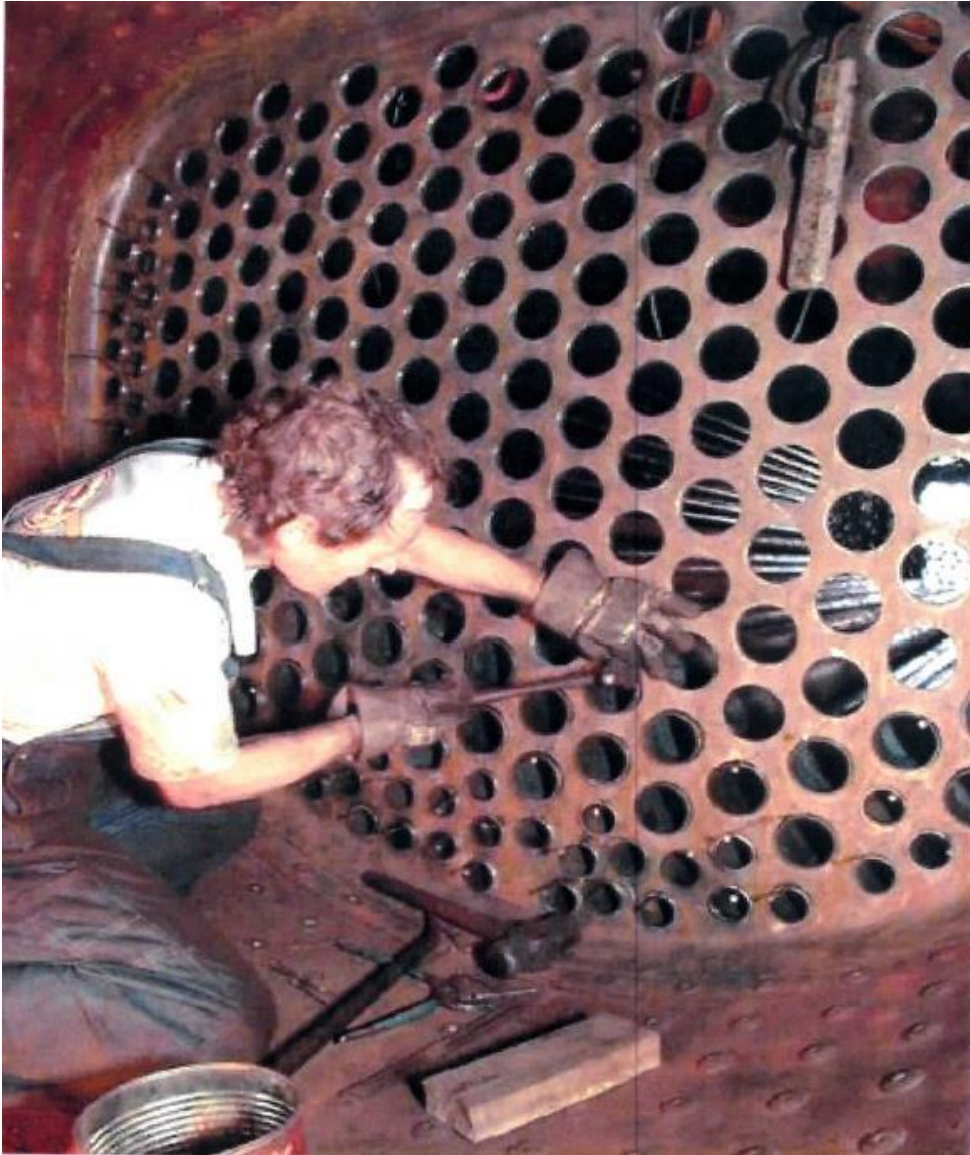


Engineers side of the locomotive, photo taken in 2015

The second grant for \$5,000 was made to the Pacific Railroad Reservation Association in Portland, Oregon. The purpose of this grant is to complete the 1472-day (15-year) boiler inspection on the SP&S 700 steam locomotive, the sole surviving example of Northern Pacific's "A3" class 4-8-4 Northern locomotive. The funds will be used entirely and exclusively to support the inspection and rebuild the SP&S 700 to operable status. The 1472-day service inspection is an intensive, intrusive process by which the locomotive will be out of service for an estimated duration of up to 4 years. The inspection is a requirement of ongoing operation per the consolidated federal transportation code and enforced by the Federal Railroad Administration (FRA). *Information and photos provided by Jim Vanderbeck.*



PRPA volunteer members preparing a flue for safe-ending by the contractor



Flue-tubes in the firebox end being prepared for rolling & welding in place

The third grant for \$2,312 was made to the Three Forks Area Historical Society in Three Forks, Montana. The purpose of this grant will be to purchase museum quality lighting fixtures for the freight room and period appropriate lighting fixtures for other areas in the Railroad and Trident Heritage Center in Three Forks, MT. Installation of lighting will be handled by volunteers. The funds requested are to provide display space and lighting for the Heritage Center. While general lighting is in place, the intent is to install a flexible lighting system to allow displays to be independently highlighted as new displays are moved or created. Period style vanity lighting for the bathroom and a banker's lamp for the dispatch office, freight room and reception area will complete the lighting project. *Information provided by Patrick Finnegan.*

The fourth grant for \$5,000 was made to the Whitman County Historical Society in Colfax, Washington. The Whitman County Historical Society recently purchased the NP Depot in Pullman, Washington, plus a NP passenger car and BN caboose which were on site. Plans include renovating the depot, train cars, and grounds. Funds are requested to help renovate the rolling stock to be used to display NP artifacts, tell about railroad history, as well as provide a theater for showing historic videos. These funds will provide a portion of the resources needed to completely renovate the exterior of the cars, including painting both in NP colors and attaching official insignia. *Information and photos provided by Valoree Gregory.*



Historic Northern Pacific Depot

The fifth and final grant was made to the Yakima Valley Rail & Steam Museum Association, also known as the Northern Pacific Railway Museum in Toppenish, Washington. Funds are requested for the restoration of the museum owned 1921 Mann McCann ballast spreader (NP 642). This was one of five purchased by the NP and is believed to be the last one in existence. It served a vital role for many years on Stampede Pass as a snow plow in addition to its years as a ballast spreader. The plan is to do metal replacement where rusted out, replacement of all doors, windows and their jambs where in severe disrepair. It would be backdated by replacing its oil stove with original style caboose stove and interior with a kerosene lamp. All rotted wood would be replaced inside and out. The entire unit needs to be sandblasted and repainted into its original NP livery. *Information and photos provided by Doug Shearer.*



NP 642 with NP 1364 class S-4 locomotive and NP 1238 wooden caboose at the museum. Photo was taken during 2014 NPRHA convention tour. Appearance is similar today.

Each year the NPRHA awards a limited number of grants with a maximum of \$5,000 per grant. Applicants must be public bodies, 501(c)(3) entities, or private individuals, but not for-profit businesses. The Grants Committee of the NPRHA receives and evaluates grants requests for work in the areas of railway history and the preservation of railway heritage including structures, publications, research, outreach and educational projects. Proposed projects must contribute to the preservation of, increase the general knowledge and understanding of, or promote public interest in NPR history. Our overall goal is to fund good projects. Applications for Grants may be made at any time. Those received on or before March 1 of any year will be evaluated for that year. Those received after March 1 will be evaluated for the following year. Information on completing and submitting a grant request can be obtained on the NPRHA website at www.nprha.org. Click on "About the NPRHA". Scroll down to "NPRHA Preservation Grants" and click on "Preservation Grants Site". Complete information is contained here including the application process and instructions, the application form to be downloaded, grants questions and answers, and the history of grants issued in the past. Questions about NPRHA grants can be submitted via email to grants@nprha.org

By Harold Shannon