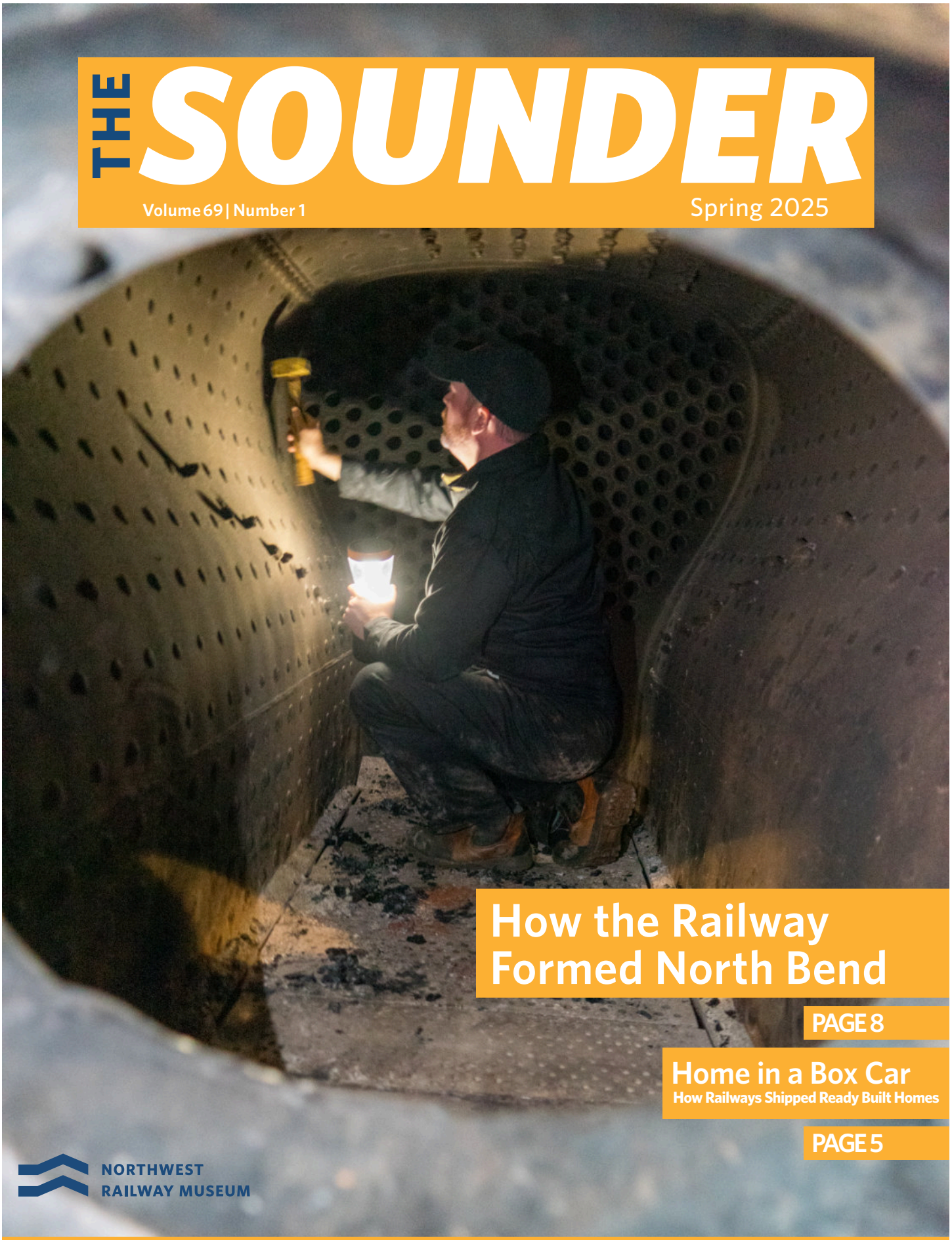
THE SOUNDER

Volume 69 | Number 1

Spring 2025



How the Railway Formed North Bend

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NORTHWEST RAILWAY MUSEUM

Preserving Railway History Since 1957

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The Northwest Railway Museum acknowledges it is built on the traditional lands of the Snoqualmie Tribe and other Coast Salish peoples. The Museum's railway runs through land and features considered sacred to the beliefs, values, and heritage of the Snoqualmie Tribe and other First Nations.

Summer Train Schedule

Saturdays & Sundays — April 2025 - October 2025

North Bend

10:30am	**12:30pm**	**2:30pm**

Snoqualmie

11:00am	**1:00pm**	**3:00pm**

** Prices and schedule may vary on special event dates, visit TrainMuseum.org for more details.*

CONTACT US

Have questions or feedback? We'd love to hear from you.

You may contact us at: info@TrainMuseum.org or 425-888-3030 ext. 7202.

The Museum gratefully acknowledges funding and support received from:

Snoqualmie Tribe · 4Culture King County Lodging Tax · City of Snoqualmie Lodging Tax Fund · King County · Washington Trust for Historic Preservation · dahp

and the many individuals and businesses who give generously each year.

If you wish to give a gift, please visit TrainMuseum.org/Support

THE SOUNDER

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THE NORTHWEST RAILWAY MUSEUM MISSION

To operate a nationally significant museum and heritage railway where the public experiences captivating exhibits and educational programs that confront the impactful and challenging history of railways in shaping the Pacific Northwest, actively engaging the community and inspiring future generations to preserve this transformative heritage.

The railway changed everything

NORTHWEST
RAILWAY MUSEUM

A NOTE FROM THE EXECUTIVE DIRECTOR

Spring is just around the corner and lots of exciting things are happening at the Museum. I am pleased to share our Strategic Plan that our Board of Directors adopted which shares the priorities and objectives for our Museum over the next five years, outlined on the next page. It is also my pleasure to share two interesting stories with you.

Thank you Reinhard F. Stettler

Over the years we have had many amazing individuals engage with the mission and work of our Museum. Reinhard F. Stettler was one of these individuals. He was a professor of forestry at the University of Washington, but to me, he was just a great friend and conversationalist with whom I enjoyed many fine lunches at Isadora's Café (later renamed the Black Dog) in Snoqualmie. Reinhard passed away on December 9, 2024 at the age of 94. Our condolences to his son Daniel Stettler of Seattle.

Over the years, Reinhard and I discussed railway history, Swiss railways, world history, sometimes the article he was reading in Scientific American, and more. We also talked "just a little" about cottonwood trees because he was – unbeknownst to me - perhaps the world's foremost expert and has been credited with developing the TD hybrid of eastern and black cottonwoods that are grown on plantations throughout the Northwest.

Reinhard was impressed with the Northwest Railway Museum's work and followed our program and collection development and maturity for more than 20 years. His final tribute was a bequest in support of the Museum, a lasting legacy that will be used to support the new Roundhouse and turntable.

Thank you, Reinhard, and may you rest in peace.

Celebrating 30 Years

It continues to be my great honor to serve as the Northwest Railway Museum's executive director. I began working full-time for the Museum – then known as the Puget Sound Railway Historical Association – as the curator 30 years ago this month. Some of the highlights of the intervening years include changing the name to the Northwest Railway Museum, preserving and restoring the chapel car, and developing the Railway History Campus.

Thank You

Thank you to everyone who has supported the Museum either as a volunteer, a visitor, or a donor: you have made this vision possible.

Richard R Anderson
Executive Director

NORTHWEST RAILWAY MUSEUM

Strategic Plan 2025-2029

The mission of the Northwest Railway Museum (501c3 non-profit) is to operate a nationally significant museum and heritage railway where the public experiences captivating exhibits and educational programs that confront the impactful and challenging history of railways in shaping the Pacific Northwest, actively engaging the community and inspiring future generations to preserve this transformative heritage.

Community

- Identify and eliminate barriers to participation, particularly in local and underserved populations.
- Grow Museum visitation by providing year-round programming, reaching the five living generations.
- Strengthen relations with neighbors, donors, colleagues, and with local, regional, state, tribal, and federal governments.

Education

- Develop exceptional interpretation of the permanent collection of artifacts that support the Museum's Mission.
- Double K-12 student programming through school field trips and internships.
- Educate underserved populations by bringing the stories and collections from the Museum through virtual and online programming.

Preservation

- Curate the Museum's collection using the highest standards of the museum industry.
- Continue to practice environmental stewardship in all aspects of museum operations.
- Evolve the collection of large and small artifacts to best support the organization's mission.

Resources

- Grow private philanthropy and strategic messaging to complete the Museum's Master Plan with a Roundhouse, Turntable, and Exhibits.
- Increase and retain a highly trained volunteer talent pool.
- Invest in professional staff empowering them to deliver outstanding programs and audience experiences.

Home in a Box Car:
How Railways Shipped Ready Built Homes

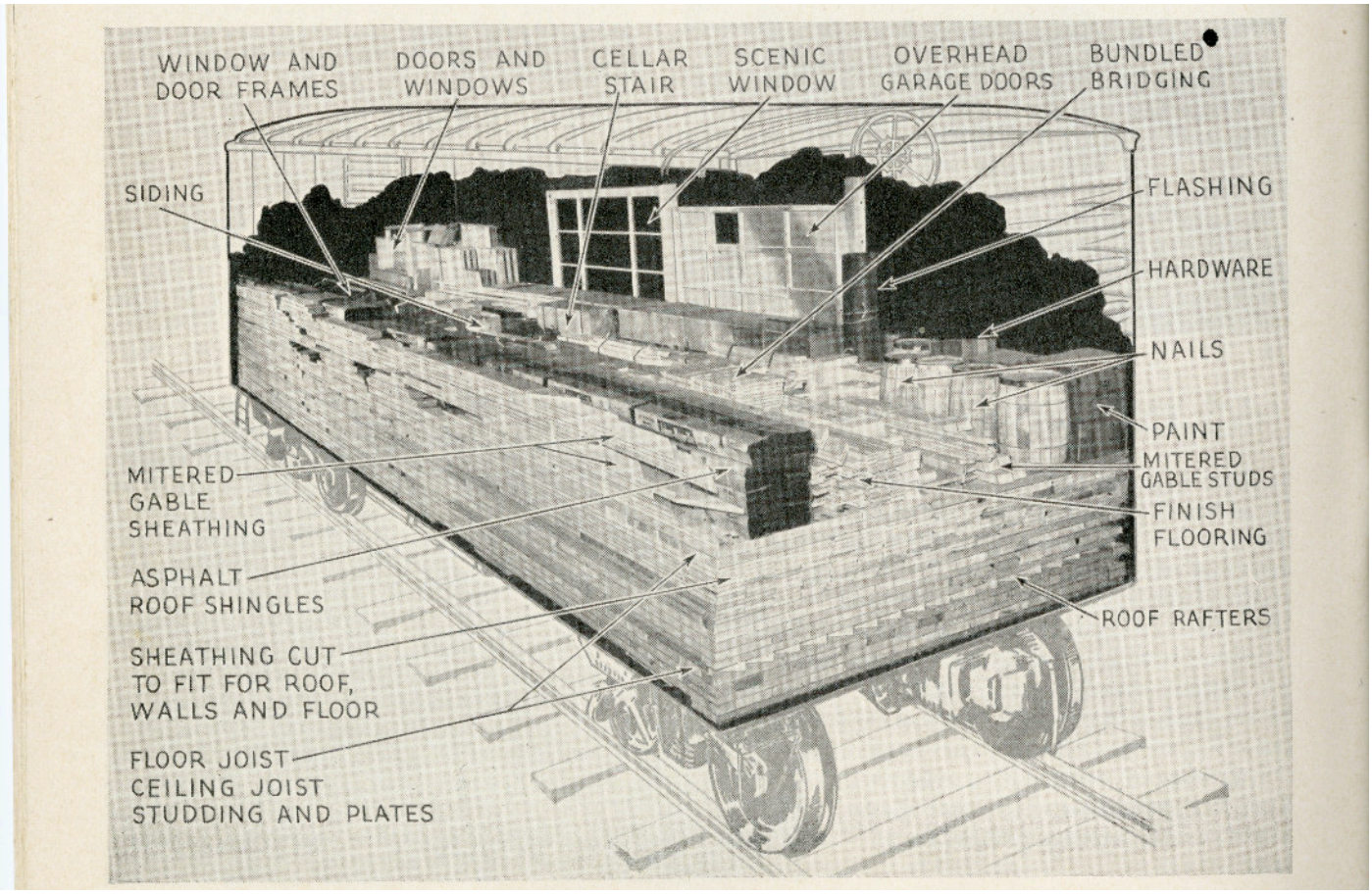
Mary H., Educator

When we think of homesteaders building new homes in the 1800s, we either imagine men cutting down logs or using a series of animal-drawn wagons to bring materials to the site. Trains would change this. By 1908, trains were transporting houses by way of housing kits.

The Sears, Roebuck, and Company, now known as Sears, is the most famous company that sold pre-built housing kits. Other companies that followed include Aladdin, Bennett, Gordon-Van Tine, Harris Brothers, Lewis, Pacific Ready Cut Homes, Sterling, and Montgomery Ward Homes. Interested home buyers would choose a house design from a catalog. Homes ranged in price from $600 to under $2,000 and varied in sizes and extra features.

Once customers placed the order with the company, the company would send all the materials for the home in a boxcar, sometimes two boxcars. This would be the wood frames, nails, plaster, roofing materials, and everything else needed for a house. The new homeowners would hire contract builders or, depending on the home company, use company builders. By 1940, the home via rail business had disappeared. While this segment of business was short-lived, the railroad continued to promote the permanence of the settlements it had created through these home kits.

Below: Part of a page from an Aladdin catalog that illustrates how the parts of a house would be packed for shipping via rail.



FROM THE ARCHIVES

From Cities to the Suburbs

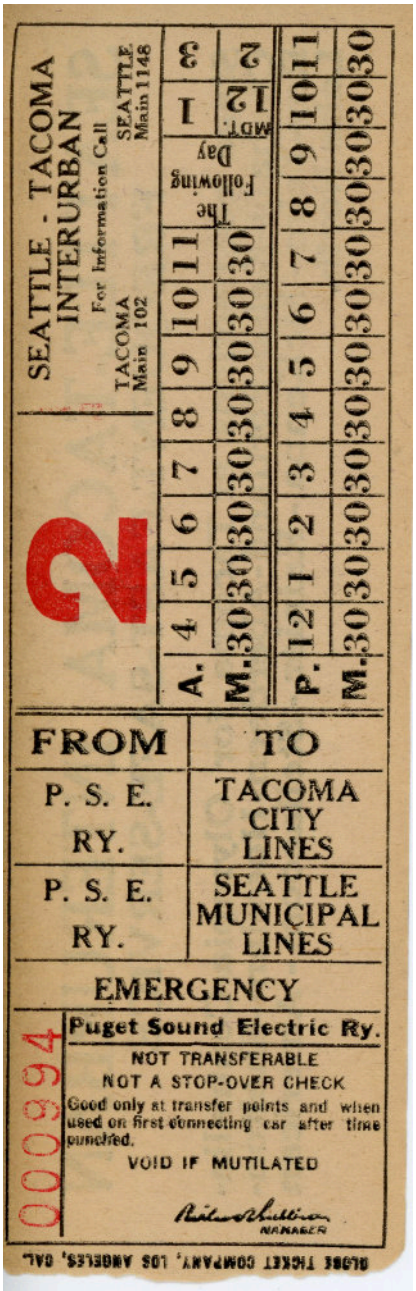
Emily B., Collections Registrar

As cities grew and suburbs were built around them, people needed reliable transportation to move around quickly, economically, and efficiently between cities and neighboring towns for work and recreation. Before the highway system, electric railways – interurbans - connected cities to rural communities. Just like railroads, interurbans helped decrease travel times for both people and freight, while also boosting economic and social interactions between different communities. Electric railways transitioned transportation from horse-drawn carriages to private automobiles. In Washington, the Puget Sound Electric Railway operated starting in 1902 between Seattle and Tacoma, influencing settlement patterns in both King and Pierce counties. The hydroelectric plant at Snoqualmie Falls, owned by Seattle-Tacoma Power Company, powered the interurban.

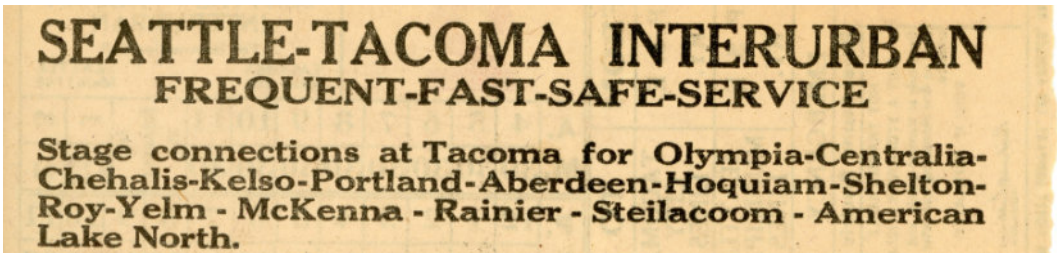
Ticket number 00994 in the NRM archive is an unused early 20th century ticket for the Seattle-Tacoma Interurban line. This ticket does not provide a date but, on the back of the ticket, it names the stops where passengers on the interurban could connect to an auto stage. An auto stage was an automobile that carried people and their luggage. These stage connections included destinations to Olympia, Portland, Rainier, and Steilacoom.

The Puget Sound Electric Railway ended operations at the end of 1928, and today parts of the original line are part of the Interurban Trail biking and foot path.

For more information about the Museum's 523, the last remaining PSER car, stop by the Museum's Train Shed Exhibit Hall.



Above: Ticket from the Puget Sound Electric Railway from the NRM's archives.



Left: Back side of ticket.

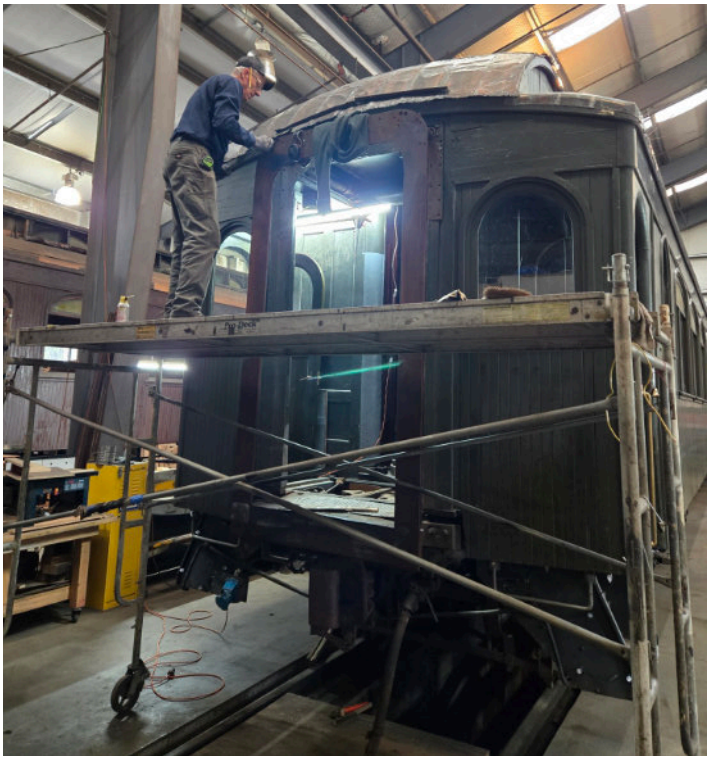
Repairs to SP&S Coach 213

Saxon B., Collections Care Project Manager

Repair work on Spokane, Portland & Seattle 213, one of the Northwest Railway Museum's restored 1912 coaches, is proceeding this winter, following Santa Train. Minor repairs to the coach's east end buffer/ diaphragm assembly were needed due to several loose fasteners plus years of wear on the spring assembly.

Led by volunteer Floyd V., new fasteners were installed and adjustments to the spring assembly were made by fabricating new support rods. Other volunteers also repaired trim and paneling around the end doors and vestibule windows and installed missing door hardware. New trap door latches are being machined by volunteer Jerry D.

Newly replaced L-3 triple valve with cleaned and painted air piping, particle collector, and cut-out cock. This assembly is normally located underneath the approximate midpoint of the carbody on one side of cars of this era.



Floyd V. loosening the attachment bolts for the upper spring-loaded diaphragm support rods. One of these was badly worn, with makeshift repairs from the coach's maintenance-of-way service in the 1980s, and required replacement.

Another significant gain was brake work: swapping the L-3 triple valve for a newly rebuilt and inspected one, as well as cleaning the particle collector and cut-out cock associated with the brake valve. The cut-out cock required multiple cleaning and lapping sessions to work freely while not leaking air. New air connector hoses were also installed at both ends of the coach, as were new steel coupler carriers formed by Farwest Steel. Multiple shop volunteers led by Collections Assistant Ty H. dutifully performed this work. Thanks to everyone's efforts, 213 returned to service in March.

How the Railway Formed North Bend

Mary H., Educator

North Bend is an example of a town influenced by the arrival of the railway. Before the European American settlers, the Snoqualmie Tribe called this valley home since time immemorial. In the 1850s, European American settlers started to homestead further from Seattle and into the Valley. Jeremiah Borst, one of the first European American settlers in Snoqualmie, arrived in 1858. By the time the Seattle, Lake Shore, and Eastern Railroad company surveyed the land in 1889, more settlers had arrived, including William H. Taylor.

Aware of the impending arrival of the railway, Taylor filed a town plat in 1889, calling what today is North Bend, "Snoqualmie Prairie". Taylor knew that the railway wanted to extend across the Valley floor toward the Snoqualmie Pass and that this could go through his farmland. Taylor donated parcels of his land to the railway company for construction to ensure the railway went through his property. The town of North Bend as we know it today built itself around the railroad tracks. If Taylor hadn't donated his land, the town would have most likely been centered in a different location.

Snoqualmie Valley Museum Collection

Railways shaped the settlement of many towns, not only across Washington State, but across the nation.

Regardless, the real estate decision by Taylor was a success. By 1890 there was a schoolhouse, a saloon, a general store, a cobbler, and a hotel.

North Bend, 1891. Snoqualmie Valley Museum Collection

Unfortunately, the railway was the reason North Bend changed its name from Snoqualmie Prairie. The SLS&E had three depots in the few miles between today's North Bend and Snoqualmie. Modern day Snoqualmie was called Snoqualmie Falls in 1889 and there was a depot at Snoqualmie Falls as well. The railway company did not want several depots with similar names in one location. As Snoqualmie Falls, the town, was owned by the railway's own board of directors, they required North Bend to change names instead of their own town. Taylor was out of town that day, so "Snoqualmie Prairie" was forced to change its name to Mountain View. When he returned, he changed the name to North Bend. Even though Snoqualmie Falls would shorten its name to just Snoqualmie, North Bend never changed back. It was officially incorporated as North Bend in 1909.

It truly is amazing to see the power a single entity had over the development of a small town.

Railways shaped the settlements of many towns not only across Washington State, but across the nation.

North Bend, c 1905. Snoqualmie Valley Museum Collection

SPECIAL EVENTS

Day Out With Thomas: The Party Tour!

All Aboard for a special birthday celebration with Thomas the Tank Engine! Thomas & Friends™ celebrates its 80th anniversary this year and the Northwest Railway Museum is one of the party stops! Tickets are now on sale! A link to event tickets can be found at: Thomas.TrainMuseum.org

This year's Day Out With Thomas event will delight and thrill audiences of all ages. Activities and games will be party themed and there will be all the classic event-exclusive merchandise, including an extra special new product line that older fans are sure to love.

The Northwest Railway Museum has hosted the Day Out With Thomas event for nearly 25 years. Several of the folks you might meet working at the Museum visited here as toddlers for this very event, came back to volunteer, and some even went on to become Museum staff! The magic of Thomas & Friends™ can stay with you for a lifetime.

Interested in Volunteering?
Contact Volunteer and Program Coordinator, Matt at Matt@TrainMuseum.org

Group photo of staff and volunteers from 2010, many who still work with the Museum today. Among them are some young volunteers perched up near Thomas' smokestack, one is now a Museum Board Director and another Museum staff.

Sunday Train Rides

Summer 2025

Resuming in April: Sunday train rides. The perfect bookend to a weekend getaway into the mountains or a special family outing all its own on either Saturday or Sunday.

Steam Weekends

May 10th-11th & June 14th-15th 2025

The first steam train rides of the 2025 season will be a special Mother's Day Weekend treat. Father's Day Weekend will be the next opportunity to see the Museum run steam. Come catch a ride with the 125 year-old, restored NP 924 steam locomotive!

Story Time

1st, 3rd, & 5th Wednesdays at 11am

Enjoy an afternoon out at the Museum's Train Shed Exhibit Hall, meant for rail fans of all ages. Listen to 1-3 stories together, experience a hands-on craft, and take the time to explore what this museum location has to offer.

No ticket or reservation required - Story Time is free!

Wine Trains Return

April 26th
June 19th
August 8th
August 28th
October 31st

2025 sees the return of the Museum's wine trains! Enjoy wine tastings and hors d'oeuvres from Snoqualmie Valley wineries and businesses, experience the scenic Upper Snoqualmie Valley aboard the train, and bring home a souvenir wine glass. The wine trains will be hosted on select dates in the spring and summer months, check for tickets online.

MUSEUM UPDATES

Thank you, Umpqua Bank!

UMPQUA BANK

Umpqua Bank has sponsored the Story Time program for 2025 with a $1,000 donation. These funds will help the Northwest Railway Museum expand the program offerings and keep the program free for the community. We are so excited and thankful for their support. Story Time offers children and their caregivers two stories, free time in the exhibit hall, a craft, a song, and sensory activities. We've already served over 100 people through four Story Time sessions in 2025!

Peak To Peak Express

The Museum just wrapped up its second Peak to Peak Express event, a Twin Peaks-themed wine train excursion. Fans from all over joined us to remember David Lynch, the show, and all that it brought to the Snoqualmie Valley community.

Brass 924 Models

The Museum just received the brass models of steam locomotive NP 924 which have been in development for the last few years. The models were produced by Division Point and come in two different styles: the original wooden cab version which matches the now restored appearance, and the steel cab version from later in 924's life of service after the cab had to be rebuilt. These high-quality models are a one-time limited run. Both versions will be available in DC and DCC and can be purchased in person at the Train Shed Exhibit Hall or over the phone and shipped out to you.

The finished wooden cab version of the NP 924 brass model on display inside an acrylic case. The models were displayed to the public for the first time at the Monroe Train Show in February 2025.

BOOKSTORE HIGHLIGHT

Come See What's New in the Museum Store

Visit the Depot Bookstore in the Historic Snoqualmie Depot or the Museum Gift Shop inside the foyer of the Train Shed Exhibit Hall to see these new arrivals and so much more!

eBay Store Update

New for 2025, the NRM now has select Museum-exclusive merchandise available on the eBay store alongside the model railway items. Did you forget to grab a souvenir on your last visit or want to support the Museum from afar? Now it is easier than ever!

Official NRM Squishables!

After a year of development and production work, the Northwest Railway Museum is pleased to announce the arrival of its first exclusive plush design. The NRM partnered with Squishable to bring locomotive 4024 to life in an extra cuddly size for families to bring home.

VOLUNTEER NEWS

Volunteer Spotlight

Volunteers contribute in so many different ways at the Northwest Railway Museum, sometimes for many years. This *Sounder* features the Museum's volunteers and their stories of connection with and passion for the Museum.

Kyelum H.

Kyelum H. volunteers as a Car Attendant as part of the Northwest Railway Museum's Running Trades program. He has served on the train crew since October 2024.

My passion for railroading started when I was a little kid with model trains. As a teen I rode trains across the country, and it was there I realized my passion for railroading wasn't in the equipment itself, but rather meeting people along the way, the stories they had to tell, and the different places they were headed. I found out about the NRM's weekend excursions, and that we (as volunteers) get to meet people from all around riding our trains. That's why I'm volunteering here: to meet folks, promote the railroad, and show how it changed everything.

My favorite part of volunteering with the NRM is the people that you meet. Not only is the comradery among train crew (the conductor, the car attendants, the engineer) unlike anything I've ever seen before, it's the passengers that you get to meet! Watching them enjoy the train moving, it's like magic when it comes to life. It puts a smile on everyone's face, and you're there to help facilitate that and ensure they're having a safe and enjoyable time.

My professional background is in telecommunications engineering, but my real passion is meeting people. I'm looking forward to continuing to learn new skills; here at the NRM, they're teaching me everything from train safety to properly greeting and boarding passengers. You don't have to know everything to join the Northwest Railway Museum, we'll teach you from scratch and that's one thing I've truly enjoyed about being here!

Remembering Jim Hale

Jim Hale devoted many hours to volunteering at the Northwest Railway Museum working on the train as fireman and brakeman and was learning to be a train engineer. He was a regular speeder operator with good friend Pete K. during special events. As his daughter joined the railroad engineering world the two of them would talk about railroad construction. He was always happy to offer his construction knowledge to aid in her endeavors. Despite his gruff appearance, he was a gentle man and was genuinely liked by those around him.

He grew up raising dairy cows on a farm in Granite Falls and spent his entire life in Washington. He received a BS in Economics from the University of Washington and was a lifelong devout Husky fan. He spent the majority of his working life as a piledriver and proud member of the Piledrivers Union. Though out his life he gave back to the community.

He served active duty in the Air Force including a deployment to Vietnam and then transitioned to Army Reserves where he retired after 21 years as a Master Sergeant. He and his wife Heidi, who he met in the Army, were both deployed to Saudi Arabia during Operation Desert Storm.

He was an avid fisherman. He was a member of the Everett Steelhead and Salmon club and loved volunteering with the club's Kids Fishing Program.

Jim will be greatly missed by all that knew him.

Jr. Sounder

Let's Map a Railroad!

Maps are important for railroads. Without a map, railroads would not know where to build the tracks. All maps have the following on it: a **title**, a **key**, and a **compass**. A **title** can be the name of what you are mapping. A **key** is a group of pictures. Each picture stands for a piece of information on your map. A map's key might show that every picture of a square stands for a house and every triangle is a pond. A **compass** shows which direction is north on your map.

Today, let's build a railroad town and then practice mapping it!

<u>Materials Needed:</u>

-Play train tracks
-Toy buildings and other toys like trees, bridges, furniture
-Piece of paper
-Pencils and erasers
-Markers or colored pencils (optional)

1). Find an area in your house to build your pretend town.

2). Place buildings and other decorations first. Add railroad tracks around these objects. When your town is finished, grab a piece of paper and a pencil.

3). On your piece of paper, draw your town. It may take a few tries to get your track and houses just right!

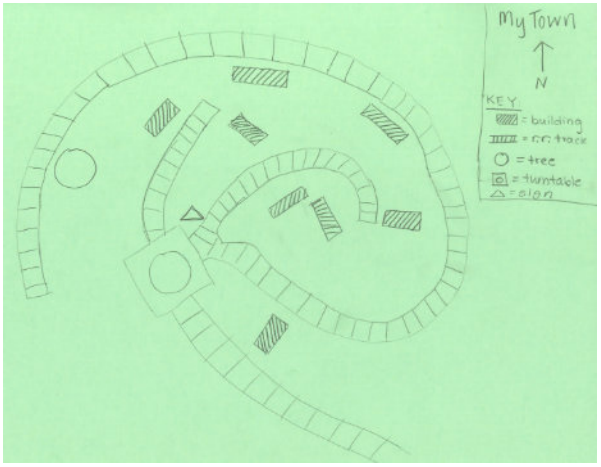
4). When you have finished drawing your town, decide what pictures will stand for the houses. What about the railroad tracks? And trees?

5). Make a **key** in the upper right corner and draw each symbol. Write what each symbol means.

6). Determine where North is. Draw an arrow pointing with a 'N' next to it. This is your **compass**.

7). Give your town a name. Write it at the top.
This is your **title**.

8). Color in your map with markers or colored pencils!



What other places can you create and map?

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