

Viewing the Rosebud

Viewing the interior of the car will be through the windows as the hallway is very narrow and is definitely not accessible. The original lighting will be used to highlight the interior for viewing as well as special interpretive exhibits on the history of the Rosebud Superintendents car. The viewable rooms are:

- **Observation Room.** This is where all the entertaining would have taken place. There are electric lights now, but originally the car would have been lighted by kerosene lamps. There are still marks on the walls to show the location of these lamps. The magnificent chandelier is the only lamp remaining except for the one in the kitchen. There is a berth above the sofa which is a hidden bed that folds down for sleeping. The bar in front of it is for a privacy curtain. The sofa also pulls out into a bed. The upholstery is original in the Northern Pacific snowflake pattern. The wicker chairs also are in this pattern. All of the furniture that you see is original to the car and is marked underneath with the car number.
- **Superintendent's Stateroom.** This room is furnished with a full-size bed. The Superintendent had his own personal toilet and sink so he didn't have to share a bathroom.
- **Secretary's Stateroom.** Note the special cabinet above the table with cubbyholes for correspondence. This room has a berth and two little sofas that also pull together for a bed, although it is very short.
- **Dining room.** This room has a berth and sofas that make into a bed. The table is hooked into two latches attached to the wall and can easily be removed for sleeping on the sofa-bed. The room features a sliding pass through door from the kitchen with a little folding shelf for serving.
- **Kitchen.** The closet in the northwest corner of the kitchen area, which housed the Baker Heater or coal fired boiler, was restored. The kitchen definitely only had room for one cook! The kitchen was found with shelves were filled with cooking utensils as well as spices, cleaning products and a box of lime Jello. It has a very large icebox. On either side of the roof you can see two chimneys. On the south is the chimney for the kitchen range. On the north is the chimney for the Baker Heater.
- **Front and Rear Platforms.** The platforms have been rebuilt using the original beam from the east end as a pattern. The railings are original and were sandblasted and repainted by Quality Auto. The chains could be lowered to allow movement between cars. On the east end of the car, the platform has little flip-up doors. When the car was being boarded the doors were up to access the steps that have been reproduced for viewing here. When the car was in motion, the doors were lowered to make a full platform on which to sit or stand. Up above is the box that allows for electrical connection between cars. Three electrical cables would fit into the three slots and the screw

tightened to complete the connection. A large 3 inch iron conduit runs the length of the car's roof which houses the cables. We have powered the car's lights with a 32 volt system. This is the same way the car was powered for a time at the Reeve Ranch at Beach.

- Bathroom. Originally called the water closet. As you can see, there wasn't much space. The toilet hopper was open directly to the tracks. There used to be signs at the depots that prohibited the use of the toilets within a certain distance from the depot.

Other Railroad Artifacts at the Visitor Center

- North Wall. The wainscot on the walls was made from the board and batten taken from the Northern Pacific freight depot which used to stand slightly east of the Visitor Center building in what is now the parking lot.
- Brackets. The decorative brackets under the eaves of the building were also taken from the freight depot. The handles on the front entry doors were taken from the sliding freight doors and have the NPR initials on them. The freight doors were reproduced applied to the exterior for an added decorative touch on the front and rear of the building. The glass carving on the front entry doors was designed by Carol Wetland of Photo Frame Gallery of Jamestown, ND. The actual glass carving was completed by Kim Bader, KD Limited of Bismarck, ND.
- Building Design. The building was designed by Dan Smith Architect to look like a railroad depot building. The freight doors were reproduced as an exterior design element. The decorative windows on the exterior were reproduced from windows in the old Northern Pacific passenger depot which was located where KOVC is now. The interior woodwork is also reproduced from that of the old NP depot. The Valley City signs on either end were actually taken from the original blueprints for the depot building.
- Exterior Display. The plan calls for railroad related exhibits for the exterior of the building as well. Freight cars and railroad signage will be a part of the display on the exterior to highlight the old Northern Pacific tracks, some of which are dated 1895. According to officials with Burlington Northern Santa Fe, the rails through Valley City were the first charter right-of-way to be sold in the United States.