

SAGEBRUSH HEADLIGHT

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THE NEVADA STATE RAILROAD MUSEUM
An Agency of the Division of Museums and History
Nevada Department of Cultural Affairs

SPRING 2005

Glenbrook: A Restoration Saga-Part III

by Chris DeWitt,
Restoration Supervisor

This installment will discuss some singular and subtle points that make this locomotive the *Glenbrook*. All too often, we look at an artifact as indicative of a type or class of object. To consider the object the result of its history requires a different perspective. As an example, the *Inyo* is often referred to as an example of 1870s railroad passenger locomotive. It is in fact that, but to say that, exclusively ignores the history that makes it special. To be a more accurate example of an 1870s railroad passenger locomotive it would have to have been scraped 75 years ago as were most all locomotives of this type. In the case of the *Glenbrook*, it is a significant artifact because there are few examples of 1870s narrow gauge locomotives around. What makes it truly special is its own history and vagaries.

The *Glenbrook* is special not only because of its type but because it ceased to operate early in its history. It is a time capsule of 75 years ago. It has not operated longer than it did operate. When it ceased operation all the history that was created in the fifty years of operation was sealed. We have a wonderful opportunity to see a part of railroad history not normally available, if we only look for it.

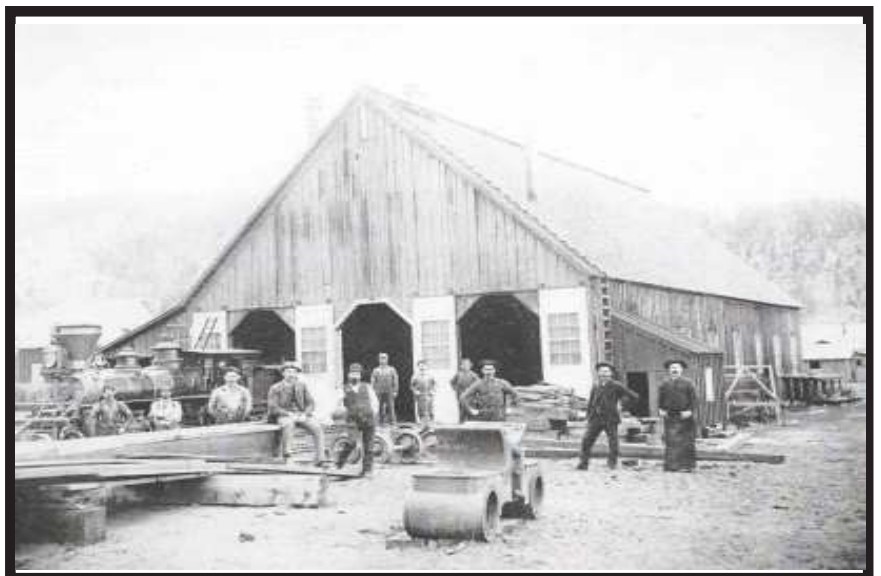
When the locomotive was first approached for restoration in the 1980s it was attacked with aggressive disassembly without regard for the subtle indications of a deeper story. This wasn't unusual as the goal of

restoration twenty years ago was to make something look new and shiny at the expense of intrinsic histories. The philosophy of restoration and preservation is changing slowly. Fortunately, many of the little details were noted and these are discussed in this installment.

The first example is a significant appointment on the *Glenbrook*, its crosshead pump. The crosshead pump was the standard feed-water device of the pre-1870s. Although the Frenchman, Giffard, designed and patented an injector in 1858, which he did it for reasons that are interesting but not important here, the acceptance of the injector was slow and as its operating principle was (and still is) mysterious; it was not trusted. The *Glenbrook* was built during the transition period from pumps to injectors; hence, it was fitted with one injector

and one crosshead pump. The reason this pump is significant is that by the 1880s, the injector was the accepted feed-water device and pumps were not used. On most all railroads the pumps were discarded and injectors were installed. The CTL&F Company did not see fit to remove and replace the pump. It is interesting to note that the *Inyo* was originally delivered with a pump and the mounting can be seen on it today. Examination of the *Glenbrook's* pump shows a repair to the barrel notable by the different colored brass used. We don't know when the pump was damaged but we can speculate that it was in a derailment where the pump struck a solid object. The upper portion of the pump is the surge chamber. There are a series

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Open Daily 8:30 to 4:30

Admission:

Adults \$4

Seniors \$3

Children under 18 FREE

Symposium 2005 *Milestones on the Railroad: Dates in Railroad History*

The Nevada State Railroad Museum and the Friends of the Nevada State Railroad Museum invite you to attend the 34th Annual Virginia and Truckee Railroad Symposium held October 20-23, 2005, at the **Plaza Hotel and Conference Center**, Carson City. The 2005 Symposium will continue a year-long theme celebrating many anniversaries and milestones including the 25th anniversary of the Nevada State Railroad Museum, the 100th birthday of V&T locomotive No. 25, and the 130th birthday of V&T locomotive, *Inyo*.

WATCH THIS SPACE FOR FURTHER DETAILS AND:

Plan to attend Symposium 2005!

NEVADA STATE RAILROAD MUSEUM STEAM UPS

Saturday and Sunday: May 14 & 15.....Armed Forces Day
Saturday, Sunday, Monday: May 28-30.....Memorial Day Weekend
Saturday and Sunday, June 11 & 12.....Weekend
Saturday and Sunday, June 18 & 19.....Fathers' Day
Saturday, Sunday, Monday, July 2-4.....July 4th Weekend

Steam Train operates 10:00 am - 4:00 pm

Steam Train Fares, as of January 1, 2005:
Adults- \$5.00, Seniors (65 and above)-\$4.00,
Children 6-11- \$3.00, 5 and under FREE

SCHEDULE SUBJECT TO CHANGE

Thanks to all of you who donated periodicals and books the Friends of the Nevada State Railroad Museum had a very successful fundraiser during the 2004 V&T Symposium. The Friends are continuing to collect books and periodicals (*if they are 1950 and older*). If you would like to donate books and older periodicals to the Friends, please contact Ann or John North at 775/786-4303 or jsnorth@sbcglobal.net. You will be provided a receipt for tax purposes. If it is found that a donated book or magazine is needed for the museum's reference library, that item will be donated to the museum.

On Track with the Department of Cultural Affairs

By *Scott K. Sisco,*
Interim Department Director

I'd like to begin by taking one more opportunity to thank all of you who support our state museums through membership, volunteering or both. The full value of your time and contributions is truly felt as we work our way through another legislative budget process. I hope each of you find equal reward by being an active part of Nevada's cultural scene.

I invite you to join our celebration of Nevada's diverse and abundant culture when OASIS 2005 comes to northern Nevada the week of April 4. Nevadans with a shared interest in the arts, education, libraries, archives, humanities, museums, historic preservation and archaeology gather for the OASIS conference to benefit from its workshops, panel discussions and other networking opportunities.

This year's conference also offers a number of unique cultural events that are open to the public. On the evening of Monday, April 4, you are invited to a free reading by former U.S. Poet Laureate Billy Collins at Lawlor Events Center.

Tuesday night, April 5, celebrate the arts with the Silver Anniversary presentation of the Governor's Arts Awards at Nightingale Hall on the University of Nevada Campus. Contact the Nevada Arts Council at (775) 687-6680 for ticket information.

Sarah Winnemucca takes center stage on Wednesday. I'm sure you all know that a statue of Winnemucca was unveiled in the rotunda of the U.S. Capitol in Washington, D.C. on March 9. This statue, along with one of Pat McCarran, represents Nevada in National Statuary

Hall. Thanks to the successful fundraising efforts of First Lady Dema Guinn and the Nevada Women's History Project, a full-sized replica of the statue will also be placed in our State Capitol in Carson City. I hope many of you will join us for the dedication of the Carson City statue in the Capitol at 5:30 p.m. on April 6. If you plan on attending, please RSVP to (775) 684-3313.

OASIS activities wind up on Thursday with an evening reception and open house at the Railroad Museum. This will be the public's first look at the new *Shadows of the V & T* art exhibit created by artist, history buff and railroad museum volunteer Loren Jahn.

A complete list of OASIS activities is listed at NevadaCulture.org, or call (775) 687-8323 for information.

I encourage you to visit the new State Railroad Museum in Boulder City on your next visit south. The museum is now offering weekly excursion train rides along the historic Boulder Branch Line on Saturdays and Sundays. It is a scenic ride, steeped in history and, as in Carson City, staffed by plenty of volunteers with whom to share the love and lore of railroading.

Now you can also experience Nevada lore from the comfort of your PC. The State Library and Archives recently placed the entire content of the *Nevada Riches* history CD ROM online. *Nevada Riches* uses archival film footage, oral histories, maps, music, photographs, narration and more to enliven the state's past. It's fun,

UPCOMING EVENTS

Wed. Evening Program (7:00 p.m.)

April 13

Salt Lake Line Archaeology

May 11

Historic Preservation

June 8

NSRM Restoration Shop Report

Oasis Conference, April 5-7

April 7, 2005, 5:30-8:00 p.m.

NSRM Public Reception
and Exhibit Opening

Friends' Board Meeting

April 14

6:00 p.m. at the Museum

June 2

6:00 p.m. at the Museum

Family Fun Day

April 30, 2005

*Mining and Railroading
on the Comstock*

25th Anniversary Celebration

Memorial Day Weekend, May 28-30

Lecture, Demonstrations, Living History

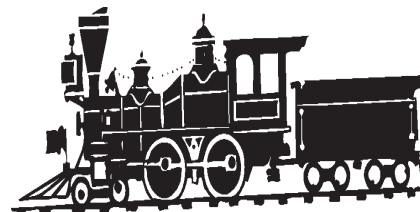
Symposium

October 20-23, 2005

For information, please call 687-6953.

fascinating, and the perfect toy for the history buff in each of us.

Honoring our past, enhancing the present and embracing the future all fall within the scope of the Nevada Department of Cultural Affairs. We could not do it without you, our members and volunteers.



-from page 1

of dents in an arc as shown in the photograph. This would lead one to imagine a tool of some sort hanging from a loop around the neck of the chamber. Close examination of the historic photos fail to indicate what that tool might have been but the staff a NSRM leans toward it being a church key (bottle opener).



The saddle which includes the cylinders and valve faces, is a replacement as indicated by the casting numbers "8 20 D 18 Extra" The term "Extra" indicates a factory replacement part. Replacing a saddle on a locomotive is not a task lightly undertaken. The time required to order and receive a saddle and the effort necessary to fit-up and tram a saddle would induce crews to attempt repairs first. This means that the saddle must have been seriously damaged. The photograph (from the Bliss collection) on page 1 shows the Glenbrook shop with a new saddle in the foreground. Research does not pinpoint a wreck date.

The device that lubricates the main journals or the axel bearings on the drivers is called a cellar. Late model engines had grease cellars. Early engines had oil cellars. The cellar is box shaped and fits closely under the axel. It is filled with a wicking material and oil. In operation the wicking keeps the axel bathed in oil. Many different materials have been tried for wicking. It became common practice to use wool waste. The *Glenbrook* retained it's early packing. The cellars were filled with rope fibers arranged vertically. Perhaps the method of application was to fill the box with rope and then trim the fibers to fit the axel. This style of packing is non-existent today; however, older texts on mechanical practice refer to it. Finding this is a rare opportunity

to see the trial and error method of engineering and design of locomotive operation. In regard to the trial and error method, this method of packing failed on this locomotive. When the engine was taken down one of the journals was found to be badly damaged due to failure of lubrication. The fibers appear to have collapsed, no longer making contact with the bearing surface and resulting in the brass being torn out of the driving box and the axle being badly scored. The age of the packing in the cellars is indeterminate. If the packings were performing adequately during operations, then it wouldn't have been replaced. Given the design of the suspension they would not even be inspected. Baldwin created a design wherein the locomotive hung from the bottom of the driving boxes. This design is cumbersome to work on at best and moronic in design for the most part. The suspended suspension was a deterrent to maintenance. Baldwin did away with this design feature quickly. What this intimates is the packing, if not original, is very old.

The *Glenbrook* boiler had a cast iron dome lid. The whistle and safety valves are situated on the lid. The Baldwin safety valves of 1875 were at best crude. They were fully exposed, not secure against tampering and seated directly into the dome lid. Not long after the construction of the locomotive the rules concerning safety valves changed. The valves had to be proof against tampering and include no cast iron. This common sense approach lead to a valve built as a unit that screwed onto the dome. The *Glenbrook* arrived at NSRM with a pair of safety valves that were applied upon adoption of this rule according to evidence present in the dome of the original valves. During a visit to the Cumbres and Toltec Railroad in New Mexico, it was pointed out that the engine house boilers were two old Baldwin locomotive boilers. The boilers dated from the mid-1870s. On the domes were original Baldwin safety valves that matched what was on the *Glenbrook*. Sketches were made for the file. Although valves of this kind will never operate on this boiler, (by law) they might adorn the engine while on display.

As alluded to in the previous installment, an original paint sample was located on the

cab brackets of the engine. The paint color used on the tender was a best guess as this sample was not available for reference until the engine was disassembled. An important lesson in color matching was garnered from this work. The covering layers of paint were removed by sanding with a fine grade of sand paper. When a sufficient area of original paint was exposed, attempts were made to match it to a paint chip. Although a concerted effort was made, no chip was found that matched adequately. The sample was then sent to a sign painter who matched the paint by mixing the appropriate colors. He applied a spot of his paint to the sample and it disappeared indicating a good match. The spot of paint he matched was then successfully matched to a paint chip. Although the chip matched the new paint, it would not match the old paint.

Here is what is happening. The old paint is not perfectly clean. Some of the covering layers are in the sunken irregularities and some of the paint on the prominences was sanded off revealing the surface underneath. The surface of the old paint is not a pure color. The eye could not rectify the color matrix against a pure color in a small area under intense scrutiny, i.e., the chip. The eye averaged the color surface under casual examination and fooled the brain into believing the color matched. The paint chip being a pure color was perceived to match the mixed color, again a pure color. Is the mixed color accurate to the original color? It is perceived to match therefore it matches perfectly. The locomotive frame is painted in the appropriate color based on the work done. A sample of the original paint is preserved in collections. A circle was cut out of the cab bracket with the original color on it. A filler piece was machined to fill the hole. The filler piece was stamped with the notice of why it is there and riveted in. The surface was filled and painted. If in the distant future the locomotive is restored again and this repair uncovered this information will become known.

These are but three examples of the singular details that make this more than just a fine example of narrow gauge freight engines of the 1870s. These and other finds make this the *Glenbrook* and give it individuality.

PRESIDENT'S MESSAGE

Dear Friends-

The calendar says it is almost springtime. Everyone is looking forward to that. It has been a long winter. The coming of spring means more activities around the museum, particularly this year, as it is our 25th Anniversary. It does not seem like it has been 25 years since the opening of the first phase of the museum. As some of you probably remember, it all started in a three-stall portion of the annex and a small adjacent area (now Jane O’Cain’s office). The display area was the small office-sized area and Mr. Richard Datin was the curator. A lot has changed in the past 25 years.

The *Friends* are 20 years of age. Again, it does not seem that long since a small “core” group had the vision and wisdom to form the organization. Again, a lot has changed since those early days. It all started with approximately 25 or 30 members who wanted to assist the museum with a few small tasks; now we have over 700 members in our organization and support the museum both financially and with a large number of volunteers who assist with the operation and staffing of the facility.

It is hoped that the next 25 years will produce even bigger and better results than the past 25 years. The board is about to embark on a large-scale membership drive under the direction of Mr. Stan Cronwall. He can use all the assistance that can be “mustered” up. So let's all get behind him and help with this endeavor. It is important to remember that our greatest financial assistance to the museum comes from the membership dues. Therefore, the more members, the more assistance we can provide for funding projects, acquisitions, and daily operations. After all that is our only purpose for existence.

- Ron Allen, President.

Volunteer Appreciation Dinner

The museum hosted the annual Volunteer Appreciation Dinner on March 4, 2005. About 115 active volunteers and their guests filled the Interpretive Center nearly to capacity to enjoy a fine catered dinner and to be recognized for the contributions they have made in the past year to the museum. Following remarks by Museum Director Peter D. Barton and Friend's President Ron Allen, badges and certificates were awarded by Interim Department of Cultural Affairs Director Scott Sisco, Division of Museums and History Administrator Dr. Wallace Steffan, and NSRM Program Coordinator John Frink.

In 2004, volunteers contributed 17,277 hours of service to the museum. That is equivalent to eight and a half staff persons; in comparison, the paid staff of the museum only numbers twelve and a half positions. Thank you volunteers for all you do for the Nevada State Railroad Museum!



Spotlight on Volunteer Alice Walker

By John Frink

Alice Walker has volunteered at the museum since she and her late husband Al joined the Friends in April 1995. After living variously in California, New Jersey and Wyoming, among other places, (and raising one boy and two girls in the process) they settled here in 1992. Alice has worked all over the museum - depot, store, front



desk-and logged a total of 693 hours. She is invaluable in handling *Inyo* crowd control during annual Santa Train weekends. As Membership Chairman of the Friends, since November 2000, she is a fixture at the Friends' board meetings. She is tireless in keeping us all honest – get that renewal in! Alice is a real asset to the museum.

Collections Update

By Jane O'Cain

The museum thanks the following individuals for recent donations of artifacts to the permanent, reference, and education collections:

Southern Pacific advertising poster-Bill Kohler, Gardnerville
 Seven books on engineering-Dick Dustman, Gardnerville
 Telegraph key for the Wabuska Depot interpretive program-Russ Tanner, Carson City
 B/W photograph of the Nevada Copper Belt motor car-John North, Reno
 Adlake Reliable hand lantern stamped V&T Ry-Michelle Marie, Carson City
 Trunk for the Wabuska Depot interpretive program-Merna Tanner, Carson City
 Negative of the *Inyo* appearing as the *Jupiter*-Charles Lacugna, Gardnerville
 Railroad photographs, b/w negatives, and ephemera- Ric Allen, San Diego, CA
 Oak chair and desk for the Wabuska Depot interpretive program-Friends of NSRM
 Pack saddle and three copy negatives-Ray Walmsley, Dayton
 Booklet, *Schedule of Wages of Locomotive Firemen*-David McNussen, Aptos, CA
 Books *Knight's New Mechanical Dictionary* and the *American Mechanical Dictionary* Vol. I-III-Jon S. DeWitt Estate
 Royal glass-sided typewriter for the Wabuska Depot interpretive program-Anonymous, Reno
 Eight reference books on railroad history-Joe L. Bensinger III, Carson City
 Color postcard of the McKeen motor car-Anonymous
 McKeen Company specification booklet (reprint) and color postcard-Anonymous
 Leather bound survey notebook of the V&T RR's Carson Valley extension (1905)-Kevin Owens, Carson City



Pack saddle on display in exhibit.

The Last American A Personal Odyssey

by Daniel Markoff

Johnny Bell.

There is probably no one out there reading this who knows who he was. There is probably no reason for anyone to remember him. He was not a governor, a scientist, gunslinger, or lawman. He was however, an engineer on the Eureka & Palisade Railroad in the 1870s. More than that, he was the engineer of the E&P locomotive #4 *Eureka*.

I have felt a certain kinship with Johnny Bell, for I have sat where he sat, had my hand on the throttle of *Eureka* where he had his hand, and have felt the elegant might of the *Eureka* charging down the tracks pulling a train full of passengers. It is amazing to me that I have been able to experience that which Johnny Bell experienced 130 years ago. In a metaphysical sort of way we are old friends, linked through time by an old locomotive.

For almost 20 years I have had the adventure of a lifetime. I know there are countless people who have dreamed about having their own steam locomotive so they could do what I have been able to do. That I got to go on this adventure is something that I still ponder to this day. That I got to do it may be pure fate. But, as I look back on my life, something tells me there was a guiding hand to that end. Perhaps it was destined for me to be able to sit in Johnny Bell's seat and care for his old locomotive in his absence.

I have long wanted to share how it came to pass that I, of all people, should wind up with an iconic locomotive of the Old West. What follows is how it all came to be. I think you will see that while all this may be the result of simple random circumstances there may have been some predetermination in it as well.

Anyway, what follows is that story. You make up your mind as to why it happened.

Along the way I will most likely digress off into some memorable event or two that you may enjoy also. Since Johnny Bell is not here to tell us about his days on the E&P #4, maybe I can do it for him.

Many of you know the general history of *Eureka*. For those of you who don't, read on ... the rest can skip over this and pick up the thread later.

Here are the basics:

Eureka was built in 1875 by the Baldwin Locomotive Works in Philadelphia, for the Eureka & Palisade Railroad. It is an American Standard 4-4-0 narrow gauge wood burner, Baldwin class 8 18C 18. The engine was named for Eureka, Nevada, one of the largest silver mining towns of the Old West, second only to Virginia City. The locomotive was built primarily as a passenger engine but it also pulled mixed trains.

The engine ran in Nevada until 1901 when it was sold to the Sierra Nevada Wood & Lumber Co, later known as Hobart Estate. For all of you that have Myrick's *Railroads of Nevada*, you will note that he said it was sold in 1896. However, the discovery of recent E&P records shows when the sale occurred. So hold back your urge to write me on this little fact.

While at Sierra Nevada Wood & Lumber, the *Eureka* was converted to burn oil, painted black, and there spent its days running log cars through the mountains near Lake Tahoe. In 1938, the SNW&L Co, Hobart Estate, was shut down, and sold for scrap. *Eureka* awaited the fate of so many that went before, and sat in San Francisco awaiting the scrapper's torch in 1939.

Eureka did not go unnoticed in the scrap yard. The late Ted Wurm told me that he and several others in the Bay area saw it awaiting the executioner, wanted to save it, but could not afford to do so. Among those who knew it was going to be cut up was Gerald Best. Jerry, if I can be that familiar, was a sound man at Warner Brothers' Studios, and knew that Warner was looking for a locomotive prop. It was Warner Brothers who ultimately obtained the pardon for the condemned locomotive by purchasing it. Sounds all too similar to the way money affects the legal system, also.

As if it were some sort of a movie plot, *Eureka* was saved from the scrap heap and went to Hollywood and lived happily ever after ... well, sort of.

While at Warner Brothers, *Eureka* appeared in numerous films and TV shows with Jimmy Stewart, James Garner, Forrest Tucker, John Wayne and many others. *Eureka*'s Cinderella movie career ended about 1976 with its last appearance in John Wayne's last movie, *The Shootist*. *The Shootist* was appropriately set in Carson City, Nevada

Around 1978, Warner Brothers sold off many of their props, and *Eureka* was among those let go. It was picked up by the Old Tucson Corporation that was building a place called "Old Vegas" in southern Nevada. When Old Vegas opened, *Eureka* was on static display under a wood building. There it sat, still covered in studio paint for the next seven years.

That is the bare bones history until 1986.

It is fairly common knowledge that I acquired *Eureka* in 1986. But, why I got the locomotive has its beginnings some 40 years earlier back in mid-1945, some three years before I was born.

In 1945, my father, Mike Markoff, was in the U.S. Army Air Corps flying B 17 bombers out of Nellis Air Force Base. As all good fly boys do, he and some friends decided one day to go into Las Vegas to see a variety show at the Last Frontier Hotel. At the Last Frontier there was a sister singing act known as the Nilsson Twins. When the twins finished their show they walked off the stage and down to visit with the guests. Elsa Nilsson tripped over Mike Markoff's leg. The two struck up a conversation after this little incident, started seeing each other, and in 1947 they were married.

Now, what does all that have to do with me and *Eureka*? Nothing directly, except that outside, next to the Last Frontier Hotel, was the Last Frontier Village, which was a sizeable collection of Western buildings and equipment. Among the equipment was a steam locomotive #12 and three cars from the Eureka & Palisade Railroad.

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After I was born in 1948 and grew into childhood, the story of how my parents met and where was unique. My parents had long ties to Las Vegas and the Western atmosphere that used to be there. The Last Frontier Village became my favorite hangout whenever we came to town. I always wanted to admire that locomotive and the old cars with it. My imagination ran wild. More than that, as a kid I used to dream about it. I could not believe, even then, that something so neat would be allowed to just sit there and slowly fall apart.

After we moved permanently to Las Vegas in 1963, the locomotive and cars were still where the Last Frontier Village was, except they had been moved to a vacant lot to the north of the Silver Slipper. The equipment was in a state of perpetual decline with parts disappearing, wood deteriorating, and paint severely fading. Nevertheless, as a teenager, I still admired the old E&P consist and thought of its better days.

When I went to college at the University of Nevada, Las Vegas, I became a history major. Part of our Nevada studies included the importance of the railroads of our state. I read extensively about the Central Pacific, Union Pacific, Virginia & Truckee, Eureka & Palisade and others. In no small way, this portion of my studies made me lament all that much more the sad condition of the E&P equipment. But, there was not much I could do about it. I had to devote my time to getting my degree in history and then go on to law school.

From 1970 to 1973 I attended the University of San Diego School of Law. Much to my surprise the first year of law school turned out to be a grueling experience. Each day began at 6:00 a.m. and often lasted to 2:00 a.m. the next morning. The pressure the first year was relentless. Sometimes when I could not stand the sight of my apartment and began bouncing off the walls, I would gather my books and head to the library.

At the law library, everyone was as nuts as I was, so I sometime sought other refuge in the undergraduate library. There were actually sane people there not caught up in the law school paper chase. Even so, I would sometimes get to the point where my mind could not take it any more and I had to look

at something besides law books. One day I was going through the stacks and at random pulled down a book. It was on pattern making for, of all things, steam locomotives. I took it back to my seat and devoured its contents. Every so often my mind ricocheted back to the old E&P equipment and I mused . . . what if? It was great entertainment reading about the pattern making processes, but I was so broke I could not even pay attention. I quickly put out of my mind any idea about steam locomotives. What nonsense!

I went on and got my law degree, passed the bar and began practicing law. A couple years passed, and one day I happened to be near McCarran International Airport. By that time I had earned my pilots license and was forever hanging around airplanes in my spare time. One particular day while going out to the airport, I happened upon the home of Doby Doc, whose real name was Robert Caudill.

Doby Doc was an elderly man at that time, and legendary in southern Nevada for his Western memorabilia collection. In fact, he was the person who in the 1940s put together the Last Frontier Village and the Eureka & Palisade equipment there. Doby Doc was wealthy, but he lived humbly in an old wooden weather beaten home in the midst of tall elm trees and weeds. When I saw him he was sitting on a creaky milk stool among the weeds of his yard, wearing bib overalls. He was petting his cat. On his finger was a huge diamond ring. On his hip was a very large revolver. I asked if I could sit and speak with him. He said sure, so I sat down. We talked about all sorts of things, and eventually the conversation turned to the old E&P railroad equipment he had obtained for the Last Frontier Village.

As Doby Doc told me the story about how he got his collection I was mesmerized. How could one man have saved a train?! Eventually, I had to leave. I said goodbye and thanked him for sharing his stories with me. Not long thereafter he died.

As time went by, I often thought of Doby Doc's tales. I thought of the old E&P equipment, and how it was now in a serious state of decay after about 40 years. I thought of it being there when my parents first met. Of how as a child I played

on it and dreamed of its days when it charged through the Nevada wilderness. It was all so sad to see it slowly fall apart. But there was nothing I could do about it.

In May of 1986, my wife Ditty wanted to go to an arts and crafts show in Boulder City. I was not keen on the idea and tried to come up with some excuse so I could escape to the airport and go flying. It was of no use. The boss insisted I go. So, off to Boulder city we headed.

It was a fairly hot day for May, and as we drove along I suggested that we stop at Old Vegas and get something cool to drink. There was a Tony Roma's restaurant there, so we went in and relaxed a bit. On the way out I noticed that the massive wooden gate which led to the recreated town site of 1905 Las Vegas was closed. I was curious as to why and began trying to figure out how to get back there. Soon I saw a way.

As Ditty and I rounded the corner we could see a large fire had destroyed much of the area. There, inside the charred rubble was the *Eureka*, itself burned by the fire. Little did I suspect that *Eureka* and the ghost of Johnny Bell were waiting there for me. Both would soon become permanent houseguests.

Next time: As Yogi Berra said, "When you come to that fork in the road . . . take it." The trip with *Eureka* begins.

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Boomer History

Today, when most people hear the term "boomer" they think of either the baby-boomer generation or the Navy's missile launching submarines. Actually, "boomer" is an old railroad slang term for a man who had worked on many railroads.

During World War II, it had yet a different meaning. By the end of 1945, there had been 22,000 men in 28 U.S. Army Railway Operating and Shop Battalions, as well as thousands more in Engineer Headquarters and other units involved in our military's rail operations. Back then, a "boomer" was judged by the number of countries in which he railroaded - United States, Morocco, Algeria, Tunisia, Sicily, Italy, England, France, and then on into Germany. A few eventually added the Philippines, Korea, China, and Japan.

2005 – 170th Anniversary of the German Railway

By Stan Cronwall

Stan collects the stamps, postal stationery, post cards and covers (envelopes) from Germany and all the countries that it occupied or was allied with between 1933-45, and is an amateur historian focusing on the European theater of World War II.

Germany issued four postage stamps on July 10, 1935, to commemorate the 100th anniversary of the German Railway.

Der Adler depicted on the dark green 6 pfennig stamp was the first steam locomotive used in Germany. It was built by George Stephenson (his 118th engine), and ran on Ludwig's Railway between Nurnburg and Furth on a track three kilometers long.



Its first trip was on December 7, 1835, when it pulled nine coaches. It took fifteen minutes to travel the 3.7 miles of track. The locomotive remained in use until 1857.



This full-color illustrated postcard depicts an oil painting of "Der Adler" done in 1904. The card was issued for and sold at the German Railway Exhibition in Nurnberg, July 10 through October 13, 1935.

It is also shown on the West German green 10 pfennig stamp issued December 7, 1960, to celebrate the 125th anniversary of the German Railway. The stamp is shown below:



The Modern Express was a 03 Class Pacific built from 1930 to 1939, and remained in service for many years. Its design was continuously modified and later versions were almost streamlined. The locomotive is shown on this red-brown (brown-lake) 12 pfennig stamp:



The Flying Hamburger was a diesel train of the VT 04 Class, and one of the fastest trains of its time traveling at 70 mph on the Hamburg – Munich route.

It is shown here on this blue 25 pfennig stamp:



Competition from diesel and electric powered trains forced steam locomotives to be streamlined resulting in **The Streamlined Express**. This 05 Class was first built in 1934-35. In 1936, one reached a top speed of 118 mph.

One of these locomotives (No. 05001) is depicted on this magenta 40 pfennig stamp:



In May 1936, locomotive No. 05002 established a world record of 124 mph.



This full-color illustrated postcard shows the record setting locomotive, 05002, leaving the station.

These locomotives were withdrawn from service in 1948.

Of historical interest: The railroads of Germany operated under clauses of the Treaty of Versailles until the winter of 1936. At that point, Germany enacted a new law and began a program of railroad development.

The Central Pacific / Transcontinental Railroad

By Joe L. Bensinger III

(Second Installment)

Part III. Railroad Land Grants

Since the formation of the country, and even to the present day, there have been arguments over the control of vacant 'public land.' Issues have arisen concerning state sovereignty versus federal control over public lands, whether the federal government was sovereign over the lands or just a landowner, and a constitutional interpretation of the "general welfare" clause. Thus, policies have shifted and changed over time. This, of course, affected the availability and nature of land grants.

It was generally felt, at least in the early to mid 1800s, that federal funds for internal improvements were unconstitutional. Those in opposition to grants argued that, "grants were only governmental subsidies in veiled form" for these improvements. On the other hand, those who were in favor of grants argued that "the government, as a great landed proprietor, should use its land so as to enhance the value of the total. . . . A second argument was the claim by the various states on a share in the public land to be used to aid their development . . ." ¹⁶

Land grants to railroads were made in much the same way as they had been made to the states for internal improvements such as river changes, wagon roads, and, in particular, canals. The first railroad grant was, in fact, a

grant transferred from what was initially for the Illinois and Michigan canal project of 1833. (Nothing was accomplished until it became part of the larger Illinois Central Railroad grant of 1850.)¹⁷ At least a partial reimbursement for these grants was expected from the increased value of the alternate square mile land sections that were retained.

The reimbursement, in fact, had several aspects that concerned the vacant new Western states. Basically, the land donated to the railroads would eventually provide transportation for settlers. It was argued that this trade of 'land for settlers' would not only increase the value of vacant land tremendously, but it would also lower the transportation costs upon which crop price depended. With the general lack of state financial strength at the time, the federal land grant became the obvious mechanism for the funding of the infrastructure of states with public lands. (But, of course, which states would benefit and which would not created the impetus for the fiery debates in Congress over routes for the transcontinental railroad.)

The year 1871 saw the last of the land grants. The opposition to land grants after this point in time was due to the fact that conditions had once again changed. For one, the population of the Western states had increased to the point that it was felt that local interests could help finance railroads through their respective areas. For another, the homestead laws for the benefit of settlers took priority over public lands, as little revenue, in fact, had been accrued from the grants.¹⁸

Part IV. Central Pacific Land Grant

According to the Commissioner of the

General Land Office Report of 1897, the Central Pacific had patented and received 2,648,433 acres with 2,580,723 unpatented.¹⁹ Furthermore, according to Thomas Donaldson's, "Public Domain," published in 1884, as of 1880 the railroad had sold 295,886 acres for \$1,114,999 at an average of \$3.77 per acre.²⁰

Assuming some reasonable accuracy, these figures lead to some interesting observations. Probably most obvious of all is the fact that the management, accounting, and record keeping would have been an immense job. Secondly, of the total land that could have been sold to help finance the construction of the railroad, just slightly over half had been patented by 1897, and less than 6% of the total had been sold by 1880 (the road was started in 1864 and completed in 1869). In fact, according to Bain, "The Central Pacific lands sold by August [1867] would bring in nearly \$68,000 - at an average bargain price of \$2 per acre."²¹

To finance construction railroads usually had to sell lands off quickly. But the Central Pacific found much of their initial holdings to be in worthless mountainous terrain. Even when construction through the Sierras was completed and drove eastward the land was of dubious value. Lakes Crossing (Reno) was obviously going to become the transport hub for Carson City and Virginia City but Charles Crocker, one of the Central Pacific owners, noted in 1868 at its founding that, "There are no big figures in town sites because there is no country back of them to make a town."²² East of Reno the picture was even grimmer, as there were hundreds of miles of vacant desert. As Graham, a Central Pacific engineer of the time noted:

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- from page 10

What settlements were there when the line was being built? Winnemucca was a small town, there was a wayside hotel at Humboldt station, there was a little store at Mill City. I don't remember any habitations until we touched Corinne [Utah], 20 miles east of Promontory.

Graham, C. P. engineer, 1868.²³

A more graphic portrayal of this area of land was written by Dr. J. D. B. Stillman for *Out West* magazine in 1869, reflecting upon his experience on the train to the Last Spike Ceremony at Promontory:

If you would study the anatomy of the human form you must strip it naked; the region before us required no such denuding process; in the economy of Nature it was bare enough, and its very bones were everywhere exposed to the eye.

Dr. J. D. B. Stillman, July 1869.²⁴

Fortunately, the massive land grants at least acted to provide a credit base prior to the start of the road build.²⁵

Part V. Grant Management

The work involved in acquiring and managing the grant lands was phenomenal. This is reflected in the Central/Southern Pacific land office records NSRM has been gifted by the Nevada Land and Resource Company. The company bought what remained of the grant lands in Nevada (1,377,583 acres) in October 1995, from the Santa Fe Pacific Corporation. The files we received were housed in 39 large, file cabinet drawer- sized, record keeping boxes. But this did not include all the records. Unfortunately, the Great San Francisco Fire and Earthquake of 1906

destroyed many of the records and we have very few prior to 1908.

By Agreement of Sale No. 435 dated July 24, 1872, CPRR Co sold for cash the N½ of Lot 2 of NW¼ of Sec. 31, Twp. 17N, Rge. 20E, MDM., containing 39.62 acres to . . . , which agreement provided that after CPRR Co secured a patent to said land, and upon demand thereof by the purchaser, that CPRR Co would issue a deed in fee simple to purchaser, his heirs and assigns, reserving however, a strip of land 400 ft wide for railroad purposes, water for operation needs and to provide for erection of fences along the right of way.

The above described land was included in United States Patent No. 24 dated December 5, 1876, however, as our records were partially destroyed in the San Francisco Fire of 1906, we do not know if deed in completion of said sale was issued. . .

L. Frandsen, S.P. Land Commissioner, no date.²⁶

Furthermore, there was a purge of some records of completely deeded land sections in the 1920s, eliminating all but relevant information pertaining to the deeds. Nevertheless, what is left is enlightening. The collection includes deeds of sale, Land Examiner reports, leases, court documents, photographs, maps, drawings, general correspondence, and information on mineral rights, use, access rights, easements, and right of way concerning these land tracts. Regrettably, we do not have the accounting books.

In general, the collection would provide a researcher with first hand insight as to operations. Furthermore, it would cast light upon the dealings and relationships between the railroad and the Federal Land Office, and, perhaps more importantly, between the railroad and the public. An overall view of these records would probably indicate that relationships were favorable all around

- the details notwithstanding. However, there were a few obvious problems that did cause some trouble. It might be noted, though, that record maintenance did not seem to be one of them. The files were amazingly accurate in terms of being organized into appropriate section folders and with relevant information being copied to all section folders to which it applied. One might wonder if this excellent maintenance had been ongoing for the almost 100 years that they were kept. Yet one might surmise how quickly the office would have been plunged into chaos had the diligence not been ongoing.

One of the problems was, in a sense, 'out of the box'- that of natural disasters. As noted above and below, this was a problem creating troubles for probably quite some time.

Dear Sir:-

Your favor of the 18th inst. received. I note that there is considerable discrepancy between the land in the lease forwarded by you and the land included in your lease this year, but the complete destruction of our lease record makes accidents occasionally unavoidable. You sent me, however, your lease for 1904. If you will kindly send me your last year's lease and the two new leases, which were sent you for signature, I will be pleased to send new leases.

Very truly yours,

Southern Pacific Company, unsigned, February 20, 1907.²⁷

Although all the technical and legal details are not readily apparent, several problems do stand out which generated trouble. For one, the land falling under the grant had not all been adequately surveyed by the federal government.

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-from page 11

WHEREAS, by Contract numbered 5962 dated November 28, 1885 and Contract numbered 6327 dated May 14, 1887, Central Pacific Railroad Company sold to Charles Crocker and received full payment for, all the land which might be patented to Central Pacific Railroad Company within certain limits specified in said Contracts, which limits embraced the land hereinafter described; and

WHEREAS, by reason of erroneous and overlapping surveys made by the United States of America, and the transactions relative to the certain lands hereinafter described made by the Central Pacific Railroad Company, and its transferees, predicated upon such erroneous surveys, it has heretofore been agreed that Central Pacific Railway Company (Successor in interest to Central Pacific Railroad Company) and the transferees from Central Pacific Railroad Company, should relinquish and reconvey to the United States sections... (found to be existent sections)... and sections... (found to be non-existent sections)... and the United States should thereupon, and in substitution therefore, patent to Central Pacific Railway Company for the uses and purposes of the transferees of Central Pacific Railroad Company, sections...

Central Pacific Railway Company, c. 1920.²⁸

For another, the Pacific Railroad Acts enacted by Congress were vague in a number of areas concerning their implementation. As concerns land grants, there were two exceptions to the issuance of complete alternate odd square mile sections. For one, no land was to be granted that was "sold, reserved, or otherwise disposed of by the United States, and to which a preemption or homestead claim" may have been attached at the time the line of the road was definitely fixed.²⁹ Between poor surveys, government land records, and who-did-what-first issues, the land office most likely had their work cut out for them. Not the

least of these issues was mining claims.

Sirs:

On December 29, 1913, the Philadelphia Western Mining Company made mineral entry 07819, for the White Rock and other lode claims, survey 4086.

According to the abstract of title with the record the Independence Strike Nos. 1, 2, and 3 lodes were located by M. Skow and S. Fancy on August 24, 1906. Amended locations of the claims were made. The location of the Independence Strike No. 1 claim was amended May 24, 1907, and in the notice thereof it was stated that "we the owners, C. H. Duborg, H. Anderson and M. Skow" have acquired the interest of S. Fancy. Claimant company on December 19, 1908, amended the locations of the Independence Strike Nos. 2 and 3 claims... The County Recorder inserted a note in the abstract of title at page 46 in which he states that there is no deed from S. Fancy to any person or persons of record in his office.

...In view thereof claimant company will be required to show full record title to the Independence Strike Nos. 1, 2 and 3 claims, or show cause why the entry shall not be canceled to that extent.

...To meet the statutory requirement of \$500. expenditure, this claim [No. 2] is dependent upon a tunnel located on the Hill Top No. 2 lode and which is alleged to have been constructed for the common development of all the claims embraced in the group.

...The aforesaid tunnel improvement cannot be properly accredited to the Independence Strike No. 2 claim, unless it is shown that at the time the work on said tunnel was done, that claimant company held either the full equitable or legal title to the claim.

...You will allow claimant company thirty days from receipt of notice within which to comply with the above requirements; in default whereof, and in the absence of appeal, the entry will be cancelled as to the Independence Strike Nos. 1, 2 and 3 claims without further notice.

These claims are located in Sections 4 and 9, T. 29 N., R. 46 E., M.D.M., which land is within the permanent twenty-mile limits of the Central Pacific Railroad Company's grant. You will notify the railroad company of the pendency of this entry, and allow it thirty days from the

receipt of notice within which to file protest if it desires to do so. In the event no objection is made within the time allowed, the entry will be approved for patenting in the absence of other objections...

U.S. Department of the Interior, General Land Office, to Register and Receiver, Elko, Nevada, August 4, 1914.³⁰

The other exception to the issuance of land under the grant concerned mineral deposits. The grant stated that, "all mineral lands shall be exempted from the operation of this act" where the term mineral lands "... shall not be construed to include coal and iron land."³¹ It does not specify the exact nature of mineral lands nor does it define by whom or by what means the land was to be evaluated. This was, basically, left for the courts to decide at a later date.

United States

vs.

Central Pacific Railway
Company

By authority of the General Land Office letter "FS" dated September 13, 1916, in the matter of the above-entitled case, you are hereby notified that the following charges have been filed by a representative of the General Land Office, against the validity of your entry, as described in the caption hereof, to-wit:

1. That said lands are mineral in character other than coal or iron, containing valuable deposits of gold, silver, lead and antimony.

You are notified that if you fail to file in this office within thirty days of date of service of this notice, a written or printed answer, under oath, denying each of said charges, or showing a state of facts rendering said charges immaterial, and applying for a hearing to determine the truth of said charges and answer, or if you fail to appear at a hearing applied for, your said above entry or claim will be forthwith reported to the

-continued on page 13

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Commissioner of the General Land Office for rejection or cancellation.

Department of the Interior, United States Land Office, September 19, 1916.³²

...In further regard to Patent 155 recorded on the County Records, wish to advise that it was customary for the U. S. General Land Office in the earlier days of handling the railroad lands, to insert in the land patents a clause excepting and reserving to the United States all mineral lands, if any such be found within the patented tracts, provided that such reservation should not be construed to include coal and iron lands.

At that time, the question as to the right of the General Land Office to insert this provision in patents then issued had not been determined. The mineral reservation in patents was considered by the United States Supreme Court in the case of *Burk vs. Southern Pacific Railroad Company*, and on June 22, 1914, (234 U.S.669), such court held that mineral lands known to be such at or prior to the issuance of the patent, were not included in the railroad land grant and that the duty of determining the character of the lands rested primarily upon the U. S. Department of the Interior; that a mineral land exception in a patent is void and "that a patent is a conclusive official declaration that at the date of issuance thereof the land is non-mineral"...

L. Frandsen, S.P. Land Commissioner, July 1, 1964.³³

Part VI. Conclusion

As the old saying goes: To err is human. In such a large venture as this, errors can accumulate rapidly to failure - but they didn't. The land records show that problems were dealt with as needed. Thus, the records, in this regards, are a testament to success.

The completion of the road in 1869 and the continued success of the railroad is

surely evidence of the indomitable spirit of humankind. The accomplishment represents implementation and change on a massive scale never before seen. It helped to transform the country and usher in the modernization of the 20th century.

A major change was set into motion and the sociocultural landscape was forever changed.

Notes

16. Lloyd J. Mercer, *Railroads and Land Grant Policy: A Study in Governmental Intervention*, 3-9. An economist's study and analysis of the effects of land grant policy on society.

17. John Bell Sanborn, *Congressional Grants of Land in Aid of Railways*, 11. A very interesting general discussion of the evolution of land grants and 'public domain' policies from the perspective of an individual writing his doctoral thesis in 1899.

18. *Ibid.*, 69.

19. Lloyd J. Mercer, *Railroads and Land Grant Policy: A Study in Governmental Intervention*, 120.

20. *Ibid.*

21. David Haward Bain, *Empire Express: Building the First Transcontinental Railroad*, 368.

22. *Ibid.*

23. Stephen E. Ambrose, *Nothing Like it in the World: The Men Who Built the Transcontinental Railroad 1863-1869*, 313, quoted from Kraus, *High Road to Promontory*, 212. Ambrose's book was a *New York Times* best seller.

24. Web site: family of Lewis Metzler Clement (CPRR.ORG), Central Pacific Railroad Photographic History Museum. Address: <http://www.cprp.org>. Link to University of Michigan Library. Article from *Out West* magazine by Dr. J. D. B. Stillman, "The Last Tie," published July 1869.

25. Nicholas Faith, *The World the Railways Made*, 123.

26. NSRM, RM-5377-G-A-17.20.31

27. NSRM, RM-5377-G-A-29.45.01

28. NSRM, RM-5377-G-J-12.07.xx

29. Web site: family of Lewis Metzler Clement (CPRR.ORG), Central Pacific Railroad Photographic History Museum, Address: <http://www.cprp.org>. Pacific Railroad Acts of 1862 and 1864.

30. NSRM, RM-5377-G-A-29.46.09

31. Web site: family of Lewis Metzler Clement (CPRR.ORG), Central Pacific Railroad Photographic History Museum. Address: <http://www.cprp.org>. Pacific Railroad Acts of 1862 and 1864.

32. NSRM, RM-5377-G-A-25.32.15

33. NSRM, RM-5377-G-A-xx.36.xxa

A Little Tongue-In-Cheek Railroad Humor

Listed below are complaints from engineers (P) and responses by the repair departments (S) taken from actual paperwork.

(P) Thin flanges on #3 wheelset almost need replacement.

(S) Almost replaced #3 wheelset.

(P) #2 traction motor seeping oil.

(S) #2 traction motor seepage normal - #1, #3 and #4 motors lack normal seepage.

(P) Something loose in cab.

(S) Something tightened in cab.

(P) Evidence of leak in crankcase.

(S) Evidence removed.

(P) Alerter volume unbelievably loud.

(S) Volume set to more believable level.

(P) Locomotive dances up and down when brake applied up to 89 mph.

(S) Could not reproduce problem in enginehouse.

(P) Engine missing.

(S) Engine found under hood after brief search.

Courtesy of the Willamette Cascade Model Railroad Club newsletter, Eugene, Oregon

MUSEUM STORE

The Museum Store is operated by Nevada State Railroad Museum, and is staffed by museum personnel and volunteers of the Friends. The store specializes in railroad books for adults and children, train videos and DVD's, audio tapes and CD's, toys, train models, hats and apparel, railroad pins and jewelry, train novelties and souvenirs, note cards and artworks, and calendars.

We invite you to visit the store while at the museum or visiting Carson City. If you don't have the opportunity to visit us in Carson City, we offer a few of our interesting selections on this page. Telephone call inquires about railroad merchandise are always invited, and may be directed to Museum Store Manager Rich Reitnauer (775) 687-8292.

And, remember, members of the Friends of NSRM are entitled to a 15% discount on all museum store purchases. Proceeds from sales are used by NSRM to fund a variety of museum projects and interpretive programs.

G-SCALE V&T INYO LOCOMOTIVE: A Hollywood Star and NSRM's pride and joy, the Virginia & Truckee 4-4-0 locomotive INYO can now be yours, for your G-scale garden or indoor model railroad. Hartland Locomotive Works, of La Porte, Indiana, has added the INYO to their fine line of American-built large scale products. This smooth running, affordable engine features an industrial grade motor, highly wear resistant materials, brass hardware, working lights, and is suitable for indoor or outdoor use. Price: \$399.00.

Hartland also produces a quick and easy **CLICK & GO G-SCALE TRACK SET**, with **DELUXE POWER PACK**, consisting of 8 curved and 4 straight pieces of brass track, which forms a basic small oval layout. Price: \$99.95.

Additionally, compatible Virginia & Truckee cars are now available for a limited time. Call for availability of cars currently in stock



VIRGINIA & TRUCKEE 440 AMERICAN

COMMEMORATIVE V&T SOUVENIR NEVADA LICENSE PLATES A unique way to display your loyalty and support of the V&T reconstruction project, between Carson City and Virginia City, is by displaying a V&T Souvenir Nevada license plate. These plates are a fundraising project of the Northern Nevada Railway Foundation. They are not legal for vehicle licensing requirements. The following license plate varieties are currently available for \$12.00 each: NSRM, INYO, NO. 18, NO. 22, NO. 25, STEAM, TRAIN, or VTRR. Additionally, a license plate frame, with the slogan "Proud Supporter... The V&T Lives" is available for \$10.00 each.



NSRM EQUIPMENT GUIDE

Hot off the press! The second edition of the *Equipment Guide* is now available. The 54 pp. booklet with historic and present day photographs of NSRM's rolling stock is still only \$4.95.

MAIL ORDER FORM
 Mail to: **NEVADA STATE RAILROAD MUSEUM**
 2180 South Carson Street
 Carson City, NV 89701
 Phone orders to: 775-687-6953 (9:00am-4:00pm daily)

Ordered By: _____
 NAME: _____

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CITY, STATE, ZIP CODE: _____

TELEPHONE (DAYTIME): _____

Member of the *FRIENDS* (Please Circle): YES NO

ITEMS ORDERED:

Quantity	Item	Description	Price Each	Total

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TOTAL PAYMENT ENCLOSED: _____

Payment Method (Circle one): Check Credit Card:
 Visa or Master Card
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Short Lines

New Art Exhibit To Open on April 7, 2005

Boyhood memories, a lifetime of research, artistic talent, and a passion for the history of the Virginia and Truckee Railroad all come together in a new exhibit of railroad art. *Shadows of the V & T* by Reno artist Loren Jahn will open at the museum on Thursday, April 7 with a free public reception and museum open house from 5:30- 8:00 p.m. The exhibit is scheduled through September.

Born too late to experience the V & T first hand, Jahn relies on his impressions as a youth, wandering and exploring among the railroad's remnants or "shadows," as the basis for the exhibit. Knowledge gained from books and maps about the railroad, historic photographs, stories of the fabled short line, and over 20 years of volunteering at NSRM helped Jahn recreate images of daily life on the V & T through his art. The exhibit includes a series of pen and ink illustrations, as well as assemblages incorporating fragments of vintage objects.



Jahn is a native of Reno whose family have been in northern Nevada since the days of the Comstock Lode. He began drawing pictures of the V & T at the age of seven. His early love for the railroad influenced his art and a lifelong commitment to the importance of preserving the region's history.

"History is a fragile, interwoven fabric. It can be here today and, in some cases, gone tomorrow. I hope that, by telling the story of this magnificent period in railroading, my art will evoke a lasting appreciation for the technologies of the past as well as a desire to participate in efforts to understand and preserve our rich history for future generations," he said.

Carson City Museums Host a Family Fun Day on April 30th

Join NSRM, the Nevada State Museum and the Children's Museum of Northern Nevada on April 30 for a fun-filled day celebrating Smithsonian Museum Day. At NSRM special activities will be held from 10:00 a.m. to 4:00 p.m. The theme is 'Railroading and Mining on the Comstock' and children of all ages can ride the handcar, crush rocks, visit an old-fashioned assayer's office, and stamp a chocolate coin at the stamping mill.

The Nevada State Museum, 600 N. Carson Street, offers special activities from 1:00-4:00 p.m. There will be exhibit tours in Spanish and English, hands-on educational programs, and crafts.

Children's Museum of Northern Nevada, 813 N. Carson Street, will have special railroad crafts from 10:00 a.m. to 1:00 p.m.

Members of the Friends of the NSRM are admitted free of charge to NSRM and the Nevada State Museum. Admission to the Children's Museum of Northern Nevada is free with a Smithsonian Museum coupon (the coupon can be obtained in the April edition of the Smithsonian Magazine).

NSRM's Kid's Station Is a Great Hit

The Kid's Station featuring a Thomas the Tank play table and a track-laying activity has proven to be a great deal of fun for our smaller visitors. Plans are afoot to make this area even more fun to visit. Watch this space in the Summer 2005 edition for an exciting surprise announcement!



"Become a Motorman Class" Slated for April 29, 30 & May 1

The Friends of the NSRM will present the 2nd annual three-day workshop which prepares participants to run the museum's 1926 Edwards motor car on April 29-May 1. The cost of the three-day session is \$120 which includes a Saturday evening BBQ. To learn more about the class or to register contact Russ Tanner at 775/884-3207.

NSRM Celebrates Its 25th Anniversary on May 31

Many activities are planned to commemorate NSRM's 25th anniversary (1980-2005) Memorial Day weekend. In addition to the steam up, there will be a public lecture on Sunday, May, 29th at 3:00 p.m. funded by Nevada Humanities. The lecture by Fred Horlacher, "Tales from the Emigrant Trail and the Sagebrush Hills of Nevada," provides exciting detailed accounts of the hardships and sufferings of those who made the trip across Nevada between the 1840s and 1860s. Early residents of Nevada's mining camps also provide a multitude of tales describing the lives of men and women who survived the "boom and bust" of Nevada's mining communities.

Henry Yerington, the V&TRR's long-time superintendent, as portrayed by James Saylor, will be at the museum to talk with visitors on Saturday, Sunday, and Monday.

The Museum's Silver Anniversary Celebration Continues on July 2-4

More fun and educational activities are planned for the July 4th weekend. Along with the traditional locomotive steam up of NSRM No. 8, V&TRR's 25 and the *Inyo*, the museum will feature toy and model train displays, live steam models, and blacksmithing demonstrations. The museum will also host an information fair including northern Nevada railroad-related organizations. And the entire collections storage area will be open for public viewing.

NEVADA STATE RAILROAD MUSEUM

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FRIENDS OF THE NEVADA STATE RAILROAD MUSEUM

MEMBERSHIP APPLICATION

Please select desired membership category (membership is renewable annually)

Certificate, membership card, voting privileges, SAGEBRUSH HEADLIGHT newsletter, *Railroad History* (for all memberships over \$35), free Museum admission, 15% discount in Museum Store.

INDIVIDUAL/GENERAL	
Senior (62+) or Student.....\$20	Senior Couple.....\$40
Individual.....\$35	Family.....\$50
Sustaining.....\$100	Contributing.....\$250
CORPORATE	
Regular.....\$100	Fireman's Roster.....\$250
Engineer's Roster.....\$500	Conductor's Roster.....\$1000
Lifetime.....\$1200	

(includes above with framed certificate)

Name (Please Print) _____ Spouse (if family membership) _____

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Amount enclosed: _____ Date _____

Make checks payable to: FRIENDS, PO Box 1330, Carson City, NV 89702 or

Credit Card No. _____ Expiration Date _____

Last Three-Digits From Credit Card Number On The Reverse of Credit Card _____