

SAGEBRUSH HEADLIGHT

Vol. 27, No. 4 98th Ed.

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

Winter 2006-07

Building the Minden Branch of the Virginia & Truckee

By Stephen E. Drew

July 4, 2006 marked the centennial of the completion of the Virginia & Truckee Railway's Minden Branch—the line from Carson City to Minden that tapped the agricultural and mercantile traffic of the Carson Valley. Its agricultural products, cattle shipments and dairy products, as well as inbound petroleum products, farm implements, general merchandise, railway express and US Mail made the 15.4 mile extension an important revenue-producer for decades. When Virginia & Truckee operations between Carson and Virginia City ceased in 1938, this branch became part of the V&T's 46-mile mainline between Reno, Carson City and Minden until the railway ceased revenue operations in May 1950.



Virginia and Truckee Railway Minden Depot, 1949. Roy D. Graves Photo, courtesy of the author.

A southern extension of the V&T was not a new idea in 1906; it culminated a vision that V&T officers and directors had had since the 1870s. The Virginia & Truckee Railroad Company had been incorporated in Nevada on March 5, 1868 to build a railroad from the Comstock Lode through Carson City and north to the Truckee River to connect with the new transcontinental railroad. The 21-mile mainline between Carson City and Virginia City opened in January 1870; the 31-mile extension from Carson City to Reno, in August 1872.

With coffers burgeoning from the Great Bonanza that had begun in 1873, the V&T had its Chief Engineer, Charles L. Anderson, field a six-man survey crew in the fall of 1876 and again in the fall of 1877. They were working on a Genoa Division. One of Nevada's oldest settlements, Genoa is in Douglas County, west of the Carson River and 15 miles southwest of Carson City. According to a map of the survey at the Henry E. Huntington Library in San Marino, California the 14.8-mile branch would have terminated just south of Genoa at the Henry Van Sickel Ranch and the foot of the Kingsbury Grade. V&T President Darius O. Mills (1825-1910) examined the survey at Carson City on September 13, 1877. Nothing further came of the idea.

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The museum is an agency of the
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Open Daily 8:30 to 4:30
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Admission: Adult \$4, Senior \$3
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NSRM Volunteer John North collects Halloween Express tickets Sunday, October 29 (see p. 5). Photo by Tom Tobacco.

Reminder: Submissions for the Spring issue of the Sagebrush Headlight are due Friday, March 1, 2007.



From the Reno Amtrak station platform in the ReTRAC trench, City of Reno Civil Engineer (and FNSRM Secretary) Kurt Dietrich explains the trench to Symposium bus-tour participants as a Union Pacific freight train passes (see page 5).

NSRM Photo.

The Friends of the Nevada State Railroad Museum collect railroad periodicals from 1950 or earlier, as well as railroad books, for resale in support of our mission. To donate these items, please contact:

Ann or John North at (775)786-4303

OR: jsnorth@sbcglobal.net

Receipts available on request. Donated publications that are needed for the museum's reference library will be conveyed to the museum.

PRESIDENT'S MESSAGE

Brrrrr, It's winter. Hello to all of you members out there. Well, it is a New Year and things are a little slow around the Museum now, as this is the slowest time of the year. Thank God, it gives everyone a chance to stop and catch our breath. Most of the ADA construction work around here has been completed and the property is getting back to a somewhat normal atmosphere. As most of you are probably aware, the State of Nevada contracted to have all walkways and ramps re-constructed to meet the latest ADA regulations and requirements. It was a long Fall season while that work was being completed. Now everyone is looking forward to Spring and the various work projects that will commence then.

It was brought to the Board's attention during the Annual Meeting in late October that the members who reside outside of the local area do not always know what is going on as far as the financial matters of the *Friends* are concerned. Therefore, I want to take this opportunity to enlighten everyone on some of those details. During the year between October 1, 2005 and September 30, 2006 the *Friends* contributed \$31,000 to the different programs and events at the Nevada State Railroad Museum. This was one of our largest-ever single-year contributions and we feel very proud of that dedication and support to the Museum. It should be noted that this would not have been possible without each and every one of you members. Remember, it is your membership that makes this all possible.

Some of the funding was spent on advertising the Museum and its programs and events. Over \$7,900 went into that spending category. In addition, over \$4,100 was used to purchase various pieces of equipment and tools that were needed by the Museum staff to sufficiently run the facility. We participated in the moving of an 1880s coach from Sparks, Nevada to Carson City and paid for the trucking in the amount of over \$1,100. The 4th of July Celebration consisting of four days of activities and the visitation of more than fifteen pieces of rail equipment from around the West Coast was considered to be a huge success and we contributed almost \$17,000 to transport those various pieces to Carson City and return.

With the beginning of a new year, I want to take this opportunity to thank each and every one of you and all of the volunteers who spend their valuable time and efforts making the Nevada State Railroad Museum a first-class facility. It is not possible without your support and cooperation. Remember, the membership dues are our largest single revenue source. Outside of that, I want to thank *TRAINS* Magazine and Kalmbach Publishing. Their 8th annual Preservation Award went to the *Friends* for the McKeen car. Museum Director Peter Barton nominated the *Friends* and we won the award, which included a check for \$10,000 that will greatly assist in the restoration of the McKeen Motorcar. This huge contribution is already being used to complete interior pin-striping of the ceiling. This hand-done work is delicate, time consuming and costly.

It looks like I am out of paper, so I had better say goodbye for now. Keep up the good work, until next time.

—Ronald J. Allen

Spotlight on Barry Simcoe

If you should happen to hear our train whistle going toot, toot, toot some weekend chances are that Barry Simcoe is at the throttle. One of our six qualified steam locomotive engineers, Barry has been a member of the Friends of the Nevada State Railroad Museum and an active volunteer since the mid-1980s. A native of Reno, he is a graduate of Reno High School and the University of Nevada, Reno. A US Air Force veteran, he is a licensed private pilot flying a Citabria.

As a boy, Barry got the opportunity to ride the Virginia & Truckee on a few occasions before it went out of business in 1950. A past member of the Friends' Board of Trustees, Barry recently took over the demanding, and often difficult, job of Steam Train Crew Chief and has done a great job of scheduling volunteer crew members.

— John Frink



On Track with the Department of Cultural Affairs

By Scott K. Sisco, Interim Department Director

As 2006 comes to a close I look back on the many wonderful accomplishments the Department of Cultural Affairs has fulfilled over the last year. We have greatly increased the programming and exhibit schedules at several of the State museums, planned for, begun or completed many construction and capital improvement projects, submitted a budget for the next biennium and lead the way for arts, cultural education and historic preservation for the State.

One of the most recent milestones was the kick-off for the new Nevada State Museum and Historical Society in Las Vegas on November 30. The official ceremony marked the beginning of construction of the facility to be located on the Las Vegas Springs Preserve site. The ground breaking cemented the partnership between the Nevada State Museum and the Springs Preserve that will certainly create a lasting source of pride for the entire Las Vegas community as well as the State of Nevada.

The Nevada State Museum and Historical Society in Las Vegas has always been an educational institution devoted to advancing the understanding of history, prehistory and natural history of Nevada. Upon completion in 2008, this new facility will allow for the expansion of that mission, extending the reach to so many more Nevadans for future generations to come.

The Department of Cultural Affairs and the Nevada State Museum in Carson City have worked tirelessly to fulfill the dream of building a connecting structure between the old Mint portion of the museum and the annex. While we still continue the effort to fully fund the project, one major advancement has been made, the naming of the facility. The new structure will be called the Dema Guinn Pavilion in honor of the First Lady. For the past eight years she has been an uncompromising supporter of all of the State Museums, as well as a champion of arts and culture for the state.

I would also like to welcome the three newest members of the Board of Museums and History, Dan Markoff, Robert Oxoby and Kara Kelly. All of the *Sagebrush Headlight* readers are probably familiar with Dan from his series of articles on the restoration of his locomotive. He brings a unique perspective to the Museum Board through his passion for railroading and his interest in Nevada history. Robert Oxoby, an Architect in the Carson City area has worked on many State construction

projects including some for the Nevada State Museum. Kara Kelley of the Las Vegas Chamber of Commerce will be a great help in determining how museums fit in to the business community. We look forward to having the advantage of all of their knowledge and experience on the Board.

Again this holiday season the Carson City Railroad Museum and the Boulder City Railroad Museum hosted their annual

Santa Train events. These events mark the 19th year for Carson City and the fifth for Boulder City. In Boulder City the Santa Train has become so popular, an extra weekend was added, doubling the number of days and the number of rides participants were able to enjoy. Both excursions, in Northern Nevada and in Southern Nevada, were extremely successful and it's heartening to see how the community has embraced this event and families are returning year after year.

Many thanks are in order for members of the Friends of the Nevada State Railroad Museum in Carson City, the Nevada State Railroad Museum volunteers and the Southern Nevada Chapter of the National Railway Historical Society. It is these dedicated volunteers that make special events like the Santa Train possible.

I would also like to recognize the staff at the Department of Museums and History, the State Library and Archives, the Nevada Arts Council and the State Historic Preservation Office. Without these dedicated, professional individuals none of the great accomplishments of the past year could have been achieved. To find out about our plans for the upcoming year, please visit the Cultural Affairs website at www.NevadaCulture.org.



Department Interim Director Scott Sisco November 30 at groundbreaking ceremonies in Las Vegas. NSRM Photo.

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The Carson & Colorado Railroad—arguably the V&T's longest extension—was built in the early 1880s from Mound House, just north of the Carson River, south toward the Colorado River. It was this narrow-gauge line about which D.O. Mills reportedly said in 1883, "Gentlemen, either we have built this railroad 300 miles too long, or 300 years too soon." Ironically, the V&T unloaded the Carson & Colorado to the powerful Southern Pacific in March 1900 – two months before news resounded of the huge gold boom at Tonopah. The V&T would share in the Tonopah profits for five years, until SP's Hazen cut-off bypassed the V&T. Increased revenues from Tonopah traffic and the start of construction of the Hazen cut-off pushed the Virginia & Truckee to build their final extension—the Minden Branch.

It was another period of expansion and expansive thinking. SP was holding 499 freight cars for the V&T at Reno, Sparks, Truckee, and Verdi. Another 100 cars were on the V&T plus 25 in the yard at Mound House. All 624 carloads awaited transshipment to the C&C. After a considerable lean period, the V&T had resumed quarterly dividends of \$37,500 and was even renting two SP ten-wheelers, Nos. 2038 and 2050, at \$10 a day to help handle the increased business.



SP locomotives on the V&T, 1904-06.

Stanley G. Palmer Photo, courtesy of the author.

Letters from V&T Vice President Henry M. Yerington (1829-1910) provide insight into the motivation to construct the Minden Branch. Yerington noted in April 1901 that there had been considerable business from Genoa and the Carson Valley the past two or three years and a short line might be warranted. In December 1904 Yerington wrote D. O. Mills that he thought a twenty-mile extension south from Carson City would enable the V&T to control

the trade of the entire region as it had controlled Comstock traffic thirty years earlier.

Heinrick Frederick Dangberg, Sr. (1829-1904), who was born in Germany, had come to the Comstock in 1855 but settled by 1858 in Douglas County. Eventually his H.F. Dangberg Land & Live Stock Company would control 36,000 acres in the Carson Valley. Nevada State Senator H.F. Dangberg, Jr., better known as Fred, projected 1905 production of the Dangberg Land & Live Stock Company at 4,000 tons of hay and grain, 1,000 tons of potatoes, 2,000 head of cattle and 10,000 head of sheep which equated to 700 carloads. The Carson Valley was coming into its own.

The Dangbergs offered free right-of-way if V&T tracks could be extended fifteen miles south of Carson City to a new town site being developed by the company a mile north of Gardnerville. As of January 1905 and with the concurrence of D.O. Mills, Fred Dangberg and 50-year-old, Australian-born V&T Chief Engineer William H. Kirk (1855-1940) were working out the best route for the proposed extension. The surveys used part of C.L. Anderson's 1877 survey for the Genoa Division. H.M. Yerington said the new branch would extend "from our old flume to the 20-mile house near [the] foot of the Bodie grade."

Fred Dangberg went to San Francisco to see D.O. Mills in early April 1905. Over objections of the people of Gardnerville, they agreed to a fifteen-mile extension to the Dangberg town site. The branch line would be built only if the Southern Pacific elected to standard-gauge the ex-C&C and build a Hazen-to-Churchill line that would cut the V&T out of the Tonopah traffic. The SP began construction of the 28-mile Hazen cut-off on April 5, 1905. Within ten days the V&T was surveying for the Carson Valley Extension.

South of Carson City the V&T secured an easement across one parcel of land, sought condemnation across another and acquired 5.8 acres in fee across the Stewart Indian School. The rest of the property primarily was a 100-foot right-of-way through Ormsby and Douglas Counties provided by the H. F. Dangberg Land & Live Stock Company. The right-of-way would revert to Dangberg if the V&T went out of business.

The 15.4 mile extension was almost a straight shot south from the old flume yard at Carson City. Total curvature on the branch was only 394 degrees. Elevation differed only 25 feet between one end of the line and the other. The only significant grade,

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Activities this Fall Kept NSRM Volunteers and Staff Busy

By Peter Barton, Museum Director

This past Autumn was an eventful one for the Nevada State Railroad Museum. The 35th annual Railroad History Symposium began Thursday, October 19 with the photo class and opportunities to photograph equipment from the collection in unique combinations at night. Symposium Co-chairs Frank Ackerman and John Schilling, assisted by thirteen members of the *Friends*, put together an extraordinary program and our audience responded in a significant way.

Registrations for all program components were higher than usual and the Sunday bus tour – new this year – was an early sellout. The Saturday evening banquet speaker was Jeff Asay (left) a corporate attorney for the Union Pacific Railroad. Sunday included the annual steam-up and shop tour, as well as the bus tour of railroad sites from Carson City to Reno and Sparks, planned and led by Mike Dunn and Frank Ackerman. The 2006



NSRM Photo.

committee has met to review the participant feedback and financial results. Thank you all for a job well-done.

Next we celebrated Nevada Day: its 2006 theme was Nevada and the Railroads. About 150 people attended the Nevada Day Committee Reception, held at the Museum on Friday evening, October 27. C.W. Craven attended and graciously assisted in cleaning-up and setting the Museum right for Saturday's opening. Thanks also to Brian Sheldon for coming in to insure the facilities were up to par for our many special guests.

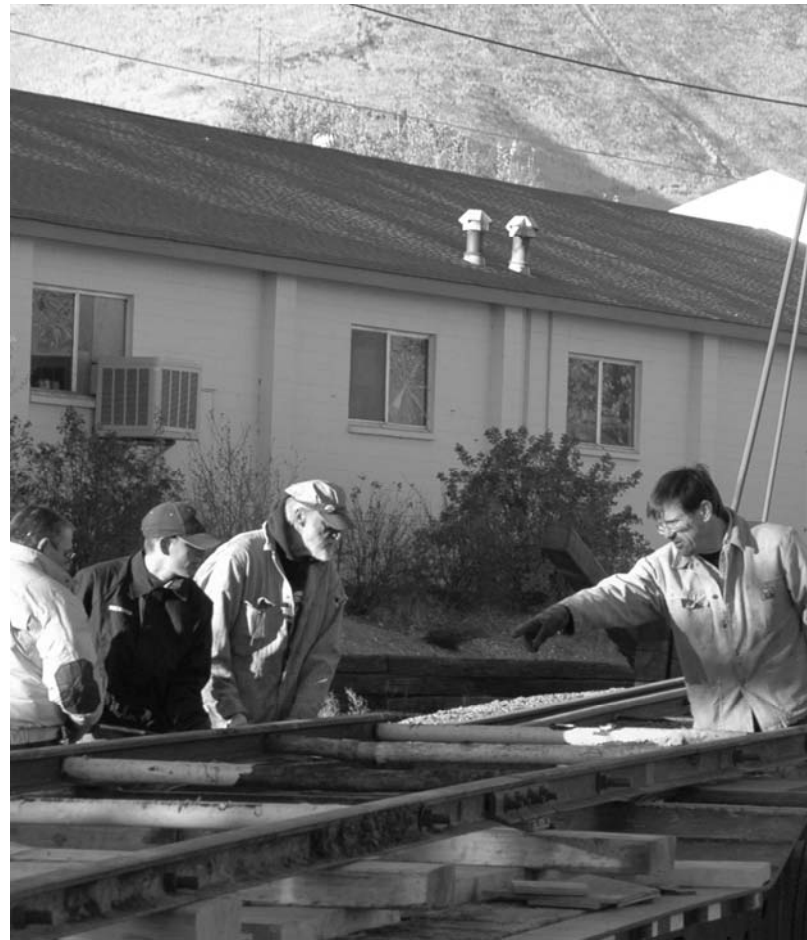
Earlier on Friday, our restoration shop crew of Chris de Witt, Rick Stiver, Lee Hobold and Robert Tatum; assisted by *Friends* President Ron Allen, and a crew from Capurro Trucking in Sparks loaded V&T No. 22, the *Inyo*, which led the parade as Grand Marshall on Saturday, October 28. Governor Kenny C. Guinn, First Lady Dema Guinn and three Guinn grandchildren rode in the *Inyo* with our own Lee Hobold and his wife, Linda.

The Museum provided FREE admission on Saturday in honor of Nevada Day. Late in the day our shop crew returned to off-load the *Inyo* from its trailer. In addition to staff who contributed uncompensated

hours of their time to insure the success of the various events, many members of the *Friends* went above and beyond and deserve our thanks. Among them are Jerry Barth and Chris MacMahon, who volunteered to spend Friday night at the Museum standing guard over the *Inyo*.

On Sunday, October 29 we “steamed-up” V&T No. 25 for Nevada Day, offering public train rides from 10am to 4pm. From 1-2pm the Carson City Community Band performed in the Jacobsen Interpretive Center.

Finally, the week was capped off by the great Halloween Express – “steam and screams” on Sunday evening, led by the efforts of Shannan Hodgman. We were overwhelmed by the success! The public turned out in great numbers and sadly, some had to be turned away. The train crew led by crew chief Barry Simcoe, the Carson High School

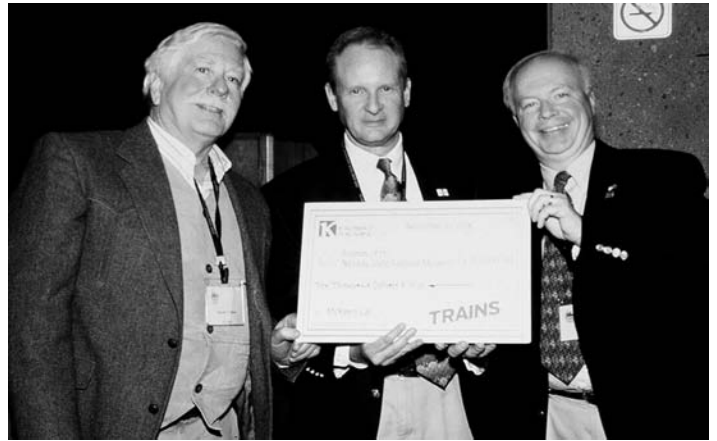


Early Friday morning, October 27, NSRM Restoration Shop crew working on locomotive No. 22, the *Inyo*, for the Nevada Day parade. Volunteers and staff shown (from left to right) are Chris MacMahon, Rick Stiver, Lee Hobold, and Robert Tatum.

Drama Club, staff and members of the *Friends* worked together to insure a safe and scary evening. While we've got work to do on program logistics, we'll make some changes and bring it back in 2007! Scott Bohemier, who engineered and executed many of the special effects, played an integral role in the success of Halloween Express!

On November 7 we provided an in-depth tour of NSRM facilities and programs for about 75 attendees of the Association of Railroad Museums/ Tourist Railway Association joint 2006 conference that began the next day at the California State Railroad Museum in Sacramento. On Saturday evening, November 11 during that conference Ron Allen and I received recognition and a \$10,000 check from *TRAINS* magazine in support of the on-going effort to restore V&T McKeen Motor Car No. 22. The *Friends*, whom I had nominated, were given the 2006 *TRAINS* Preservation Award. This annual award recognizes the effort of a railroad museum or historical organization that demonstrates the spirit of preservation of our shared railroad heritage. The *Friends* became only the eighth recipient of this

award and beat out 49 other projects for the award this year. The January 2007 issue of *TRAINS* magazine has an article about the project and the award.



Jim Wrinn of TRAINS magazine (center) presents the 2006 TRAINS Preservation Award to Ron Allen (left) and Peter Barton. California State Railroad Museum Photo by Marilyn Sommerdorf.



Supervisor Chris de Witt (center) directs the loading of V&T Capurro Trucking employees are at left and third from right Mahon, Lee Hobold, Ron Allen and Robert Tatum.

NSRM Photo.



Scenes from the Symposium bus tour, October 22: inside former SP Sparks erecting shop (above), Archeology of the ReTRAC project on display in the Reno Amtrak station (below). NSRM Photos.



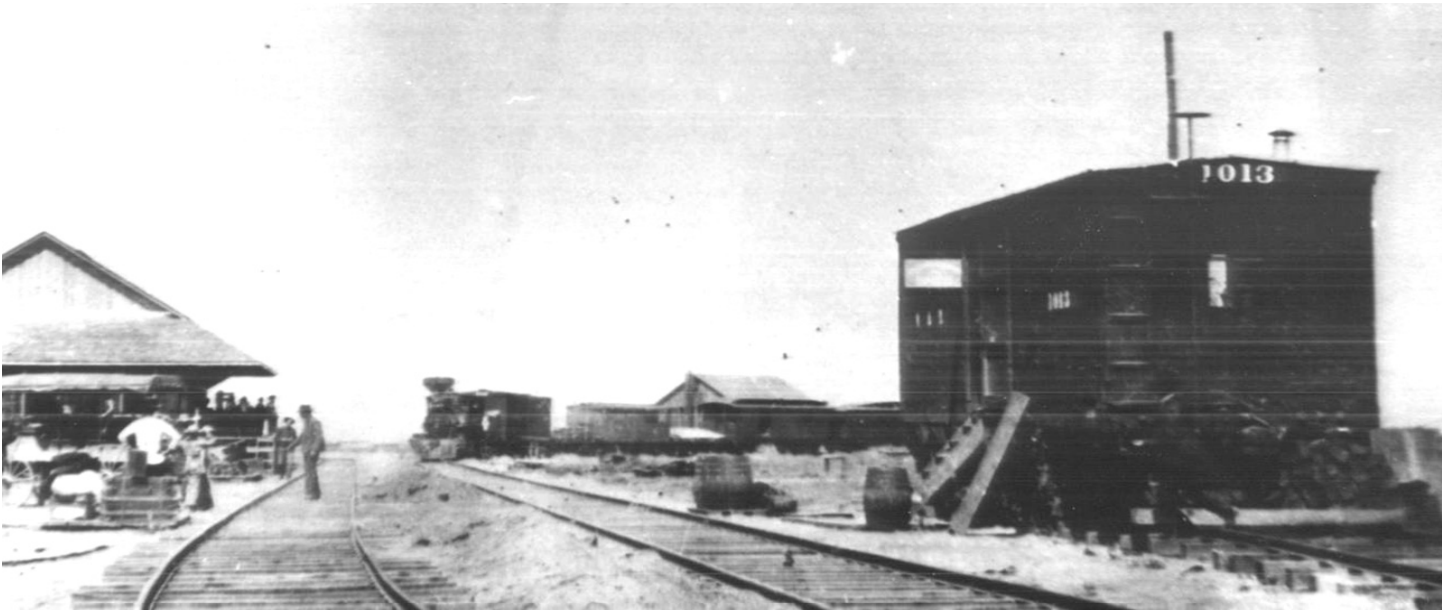
Continued from page 5

over the ridge between Eagle Valley and Carson Valley, was held to less than one percent and for less than a mile (4,440 feet). The sons of H.F. Dangberg, Sr. named the new town at the end of track for the Prussian town of Minden near their late father's birthplace.

The V&T Railroad Company had a 50-year charter for a line from Virginia City to Carson and to the

were re-laid on the new branch to Minden. The frogs, switch stands, and stub switches were completed in the Carson Shops.

Yerington considered an enginehouse and a turntable for Minden. Since the Dangbergs offered plenty of free ground, a wye was installed instead. The Dangbergs laid out stockyards, a flour mill, butter factory, and hay, general merchandise, and oil warehouses. They even talked of a hotel.



V&T train arriving Minden, 1906. Boxcar No. 1013 at right. University of Nevada, Reno; Special Collections.

Truckee River. Extending to Minden would require a reincorporation. Yerington and Mills considered reorganizing the company as the V&T Railroad of Nevada but settled on the Virginia & Truckee Railway Company as the new name. The new company, also chartered for fifty years, was incorporated June 24, 1905. The V&T Railway purchased all of the assets of the V&T Railroad.

The V&T contracted with the Shattuck & Desmond Construction Company for 130,000 cubic yards of roadbed grading at nineteen cents a yard. The Dangbergs made available a huge ditching machine handled by a powerful traction engine. A 480.6-foot-long timber bridge across the Carson River was the major track structure on the branch. There were also a 209.2-foot trestle over Carson River Slough and eleven small, wood structures that ranged in length from eight to 62.4 feet. Piles and timbers came from the Boca Mills, bolts and other ironwork were supplied by the V&T's Carson Shops, and the contractors erected the structures. At an average cost of 45 cents each, 45,000 heart-pine ties were ordered. Rails were being replaced in the V&T mainline. Fifteen-and a-half miles of the 1875-1879 Bessemer steel 56-pound rails that were taken up

Construction of the Minden Branch began on September 10, 1905. Snow, frequent storms, and frozen ground often delayed the work.

At about this time D.O. Mills attempted to sell the V&T to SP/UP's powerful E.H. Harriman (1848-1909) for \$1,250,000. Harriman offered only \$1,000,000 so there was no deal. Ever the optimist, H.M. Yerington thought the Minden Branch ought to double the value of the V&T.

As with the original construction of the V&T in 1869, construction workers on the Carson Valley Extension were a diversified lot. On March 10, 1906, Yerington wrote to Mills: *The Italian steel gang that Mr. Kirk has had laying new rail on the main line, now completed, was sent out to fence the Extension and at once struck for \$2.50 per day, from \$2. We refused and I am now figuring with the [Japanese] and Mexicans we have at Keeler taking up the Soda crop, now about done. [I] hope to get them at \$1.50 per day that we now pay them; they are better men than the Italians in every way and more desirable as section men . . .* Chief Engineer Kirk secured Austrian fence installers at \$1.75 per

day. They were let go a couple of weeks after the San Francisco Earthquake of April 1906 because they spoke no English and wage riots were threatened. Greek crews completed Minden Branch track-laying and Japanese crews the ten-plus miles of pasture fencing.

Construction began in June 1906 for a Minden freight depot/warehouse, surrounded by a large, wooden platform so that the twelve- and fourteen-mule teams operating from Carson City to Bodie and points south could transfer their ores, wool, hay, hides, merchandise, and country produce at Minden instead. Wells, Fargo & Company, Western Union and the US Post Office were anxious to join the V&T in offering service between Carson City and Minden.

The ceremonial first train ran on July 4, 1906. The first Minden Station Agent, "Herb" Coffin, lived in V&T boxcar No. 1013 until an Agent's House could be built. The V&T Agent, of course, was also the local manager for Western Union Telegraph and agent for Wells, Fargo & Company Express. When it became obvious that the Dangbergs were not immediately going to build a hotel, the railroad built a Passenger Waiting Room in 1909 alongside the Freight Depot. Surveying the Minden Branch cost \$622.77. The only cost of right-of-way acquisition was for the 100-foot corridor through the Stewart Indian School. Using pine ties and re-lay rail from the mainline, the cost of construction was held to \$152,000: a very modest \$9,500 per mile.

Although the Minden Branch and two-and-a-half miles of sidings, spurs and yard trackage were completed in 1906 much of it had to be rebuilt in 1907, following the worst March storms Nevada had ever seen. Carson Valley was a lake. Water was six feet above the top of the Carson River bridges. Several miles of the Minden Branch washed out and an SP pile driver had to be brought in to rebuild the V&T's Carson River bridges.

When built, the Minden Branch from Carson City consisted of a spur track at the sand pit; several spurs, a passenger shelter, and platforms at the Stewart Indian School; a platform and tool house at the Nevada Prison Farm; a stop at Hot Springs; a section house, bunk house, tool house, garage, well and platform at Douglas – the flag stop for Genoa traffic; a siding, corral, and well at the Stock Yards; and a yard, depot, waiting room, agent's house and overhead loading crane at Minden.

Chief Engineer Kirk was sent out by Yerington to look for a line to Aurora, Masonic, Bodie, and other mining camps. Although he surveyed a 38.35-mile route from Minden south to Wellington, no V&T extensions were built beyond Minden. Overall, the V&T's Minden Branch was a profitable extension with thousands of freight cars ultimately shipped in and out of the Carson Valley.

This article is based on the author's presentation for the 35th Nevada Railroad History Symposium, held at Carson City October 19-22, 2006.



V&T No. 11, Reno, at Stewart shelter, 1949.

Dick Jenevein Photo, courtesy of the author.

*Railroad History on the World Wide Web***National Historic Landmarks: the Nevada Northern Railway**

Nevada Northern Railway, East Ely Yards, Ely, White Pine County, Nevada, is the best-preserved, least altered, and most complete main yard complex remaining from the steam-railroad era. The Nevada Northern Railway was established in 1905 to support the area's booming copper mining industry. The era of dieselization of the railroad industry during the second half of the 20th century led to alterations and demolitions of railroad yards and shops nationwide. The East Ely yard escaped modernization because of its geographical remoteness and the decline of the mining industry it once served. —National Park Service.

For the history of the Nevada Northern Railway on the World Wide Web see *Nevada Northern & the Railroads of White Pine County* at <http://nn.railfan.net> or via a link from <http://www.nevadanorthernrailway.net/>. Webmaster Keith Albrandt spoke on Nevada Northern's history at NSRM's 35th annual Nevada Railroad History Symposium in Carson City, October 19-22, 2006.



One of five built in 1912 for the Nevada Northern by American Car & Foundry, box car No. 1024 was re-sided, painted and lettered by the Nevada Northern Railway Museum. Work was finished October 12, 2006.



Photos courtesy of Nevada Northern Railway Museum.

National Historic Landmarks are places that possess exceptional value in illustrating or interpreting the heritage and history of the United States. They can be sites where significant historical events occurred, places where prominent Americans worked or sites that represent ideas that shaped our nation. Fewer than 2,500 historic places carry the title of National Historic Landmark. Besides places like Mount Vernon, Pearl Harbor, and the Apollo Mission Control Center many other properties are Landmarks. Among them are the San Francisco Cable Cars, Horseshoe Curve, the Durango and Silverton Narrow-Gauge Railroad, and US Railroad Car No. 1, the *Ferdinand Magellan*. All illustrate important contributions to American history.

The National Park System Advisory Board evaluates the significance of prospective Landmarks at its semi-annual meetings. The Advisory Board includes leaders in the conservation of natural, historic and cultural areas. They recommend potential Landmarks to the Secretary of the Interior, who decides what will be designated. On September 27, 2006 Interior Secretary Dirk Kempthorne announced the designation of National Historic Landmarks in California, Florida, New York, Georgia and Nevada. Among them was the Nevada Northern Railway. "These new National Historic Landmarks help tell the story of America as a country and of Americans as a people," Kempthorne said. "I encourage all Americans to visit these places and breathe deeply of our history." The National Historic Landmark designation is the highest such recognition accorded by our nation.

Although every National Historic Landmark is included in the National Register of Historic Places – the Nation's official list of historic properties worthy of preservation – Landmarks constitute only three percent of the nearly 76,000 entries in the National Register. Both the National Historic Landmarks and the National Register programs are administered by the National Park Service under the Secretary of the Interior.

National Historic Landmarks help us understand the history of the Nation and illustrate the nationwide impact of events or persons associated with them. In contrast, most properties listed on the National Register are of State or local significance. The National Historic Preservation Act of 1966 provides that federally funded construction or other projects may not begin until their impact on National Register properties has been considered. Up-to-date information on the condition of and threats to NHLs is an important tool for fund-raising and influencing public policy. On-line at www.cr.nps.gov/nhl the National Park Service reports biennially on the condition of each National Historic Landmark. —*Frank Ackerman*

SELECTIONS FROM THE MUSEUM STORE . . .

Our Museum Store specializes in railroad books for adults and children, Nevada history books, train videos, audio recordings, toys, train models, hats and apparel, railroad pins and jewelry, train novelties and souvenirs, note cards, artwork and calendars.

As always, we invite and encourage you to visit the store in person for your shopping convenience. But, if you don't have the opportunity to visit anytime soon, we offer a few of our interesting merchandise selections on this page, available by mail order.

Your telephone or written inquiries about any railroad merchandise you may be looking for are always welcome. Please direct your requests to store manager Rich Reitnauer, (775) 687-8292. And remember, Friends of NSRM members are entitled to a 15% discount off all museum store purchases. Proceeds from sales are used by NSRM to fund a variety of museum projects and public interpretive programs.

NEW ITEMS FROM OUR STORE SHELVES:

THE EDWARDS RAILWAY MOTOR CAR COMPANY (Poole), 191 pp., \$49.95. ITEM #101078

This new book contains extensive information about H. P. Edwards and his company. The author weaves an interesting fact- and photo-filled story of the Edwards Motor Car with the history of many short lines that purchased it. The book provides new insights into the history of branchline and shortline railroading in which rail motor cars played a significant role.

TRACK AND TIME: AN OPERATIONAL HISTORY OF THE WESTERN PACIFIC RAILROAD THROUGH TIMETABLES AND MAPS (Asay), 160 pp., \$39.50. ITEM # 101427

A newly published unique glimpse into the life and times of this late comer to the western railroad scene. From the construction era (completed in 1909) on through the merger with Union Pacific in 1983 we learn of the relationships with its competing railroad lines, as well as its own branch lines and subsidiaries.

2007 V&T RAILWAY CALENDAR (Northern Nevada Railway Foundation), \$10.00. ITEM #101471

A twelve-month calendar for 2007, featuring historic black and white photographic images of the Virginia & Truckee Railroad from the Special Collections Department, University of Nevada, Reno Library.

CIVILIAN CONSERVATION CORPS IN NEVADA: FROM BOYS TO MEN (Kolvet and Ford), 200 pp., \$34.95. ITEM #100570

This is the first comprehensive history of the Nevada CCC, a program designed to help the nation get back on its feet, and of the "boys" who did so much to restore Nevada's lands and resources—and who became men. The book is based on extensive research in manuscript collections, unpublished memoirs, newspapers, CCC inspectors' reports, government documents and other sources as well as interviews with CCC veterans and personnel. Included are many period photographs depicting the Nevada CCC and its activities.

DONNER PARTY: WEATHERING THE STORM (McLaughlin), \$18.95. ITEM #101474

A fresh, dramatic and insightful study of how extreme weather challenged the snowbound emigrants and their heroic rescuers. Well-illustrated with historic photographs, as well as many previously unpublished images depicting winter weather conditions at the encampment areas.

JAWBONE: SUNSET ON THE LONE PINE (Serpico), 128 pp., \$35.00. ITEM #100604

Beginning in 1908 the Southern Pacific Railroad commenced construction of a standard-gauge railroad running north from Mojave to Owens Valley to facilitate the massive Los Angeles Aqueduct project that would bring water to the growing populace of Los Angeles. This work examines the history of the Mojave-Owens Branch (better known as the Lone Pine Branch or The Jawbone) and the subsequent business relations along the route, including service to the southern portion of the old Carson and Colorado Railroad. Much of the historical and photographic material presented here has never before been compiled under one cover. Included are 16 color photographs and over 200 black and white photos and illustrations.

TO ORDER BY TELEPHONE OR MAIL

To place phone orders, please call (775) 687-6953 (9:00am-4:00pm daily).

Address mail orders to Nevada State Railroad Museum, 2180 S. Carson Street, Carson City, NV 89701. Please include your name, street address, city/state/zip code, and your daytime telephone number. Members of the Friends of NSRM are entitled to a 15 percent discount off all merchandise. Please add \$3.50 for shipping charges. If paying by either Visa or MasterCard, include your credit card number and expiration date. Orders are shipped via FedEx.

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UPCOMING EVENTS

Wednesday Evening Programs

- | | | |
|-------------|---|---|
| December 13 | <i>The Donner Party: Weathering the Storm</i> | Presented by Mark McLaughlin |
| January 10 | <i>The Southern Pacific Railroad and the Development of Nevada and the West: Myth and Fact</i> | Presented by Richard Orsi,
Author of <i>Sunset Limited</i> |
| February 21 | <i>The Southern Pacific Railroad in Nevada: Crime, Tramps, Forest Fires, Livestock, Water, and Lake Tahoe</i> | Presented by Richard Orsi,
Author of <i>Sunset Limited</i> |
| March 14 | <i>The Legend of Kate Shelly</i> | Presented by Shannan Hodgman,
NSRM Museum Attendant |

Evening programs are held at the Museum's Interpretive Center on the second Wednesday of each month except as noted. Programs begin promptly at 7:00 PM (or as noted) and are free to the public.