

SAGEBRUSH HEADLIGHT

Vol. 28, No. 3 -101st Ed.

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

Fall 2007

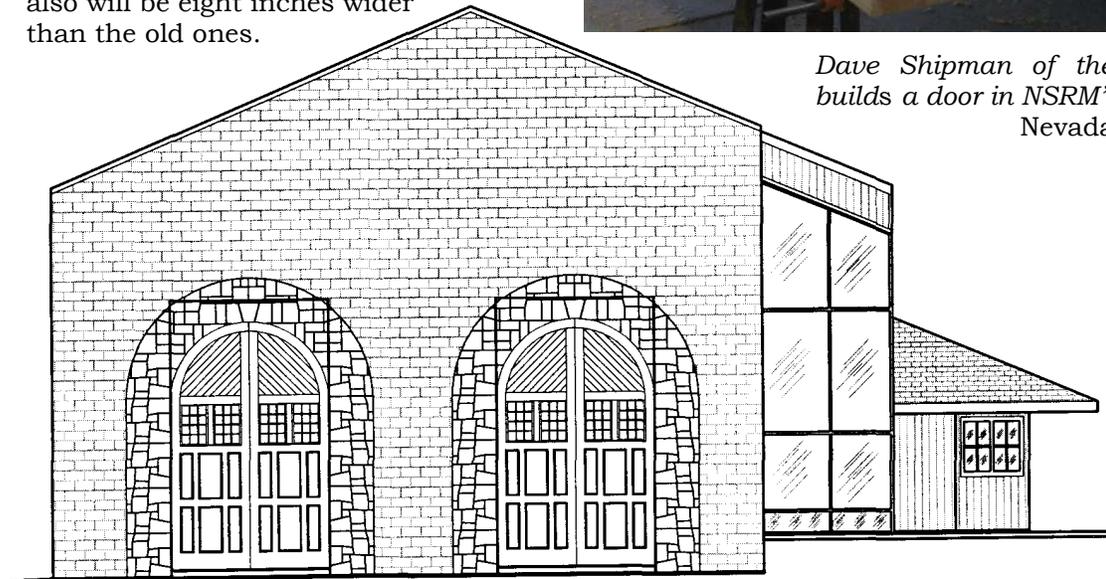
Jacobsen Interpretive Center Gets New Doors

Central Sierra Construction, Inc. began to install new railroad doors at the main building of the Nevada State Railroad Museum on September 13. This \$113,000 project, overseen by the Nevada Public Works Board, is expected to be completed by mid-October.

The doors being replaced date from the opening of the Center in 1990. "For a number of years, these doors have failed to keep out the weather," said Peter Barton, Acting Administrator of the Nevada Division of Museums & History, "Especially when there are strong winds out of the south." The new doorways also will be eight inches wider than the old ones.



*Dave Shipman of the Nevada State Museum builds a door in NSRM's Restoration Shop.
Nevada State Museum Photo by
Jeanette McGregor.*



Jacobsen Interpretive Center south elevation view showing new doors. Existing door outlines are shown as heavy lines.

Nevada Public Works Board Drawing
by Markus McEntee.

Dave Shipman, Exhibit Preparator/Carpenter at the Nevada State Museum, has assisted NSRM Restoration Shop personnel with building of the new doors. Their design is based on the doors of the Virginia & Truckee Railroad's Carson City shops, which stood at Stewart and Washington Streets until 1991. A pair of these doors, on exhibit in the NSRM Annex (*see photo, page 4*), provided information for the new doors. Doors for the Comstock History Center in Virginia City also were inspired by V&T's shop doors. —*Frank Ackerman*

Additional photos, page 4

The **Sagebrush Headlight** newsletter is published quarterly by the Nevada State Railroad Museum and distributed to members of the Friends of the Nevada State Railroad Museum as a benefit of their annual dues.

The museum is an agency of the
State of Nevada

Jim Gibbons, Governor

Department of Cultural Affairs

Michael Fischer, Dept. Director

Division of Museums and History

Peter D. Barton, Acting Administrator

Nevada State Railroad Museum

Frank Ackerman,

Acting Museum Director



Frank Ackerman, Editor
gfackerm@clan.lib.nv.us
775/687-4942

FRIENDS OF THE NEVADA STATE
RAILROAD MUSEUM
BOARD OF TRUSTEES

President: Ron Allen

Vice President: Bill Kohler

Secretary: Kurt Dietrich

Treasurer: John Schilling

Jerry Barth

Mike Dunn

Jerry Hoover

Russ Tanner

www.friends-nsrm.org

Correspondence may be sent to:

Friends of NSRM

PO Box 1330

Carson City, NV 89702-1330

**NEVADA STATE
RAILROAD MUSEUM**

2180 South Carson St.

Carson City, NV 89701-5999

775-687-6953

www.nevadaculture.org

Open Daily 8:30 to 4:30

Except Nov. 22, Dec. 25 and Jan. 1

Admission: Adult \$4, Senior \$3

Children younger than 18 FREE

NEVADA STATE RAILROAD MUSEUM

STEAM-UPS

Sundays, October 21 and 28

Thanksgiving Weekend; Friday/Saturday Nov. 23 & 24

Trains depart daily from the historic Wabuska Depot,
10:00 AM till 4:00 PM.

Schedules Subject to Change

Steam Train Fares:

Adults- \$5.00, seniors (65 and above)-\$4.00,

Children 6-11- \$3.00, Five and under FREE

FNSRM Members ride half-fare with a membership card.

Santa Train; Saturday/Sunday Dec. 15& 16

9:00 AM till 4:00 PM. All seats \$2.00.

Submissions for the next issue of *Sagebrush Headlight* are due Monday, December 3, 2007.



Bob Thill (r.) with Jack Gibson (l.) and Lou Boller in front of the Edwards motor car at Wabuska depot in the fall of 1987. See additional photo and story on page 5.

—Photo courtesy of Fred Thill.

Have you registered for the 2007 Nevada Railroad History Symposium?
—See page 8 for details.

The Friends of the Nevada State Railroad Museum gather railroad periodicals from 1950 or earlier, as well as railroad books and collectibles, 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

The train is pulling into the station, so it must be time to get this message ready for the *Sagebrush Headlight*. It has been a very busy season around the museum. The summer is over, but the activities continue. By the time you receive this, the Symposium will be getting underway with all of its activities. The Donner Pass Trip proved very popular: it sold out immediately. The planned presentations look to be very interesting and educational. Please plan to stay Sunday—the *Inyo* will be running! And note that the Symposium venue is completely new for both the sessions and the Saturday evening banquet.

The Board of Trustees have made a couple of interesting purchases lately. A rail collection came available and it was believed that it should be procured, as most of the pieces are from Nevada lines. The collection includes some 1863 Central Pacific pieces, some Nevada Central pieces, early V & T sections and more. The collection also included a shovelhead marked "Chas. Crocker", many lanterns, and other hardware. We feel fortunate to have acquired this collection. The other important purchase is an injector appropriate for the *Glenbrook* restoration. Items like this do not become available often and must be "grabbed" when they do.

Membership continues to grow. A huge thank-you goes out to all of you who have been busy selling our organization to the public. Please keep up the good work. To everyone else, please try to do your part by bringing in one new member each. Membership growth is very important to our continued success.

The *Friends* have entered into an agreement to be able to accept autos, boats, trucks, airplanes and other unique items for sale, the same as your local PBS stations currently do, so please consider making a donation of your old vehicle when you decide to purchase a new one. Remember all proceeds received help the museum and its activities.

Well, the engineer has given the signal to leave the station, so I had better get on board. See you all at the Symposium. Until next time, have a safe journey.
—Ronald J. Allen

SPOTLIGHT ON THE MONDAY MORNING GANG

This month the spotlight shines on the "Monday Morning Gang," which consists of Lee Marie Van Dusen (*at right in the photo*) and Lynn Vediner. Lee operates the store; Lynn handles admissions. Both started within a few months of each other a little more than four years ago.

Lee is a fourth-generation San Francisco native whose Danish great, great grandfather was captain of a sailing ship. When not volunteering at the museum, Lee enjoys theater and movies. Travel is another of her main interests. Last year she and several other museum volunteers journeyed to Seattle via Amtrak. Another of her interests is bird shooting, although she doesn't get to do that much anymore. And she attended the Safari Club International's convention in Reno last year.

Lynn was born in Minnesota (BRR!) and moved to the Long Beach area when very young (she even saw the Spruce Goose "fly"). She later moved to Santa Maria. Two days a week Lynn also volunteers at the Carson Valley Medical Center in Gardnerville. When not volunteering she delights in visiting her new grandson Nathan in Mammoth. Going on ocean cruises is another great interest of Lynn's, with Mexico being one of her favorite destinations. On top of everything else, her cat keeps her alert – he's always trying to get out of the house!



We couldn't start the week without them.

—John Frink

See story,
page 1.



(Above) Dave Shipman reaches for a bolt while putting a door together in the NSRM Restoration Shop. (Right) One of the V&T engine house doors on exhibit in the Annex at NSRM. Nevada State Museum Photos by Jeanette McGregor.



Daylight streams in at the side (left) and bottom (above) in these winter 2005 views of Jacobsen Interpretive Center railroad doors.

NSRM Photos by Peter Barton.

THE LAST AMERICAN: A Personal Odyssey

Putting Eureka Together

By Dan Markoff

More than four years had passed since *Eureka* had come home. In that time the new walnut cab had been mostly completed, the old tube sheet removed and a new one made and put in place. New tubes were installed, injectors cleaned and reassembled, gauges cleaned and overhauled, a new pilot and pilot deck constructed, along with the Radley Hunter smoke stack, head lamp, ash pan, grates and an incredibly large pile of parts cleaned and primed. Parts were everywhere: under our bed, on the fireplace, next to the TV, on the dining room table, in the garage, all over the shop – you name it. It was no longer a mound of parts, it was a mountain. Ditty was right: locomotive creep, like Bermuda grass, had taken over the place.

A number of loose ends had to be tied up. For instance, the headlamp had to be finished. I had spent much time traveling to take measurements of the *Glenbrook's* headlamp in Carson City and the lamp at the Colorado Railroad Museum and thinking about designing jigs and patterns. In the first couple of years of working on *Eureka*, this was consuming. After studying these other lamps in every detail and making detailed dimension sketches, I was determined to make one. The only problem was that, in the beginning of this project, I had no proper sheet metal tools for so doing.

As noted in the last chapter, the connections that had developed over my life again came to the forefront. Terry Andrews, a pilot I had known from my flying, was in the air-conditioning and heating business. Of course, that meant that he had sheet metal tools. When I told Terry what I wanted to do, he offered anything I needed in his shop to do it. All the basic parts for the lamp were cut out with a plasma cutter and large shears at his shop. If anyone out there has made a box headlamp, you know that while the lamp itself is relatively simple, a number of its parts are very intricate. And the metal is folded along seams to make the various components. It was those oddball shapes that I made at Terry's shop. Once they were made, I was off to Ron's Aircraft, my local airport fixed-base operator, to use his heavy sheet metal shears and brakes. When all the parts were bent up to shape, I took them home and began assembly, riveting them together with an aircraft rivet gun. In due time, the partially completed lamp took shape. It "lived" in front of our fireplace for quite a while.

Then the headlamp fuel tank and burner had to be fabricated. I made a set of mandrels over which to shape the metal parts. I used a lead hammer to pound the sheet metal over the mandrels, and then soldered all the pieces together. Eventually the tank took shape also. Finally the reflector was made by spinning copper sheet over a large wood pattern. It all finally came together as a lamp.

All the other parts of the locomotive piled everywhere began to reach the same state. They were cleaned, primed, and stored awaiting eventual assembly. Then, on a day much like any other day, I realized I was no longer taking things off of the locomotive and cleaning and fixing them, I was putting them back on the locomotive. My God, I could not believe it! The corner had been turned! Every time I did something it was now not a repair or manufacture, it was assembly. For once in a very long time, *Eureka* slowly began to return to her original beauty. It was a slow process to be sure, but it was happening. It seemed that this point was reached when we were working on the boiler.

I began to reflect on all the adventures that had brought the project to this point. I thought of the time when Chris de Witt and I had riveted the new tube sheet in place, double-gunning the hundred or so $\frac{3}{4}$ -inch thick, certified-steel boiler rivets in place with two No. 90 rivet guns. It was like shooting two .50-caliber machine guns at each other. I remembered my father, Mike Markoff, heating the rivets with an acetylene rosebud torch to almost white-hot on the little brick forge we made that sat on our barbeque. I remembered the deafening sound of rivets being shot into place, and the numbing of my hands that lasted a week. I thought of Chris sitting inside of the boiler barrel for six hours lapping back and forth the dry pipe for a perfect seal. I remembered rolling the new boiler tubes in place with Bob Craddock and Chris. I recalled the night when I was up until 2:00 AM caulking the seam of the tube sheet when the boiler was first filled with water and under house pressure to see where it would leak in that seam. And I recounted calling Chris to tell him of my absolute and total frustration: whenever I thought I had caulked the seam well, a small leak would pop out on the other side of the tube sheet seam. I would caulk it again, but a small leak would appear elsewhere. I remembered Chris – in a calm and instructive voice – directing me to just walk away from it and leave it alone for a week, and the seam would seal itself. As counterintuitive as that was, I followed his advice, and the tube sheet seam has never leaked even a pearl of water since.

Continued next page

All these thoughts and many others rolled over in my head as this milestone passed. While it had taken more than four years to reach this point, there was still an enormous amount of work to do. The locomotive was coming together, but I had not laid a finger on the tender. It had not changed since the day I brought it home from Old Vegas.

One day in late December 1990 I got a telephone call from the California State Railroad Museum. They were planning a big event in Sacramento called Railfair '91 and wanted *Eureka* to be there. They asked if it could be ready by the coming May when the event was to be held. I said I would get back to them after I thought about it a while. In the meantime, I got in touch with Bob Craddock who had helped me move *Eureka*, build her engine house and install the tubes. I told Bob what the CSRМ had in mind, and asked if he thought we could get the locomotive and tender finished in time. Bob came over and we looked at what had yet to be done.

Although the locomotive was in go-back-together mode, the tender was a mess. Its side sills were burned and could not be used again; the sides were warped and damaged from the fire and not in the least way usable; the tank bottom had rotted out and was a sieve; the trucks were a wreck, with all of the wood burned; and a bunch of parts were missing from the tender generally.

After considering all this we concluded, "sure, a piece of cake!"

Sometimes I think I need to see a shrink. No one in his right mind would, after spending all of his free time in four-plus years on the locomotive portion of the project, think that in merely five more months the entire locomotive AND tender could be restored to the point of display and operation in front of tens of thousands of people. But, what the hell, we thought – we would at least give it a try. The worst that could happen would be total failure and shame for being so foolishly optimistic.

By 1990 I was no longer Federal Public Defender for Nevada. I was in private practice, and I figured my time was now my own. I could devote whatever was needed to the project. After fifteen years working for the government, it was time to ignore the building of my law practice and fool around with a locomotive instead. It made perfect sense to me in a twisted sort of a way. After all, when would a chance like this ever present itself again? Good sense, logic, and good business practice went out the door.

I knew full well that Bob and I could not do the remaining work by ourselves. We would need a team that could devote a lot a time and effort. That meant finding people who were retired, and very skillful at what they did.

We would need someone very skilled in welding, someone very skilled with their hands, someone to keep us all organized, and someone who could do most any kind of work needed. The little band that I put together, other than my family, Bob and myself was Dr. John Craddock and Nancy Craddock, Jerry and Sue Jerrems, George Priscu and Harold Morehead.

Except for Jerry and Sue Jerrems, everyone was involved with aviation. I had seen their work not only on aircraft, but also in other mechanical endeavors. Doc Craddock was in prosthetic dentistry and was very skillful with his hands not only with someone's teeth, but also with airplanes and automobiles. George Priscu was a master welder who had restored to pristine condition his 1943 Howard aircraft that was admired by all at North Las Vegas airfield. Harold Morehead had been active in the Experimental Aircraft Association and likewise was good with his hands. Jerry and Sue Jerrems had been involved with railroads for years and were willing to devote their time and energies to the cause. Nancy Craddock kept the shop organized during the hysteria of the coming months. That was the corps of people who thought we could do this impossible task in time. Maybe we all should have seen a shrink.

The first thing to be done was to determine if the boiler was going to do what it was supposed to do. Although the cab was only partially assembled on the locomotive, and no finish work had even been started, we had to find out if the locomotive boiler would steam, completely be tight, and work properly. The tube sheet was in, as were the new tubes, the grates and ash pan had been installed, and all pressure parts had been overhauled and lapped into place. Both injectors, the water glass and gauges were mounted and plumbed. The boiler had been hydrostatically tested and the inspector was satisfied. It was time.

In 1989 Ditty's father, Mory Ohrel, had died. He was a wonderful man, and he and Ditty had been very close. When Mory and Ditty's mother, Ann, would visit us, Mory and I used to sit out by *Eureka* and talk about the old days when it ran across Nevada. Mory was a cattle rancher and he loved the Old West as much as I did. *Eureka* was as much a part of the history of the West as had been the

Continued on page 8

Robert Thill: Charter Member, Friends of NSRM

Bob Thill died on May 20, 2007 at age 91. Born to immigrant parents in San Francisco, he lived his first eighteen years in Oakland near the Key System, Santa Fe, and Western Pacific tracks. With them passing his house almost by the minute it is easy to see how his attraction to trains began. Of course, he also had electric trains as a kid.

After graduating from Old University High School in Oakland, Bob moved with his parents to Vacaville where they had bought a farm. He entered agricultural school at what is now the University of California at Davis. Drafted during World War II, Bob became a Captain in the Quartermaster Corps, commanding a truck company and serving at times on the Red Ball Express in Europe. He loved to reminisce about it with whoever would listen.

He worked at the Golden State dairy company (later Foremost and eventually Foremost McKesson) for 35 years, becoming head of procurement. He retired

March 31, 1981—the day of the attempted assassination of President Reagan.

He moved to Carson City, and volunteered for twelve years at the Nevada State Railroad Museum. His wife Dorothie was a docent at the Nevada State Museum for several years. Although her failing health forced them to move to the Classic Residence in Reno in 1991, Bob remained an active NSRM volunteer until 1999. He loved to bring his dog Mendy with him. She slept in the truck (windows *down* of course!) while he worked at the museum. At lunchtime they shared his bag lunch. Bob took great pride in the restoration of the Edwards motor car, and became one of its first Conductors. He would have liked the memorial service that his family held aboard the motor car on July 28, 2007.

—Fred Thill

Bob Thill's son Fred lives in El Salvador. Bob is also survived by three granddaughters and four great grandchildren, all of whom live in the USA.



The late Bob Thill is second from right in this August 17, 1986 photo of NSRM employees and volunteers. How many of the others can you identify?

—Daun Bohall Photo Courtesy of Fred Thill.

cowboy and cattle ranches. He wanted to see *Eureka* run again as much as anyone. But the Big Trail Boss in the sky called Mory home before *Eureka* would move under steam again.

On a cold winter morning I pulled *Eureka* out of the shop. I loaded the firebox with wood. The boiler was filled with water, and the time came to light the first fire. Ditty and I, and a few of the others, were gathered around for the momentous event. I thought that this was a day when Mory would have wanted to be there. I announced to the small assemblage that this first firing of *Eureka* would be in memory of Mory. I then lit the fire.

Gradually, the flames began to build in the firebox. I really didn't know how long it would take to build up a head of steam, so I settled back with a cup of coffee and tended the fire for the next three hours. At last the water began to boil, and I closed the atmosphere valve. Slowly the needle on the boiler gauge began to come off the peg. For the first time in many years *Eureka* was coming alive once again. After working pressure was reached, we opened the throttle to blow out any crud that had accumulated in the steam passages. I had left the slide valves off for that purpose. When the throttle was opened it was like two gigantic geysers erupted with roaring thunder. God! Was it spectacular! When I closed the throttle, everything instantly was silent and tight. I examined every part in detail. There were no leaks, and no problems to note as far as the boiler repairs were concerned. I was as happy as a person could possibly be.

As day wore on into night, I let the fire go down. When the fire was out, *Eureka* was pushed back into her home. The day was a total success and one I will never forget.

I think Mory was happy, too.

Next time: The Back Yard "Hon Yocks."

Copyright 2007 Dan Markoff

Reminder:

NSRM's 2007 Symposium

The V&T and Beyond:

Innovations in Nevada Railroading

will take place Friday through Sunday, October 19—22 at the Nevada Legislative Building and the Museum grounds.

Presentations by Bruce Blackadar, Stephen Drew, Howard Goldbaum, Brian Maky, Larry Mullaly, Stathi Pappas, Mark Reutter, Joe Strapac and Kyle Wyatt will cover McKeen cars, fuel oil on SP and V&T, Archeology of a V&T section camp, WP's USRA mikados, Evolution of CP and V&T Freight-car trucks, the Reno trench and other topics. At the banquet Art Lloyd will reminisce about RDC operations on the WP.

Sunday will feature a Shop tour, train rides and **the 2007 annual outing of V&T No. 22, the *Inyo*** with historic rolling stock.

Register by mail or via www.nsrm-friends.org



Dan Markoff's Eureka (left) and the Inyo were both under steam July 1-4, 2006 at the Nevada State Railroad Museum.

Eureka was the three-foot gauge Eureka & Palisade Railroad's No. 4; Inyo, Virginia & Truckee Railroad's No. 22. Both were built in 1875 by Baldwin Locomotive Works in Philadelphia, Pennsylvania.

Nevada State Railroad Museum Photo
By Peter Barton.

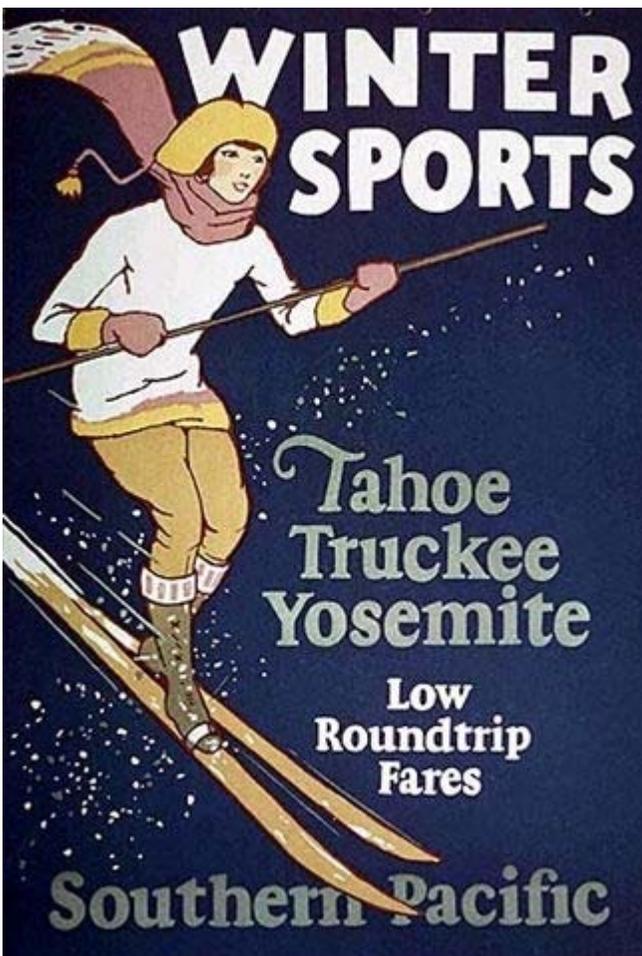
Railroad History on the World Wide Web

The Union Pacific Railroad: [http//www.up.com](http://www.up.com)

Each Class I railroad in North America has its corporate website. These vary in their presentation of company history. BNSF's site, with its bibliography and its links to websites of historical & technical societies of its predecessor companies, does this best. In contrast, no history—either of the present company or its predecessors—can be found on the CSXT site.

The UP site has several useful features for anyone interested in railroad history. At the UP home page, click on "General Public" and then on "History and Photos" to reach the headings shown in the box at right. Though history of the "original" UP dominates this site, information provided about recent merger partners such as Southern Pacific has increased in the past year or so. Examples from the current gallery, including a Central Pacific crew at Mill City, Nevada, appear below. —*Frank Ackerman*

- [Historical Overview](#)
- [Chronological History](#)
- [History of the UP Logo](#)
- [Significant Individuals](#)
- [Special Trains](#)
- [Steam Operations](#)
- [Historical Equipment Still in Use](#)
- [Historical UP Locomotives](#)
- [A Brief History of the Caboose](#)
- [Passenger Trains](#)
- [UP Museum](#)
- [Photo Gallery](#)
(from UP's 500,000-image archive)
- [Historical Maps of the Union Pacific](#)
- [Past and Present Railroad Job Descriptions](#)
- [UP/SP Merger STB Written Decision \(PDF File\)](#)

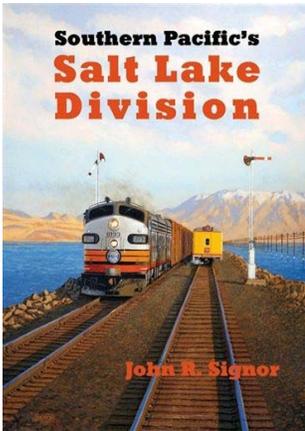


SELECTIONS FROM THE MUSEUM STORE . . .

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 encourage you to visit the store in person for your shopping convenience. If you won't have the opportunity to visit anytime soon, we offer on this page a few of our interesting merchandise selections. They and many others are available by mail order. Proceeds from sales are used by NSRM to fund a variety of museum projects and public interpretive programs.

NEW ITEMS FROM OUR STORE SHELVES:



SOUTHERN PACIFIC'S SALT LAKE DIVISION (Signor) \$75.00 Item #101031.

While many segments of the vast Southern Pacific have attracted wide attention over the years, the lines of the SP in Nevada and Utah have remained largely a mystery. The stretch from Sparks to Ogden was for many years known as the Salt Lake Division. This volume traces the long, colorful history of the Southern Pacific Railroad through our State, starting with the pioneer Central Pacific in the 1868, continuing on with the vibrant Harriman years after 1900, through Depression, War, and into the modern era. Over the years, terminals and railroad towns were built, and many later faded into history. Engineering and operating challenges were overcome. Throughout, the traffic, trains and people of the Salt Lake Division left their mark in the shifting sands and wind-blown passes of this lonely land.

THE GHOST TRAINS OF SP'S OVERLAND ROUTE—NOS. 21-22, MAIL, 1947-1967 (Cape & McKeen) 144 pages, \$42.95 Item #100805.

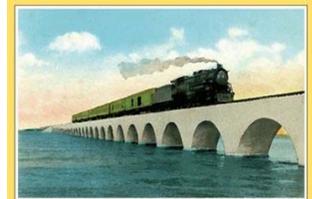
A comprehensive history of these little-known trains. The book takes readers "on board" as it describes activities in each working area of these trains - from the cab to the rider car and everything in between. Detailed descriptions of terminals, yards and stations; train consists and timetables are included.

THE FLORIDA KEYS OVERSEAS RAILWAY (Zeillner) \$55.00 Item #100543.

The story of the Florida East Coast Railway's extension to Key West has been told before—from the early dream of Henry Flagler, to completion of construction near the end of Flagler's life, to its destruction in a devastating hurricane. But there is much more to tell. William Asa Glass, a construction engineer on the project, made a collection of photographs that show both the engineering and human sides of the great project. These pictures form the core of this book, supplemented by recollections of many who were there. In combination, they make a vivid story, rich in unfamiliar details. Flagler conceived the idea of a railway to Key West at least as early as 1895. After a number of setbacks, the Overseas Railway was completed in 1912. It was destroyed in the cataclysmic Labor Day Hurricane of 1935.

The Florida Keys Overseas Railway

Warren Zeiller



SOUTHERN PACIFIC FREIGHT CARS VOL. 4: BOX CARS (Thompson) \$70.00 Item #100429.

Box cars make up an essential part of the history of any railroad. This latest book in an authoritative series covers the most numerous car type in the SP fleet from 1865 to 1965. It includes rosters, photos and drawings of major car classes. The first section covers early box and combination cars as well as fruit, ventilated and refrigerator cars; and presents the important Huntington-era standard cars. Then coverage turns to the Harriman and post-Harriman designs, and to the World War I era, with several design differences including USRA cars. The numerous cars of the 1920s, followed by the all-steel standard designs built before and after World War II and finally the box cars of the 1960s are presented in additional chapters.

**Pullman-Standard
Freight Cars,
1900-1960**

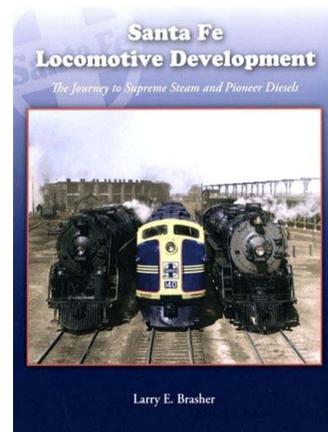


Edward S. Kaminski

PULLMAN-STANDARD FREIGHT CARS, 1900-1960 (Kaminski) \$65.00 Item #100021. Although better known for its passenger cars, Pullman-Standard was for some years the largest freight-car builder in North America. The company, which pioneered the use of welding in freight-car construction, had plants in Chicago; Hammond and Michigan City, Indiana; Butler, Pennsylvania; Bessemer, Alabama; and Worcester, Massachusetts. The book contains some 418 photographs, most never before published, from Pullman, Pullman-Standard, and predecessors Haskell & Barker, Standard Steel Car Company, and Tennessee Coal, Iron & Railroad Company.

SANTA FE LOCOMOTIVE DEVELOPMENT (Brasher) \$65.00 Item #100063.

This book presents the development of locomotives from early designs of the 19th Century, through the "supreme steam" of the 1930s—with Santa Fe's superb 4-8-4 and 2-10-4 locomotives—and simultaneous explorations of pioneer diesel power. Author Brasher's article, "High Tide of Santa Fe Steam: the Great Locomotive Designs of Charles T. Ripley" appears in the Fall 2007 issue of *Classic Trains*.



LEANIN' TREE® RAILROAD CARDS FOR THE HOLIDAYS \$10.00 per box of ten cards, with envelopes. Item #100868—*specify road name*. This season, the Nevada State Railroad museum is carrying all of the **LEANIN' TREE®** railroad-themed holiday cards that are available by the box. Cards for 2007 depict trains of the Baltimore & Ohio, Chicago & North Western, Denver & Rio Grande Western, Great Northern, Maine Central, Pennsylvania, and Santa Fe. Steam locomotives appear on seven of the cards.

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.

Now through **December 14** at the Nevada Historical Society
1650 North Virginia Street, Reno, Nevada 89503

The Central Pacific Railroad and the Comstock

Exhibition Presented by

the Nevada State Railroad Museum and the Nevada Historical Society

Starting May 19th with the Sherriff's Cops 'n Kids event and finishing at the Children's Museum on August 18th, the NSRM handcar volunteer corps went off-site to represent the museum throughout summer 2007. Jerry Barth, Larry Booth, Rich Courtney, Mike Dunn, Jim Hall, Roy Hargrave, John North, Mark Owens and John Williams did a wonderful job. From the museum staff a BIG THANK YOU to all. —John Frink

4216
NEVADA STATE RAILROAD MUSEUM
2180 South Carson Street
Carson City, Nevada 89701-5999
775-687-6953

PRSRSTD
U.S. Postage
PAID
Carson City, NV
89701

UPCOMING EVENTS

36th Annual Nevada Railroad History Symposium
The V&T and Beyond: Innovations in Nevada Railroading
Friday through Sunday, October 19—22, 2007 in Carson City

Wednesday Evening Programs

- | | | |
|-------------|---|---------------------------|
| October 10 | <i>White Pass & Yukon Route Steam Spectacular (Sort Of)</i> | Presented by John Frink |
| November 14 | <i>Keeping Them Apart: The Evolution of Railroad Signaling</i> | Presented by Peter Barton |
| December 12 | <i>Sierra Valleys Railway</i> | Presented by Larry Meeker |

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.