

M-10000 at the upstream face of the dam.

US Department of the Interior - Bureau of Reclamation Photo.

accommodations, the first of which will be placed in service sometime during the summer. The 'bullet' will not be placed in service between Chicago and the Pacific coast . . . but probably will be used as a daylight run, possibly between Salt Lake and Los Angeles."

M-10000 entered revenue service on January 31, 1935 as the *City of Salina*, operating between its namesake and Kansas City, via Topeka. After logging 899,113 revenue miles, it was withdrawn on December 16, 1941, and sold for scrap. By the summer of 1941, however, Union Pacific had placed nine additional streamliners in service, each more advanced than the one before, and each building upon what the railroad had learned from M-10000.

The Nevada State Railroad Museum has installed an exhibit about Union Pacific's M-10000 and its visit to Nevada. Focal point of this exhibit is a 1/48 scale model of the train donated to NSRM by the Lawrence Scripps Wilkinson Foundation of St. Clair Shores, Michigan.

Local newspapers called it the "Miracle Train." At Boulder City (below) 1,423 people--and in Las Vegas 7,384 people--toured it. They equaled about two-thirds of the population of Clark County at the time. Union Pacific Railroad Museum.



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Plaster City he couldn't find us, but he figured if he hiked far enough down the railroad, he would find us somewhere. That's what he did. When he came upon us in the middle of the night, he just climbed aboard, threw out his sleeping bag, and began making ZZZZZs until morning. It turned out to be a very pleasant surprise.

As the sun rose in the east, we made preparations to get underway again. This day, we would test *Eureka* for speed and endurance. After getting ready, we went down to Plaster City and took on more wood and water. It was time to see how fast *Eureka* would go. The Baldwin folks had said that a locomotive like *Eureka* can do 40 mph. I got ready for the test, not knowing exactly what to expect from a locomotive that was then 118 years old. But what the heck: I dropped the flat car, and Chris, Bob Craddock and I headed down the line.

I opened the throttle, and as we moved faster coupled up the Johnson bar. The engine gathered speed rapidly, and before I knew it she was going so fast that the side sway in the tender was pitching wood over the side. The locomotive, however, was perfectly balanced and would have gone faster if not for the side sway of the tender.

One of the crew followed us in his truck and timed our speed. It was 39 mph, which was good enough for me. I brought the engine to a stop and got out to check rods and bearings. Everything was running cool and perfectly. I was ecstatic! The old gal still had it in her.

As the day wore on with more work and testing, our hunger was overpowering. Much to our relief, Doc and Nancy Craddock made a food run to El Centro and had come back with scores of hamburgers, egg McMuffins and whatnot from McDonalds. The food disappeared in gulps.

After getting some fuel in ourselves, we decided that it was time to start doing endurance runs. So, we loaded wood and water, and headed out again. Our confidence in the ability and soundness of the engine was greatly increasing. Each time, we stretched the run farther before heading back for more fuel.

On one of our runs, a Navy pilot in an F15 saw us down below on the railroad. He dove down on us and with thundering speed shot over us and back up toward the stratosphere, then he descended again to give us our own personal aerial demonstration of a Navy fighter.

Dorothy may have had flying monkeys, but we had Navy fliers! It was a great show.

Near the end of the day we decided on a last endurance test. The engine was lubricated, tender loaded, and several of us piled on for this last trip. This time though, we backed out of Plaster City because we knew that we might be returning at night, and would need the headlight pointed forward.

For the most part, the USG railroad is very level. We were able to back up about thirty miles. At that point, we found that we still had a bit more than half a tender-load of water and wood left, so it was time to head back. I lit the oil lamp in the headlight for the return trip.

As we headed back not a word was spoken in the cab. We looked across the desert as the pastel reds and purples drifted over the horizon signaling the close of day. The telegraph poles flicked by, and darkness overtook us altogether. For some reason, we all knew this was a special, if not mystical, time. All we heard was the rhythmic workings of the engine, the click of the wheels. The headlight gave a golden glow to the track in front with the rails softly reflecting the amber light.

I looked over from the engineer's side of the cab as we rolled through the blackness. The fire in *Eureka's* heart was burning with the resurrection of history. The fire would sometimes flash from underneath throwing blooms of light to the side. Orange cinders flowed from the stack with all the glory of a Fourth-of-July. We were perfectly silent. But, *Eureka* was talking to us in her own special language that has not been heard for more than a hundred years, telling us she was alive and well and happy. She was home.

A couple hours drifted by like this when off in the far distance we could see the beautiful towering lights of Plaster City on the horizon. But, it was not Plaster City. To a man, all of us thought the same: It was the Emerald City of the Wizard of Oz, and we were following the golden iron road leading home. In this desert, in the night, in *Eureka* we lived that moment that is fantasy for most, but was very real for us . . . a dream that came true.

Original artwork on pages 4 and 5 is by Loren Jahn. The photo on page 1 is from the author's collection.

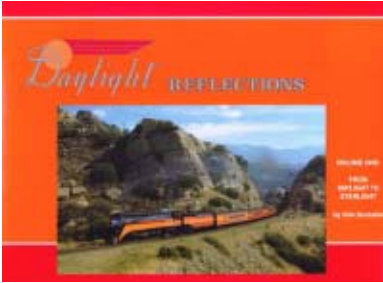
Next time: *Climbing the Rocky Mountains*
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"Every ninety minutes someone in this country is hit by a train. A train, okay? Trains are on tracks; they can't come and get you. They can't surprise you when you step off a curb. You have to go to them. Got that?"
--George Carlin (1937-2008)

SELECTIONS FROM OUR MUSEUM STORE *The 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.*

We encourage you to visit the store in person. For those of you who won't have an opportunity to visit soon, the new merchandise selections below, along with many others, are available by mail-order. Proceeds from sales are used by the Nevada State Railroad Museum to fund a variety of museum projects and public interpretive programs.

The store is almost completely restocked and new items are coming in weekly. Nearly all of our apparel items are back in stock. We anticipate getting a new McKean Car T-shirt in time for the car's forthcoming unveiling.



DAYLIGHT REFLECTIONS Volume One: From Daylight to Starlight

(Huxtable). Special Price \$49.95! Item #100981.

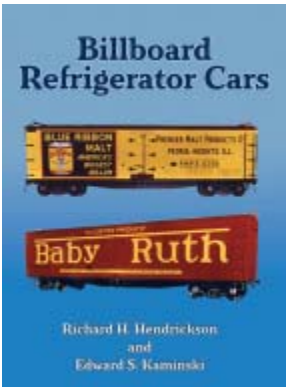
This is one of the first full-color railroad books, released in 2002. At that time color publishing was expensive, and the book's publication price was nearly \$100.00. The cost of four-color printing has come down significantly and Nils Huxtable has extended to us a special offer on this book at a price of just \$49.95. This 150-page, horizontal-format book features color artwork and beautiful color pictures (with some black-and-white) of "the most beautiful train in America" – Southern Pacific's red, orange and black *Coast Daylight*, inaugurated in 1937.

In addition, the book is illustrated with wonderful color reproductions of

advertisements, also pictures of dining-car china and of notable stations along the route.

WESTERN PACIFIC DEPOTS AND STATIONS (Hayes). \$60.00. Item #100356.

This handsome, horizontal-format book fills a huge hole in the history of the Western Pacific Railroad. Included in it are more than 300 pages of photos (mostly black-and-white), and reproductions of color postcards showing nearly every WP depot. The book is richly illustrated with elevation and floor-plan drawings of most of WP's standard stations. The book also illustrates some dining-car china and memorabilia and touches briefly on WP passenger train operations.



BILLBOARD REFRIGERATOR CARS (Hendrickson & Kaminski). \$60.00.

Item #100246.

This latest Signature Press release, by noted freight car experts Richard Hendrickson and Edward Kaminski, has hundreds of B&W photos. A color section includes illustrations of some of the rarest paint schemes. The book's 200-plus pages also cover the puzzling conditions that led to the Interstate Commerce Commission decision that banned the use of billboard advertising on these cars in 1937.

The museum store is striving to locate DVDs of the classic railroad movies that feature cars and locomotives in the Nevada State Railroad Museum collection. Although Cecil B DeMille's *Union Pacific* is not available, we are stocking a film that stars John Wayne - and V&T No. 22, the *Inyo*. It's **RED RIVER**. \$17.95. Item #102694.

We also stock DVDs of other feature films with railroad themes or in which trains figure prominently. Currently, these include:

BREAKHEART PASS. \$17.95. Item #102678. Charles Bronson.

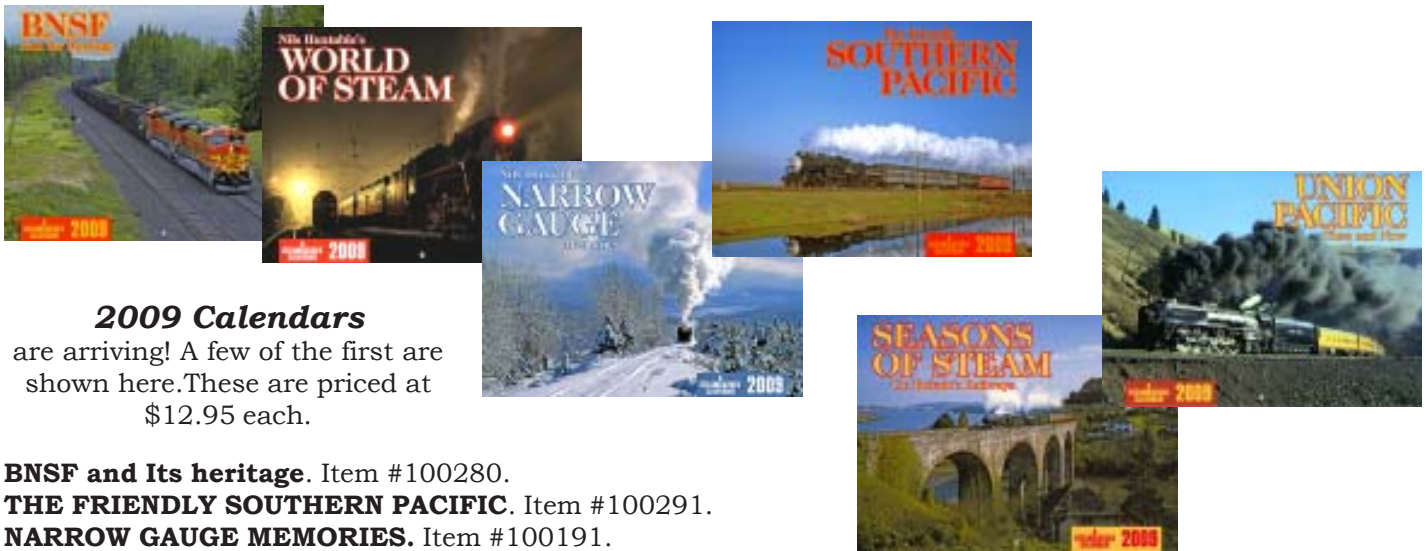
EMPEROR OF THE NORTH. \$17.95. Item #102967. Ernest Borgnine and Lee Marvin.

THE GREAT TRAIN ROBBERY. \$17.95. Item #102974. Sean Connery.

RUNAWAY TRAIN. \$17.95. Item #102686. Jon Voight, Eric Roberts and Rebecca DeMornay.

SILVER STREAK. \$14.95. Item #103751. Gene Wilder, Jill Clayburgh and Richard Pryor.

TERROR TRAIN. \$14.95. Item #102685. Jamie Lee Curtis; featuring *Empire Builder* Pullman *Sheyenne River*.



2009 Calendars

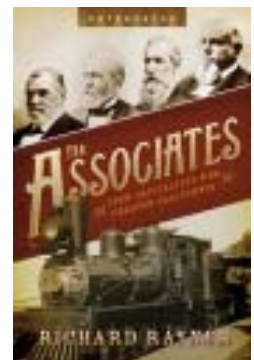
are arriving! A few of the first are shown here. These are priced at \$12.95 each.

- BNSF and Its heritage.** Item #100280.
- THE FRIENDLY SOUTHERN PACIFIC.** Item #100291.
- NARROW GAUGE MEMORIES.** Item #100191.
- SEASONS OF STEAM ON BRITAIN'S RAILWAYS.** Item #100290.
- UNION PACIFIC then and now.** Item #100296.
- WORLD OF STEAM.** Item #100290.

Shop the Museum Store for 2009 calendars!

THE ASSOCIATES: Four Capitalists Who Created California (Rayner). \$23.95.
Item #102649.

The story of Huntington, Hopkins, Crocker and Stanford--four men who built not only a railroad, but an empire--and a state. This book goes beyond the process of carving a route through the formidable Sierra Nevada with Chinese labor. The book examines the rapacity of four business partners who "cared only about money . . . and were absolutely ruthless about money."



The museum store recently accepted a large consignment of rare, out-of-print railroad books. Please stop in to browse this collection (sorry, it doesn't include any copies of *Silver Short Line*). We expect a list of these books--and of all other books stocked in the store--to be ready soon.

TO ORDER BY TELEPHONE OR MAIL

Call (775) 687-6953 (9 am - 4 pm). Write 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 \$5.00 for shipping charges. If paying by either Visa or MasterCard, include your credit card number and expiration date. Orders are shipped via FedEx.

New Email Addresses at the Nevada State Railroad Museum

As of July, internet service for the Nevada State Railroad Museum is being provided by the Nevada Department of Information Technology rather than the Nevada State Library. As a result, email addresses of NSRM employees have been changed. A list of new addresses you might need appears below.

- | | | |
|------------------------|--------------------------|-------------------------------|
| Frank Ackerman | Curator of Education | GAckerman@nevadaculture.org |
| Chris DeWitt | Restoration Supervisor | CDewitt@nevadaculture.org |
| John Frink | Administrative Assistant | JFrink@nevadaculture.org |
| Wendell Huffman | Curator of History | WHuffman@nevadaculture.org |
| John Walker | Retail Storekeeper | John.Walker@nevadaculture.org |

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UPCOMING EVENTS

37th Annual Nevada Railroad History Symposium ***The Second World War and the Railroads of Nevada*** **Friday through Sunday, October 17-19, 2008 in Carson City**

Monthly Wednesday Evening Programs

- | | | |
|-------------|---|------------------------------------|
| October 8 | Nuclear Railroad:
the Jackass & Western | <i>Presented by Peter Barton</i> |
| November 12 | Train Wrecks on the
Western Pacific Railroad | <i>Presented by John Walker</i> |
| December 10 | A Century of Pullman Cars | <i>Presented by Frank Ackerman</i> |

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