

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

Winter 2005-06

THE LAST AMERICAN, A PERSONAL ODYSSEY

The Elk on the Peak

By Dan Markoff

I looked over the scene at Old Vegas. It was one of devastation. What at one time had been an active place full of people enjoying the ambiance of the West, was now virtually a ghost town itself. The weeds were growing in the dirt roads, a sign or two hung by one chain twisted in the hot breeze. An occasional jack rabbit darted for cover. The paint on the buildings was faded and peeling. No old town in Nevada's interior could look any more forlorn, not to mention the damage caused in several areas by the fire.

My wife Ditty and I walked past the *Eureka*. Its paint to a large degree was charred. Structural timbers that held a building roof above it had collapsed on the locomotive and were lying crossed over the boiler. The cab was charred black, and the gauges on the backhead had been cooked to the point where the internal parts were lying on the bottom of the cases. The tender was damaged to the point where the sills were burned and the side sheets were warped and useless.

Looking over this sad scene, the memories of what happened to the E&P equipment that sat outside the Last Frontier Village came back to me. Here was the oldest piece of equipment from the E&P and now it too was destined for the scrap pile.

As I examined the wreckage, I noticed that in spite of its awful appearance, all the parts for the *Eureka* were still there. There were injectors, the air pump, the governor, air brake stand and parts, gauges, throttle, Johnson bar, firing equipment, bell, whistle, builder's plates and so on. Out of curiosity I took my pocket knife and climbed up to the steam dome wrapper. In an obscure place I scraped

away some of the burned paint on the dome. To my astonishment I could see brass! I went down to the cylinder. The paint there was also charred and bubbled, but under it was more brass! I stepped back, and looked at the entire locomotive, and in my mind's eye tried to imagine what the engine may have looked like.

About this time, a security guard walked up and politely asked what we were doing. I told him that I was aware of the history of the railroad from which the locomotive came, and just discovered the fire that destroyed so much of Old Vegas and the *Eureka*. I asked him when the fire occurred. The guard said that it happened a year before, in May of 1985.

A YEAR?

I thought that because nothing had been done to clear away the debris that the fire must have been fairly recent. The guard said no, the locomotive had been sitting under the rubble for that entire year, and no one had touched it. I could not believe what he said. How could anyone let a locomotive that was then over 111 years old just sit like that and not even take the charred timbers off of it, especially a Nevada locomotive in Nevada.

At precisely that time, the proverbial light went on in my head....if no one else cared enough about this piece of Nevada's history, maybe I could do something about it. I mentioned to Ditty while standing next to the *Eureka* that it might be interesting to restore something like that. I did not expect her to say anything, but she said the words I will never forget, "If it is a dream of yours to do something like that, then do it."

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Let Us Know

The editors of the *SAGEBRUSH HEADLIGHT* want your input. Tell us what you want to see or read. Give us your gripes or compliments and tell us if you want them printed.

You never know what might interest others: Your stories or accounts of train travels: Historical items (including photos) pertaining to Trains, Railroads and Equipment.

The closing dates for submissions are: Spring issue, March 15th; Summer, June 15th; Fall, September 15th; and Winter, December 15th.

Submissions would be preferred in electronic format but don't let that stop you. Email to gfackerm@clan.lib.nv.us or FAX to 775-265-2440, or mail to: Sagebrush Editor, c/o NSRM, 2180 South Carson Street, Carson City, NV 89701-5999.

NEVADA STATE RAILROAD MUSEUM **STEAMUPS**

Saturday & Sunday, May 20 & 21, Armed Forces Day
Saturday, Sunday & Monday, May 27, 28 & 29, Memorial Day Weekend

Trains depart daily from the historic Wabuska Depot, 10:00 am-4:00 pm

Steam Train Fares:

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

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

FNSRM Members ride free with their membership card

Schedules Subject to Change

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

Although winter is now fully upon us, the staff at the Nevada Department of Cultural Affairs isn't slowing down. In fact, we make it our goal to continue to provide cultural programming, resources and education to Nevada residents and visitors year round.

Again this season the Carson City Railroad Museum and the Boulder City Railroad Museum hosted their annual Santa Train weekends. These events mark the 18th year for Carson City and the fourth for Boulder City. Both weekends, 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.

The Nevada State Library and Archives hosted their Festival of Trees for the second year. Fully decorated trees, wreaths and other holiday craft items were held for silent auction. The festival helps support the Nevada State Library and Archives Joseph Anderson Exhibit Gallery which displays artwork by local and regional artists as well as keeps the original copy of Nevada's State Constitution on permanent display. With the success of this second event, the State Library hopes to make the Festival of Trees a permanent part of their fundraising efforts.

Beginning in January, the Nevada State Museum in Carson City and the State Historic Preservation Office are teaming up to present an exciting exhibit about the saloons of Virginia City's Comstock era. *Havens in a Heartless World - Virginia City's Saloons and the Archaeology of the Wild West*, will be on display from January through April at the State Museum in Carson City. This exhibit features remarkable artifacts, historic photographs, lithographs and documents from Comstock saloon life.

This exhibit aims to correct long held stereotypes and provide visitors with a new view of these famous western institutions. Some of the exhibit's most important artifacts include the world's oldest Tabasco Sauce bottle, a two-foot tall ceramic carbon water filter from London, altered coins placed beneath the floor boards of the African American saloon to serve as a ritual blessing, and a wide assortment of bottles, gaming devices, plates, glasses and other objects associated with saloon life.

The Nevada Arts Council has been hard at work gathering nominations for the Governor's Arts Awards. They diligently reviewed applications for individuals and organizations that have made significant contributions to the arts in Nevada throughout the year. Winners have been chosen and will be announced later this winter with an awards ceremony to follow in the spring.

We hope everyone enjoys all the offerings of the Nevada Department of Cultural Affairs this winter. We look forward to providing innovative and exciting cultural programs throughout the upcoming new year.

THE 3rd ANNUAL BECOME A MOTORMAN CLASS

A Three-Day Program
Friday, Saturday &
Sunday
May 5, 6 & 7, 2006

If you have the desire for
a "Hands On"
railroad experience this
is your opportunity.



The Nevada State Railroad Museum's motorcar was built in 1926 for the Tucson, Cornelia & Gila Bend Railroad by the Edwards Motor Car Company of Sanford, North Carolina. Car No. 401 operated in regular service until December 31, 1947. In 1976 it operated on the Virginia & Truckee as "Washoe Zephyr" and came to NSRM in 1988.

*What's the job every
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\$ 125.00

Three Days
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For further information
go to:
www.nsrsm-friends.org

PRESIDENT'S MESSAGE

Happy New Year! Well here is hoping that everyone had a very Merry Christmas and that your New Year's Celebration was filled with joy and happiness. I personally prefer a quiet New Year beginning, as I certainly feel much better the next morning and besides, I am to old to be out partying with all of the young "amateurs".

The museum is going to be going through some very major changes during this New Year and obviously the Friends will be a major part of those changes. As all of the "active" volunteers are aware of, the Interpretive Center will be undergoing major changes on an on-going basis, with many new areas added and many new programs being initiated. It is imperative that we fully support Director Peter Barton and staff to accomplish those changes and objectives. As most of you saw during the "volunteer meetings" the entire exhibit area will be changing and major construction will be occurring. We look forward to the new work challenges that lay ahead. It is an exciting time that we are about to enter.

As a "wrap up" for the past year, I want to personally thank Stan Cronwall and his most able staff of volunteers that made up the Membership Drive Committee, for all of their hard and dedicated work in gaining new members. It was my goal for 2005 to increase the membership by a substantial

number, as everyone is aware, that is the Friends major source of income and through Stan's efforts: his committee managed to secure over 125 new members for the year. Let's all thank him and his crew for a "job well done". Next time you see Stan, personally thank him for his efforts.

In addition to the new members, we gained a substantial addition to our Treasury, which was much appreciated by the Museum, as we were able to fund many more projects and activities. I am pleased to report that we were able to supplement the funding for the Museum with over \$25,000.00 this past year. That is a monumental amount considering the size of our organization. Also with all of your hard work, we contributed over 17,000 hours of volunteerism. BOY WHAT AN EFFORT!! Therefore, I want to thank each and every one of you (new members included) for all of your support. Let's hope that this is the first of many years that we will be able to increase our funding and participation for projects and programs at NSRM.

Here's looking forward to seeing all of you during the coming year as we continue to support the Museum and its activities. Again, Happy New Year.

Ronald J. Allen,
President

Spotlight on Volunteer Jim McKenzie

By John Frink

Volunteer Jim McKenzie grew up in Washington State. After high school he joined the Navy in 1942, becoming a Medical Corpsman. He was eventually assigned to a Marine Corps unit as part of the 6th Marine Division at Guadalcanal which then took part in the invasion of Okinawa in 1945. Returning to civilian life in 1946, he spent time in various jobs until called up again for the Korean War.

After that opus he and some buddies drove to Guatemala, a trip which was supposed to last thirty days. Fifteen years later he finally returned to the States! In the meantime he had gotten a commercial pilot's license there, worked for a crop duster outfit, got married and had a few kids. In the mid-sixties, he and his family got out before revolutionaries took over the country. Back in the States he worked for McDonnell in Santa Monica, retiring in 1988.

Moving to Carson City in the nineties, Jim began volunteering at the museum in 1996. As Motor Car Crew Chief from 1997 through 1999, he trained, evaluated and scheduled motor car operators. He supervised the showing of Tucson, Cornelia & Gila Bend motorcar 401 at CSRM's 1999 Railfair in Sacramento. After a hiatus living with family back in Washington State, Jim returned to Carson City, and the museum, this past summer. He currently holds down the front desk with occasional forays to the Annex. So far, he has put in our 1,700 hours of volunteer time.



SELECTIONS FROM THE MUSEUM STORE...

Our Museum Store specializes in railroad books for adults and children, Nevada history books, train videos and DVD's, audio recordings and CD's, toys, train models, hats and apparel, railroad pins and jewelry, train novel-ties 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 all sales are used by NSRM to fund a variety of museum projects and public interpretive programs.

WHAT'S COOKIN' AT THE MUSEUM THIS SEASON?

DINING BY RAIL (Porterfield), 384 pp.

ITEM #102545, \$18.95

A thorough history of railroad food operations, including examinations of station restaurants, dining cars, commissaries, tableware, and food service personnel during America's "Golden Age" of railroad cuisine. Half the book is devoted to specific railroad lines and selected recipes from their menus.

DINNER IS SERVED (Loveland), 241 pp.

ITEM #100545, \$39.95

The story of fine dining aboard the Southern Pacific Railroad during its 65-years of unsurpassed dining car service. Profusely illustrated with 115 historical illustrations and photographs.

DINING CAR TO THE PACIFIC:

The "Famously Good" Food of the Northern Pacific Railway (McKenzie), 164 pp.

ITEM #103757, \$24.95

A lavishly illustrated and richly detailed account of food and hospitality services on this Northern transcontinental rail line. 150 recipes are included, from beverages

MEALS BY FRED HARVEY:

SANTA FE ROUTE (Henderson), 63 pp.

ITEM # 103488, \$10.95

A concise history of Fred Harvey's famous Harvey House hotels and eateries built throughout the Southwest, in conjunction with the Santa Fe Railroad, serving that line's travelers with unsurpassed comfort and service.

GREAT RECIPES FROM GREAT TRAINS NOTEPAD

ITEM #101454, \$2.50

A handy, 24 page notepad, with a color illustration and recipe on each page; measures 5-1/2"x9-1/4".

THE GREAT NEVADA COOKBOOK: Recipes of the Real West (Nevada Magazine editors), 30pp.

ITEM # 103408, \$4.95

A very short sampler, of just over two dozen recipes, including some of the prominent ethnic and regional foods found in Nevada. Compiled from the pages of *Nevada Magazine*, including Basque, cowboy, Native American, Afro-American, Chinese, Greek, Italian, and Mexican cuisines.

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, and zip code, and your daytime telephone number. If this order

is a gift for someone else, please include shipping information. Members of the Friends of NSRM are entitled to a 15% discount off all merchandise. Please add \$3.50 for shipping charges. If paying by either Visa or

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Frankly, I never expected to hear anything like that from anyone. For decades I had watched the other E&P equipment fall apart, and had indeed dreamed of it being restored. But, restoring a locomotive was something for someone else to do that knew what they were doing, and had the resources to do so. As much as I thought it would be wonderful to see an E&P locomotive run again, I never thought I would be confronted with that opportunity. Now that opportunity stood before me, rusted, burned and dilapidated. With my wife's words, all of a sudden, that opportunity turned into a possibility. It would at least be worth a telephone call to the owners to find out if they would part with the hulk. I asked the guard how to contact the owner. He told me.

I could not wait to get back to my office and give them a call. But first there was the arts and crafts show at Boulder City. No words can describe my anxiety that afternoon as we strolled through the park looking at paintings, macramé and endless pots and stuff. My God! What if someone called before me? It was a very long afternoon indeed.

The next day, the first thing I did was to contact the owners of Old Vegas. Finding out who had authority to dispose of the locomotive was an annoyance, but I eventually I got to the right person.

Having negotiated a few things in my life as a lawyer, I knew I had to first establish whether there were any plans for renovating Old Vegas. At first they indicated they might, but they were not sure. Maybe if I called back later they would have more information. Their indecisiveness was perplexing. If Old Vegas were to be rebuilt, they would undoubtedly fix up the old engine. At least they would clear the charred timbers away and put on a fresh coat of household latex paint over the layers of already burned paint. Now that I had the whiff of a possible restoration, I was repulsed by such an idea.

I waited a judicious period of time before I dared contact them again. After all, if I appeared too anxious, they would certainly sense this and jack the price up to the stratosphere. No, I must appear somewhat disinterested, but interested enough to make further inquiry. When I called again, to my amazement, they expressed interest in selling the *Eureka*. They talked about its historic significance to Nevada, and what great shape it was in. According to them it was just a little fire, no big deal. Clearly, these folks had no concept of what poor shape *Eureka* was in. I knew immediately that I would have to dissuade them that everything was just fine with

the locomotive. When asked what I thought it was worth, I said scrap value, which I thought was a just valuation. They were a bit shocked to say the least, but I told them as concisely as possible that a couple cans of spray paint would not make the locomotive presentable. It was burned, warped, bent, rusted and a general mess, which was all very true. But, what I had in mind for *Eureka*, and what they had in mind, were worlds apart.

After going back and forth over a number a telephone calls, we finally agreed on a price. But, just when I thought this ordeal was about over, the owners said that the Nevada State Railroad Museum had expressed an interest in the past about *Eureka*. The owners said that perhaps they should offer it to the NSRM first, for free. To me, this sounded like a great idea. The engine would be saved, and I would not have to do a thing. We mutually agreed this should be done, but that a time limit of thirty days would be appropriate. At the end of thirty days, if the NSRM did not take the locomotive I would send my check and they would send me the Bill of Sale.

In the thirty day period, I figured it was time to arrange a loan. I went to my banker and told him what I had in mind. He said that this project was something he could not make a decision on, and it would be something for the president of the bank to do. We scheduled a meeting.

On the appointed day, my Father, Mike Markoff, and I met with the bank president and my banker. I began by asking the president if they loaned money to acquire locomotives. He said yes, and asked what year it was. I said it was a '75 (remember this was 1986). The president said this would not be a problem. I noticed immediately a surprised look from my banker friend, in my direction. My Father, meanwhile was leaning back in a chair. On his belt was a large silver buckle with a \$20.00 gold piece in the center.

As my friend looked at me with surprise I figured that perhaps I better not joke around and tell all the facts. "I said, well, maybe I should mention, it's a '75 all right, but that's 1875, and it's all burned up". The president looked over at me as if I was some sort of a head case. I sheepishly looked back. My banker friend looked relieved.

Throughout this conversation there was something about the president that bothered me. It was one of those nagging, lingering feelings that I could not put my finger on while we chatted about the loan. Every so often the president looked toward my Father.



Eureka at Old Las Vegas, May 1985

I could tell from his expression that the whole subject of a loan for this locomotive was quickly going down in flames. I expected to hear a loud crash at any moment.

As the president looked at Dad, he focused on the large belt buckle and asked what it was for, as it was obviously a trophy of some sort. My Father responded that Daniel (me) had won it in a trap shoot in Reno almost twenty-five years before. The president's expression perked up immediately and he said he used to shoot trap. I chimed in and asked where. He mentioned a few trapshooting matches he had been in. In that moment it clicked as to what was bothering me about this person. It so happened, he and I used to compete against each other many years before. We started swapping stories and in no time he said, "What the hell, you've got the loan!" I was shocked. We drew up the papers and had the loan in place.

The thirty-day waiting period for the offer to the NSRM came and went. But, during that period, my Father urged me to also buy, if possible, the approximately one mile of narrow-gauge track that was on the ground at Old Vegas. I did not like the idea because if I got *Eureka*, that would be a big enough job in itself. The idea of digging out a mile of track made me tired just to think about it. My Father, however, is a persistent person. He would not relent. Eventually I said all right, more out of a desire to end his persistence rather than being persuaded by his idea.

The thirty days passed. I had not heard from anyone and felt the NSRM got the engine. But I needed some finality, so I gave the owners a call. To my surprise, and theirs, I was told that they wrote the NSRM curator with their offer, but they never received so much as an acknowledgement back. I said, "Well,

shall I send the check?" They said, "yes." Included in the deal for *Eureka* was also \$5,000 for the mile of track.

My check was sent by Federal Express, and the bill of sale arrived forthwith. I gathered up my tools and the very next day, drove to Old Vegas and began taking off the whistle, bell, gauges, builder's plates and anything else that someone might steal.

As I was doing this, several men in suits showed up. They came over and asked if I am Dan Markoff. I told them yes. One of the group took me aside while the others inspected *Eureka*. I was told they were from the Nevada State Railroad Museum and the California State Railroad Museum. And they wanted to know if I would be interested in selling *Eureka* to them. That took me aback instantly! I mentioned that the locomotive had been offered to them for nothing and no one bothered even to respond. I was told that was a particularly sore subject, but nevertheless they were prepared to offer me five times what I had paid for the locomotive. I looked at this fellow with no shortage of disbelief. But, after a reflective moment I said "Ya know, I've got it now, and I think I will try to see the job through." Silently, I thought, too, what a dumb move, TAKE THE MONEY!

Well, I did not take the money. The men left. I resumed taking parts off and putting them in my car. As I did so, I felt a certain kinship with the guy who shot an elk on a 10,000 foot peak: Now that I've got it, what the hell am I going to do with it?

Next time: But, it's really an RV.

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The *Eureka* today

The Ongoing Saga of the *Glenbrook*:

The Boiler Doesn't Fit

By Chris deWitt

In the three previous installments of this article, all events leading up to the discovery of the error in the new boiler have been discussed. Anticipation of project completion was high in 1987. In that year, a year after Shortline Enterprises had left Nevada, a business was formed by this writer to carry on the restoration program at the Nevada State Railroad Museum. The next phase of restoration of the *Glenbrook* was one of several projects undertaken. At this time it was not known that the new boiler was not dimensionally consistent with the old boiler.

A contract was let by the State and a scope of work was prepared. The work started with disassembly of the locomotive and removal of the original boiler from the frame. During *Glenbrook's* stay at the Nevada State Museum all of the nuts and bolts on the locomotive had been tack-welded to prevent theft of parts. This action preserved original fabric, but also mandated the destruction of those nuts and bolts. It might be that the person who performed the welding was paid by the weld. Everything was welded including parts that would never have been stolen.

The cab was removed and set aside. Removing the boiler from the frame required removal of the furnace bearers which were affixed to the boiler at the firebox between the top and bottom frame members on each side. The bolts which held the smokebox to the saddle were corroded beyond reasonable reuse and were cut out. The boiler braces on the cab deck and the bolts on the waist bearers were taken down. The ash pan was dropped and all the piping was removed. The boiler was jacked up to assure that it was loose.

Upon review of the original bearers it was decided that fitting them to the replacement boiler would require as much labor as making new. Therefore new furnace bearers were made. This set precedent for making new appointments for the boiler. Running-board brackets and handrail brackets were also made new prior to installation.

The original smokebox was un-riveted from the old boiler for reuse. The extension of the barrel on the new boiler was insufficient for the drilling and riveting of the smokebox. An extension was welded onto the barrel such that the smokebox could be drilled, and riveted onto the boiler. The smokebox was riveted to the new boiler prior to fit-up, in order to index the boiler to the frame. It was also easier to perform the riveting on the shop floor. Careful inspection of the old boiler revealed the factory witness-marks used to assemble the boiler in 1875. Using these marks assured the correct orientation.

A crane was scheduled for the removal of the old boiler and the application of the new. Shaw Construction arrived with crane and plucked the old boiler out of the frame. When the new boiler was set in place, it immediately became apparent that something was wrong. The new boiler was blocked up to its location based on the fit of the smokebox to the saddle. The mud ring on the old boiler had sat on the bottom frame rail. The new boiler was above the frame by 3-and-1/8 inches. Phone calls were made, heads were scratched, the situation was viewed by those people who thought they ought to view it. It quickly was decided that the new boiler was not appropriate for this project. The decision as to what to do was deferred for about a year.

Meanwhile work continued on various other components of the locomotive. The drivers, shoes, wedges, and driving boxes were taken down. The axles were in poor condition by virtue of material, age, and failure of lubrication at some time in the past. The original axles were iron. They were "seamy": inclusions and other defects in the material were not only visible to the naked eye but potentially deleterious to the operation of the locomotive. New axles were warranted. As this work was intensive, it was a logical progression to replace the crank pins, also. A second reason for replacement of axes and pins was that in regular maintenance the axles had been turned and were undersize. New axles were machined in Carson City and preparations were made to go to the California State Railroad Museum to use their wheel press. The wheel press is a hydraulic press specifically designed to facilitate the removal and replacement of wheels and axles.

The concern with any press work on cast-iron driving centers is that they can break during the press. Word spread that we were coming to Sacramento to use the press. Wheel and axle work is not common and there was an audience waiting for us. Some were present to experience the situation and some to witness failure. The shop staff at CSRM was most helpful and gave us good advice as how to achieve a successful result. Although the press that we were to use was a wheel press specifically for railroad work, it was built for standard-gauge wheel sets. We had to prepare an adapter plate for the difference in gauge. The actual press work was uneventful. The axles pushed out easily. In pressing the new axles in we needed to align the keyways in the axle and driving centers carefully and start the axle square to the wheel. We were told by those more experienced that if the axle isn't started square, the finish will not be square. In other words the hole won't guide the axle true. The axles were lubricated with white lead which is historically accurate. The wheel sets were returned to Carson City where they were "quartered" preparatory to the pin work.

When new axles are applied there is no guarantee that the crank pins will be at exactly ninety degrees apart as required. Accordingly, the crank pin holes were re-bored to ninety degrees side-to-side. New pins were machined and pressed in at NSRM. New pins call for new rod brasses. A pattern was made and new brasses cast from the appropriate bearing material. The rod brasses were

received from the foundry and machined to fit the rods and pins.

The axles carry the weight of the locomotive through the crown brasses in the driving boxes. As the axles wear and are turned the crown brasses are re-bored to accommodate the change in size. The crown brasses in the *Glenbrook* were worn and bored past reuse. New crown-brasses were applied.

Next the rods were cleaned and polished. New rod bolts were needed. The originals had been welded on to prevent theft. Removal destroyed them. Attention turned to crossheads and guides. The guides (two parallel bars found at the rear of each cylinder) were determined to be in serviceable condition. Although the crossheads were in good condition, the crosshead brasses were not. They needed replacement. The crosshead side plates that held in the brasses were damaged when the welds were made. New plates were cast. The piston rods and pistons were reused, and the bore was in acceptable condition. The valve stems, however, needed replacement. An attempt to build them up with metal spray and welding failed. The base material did not lend itself to this manner of repair. New valve rods were made. The front truck was cleaned and new pins were applied to the suspension.

The running gear was assembled. It is necessary to tram a locomotive when reassembly is undertaken. This assures that the axles are square to the frame, that the center to center dimensions are correct, that the bore lines up with the crosshead guides and that the guides are adjusted to accept the crossheads. Although many people have attempted to use modern technology (lasers and such) to perform this process the traditional means of wires and calipers were utilized at NSRM.

Meanwhile discussion continued regarding the boiler. Following in-depth discussion, examination of documentation, and inspection of the original boiler, consideration of repair of the original boiler was seriously debated. NSRM was convinced that the work was eminently feasible. Of greatest concern were the first two courses and the transition course. The primary defect is exterior corrosion. The water side (interior) is in very good condition by virtue of good water and a comparatively short service life. The best repair would be replacement of the courses in question. Riveted repair was indicated. However the original double-riveted, lap-seam design was unacceptable to modern practice and safety. A more efficient riveted seam of double-strap, butt-seam design will provide stronger construction and increase safety.

Another defect area was the rear tube sheet which was de-laminating and was cracked through the ligaments. There was a mud burn at the mud ring on a side sheet of the firebox. Replacement of firebox sheets is a regular occurrence in boiler maintenance. The old tube sheet has been removed and rendered to a form. Over it a new tube sheet will be made. The rear tube sheet is to be welded on, which is a deviation from original construction. Although the original was riveted, welding improves the safety, the life and the ease of the work.

There are other problematic areas but they are of small consequence when considered with the barrel and the rear tube sheet. The front tube sheet does not appear to have any defects. In all likelihood it will be reused. Steel approved for boiler construction has been purchased and rolled to shape. The necessary rivets have been stockpiled and all the parts await assembly. The steam dome was removed for re-riveting as the original rivets were iron, not steel. The boiler will receive new braces through out.

There had been discussion of sectioning the old boiler prior to discovery of the dimensional discrepancy of the new boiler. This option was abandoned. The old boiler will be restored.

A substantial amount of work remains before the *Glenbrook* will be complete. The remaining work that has not been addressed in some form includes fittings for the backhead, fabrication of a pilot, jacket, lagging, and cab. Almost nothing remains of these original components.

NSRM is fortunate, as is anyone with an 1875 Baldwin, that Eric Thomson had the inclination to contact Baldwin Locomotive works in the 1930s to request a set of parts drawings for their 1870s narrow gauge locomotive. Eric has since died and his plans went to CSRM. We have secured a copy set for the *Glenbrook* restoration. Dan Markoff, owner of the 1875 Baldwin *Eureka*, also has a set. These drawings are details of components such as backhead fittings, running gear, the pilot, and sundry appurtenances.

In 1978 the *Sonoma*, another 1875 narrow-gauge Baldwin, was restored for CSRM. During the restoration a great number of drawings were made. Details were gleaned from photos, surviving examples and other prime sources. These drawings are also available. These along with other sources offer a substantial data base.

It is the intention of NSRM to pursue the completion of the *Glenbrook* following completion of the McKean Car currently in the restoration shop.

Postage Increase

As you have become aware the postage rates increased in early January. This publication is a Friends project and all costs are borne by the membership. In an effort to keep production costs down we would like to know if members would like to receive the SAGEBRUSH **HEADLIGHT** electronically, via email. If this is something you would like to participate in please let the Editors know at sagebrush@nsrm-friends.org.

An Oddity Among Our Exhibits

by Jack Gibson

At the Nevada State Railroad Museum in Carson City, Nevada there is no doubt about the existence of an amount of older equipment. Take for instance the three operating locomotives; V&T 25 reached the age of 100 years this past summer. It was surpassed by the No. 8, whose birth date was 1881. The oldest is V&T 22, built in 1875. All three are well, pass annual tests, and will probably be in service for many more years.

But age doesn't stop there. For instance, we have on the property something that exceeds all other dates, and has a right to do it. For it is on display in the yards, just south of the walkway to the storage area, where there is a group of wheel sets and trucks, with a few skimpy trees.

To explain, a wheel set is two wheels joined by an axle, two wheel sets are used in a truck, and two trucks are used under most railroad cars. So now we have an explanation of what we are looking for. It's a wheel set.

This particular item sits between two others, one a three foot gauge set, and the other farther south. Our wheel set is unique in that it has all the documentation that one needs cast right into it. On the rim it has the name of the company, location, and date cast on it. The name of the railroad it was made for is cast on the web.

So we'll start with the rim. The two wheels were cast by G. H. Thatcher & Co, Albany, New York, on Oct. 17, 1868, patented by Dorsch. The other wheel of the set was cast with a date of 7, 1868, though it looked like another numeral might have preceded the 7, making it also 17. On the solid web is cast CPRR (Central Pacific).

When or where they were mounted on the axle is guesswork. The date the wheel sets were made predated the gold spike ceremony by one year, so my hunch is that they were mounted on axles at Albany, which would make them ready for use in cars that the Central Pacific was erecting in Sacramento. They would be ready for installation on cars upon arrival.

Transportation? They wouldn't come by rail for the Union Pacific and Central Pacific were using all their trains to haul supplies to the "front" for rail laying. How many sets were ordered is not known at this time but I surmise it may have been quite a large order. So, barge down the Hudson River to New York, to sea by sail or early steamboat to San Francisco,

and barge or riverboat to Sacramento. The Central

Pacific was apt to unload the wheel sets, mount prebuilt equipment right on them, sending the equipment with loads east for construction. This is all conjecture on my part and I hope that someone can delve into records of the CP and right my wrong guess. Under these circumstances, one of more of these cars could have been on a siding at Promontory at the driving of the gold spike.

It wasn't long after this that the mining folks at Virginia City deemed a railroad would be necessary to haul the ore down to the mills along the Carson River. It was this thought that led interests in Carson City to build a railroad from Carson to Virginia City. It was mostly a matter of getting supplies to Carson. Supplies could be shipped to Reno, and sleds pulled by oxen appeared to be the best solution. So rail, locomotives, cars, and ancillary equipment arrived in Carson ready to go to work. Carson had amassed a number of Chinese workers as residents that were no longer needed by the CP in building across Nevada, so an experienced building crew was on hand.

I hope someone can dig up the actual history of this wheel set, but I surmise that it was on a car bought from the CP for the V&T construction work, that crossed Washoe Valley pulled by an ox team. There are no records available to us, so again I surmise. Correct me if I'm wrong, but I like to think that this wheel set was used in the construction from Carson City to Virginia City. When that was finished it began hauling ore down to the mills along the river. Then they built the railroad from Carson City to Reno, and I suspect it was used again in railroad construction.

How did this wheel set land at the museum? Again conjecture, guesses, and a plausible explanation.



NSRM Wheel sets in front of the Annex

Continued on next page

SANTA TRAIN WEEKEND

Well another successful weekend of activities at the Museum. Thanks to staff and volunteers we saw the completion of the 18th annual Santa Train and Museum Open House! All told, 4,317 guests came out, rode the train and saw Santa riding the rails. While this total is down about 6% from last year, no doubt the colder than average temperatures contributed to fewer coming out.

Special thanks to the approximate 50 volunteers who worked with staff to make this tradition a success for another year. My personal thanks to all and especially to St. Nick himself, Nick McGahuey. Nick worked both days, through all 50 or so trains we dispatched. We could not have presented this gift to the community without the generous sponsorship of the Friends of the Nevada State Railroad Museum, Wal-Mart (for the candy canes), Carson Valley Oil (for locomotive fuel), Economy Speed Press (for tickets), Capitol City Press (for posters), The Nevada Appeal (for sponsoring the coloring contest), and the dedicated service of our volunteers. Thank you and very best wishes for a happy and safe Holiday Season to all.

Peter Barton, Director

An Oddity Continued...

At some point it was removed from the car it was attached to, either by virtue of the car being scrapped or it was replaced in the truck due to its age. It was probably set aside at the Carson V&T shops, moved to another location with all other equipment when the V&T ceased operations, and arrived at the museum with other equipment when the museum was started. With no other use than as decoration it was placed in line with other wheel sets and trucks, one of which was even used on a logging railroad.

But, noting its age cast into the wheel and for whom it was cast, makes this wheel set the oldest known piece of equipment on the museum's property. Give it the respect it deserves, and if anyone, anywhere has an older wheel set with a date cast on it, please let us know. I think we may have a one-of-a-kind artifact at hand!



Little believers waiting for the next train



Santa's crew looking for All Aboard



Choo Choo Santa and the No. 25 on the way

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SAGEBRUSH HEADLIGHT

UPCOMING EVENTS

Wednesday Night Programs

- FEBRUARY 8th *Railroad Rhythms: An Evening of Train-Related Songs*
presented by the Little Toots (Fremont Elementary School 2nd Grade)
- MARCH 8th *The Military Railway Service in World War II and Korea*
Presented by Frank Ackerman, Curator of Education, NSRM
- APRIL 12th *Water and Timber to the Comstock, An Uphill Ride*
Presented by Stanley Paher
- MAY 10th *Altoona at Work: an Era of Steam*
Presented by Peter Barton, Director, NSRM

Wednesday Evening programs are held in the Museum's Interpretive Center on the second Wednesday Of each month, except July and August. Programs begin promptly at 7:00 pm and are free to the public

Become A Motorman Class

The 3rd Annual 'Become a Motorman' Class will be held Friday, Saturday and Sunday, May 5th, 6th, and 7th, 2006 at the Museum. For further information on your computer go to www.nsrn-friends.org