

# SAGEBRUSH HEADLIGHT

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117th Ed.

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

Fall 2011

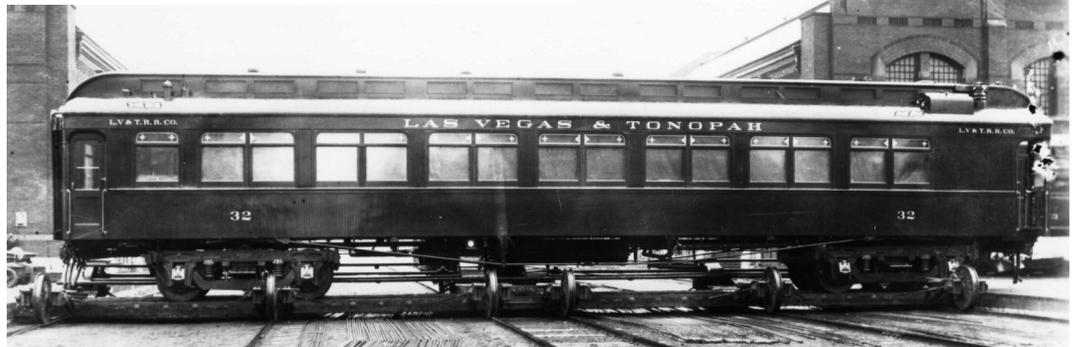


## Connections: Traveling to Southern Nevada and California

By Brian L. Norden

*Illustrations: author's  
collection or as noted.*

Railroads came to Nevada in the decade after the Civil War. The Central Pacific crossed northern Nevada, along the Humboldt River, to connect California with the Union Pacific in Utah. Soon connecting railroads reached Virginia City, Austin and Eureka. In the 1880s The Carson & Colorado Railroad pushed south to Candelaria and into California.



(Top) Rear car of this southbound Bullfrog Goldfield passenger train is a through Pullman to Los Angeles. Frank Green photo, David L. Garcia collection.

(Above) Las Vegas & Tonopah chair cars No. 30, preserved at NSRM, and No. 32 were delivered in the same Pullman Co. order in 1907. Photo: NSRM Archives.

Las Vegas was a resting point on the trail from Utah to southern California used first by Spanish explorers and later by the expanding Mormon community. Late in the 1880s location surveys were made for railroads that would have connected Utah with southern California, although no such lines were built at the time. In January 1905 the San Pedro, Los Angeles & Salt Lake Railroad completed a line between Salt Lake City and Los Angeles. The railroad created the town of Las Vegas when it established a division point with yard and shops at that location.

During the first decade of the 20th Century the Western Pacific built across northern Nevada, and the Los Angeles & Salt Lake built across the southern part of the state. The Nevada Northern built to Ely to serve the copper mines. Mineral discoveries at Tonopah, Goldfield, and Rhyolite caused the Tonopah & Goldfield, Bullfrog Goldfield, and Las Vegas & Tonopah to be built. The Pacific Coast Borax

*Continued on Page 4*

*This article enlarges upon the author's presentation at the October 2009 Nevada Railroad History Symposium.*

### NEVADA STATE RAILROAD MUSEUM

2180 South Carson St.  
Carson City, NV 89701  
775-687-6953

[www.NevadaCulture.org/museums](http://www.NevadaCulture.org/museums)

Open 8:30 to 4:30 Fridays through  
Mondays except Dec. 25 and Jan.1  
Admission: \$6. Children under 18, and  
members of the Friends of the Nevada  
State Railroad Museum, admitted FREE



The museum is an agency of the  
**State of Nevada**

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**Nevada Department of  
Tourism & Cultural Affairs**

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The Nevada State Railroad Museum  
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### NEVADA STATE RAILROAD MUSEUM 2011 STEAM-UPS

**Saturday/Sunday December 10&11; 17&18 SANTA TRAIN**  
Trains depart from Wabuska Depot, 9:00AM till 4:00PM  
All Seats \$3.00.

## New Employees Sign on at NSRM

Four positions, one of them vacant since August 2010, recently  
have been filled at the Nevada State Railroad Museum.

**Christopher Thompson** (Museum Attendant), is a Dallas native  
who lived in Indiana as a teenager. He served four years in the  
Navy aboard the Frigate *USS John A. More* (FFG-19) and Landing  
Ship (Dock) *USS Rushmore* (LSD-47) as  
a Gunner's Mate, and four more years  
in a reserve construction battalion.

Christopher and his wife Jenny moved  
to Carson City, her hometown, in 2006.  
She works for the Nevada Department  
of Health and Human Services. He is in  
his final semester at Western Nevada  
College and will transfer to UNR to  
complete a degree in American history.  
Christopher came to NSRM from the  
Galaxy Theatre, where he was an  
Assistant Manager. He and Jenny live in  
Dayton with daughters Shaleigh, age  
2½, and Annabella, nine months.



Pittsburgh native **Peter Parker** (Custodial Worker) grew up in  
Palo Alto, CA and attended Menlo-Atherton High School. His  
first job was at a Cessna dealership at Palo Alto airport. Later,  
after working in his parents' restaurant, Peter took a job with a  
flooring installer in San Carlos. It began  
his 30-year career installing all types of  
flooring.



After many vacation trips to Lake Tahoe,  
Peter jumped at the chance to move to  
Reno in 1979 as foreman for a flooring  
company. In 1986 he and his family  
returned to California. Peter worked three  
years for the state park system before  
starting his own flooring business. After  
12 years he sold it and came back to  
Reno.

Peter's wife of 45 years died in 2009. They  
had four daughters and two sons, seven grandchildren, and a  
great-granddaughter. Peter lives in Sparks and came to the  
Museum from Wal-Mart, where he was a Maintenance Associate.

#### **Winter Sagebrush Headlight items due January 23, 2012.**

*Correction:* V&T cars No. 4 and No. 9 were built by Kimball, not Jackson &  
Sharp as stated in the last issue. The online version has been corrected.

## FNSRM President's Message

Well here it is the Holiday Season already. Time has a way of flying by. Summer activities were well attended and the overall attendance at the museum was very good this year. Our special events were a huge success and well received by the public. I want to thank the membership for your continued support to the museum. The Friends of the Nevada State Railroad Museum stepped forward and funded the promotion of these events along with supplying manpower for them. The State does not have a budget to support these activities. It is incumbent on us to continue our support to enhance the visitor's experiences. I want to request all members' involvement to the greatest degree that you can. It takes a lot of people to put on events like those above in addition to regular activities during the year. Please step forward and volunteer and make the Nevada State Railroad Museum the best possible experience for our visitors.

The major holiday activities included events that had never been attempted and were huge successes. We hope these activities can be yearly. The special Memorial Day celebration included honoring all military, fire, and police personnel with live music and special exhibits. This spirit continued July 4th weekend with special emphasis on the 150th anniversary of the start of the Civil War and the involvement of railroads and eventual statehood of Nevada. There were Civil War re-enactments, special exhibits of equipment from the museum's collection and live music of that period of our great history. Complete Millwork Services of Carson City built a working replica of a Mortar, which was mounted on a flat car. They did an outstanding job and that donation to the Friends was greatly appreciated. Labor Day weekend included V&T in the movies, wherein we highlighted stars of two movies; *The Harvey Girls*, and *Young Tom Edison*. Movie props and equipment were present during movie showings in the Annex, with special explanations of the stars.

We are not finished for the year. Since it is the Holiday Season we have our annual Santa Train, which this year is a four-day event for the first time, on two weekends, as noted on Page 2. Please come out and support this great event.

—Ronald J. Allen



**Theresa Wojtkowiak** (Grounds Maintenance Worker) grew up in Pleasanton, CA and went to high school in Danville. She has an AA degree from Chabot College and attended California State University, Chico before moving to Reno in 1984. In college she played volleyball and softball. She still plays softball: her team took second place in the 2001 World Championships. For five years she coached the softball team at Spanish Springs High School.

Teresa did facility maintenance work at J.C. Penney for eight years and became a Groundskeeper for Reno city parks in 2006. Her husband Carl works in the electrical-supply field and is a Senior Chief Petty Officer in a naval reserve construction battalion. He has deployed to Iraq and recently returned from Afghanistan. Theresa's stepdaughter, Carl's daughter Kimberley, works at the Nevada Department of Health & Human Services. Pronouncing Theresa's last name is easy: it's "Wo-ko-vee-ak".

**Mort Dolan** (Railroad Restoration Specialist) is a native of Carson City who grew up in Folsom, CA. Five days after graduating from high school he enlisted in the US Marine Corps. He attained the rank of Corporal during four years as an Infantryman.

After training, Mort's first six months as a Marine were in Washington, DC in the Presidential Guard. Afterward he served overseas in Japan and Korea. On a UNITAS deployment he cross-trained with the military personnel of Argentina, Brazil, Chile, Columbia, Peru, and Venezuela as well as Spain, Italy, Turkey, Greece, Malta, Namibia and South Africa. He later deployed to Bosnia and Kosovo as a member of the 22nd Marine Expeditionary Unit (Special Operations Capable).

Mort owned a welding business in Carson City and has more than a decade of experience in welding, metal fabricating, and related work. He lives in Dayton with his wife Rebecca ("RJ") and sons Corvin, 6, and Gabe, 13.



The **Volunteer Spotlight** will return in the next issue.

Continued from Page 1  
 Company built the Tonopah & Tidewater to serve its mines near Death Valley. Maps at right show these changes.

**SALT LAKE ROUTE.**  
SAN PEDRO LOS ANGELES AND SALT LAKE RAILROAD

**THE  
 GOLDFIELD  
 WAY**

**AND ALSO THE WAY TO  
 RHYOLITE, BEATTY, BONNIE CLARE  
 AND OTHER POINTS IN THE GREAT GOLD  
 MINING DISTRICTS OF NEVADA**

**SALT LAKE ROUTE — LAS VEGAS & TONOPAH R. R.**

Daily Except Monday—Las Vegas to Goldfield			Daily Except Sunday—Goldfield to Las Vegas		
5.00PM	Lv. SALT LAKE CITY	Ar. 11.40AM	8.00PM	Lv. LOS ANGELES	Ar. 7.00AM
10.35PM	Lv. Milford	Ar. 6.12AM	9.55PM	Lv. Riverside	Ar. 5.15AM
1.15AM	Lv. Caliente	Ar. 1.35AM	10.55PM	Lv. San Bernardino	Ar. 4.15AM
4.56AM	Ar. LAS VEGAS	Lv. 9.25PM	9.30AM	Ar. LAS VEGAS	Lv. 5.30PM
10.00AM	Lv. LAS VEGAS	Ar. 5.05PM	10.00AM	Lv. LAS VEGAS	Ar. 5.05PM
11.38AM	Ar. Indian Spring	Lv. 3.35PM	11.38AM	Ar. Indian Spring	Lv. 3.35PM
12.42PM	Ar. Amargosa	Lv. 2.27PM	12.42PM	Ar. Amargosa	Lv. 2.27PM
2.18PM	Ar. Beatty	Lv. 12.45PM	2.18PM	Ar. Beatty	Lv. 12.45PM
3.01PM	Ar. Rhyolite	Lv. 12.10PM	3.01PM	Ar. Rhyolite	Lv. 12.10PM
4.18PM	Ar. Bonnie Clare	Lv. 10.43AM	4.18PM	Ar. Bonnie Clare	Lv. 10.43AM
6.00PM	Ar. GOLDFIELD	Lv. 9.00AM	6.00PM	Ar. GOLDFIELD	Lv. 9.00AM
7.45AM	Lv. GOLDFIELD T&GRR	Ar. 7.45AM	7.45AM	Lv. GOLDFIELD	Ar. 9.07AM
9.07AM	Ar. TONOPAH	Lv. 9.07AM	9.07AM	Ar. TONOPAH T&GRR	Lv. 9.07AM

Standard and Tourist Sleepers and Dining Cars between Salt Lake City—Los Angeles and Las Vegas.  
 Trains stop at Beatty for lunch.  
**STOPOVERS OF TEN DAYS** at LAS VEGAS, NEV., will be allowed on all classes of westbound tickets from the East, to afford passengers an opportunity to visit the various mining districts reached by the Las Vegas & Tonopah R. R. and connecting lines.

**SEARCHLIGHT**

**DISTRICT, NEVADA**

is more directly and comfortably reached via the Salt Lake to Nipton, California, where connection is made with automobiles to Crescent, Searchlight and Eldorado Canyon District.



NEVADA RAILROADS  
 January 1, 1900

— Standard Gauge  
 - - - Narrow Gauge

In *Railroads of Nevada and Eastern California, vol. II*, David F. Myrick reports that Pullman inaugurated service between Los Angeles and Rhyolite March 21, 1907. This writer is uncertain how long it lasted.

The Las Vegas & Tonopah ceased operating after the United States Railroad Administration decided it was not an essential part of the nation's railroad system. In March of 1918 the USRA denied LV&T the use of LA&SL shops at Las Vegas. The other Nevada roads and even the competing T&T tried to help the LV&T but the road ceased operations October 31, 1918.

However, a more direct route between the new mining camps and southern California had been created on August 30, 1907, when the Tonopah & Tidewater completed a line to Gold Center, adjacent to Beatty. The T&T ran north from the Atchison, Topeka & Santa Fe at Ludlow, California. Although owned by the Borax company and built to reach its mines near Death Valley, the T&T sought business from central Nevada mines via connection with the Bullfrog Goldfield Railroad.

Santa Fe's August 1908 public timetable (*excerpts right; top right*) shows a through Pullman buffet-sleeping car and a chair car operating daily between Los Angeles and Tonopah via AT&SF, T&T, BG, and T&G.



The buffet-sleeper contained open sections and a galley. Through service was cut back to Goldfield between Santa Fe's December 20, 1908, and May 20, 1909, timetables.

## Santa Fe Santa Fe

### Equipment of Westbound and Southbound Trains.

(A) Chicago and Kansas City to Pacific Coast (Grand Canyon Line).  
**No. 1—Daily. (Los Angeles Express.)**  
 Pullman compartment-drawing-room sleeper Chicago to Kansas City.  
 Pullman drawing-room sleepers Chicago to Los Angeles.  
 Pullman drawing-room sleeper Williams to Los Angeles (from Grand Canyon).  
 Pullman drawing-room sleeper La Junta to Trinidad (from Denver).  
 Pullman drawing-room sleepers St. Louis to Kansas City, Ash Fork to Phoenix, Phoenix to Ash Fork (on connecting trains).  
 Pullman Buffet Sleeper and Chair Car Ludlow to Los Angeles (from Tonopah).  
 Tourist sleepers Chicago and Kansas City to Los Angeles; Chicago to Kansas City (for San Francisco via No. 7).  
 Tourist sleeper La Junta to Los Angeles (from Denver).  
 Tourist sleepers St. Louis to Los Angeles, alternating via Alton, Burlington, Mo. Pac. and Washab east of Kansas City.  
 Tourist sleeper Minneapolis and St. Paul to Los Angeles, Fridays (from C. G. W. north of Kansas City).  
 Chair cars and coaches Chicago to Los Angeles.  
 Chair cars St. Louis to Kansas City, Williams to Grand Canyon (on connecting trains).  
 Parlor car Los Angeles to San Diego. Dining car Marceline to Kansas City.

The July 1, 1919, Santa Fe timetable (below) shows the Beatty /Los Angeles Pullman making three round-trips weekly, with the trip in daylight north of Beatty. If it turned there, only one car was needed.

### Connections at Ludlow, Tonopah & Tidewater R. R.

		STATIONS			
	10-9				10-17
	3:00 PM	Lv. San Diego	Ar.		1:10 PM
	8:00 PM	Lv. Los Angeles	Ar.		8:50 PM
	4:31 PM	Ar. Ludlow	Lv.		2:50 PM
Tonopah & Tidewater					
	4:50 PM	Lv. Ludlow	Ar.	10:20 PM	
	5:17 PM	Lv. Broadwell	Ar.	9:42 PM	
	5:51 PM	Lv. Crucero	Ar.	9:05 PM	
	6:16 PM	Lv. Soda	Ar.	8:40 PM	
	6:35 PM	Lv. Baker	Ar.	8:20 PM	
	7:00 PM	Lv. Silver Lake	Ar.	8:00 PM	
	8:12 PM	Lv. Sperry	Ar.	7:30 PM	
	8:25 PM	Lv. Acme	Ar.	6:55 PM	
	8:40 PM	Lv. Tacoma	Ar.	6:05 PM	
	9:13 PM	Lv. Shoshone	Ar.	5:30 PM	
	10:55 PM	Lv. Evelyn	Ar.	4:30 PM	
	11:20 PM	Lv. Death Valley Jct.	Ar.	3:44 PM	
	11:45 PM	Lv. Seranton	Ar.	3:15 PM	
	12:10 AM	Lv. Leeland	Ar.	2:55 PM	
	12:22 AM	Lv. Ashton	Ar.	2:35 PM	
	12:45 AM	Lv. Carrara	Ar.	2:20 PM	
	12:45 AM	Lv. Beatty	Ar.	2:00 PM	
Bullfrog-Goldfield R. R.					
	1:05 PM	Lv. Beatty	Ar.	1:40 PM	
	1:24 PM	Lv. Hot Springs	Ar.	1:24 PM	
	1:38 PM	Lv. Pioneer	Ar.	1:13 PM	
	2:42 PM	Lv. Bonnie Claire	Ar.	12:14 PM	
	3:48 PM	Lv. Dalton	Ar.	1:14 PM	
	4:31 PM	Lv. Red Rock	Ar.	10:35 AM	
	5:00 PM	Lv. Goldfield	Ar.	10:10 AM	
Tonopah & Goldfield R. R.					
	6:00 PM	Lv. Goldfield	Ar.	10:00 PM	
	7:40 PM	Lv. Tonopah	Ar.	8:05 PM	

### Tonopah & Tidewater R. R.

2-1 Daily	Mis	STATIONS	2-7 Daily
8:00 PM	0	Lv. Los Angeles Ar.	7:05 AM
1:55 AM	141	Barstow Lv.	1:45 AM
2:11 AM	150	Daggett Lv.	12:45 AM
3:30 AM	195	Ar. Ludlow Lv.	11:22 PM
8:00 PM	0	Lv. S. Francisco Ar.	5:30 PM
11:40 PM	78	Stockton Lv.	2:15 PM
3:18 PM	506	Ar. Ludlow Lv.	11:22 PM
10:00 PM	0	Lv. Chicago Ar.	7:21 AM
11:30 AM	458	Kansas City Ar.	4:30 PM
7:45 PM	1228	Denver Lv.	10:30 AM
11:35 PM	2070	Ar. Ludlow Lv.	3:45 AM
4:00 AM	195	Lv. Ludlow Ar.	11:05 PM
4:25 AM	207	Broadwell Lv.	10:37 PM
4:45 AM	216	Mesquite Lv.	10:20 PM
4:55 AM	229	Crucero Lv.	10:12 PM
5:03 AM	234	Rasor Lv.	10:04 PM
5:29 AM	237	Soda Lake Lv.	9:49 PM
5:45 AM	244	Ar. Silver Lake Lv.	9:15 PM
5:55 AM	244	Lv. Silver Lake Ar.	9:15 PM
6:13 AM	254	Riggs Lv.	8:57 PM
6:25 PM	260	Vailcan Lv.	8:45 PM
6:42 AM	269	Dumont Lv.	8:29 PM
6:52 AM	273	Sperry Lv.	8:20 PM
7:43 AM	282	Tecopa Lv.	7:40 PM
7:59 AM	286	Zabriske Lv.	7:25 PM
8:10 AM	291	Shoshone Lv.	7:15 PM
8:35 AM	304	Evelyn Lv.	6:50 PM
9:00 AM	316	Ar. Death Valley Jt. Lv.	6:25 PM
	323	Ar. Ryan Lv.	
9:05 AM	316	Lv. Death Valley Jt. Ar.	6:25 PM
9:27 AM	328	Seranton Lv.	6:04 PM
9:47 AM	339	Leeland Lv.	5:44 PM

Numbers against stations refer to tables showing connecting trains.

Through chair-car service was discontinued from July 20 to September 20, 1909; and soon Pullman assigned a standard section-and-drawing-room car. Then T&T discontinued its Sunday trains.

The T&G connected Goldfield with the Southern Pacific at Mina, and in time the BG became the weak link through central Nevada. Reno newspapers noted cattle shipments that were routed BG/T&T—from Tonopah to Los Angeles and southern Utah to northwestern Nevada, for example. Following the southbound trip on Sunday, January 8, 1928, the Bullfrog Goldfield was abandoned. The rail link to the south had been broken.

In 1926 the Borax company had begun to develop the tourist potential of Death Valley. The T&T had abandoned its Santa Fe connection, and in winter 1927 it began joint Pullman service to Death Valley Junction with the Union Pacific via Crucero (please see Page 6).

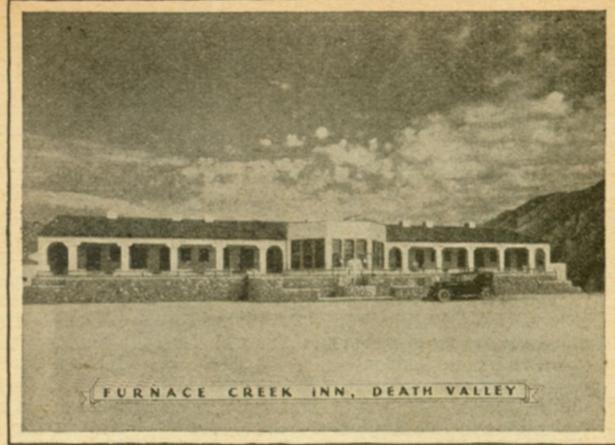
The T&G and T&T continued operation through the 1930s. The T&G survived World War II because of an Army air corps training base at Tonopah. The T&T ceased operation in 1940. It was dismantled in 1942 for its rails.

# Tri-Weekly Tours of Death Valley

**\$40 Complete 2-Day  
All-Expense Side-Trip  
Tour from Crucero, Calif. \$40**

**T**HROUGH tri-weekly Pullman service to Death Valley Jct., eastbound from Los Angeles and westbound from Caliente, Nevada en route Southern California. Pullmans are operated each Tuesday, Thursday, Saturday from both points. Car to car change for westbound passengers.

See the mysterious grandeur of the lowest dry land in the United States, in comfortable 11-passenger Union Pacific motor busses, with accommodations at the thoroughly modern Furnace Creek Inn. The winter climate is ideal for motoring.



#### CONDENSED SCHEDULES OF THROUGH PULLMAN SERVICE

Tri-Weekly Example	Stations	Tri-Weekly Example
No. 25	UNION PACIFIC	No. 26
Tu., Th., Sa. 5:40 p.m.	Lv. . . . Caliente . . . . Ar	9:10 a.m. Tu., Fri., Su.
We., Fri., Su. 1:49 a.m.	Ar. . . . Crucero . . . . Lv	12:40 a.m. Tu., Fri., Su.
No. 26	UNION PACIFIC	No. 3
Tu., Th., Sa. 6:05 p.m.	Lv. . . . Los Angeles . . . Ar	7:00 a.m. Tu., Fri., Su.
We., Fri., Su. 12:40 a.m.	Ar. . . . Crucero . . . . Lv	10:50 p.m. Mo., Th., Sa.
No. 9	T. & T. R. R.	No. 10
We., Fri., Su. 2:45 a.m.	Lv. . . . Crucero . . . . Ar	10:30 p.m. Mo., Th., Sa.
We., Fri., Su. 7:30 a.m.	Ar. Death Valley Jct. Lv	6:00 p.m. Mo., Th., Sa.

Write any representative listed on pages 91-94 for illustrated Death Valley folder which contains complete description.

In the 1920s and 30s improved roads crisscrossed Nevada. By then Tonopah/Goldfield bus service existed. Northbound through passengers had to use it, or stay overnight in Goldfield, after T&G ceased a connecting schedule. Motor vehicles soon replaced Pullman service to Death Valley Junction.

The Las Vegas-Tonopah-Reno Stage Company began service in 1935. At various times it operated branch service to Death Valley, from Reno to Lake Tahoe resorts, and between Tonopah and Bishop. With Greyhound, the company offered through Phoenix—Seattle service. *Russell's Official National Motor Coach Guide* for April 1970 shows two daily trips between Reno and Las Vegas. The bus line quit in the 1980s after a failed change of ownership.

Greyhound operated between Los Angeles and Reno via Carson City, Bishop, and Mojave. The April 1970 *Russell's* shows a daily Greyhound round-trip. Bus travel From Reno to Las Vegas or Los Angeles today, however, is via either Salt Lake City or Sacramento.

In December 1949 Bonanza airline inaugurated service between Reno and Phoenix, stopping in Carson City, Hawthorne, Tonopah, Las Vegas, Boulder City, Kingman and Prescott. Intermediate stops were reduced as the line expanded. Bonanza merged into Air West. Today Southwest Airlines provides about 10 non-stop flights a day between Reno and Las Vegas and several non-stops a day from Reno to Los Angeles; or you can drive the highways that follow the old railroad routes.

## David F. Myrick 1918—2011

The author of *Railroads of Nevada And Eastern California*, foremost among reference books about Nevada's railroads, has died at the age of 93. A Santa Barbara, CA native and graduate of Babson College in Boston, MA, Mr. Myrick worked for Convair in San Diego from 1940 until August 1944 when he began working in the president's office of the Southern Pacific Company. He composed letters to stockholders, represented the company in financial matters before various commissions, and researched potential mergers and acquisitions.

Mr. Myrick wrote extensively on the history of American railroads and mining camps in Arizona and New Mexico as well as Nevada and Eastern California. He published 17 books and some 140 articles. The two-volume *Railroads of Nevada and Eastern California* appeared in 1962-63 and was reprinted by University of Nevada Press in 1992. A third volume of the book was released by University of Nevada Press in 2007. He is survived by his brother Richard Myrick, his sister Julia Allen, and her three sons.

**SELECTIONS FROM THE MUSEUM STORE . . . .** *The store specializes in railroad books for adults and children, Nevada history books, train video and 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 the opportunity to visit soon, the merchandise selections below, and 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 Associates: Four capitalists who created California** (Rayner) Item #102649. \$23.95.

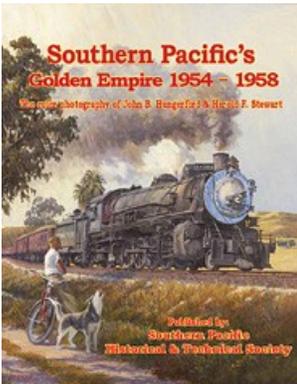
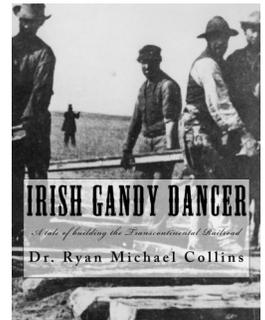
"The building of the Central Pacific is a central part of the American West's creation myth," reports author Richard Rayner. "The railroad was built—as opposed to dreamed of and talked about—by men who were absolutely ruthless about money." Huntington, Hopkins, Crocker and Stanford built an empire. "Their legacy is a university, public gardens, museums, mansions, banks and libraries – and, to a large degree, California itself." This is a story about business in a time when there were few rules and no safety net for businesses that failed or businessmen who risked everything to succeed. 223 pages, Black & White Photos.

**Union Pacific: The Reconfiguration.** (Klein) Item #361733. \$34.95.

In this long-awaited conclusion of the Union Pacific history trilogy, noted historian Maury Klein takes us through Union Pacific boardrooms in New York and Omaha as the railroad advances from the Centennial of its golden spike to its status as the oldest, largest, and most-successful railroad of modern times. There are behind-the-scenes details of mega-mergers, technological change, and the resurgence of the American railroad industry. 500+ pages; Black & White Photos.

**Irish Gandy Dancer.** (Collins) Item#178001. \$22.00.

The gritty tale of a young Irish transplant who joins hundreds of his countrymen in the greatest quest of the time, building the transcontinental railroad. This first-person narrative overturns many contemporary views of race and religion while providing an unvarnished view of the people that shaped this grand endeavor. 174 pages; Black & White Photos.



**Southern Pacific's Golden Empire 1954-1958.** (SPH&TS) Item #101006. \$85.00.

More than 500 color photos by J.B. Hungerford and H.F. Stewart are featured in this 295-page book. They record the last vestiges of steam on the western portion of the SP system in California, Nevada, Arizona, and Mexico. Long-removed stations, obscure branch lines, and connecting logging and interurban lines are also shown.

**Timber.** (Andrews) Item#361723. \$14.95.

This soft-cover, 178-page treatise offers a great overview of the logging industry of the Pacific Northwest through captivating black & white photos—many by famed photographer Darius Kinsey—of shoeing oxen, feeding loggers, flumes, floats, fires, and fir trees. Published in 1968, the images stand out on the higher-quality paper of this third printing. Insights into the trials of farmers forced to turn logger when confronted with native forests so thick that they either had to “use them or be used by them” are included.

**Roughing It.** (Twain) Item#474043. \$9.95

Laced with genial humor, *Roughing It* first appeared in 1872. This spirited narrative features accounts of stage drivers, Mormon society, the mines and miners of Nevada and the climate and characteristics of San Francisco told through Twain's unique drollery. A great read, gift and a pretty good deal at \$9.95! 300 pages.

#### **TO ORDER BY TELEPHONE OR MAIL**

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## **Nevada's McKeen Motor Car nominated for National Historic Landmark status**

Ron James, Nevada State Historic Preservation Officer and chairman of the National Historic Landmark Committee of the National Park System Advisory Board, announced on November 9, 2011, that the McKeen Motor Car at the Nevada State Railroad Museum has been recommended by his committee for listing as a National Historic Landmark.

"Listing the McKeen Car will boost our efforts to gain national recognition for this important resource," said Peter Barton, Administrator of the Nevada Division of Museums & History. The McKeen Car has been listed in the National Register of Historic Places since 2005.

The McKeen Motor Car is significant as an example of William McKeen's effort to use internal combustion engines instead of steam propulsion. He experimented with streamlining and lightweight metals for his cars, resulting in lower capital and operating costs and preserving passenger and express service on lightly populated railroad branch lines across the United States.

Approximately 160 McKeen Motor Cars were built from 1905 to 1920. Nevada's example of the McKeen Car began service on the famed Virginia & Truckee Railway in 1910. Once retired in 1945, the vehicle was converted into restaurant and then retail space in Carson City. In 1995 it was donated to the Nevada State Railroad Museum, where staff spent years restoring the McKeen Car, the nation's only survivor of its kind that is able to move under its own power. "Nevadans should be proud of this rare artifact and of the exemplary efforts of the talented staff at the Nevada State Railroad Museum," James said. "With this first level of approval, I am hopeful that listing can occur in 2012."