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**WINTER 2019**  
138th Edition

**Inside this issue:**

Featured Article: The  
Central Pacific and the  
Pyramid Lake Paiute  
*By Christopher MacMahon*

New Exhibit on the  
Transcontinental Rail-  
road

Message from Friends' 2  
President Barry Simcoe

New Book Features Re- 3  
markable Steam Era Pho-  
tos

2019 Friends of NSRM 7  
Call for Candidates

**THE NEVADA STATE  
RAILROAD MUSEUM**  
An Agency of the Nevada  
Department of Tourism  
and Cultural Affairs



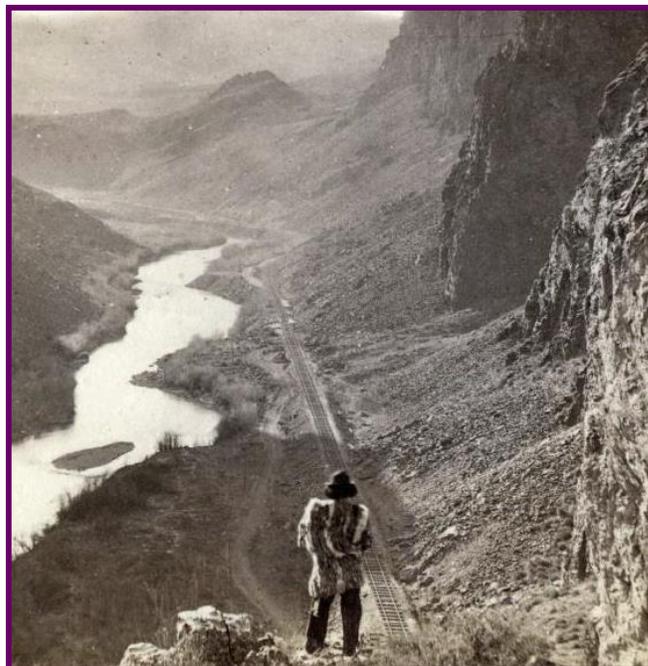
NEWSLETTER OF THE NEVADA STATE RAILROAD MUSEUM

**The Central Pacific and the Pyramid Lake Paiute**

*By Christopher MacMahon*

When Congress consid-  
ered the passage of the  
Pacific Railroad Act, the  
idea of an iron road con-  
necting the two halves of  
the country seemed logi-  
cally sound, but finan-  
cially uncertain. In 1862  
the nation was consumed  
by the Civil War straining  
the meager resources of  
the federal treasury.  
Though the country was  
short of funds, there was  
one commodity the gov-  
ernment owned which  
lawmakers realized could  
be used to support the

*(Continued on page 4)*



*View of the Central Pacific from the top of Palisade Canyon. Alfred Hart Photo.*

**New Exhibit on the Transcontinental Railroad**

*By Adam Michalski*

To commemorate the 150<sup>th</sup>  
anniversary of the completion  
of the Transcontinental Rail-  
road, the Nevada State Rail-  
road Museum is developing a  
new exhibit that will be in-  
stalled during the spring of  
2019. The new exhibit about  
the Transcontinental Rail-  
road will highlight the theme  
“What a Difference it Made.”

*(Continued on page 6)*

*V&T Coach 17, also known as the  
Commissioner's Car, will become the center  
piece of a new exhibit coming in May.*



## VISIT THE MUSEUM

Open 9:00 a.m. to 4:30 p.m.  
Thursday through Monday  
(closed Tuesday & Wednesday)

Closed Thanksgiving, Christmas and New Year's Day

### Museum Admission:

Adults 18 & Over - \$6.00  
Children (Under 18) - FREE  
Museum Members - FREE

## STEAM TRAIN & MOTORCAR RIDES

Rides run every weekend May through September with select dates in October, November, and December.

The complete 2019 operating schedule will be available soon at: [carsonrailroadmuseum.org](http://carsonrailroadmuseum.org)

## STATE OF NEVADA

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## DEPARTMENT OF TOURISM AND CULTURAL AFFAIRS

**Brenda Nebesky**, Interim Director

## DIVISION OF MUSEUMS AND HISTORY

**Peter Barton**, Administrator

## NEVADA STATE RAILROAD MUSEUM, CARSON CITY

**Daniel Thielen**, Director

## SAGEBRUSH HEADLIGHT NEWSLETTER

**Adam Michalski**, Curator of Education: Editor  
**Lara Brown**, Museum Store Manager: Designer

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Address correspondence for the *Friends* to:  
Friends of NSRM  
PO Box 1330  
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**NEVADA STATE RAILROAD MUSEUM**  
2180 South Carson Street  
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## Message from the President of the Friends of the NSRM, Barry Simcoe

We are looking forward to another exciting year at the museum in 2019. We will celebrate Easter again on April 20-21 with an Easter egg hunt and Edwards Motor Car rides. On May 10<sup>th</sup> through May 12<sup>th</sup> we will celebrate the 150<sup>th</sup> anniversary of the completion of the Transcontinental Railroad. In addition to a fantastic exhibit in the museum, the *Glenbrook* and *Inyo* will be steamed-up. Our second annual Iron Horse Rail Camp will be held June 13<sup>th</sup> through June 16<sup>th</sup> at the museum. These are just a few of the events scheduled for 2019.

In order to participate on the crews during the events this year you must attend one of the annual safety meetings. They are scheduled for Saturday, April 13<sup>th</sup> and Saturday, May 4<sup>th</sup> at 9:00am. Please try to attend one of these meetings.

We will need volunteer help for all the events we have this year both on the equipment and off the equipment. Please try to attend. You will have a great time and help a great museum. Future event planning occurs at our event meetings. Times and dates of the meetings are announced in the Monday Morning Line. I encourage you to attend and bring your new ideas.

I appreciate all your support for the Friends and for the museum. We could not do what we do without each and every one of you. Please call me if you have any questions or concerns.

Have a Wonderful 2019.

*Thanks, Barry*

**Note: FNSRM Board Meetings are scheduled for June 3 & August 5, 2019. All members of the Friends organization are encouraged to attend.**

Email: [barrysimcoe@sbcglobal.net](mailto:barrysimcoe@sbcglobal.net)  
Phone: (775) 379-1353

## New Book Features Remarkable Steam Era Photos

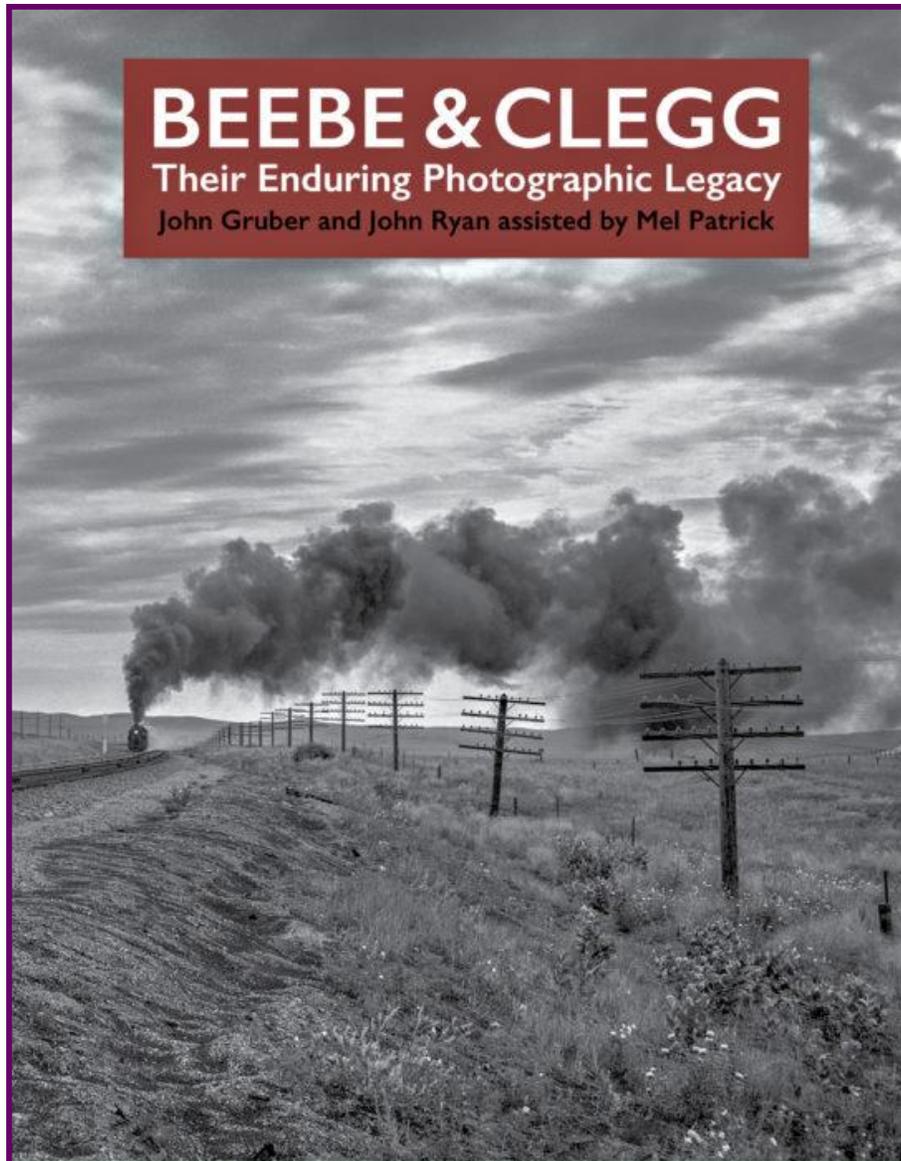
by *Steve VanDenburgh*

If you wistfully savor dramatic black-and-white images of American railroading action during the smoky 1930s and 40s (when steam locomotives still dominated that industry), you'd certainly treasure *Beebe & Clegg, Their Enduring Photographic Legacy* (herein, "B&C").

This attractive 224-page publication, by John Gruber and John Ryan with expert input from Mel Patrick, displays the exhilarating and meticulously reproduced photography of legendary Lucius Morris Beebe (1902-66) and Charles Myron Clegg Jr. (1916-79).

Here are some details:

- The book presents 235 monochrome scenes of U.S. railroading, including about 90 by Beebe (largely depicting main-line action), 120 by Clegg (especially from short lines and narrow-gauge roads), and 25 by other photographers. Also displayed are 28 non-rail views (mostly snapshots that feature Beebe and/or Clegg).
- The duotone photographs in *B&C* are from recent high-resolution digital scans of the meticulously



cleaned original film negatives in the California State Railroad Museum's Beebe/Clegg Collection at Sacramento (which boasts approximately 4,000 images).

- The book's text, captions,

and numerous chapter end-notes reflect diligent research, and they provide an excellent, in-depth and candid "window" on the flamboyant duo, including their close interpersonal relation-

(Continued on page 7)

## The Central Pacific and the Pyramid Lake Paiute *(continued from page 1)*

project: land. Despite amendments to the original act, the land grant process created in 1862 remained largely unchanged: companies would be granted the right-of-way through all federally owned land previously unclaimed with additional allotments from the public domain distributed in "five alternate sections per mile on each side of said railroad, on the line thereof, and within the limits of ten miles on each side." Much of the land the two companies traveled through was open, and—at least on paper—under the control of the federal government. In Northwestern Nevada, however, the Central Pacific ran into a problem.

Surveying the route, engineers naturally sought the path of least resistance: the easiest trail through the mountains with the lowest possible elevation gains, smooth and level grades, and easy access to necessities such as fuel and water. Unsurprisingly,



*The Central Pacific entering the lower canyon of the Truckee River circa 1868, east of present day Sparks.. Alfred Hart photo.*

the route surveyed for the Central Pacific through Nevada chose to follow the Truckee River as it descended from the Sierras, to the river canyon east of present-day Sparks until it reached the Big Bend where the railroad would leave the river and begin its trek across the Forty Mile Desert before meeting the Humboldt River. The surveyors also quickly realized that as the railroad traversed the Truckee River Canyon near the Big Bend, that their right-of-way would cut through the southern tip of the Pyramid Lake Paiute

Reservation set aside in 1859.

To grant an easement, the Paiutes would need to be guaranteed something of value in exchange for use of their land. The agreement the Central Pacific arranged was to allow for the free passage of tribal members and free shipment of freight on the railroad. The Central Pacific initially viewed the agreement as a great victory. Why would Indians need to travel, they asked themselves, for a people who practiced traditional subsistence living surely had no

need to ship freight. Less than a decade after the railroad was completed, however, the C.P. began to second guess their decision.

E.C. Watkins reported to his superiors at the Bureau of Indian Affairs in Washington that "The C.P. Railroad Company allows Indians to ride for free on the platforms of any train of cars, or, in many cases, in the second class cars... Men, women, and children get onto any train and go where they please, without restriction from the

Govt. Agent or the Railroad Company.” Passage on the railroad allowed Paiutes to board trains to hunt and gather seeds, and at the end of the day, carry their bounty back to the railroad and travel home. At the same time, the Comstock boom and growth of both California and Nevada had created high demands for food. The cutthroat trout native to the Truckee and Pyramid watershed provided the perfect economic opportunity for the Paiute who shipped thousands of pounds of trout along the C.P. at no cost and much to the chagrin of the railroad.

Because the Act had guaranteed the Central Pacific the right to choose its allotments, the railroad had proposed a section that included the fertile bottom lands of the Truckee River and extended northward encompassing most of Pyramid Lake. The C.P. argued that because the Reservation had not been set aside by Congress, the land legally remained in the public



(above) Crossing the Truckee River at Wadsworth. Alfred Hart photo.

domain and could be claimed by the railroad. In 1875, the Secretary of the Interior decided in favor of the Paiute declaring “The subsequent order of the President, of March 23<sup>rd</sup>, 1874, defining the boundaries of the reservation, should, in my opinion, be held merely as a reaffirmation of the reservation made December 8<sup>th</sup>, 1859.” Because the Paiute claim preceded the Pacific Railroad Act, the C.P. was entitled to right-of-way, and nothing more.

One point of contention between the Central Pacific and the

Pyramid Lake Paiute remained unresolved. The C.P. had built a large facility at Wadsworth and had headquartered its Truckee Division there. Under the Pacific Railroad Act, the C.P. was granted land for maintenance facilities and the upkeep of right-of-way. The C.P. claimed the tribal borders were ambiguous and that it had established Wadsworth in good faith believing it to be outside the reservation; however, given the tribal boundary had been surveyed prior to the railroads’ arrival, consensus among scholars is that the railroad will-

fully trespassed on tribal lands. The Union Pacific has since inherited this litigation, and in this sesquicentennial celebration year, there remains an undecided case concerning the land allotments created by the Pacific Railroad Act of 1862.

*Christopher MacMahon is a long-time NSRM volunteer and a PhD Student at the University of California Santa Barbara studying history of the American West with an interdisciplinary emphasis in the environment and society. 🍷*

## New exhibit *(continued from Page 1)*

The core message of the exhibit will describe how life in Nevada and across the United States was transformed due to the completion of the Transcontinental Railroad.

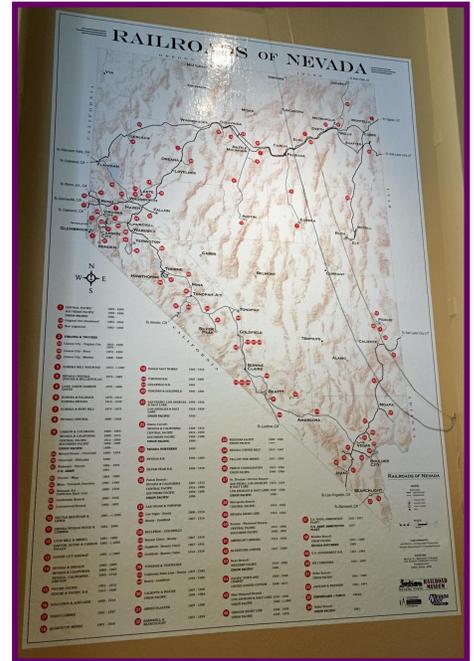
Before installing the new exhibit, elements of the previous exhibit had to be removed or reinstalled in other locations. One of the first steps was to transfer the Joe. Douglass from the plinth to the annex (see the Fall 2018 issue for details). Next, museum staff took down the platform and television monitors that were located above the track closest to the admissions desk. Staff relocated the television monitors to the west wall of the Jacobsen Interpretive Center (JIC). In addition, the track laying exhibit, the “How It Began” exhibit, and the ramp on the south side of the building were removed. The track laying car was placed on the plinth and the “How It Began” exhibit was reinstalled elsewhere in the museum. Removing the ramp, platform, and exhibits added approximately 70 feet of valuable indoor track space to the JIC and allows staff to move railroad equipment out of the building more easily.

Research was conducted by museum staff to develop the Transcontinental Railroad exhibit. This research will be the basis of new text panels

that will be installed in the museum. The new text panels will discuss various themes surrounding the Transcontinental Railroad. Topics will include: the construction of the Pacific Railroad; the railroad’s impact on Nevada and the United States; Promontory and its portrayal in feature films; and others.

An exciting feature of the 150<sup>th</sup> anniversary exhibit will be Virginia & Truckee locomotives the *Inyo* and the *Dayton* will face pilot to pilot, just as they did as substitutes for the *Jupiter* and No. 119 for a decade at Golden Spike National Historic Site. A life-size image of Andrew J. Russell’s famous *East and West Shaking Hands at Laying Last Rail* photograph will be installed on the wall behind the *Inyo* and the *Dayton*. A map of the Transcontinental Railroad from Sacramento to Omaha will be placed on the floor next to the locomotives with the pilots meeting at Promontory, Utah.

Another amazing feature of the exhibit will be V&T Coach 17 (also known as the Commissioners Car). Dating back to 1868, this car was built in the Central Pacific Sacramento Shops and is the oldest piece in the museum’s collection. The car was built



A giant wall map of historic railroads of Nevada will become a feature of the new exhibit opening in May.

for the commissioners who inspected the construction of the Central Pacific. Leland Stanford used the car on his journey to Promontory, Utah, for the Joining of the Rails on May 10, 1869. The car is believed to have carried the Golden and Silver Spikes to that event. The Commissioners Car is the only piece of railroad equipment that is known to survive from that historic day. It will become one of the highlights of the 150<sup>th</sup> anniversary commemoration.

The exhibit is expected to be completed in time for the 150<sup>th</sup> anniversary of the completion of the Transcontinental Railroad, which is May 10, 2019. Come to the museum this spring and check out the new exhibit! 🚂

## Beebe & Clegg *(continued from page 3)*

ship, lifestyle, photographic adventures, and literary accomplishments.

- Both cameramen preferred smoke-belching locomotives over alternative contraptions. But their imagery styles differed: Beebe's work, especially early on, was dominated by "three-quarter wedge" views of approaching trains, whereas Clegg's compositions were more varied and creative. Yet, Lucius also enjoyed distinctly angular, "in-your-face" close-ups of locomotives at rest. Over time, the two photographers "bought into" each other's artistic preferences somewhat. And as a result, the

array of Gruber-Ryan-Patrick selections in *B&C* is refreshingly diverse.

Nevada played a significant role in the lives of both men. They visited our state briefly in 1946. Then, during the mid-year months from 1948 until the Virginia & Truckee's demise in May 1950, they "camped" at the Virginia & Truckee's Carson City yard in their own luxurious private rail car (which is on display at the Sacramento museum). In 1949, Beebe and Clegg also purchased an 1870s Italianate-style mansion in Virginia City and, after its restoration, lived there part-time for the rest of their lives.

*B&C* features 13 Silver State

images, which highlight the V&T as well as the Tonopah & Goldfield, Nevada Copper Belt, and Espee.

"*Beebe & Clegg*" is published by the highly respected Center for Railroad Photography & Art ([www.railphoto-art.org](http://www.railphoto-art.org)), and is available at the **NSRM store** ([www.carsonrailroadmuseum.org](http://www.carsonrailroadmuseum.org)); 775-687-6953.

*This review is by NSRM Friends charter member Steve VanDenburgh, who first visited and photographed the western Nevada railroading scene in 1949 (age 14) ... and he's still doing that today!* 🚂

## 2019 FRIENDS OF THE NEVADA STATE RAILROAD MUSEUM CALL FOR CANDIDATES

One of the main goals of our organization is to provide financial assistance for various museum projects. Our Board of Directors has the task of determining which projects are funded and how our membership fees and donations are to be spent. It is essential for us to continue to support the museum in order to continue the activities the museum provides (i.e. steam train operation, motor car operations, visitations to various schools with our handcar, tour groups, etc.).

Besides project funding, we need volunteers to serve in many positions, including serving on the Board of Directors. Our 2019 election of officers is upcoming. No railroad experience is necessary. Meetings are held bi-monthly commencing in December. It can be a rewarding experience.

To apply, send a concise biography including your name, address, phone number, e-mail address, occupation history, hobbies, and anything else you may deem useful to the railroad museum to:

*David Brambley, Registrar, FNSRM  
2016 State Ln. , Big Bear City, CA 92314  
or e-mail to: [VTRRLoco18@aol.com](mailto:VTRRLoco18@aol.com).*

**Biographies must be received no later than August 10, 2019.**

Volunteering is fun. Tell your friends and neighbors. We hope you will consider running for a position on the board. 🚂

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**NEVADA STATE RAILROAD MUSEUM**  
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# NEW ITEMS IN THE MUSEUM STORE!

**BEEBE & CLEGG**  
 Their Enduring Photographic Legacy  
 By John Gruber & John Ryan, assisted by Mel Patrick

**\$65.00**

*Mail orders welcome, please add \$5.00 for shipping & handling*

See Review Inside this Issue!



Friends of the NSRM Members receive 15% off of every purchase! (Excludes clearance and used items)



NEVADA STATE RAILROAD MUSEUM  
 CARSON CITY

All New! Souvenirs, Maps, Books, Apparel! Celebrating the 150th Anniversary of the Transcontinental Railroad and our New Exhibit!



Proceeds from sales at the Museum Store are used to fund museum projects and programs. THANK YOU FOR SUPPORTING THE NEVADA STATE RAILROAD MUSEUM!