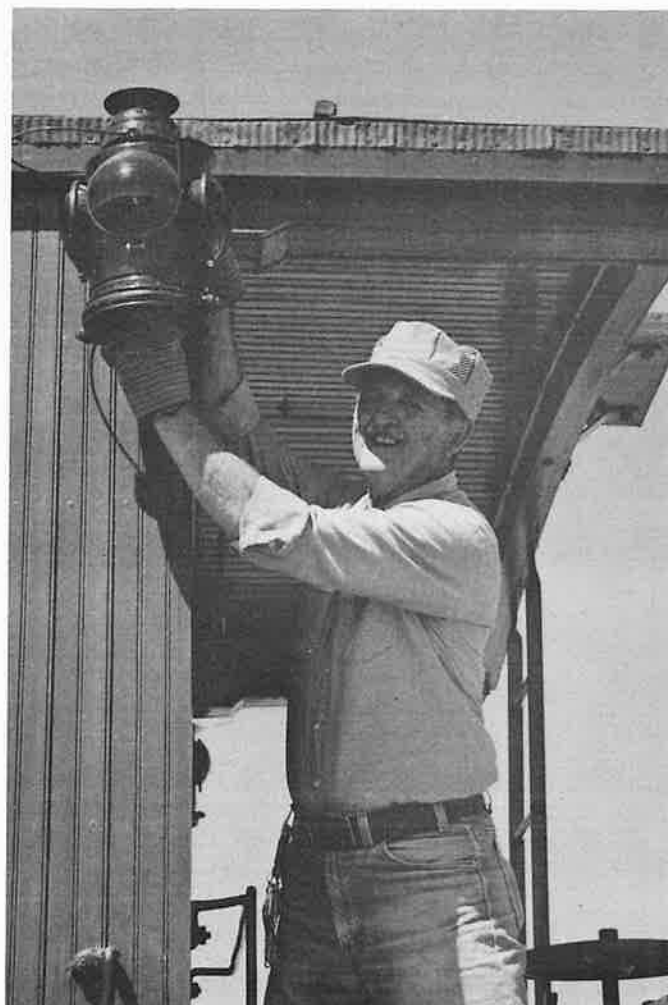
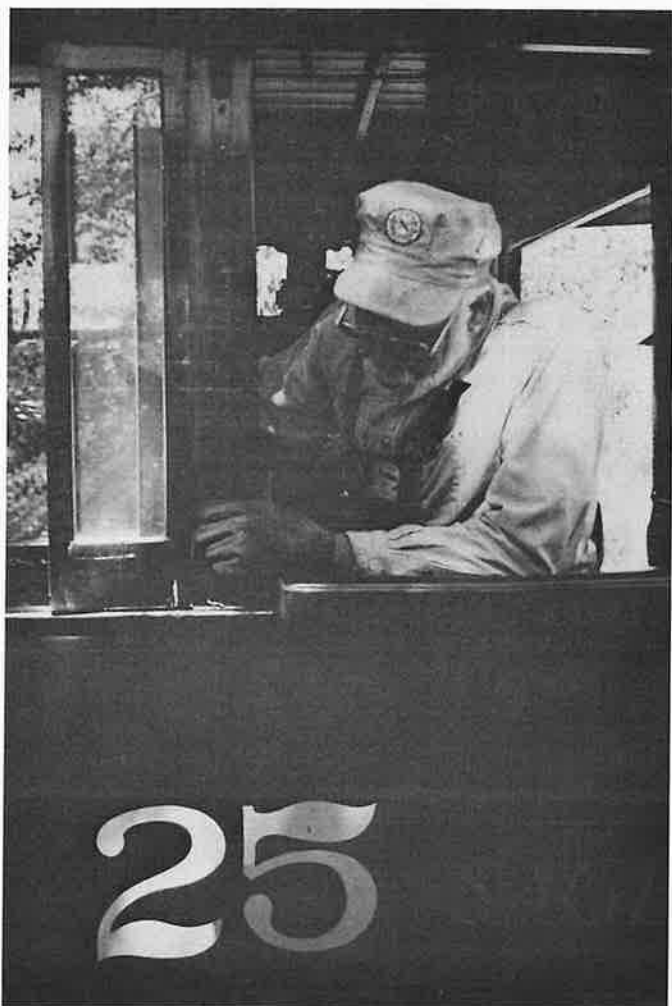


SAGEBRUSH HEADLIGHT

VOL. 18, NO. 3, 73rd Edit.

NEWSLETTER OF THE NEVADA STATE RAILROAD MUSEUM

SUMMER/FALL 1997



FRIENDS volunteers made the "Rails to Roads" transportation fair phenomenally successful. Left, Jack Sypolt is preparing V&T No. 25 for the Parade of Steam. Right, Al Walker hangs a lantern on restored Nevada Copper Belt caboose No. 3. Photos by Rich Pitter.

AROUND THE MUSEUM

The Nevada State Railroad Museum hosted the "Rails to Roads" transportation fair July 4-6. The holiday weekend featured a special combination of exhibits and operations that attracted thousands of visitors.

Two locomotives visited the Museum for the transportation fair. The GYPSY, operated by the Northern

Counties Logging Interpretive Association of Eureka, CA, was trucked to Carson City and serviced in the Shop before the weekend's operations. The SEWARD, a narrow gauge Porter owned by Jim Walsh, was moved to and from Fallon, Nevada by Shaw Construction.

Each morning featured a Parade of Steam with four locomotives in

continuous motion. In addition to the steam engines, a number of motor cars joined the parade on rails, including the NSRM's WASHOE ZEPHYR, motor car No. 50, the San Diego and Arizona Eastern fire truck, provided and operated by volunteers from the California State Railroad Museum, U.S. Army rail jeeps

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Sagebrush Headlight newsletter is published by the Nevada State Railroad Museum and the Friends of the Nevada State Railroad Museum quarterly and distributed to the membership as part of their annual dues.

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Open Daily 8:30 to 4:30
 Admission \$2
 Children under 18 FREE

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Operating crew of Nevada State Railroad Museum No. 8 during the Parade of Steam at the "Rails to Roads" transportation fair. Loren Jahn, engineer, Todd Moore, fireman, Ed Jungers, waving, and Doug Diemer, atop the tender. Photo by Rich Pitter.

NEVADA STATE RAILROAD MUSEUM 1998 OPERATING SCHEDULE

STEAM UPS

May 16 (Saturday) Armed Forces Day
 May 23, 24 & 25 (Saturday, Sunday & Monday) Memorial Day Weekend
 June 13 & 14 (Saturday & Sunday) Father's Day Weekend
 July 3, 4 & 5 (Friday, Saturday & Sunday) Fourth of July Weekend
 July 18 & 19 (Saturday & Sunday)
 August 1 & 2 (Saturday & Sunday)
 August 15 & 16 (Saturday & Sunday)
 September 5, 6 & 7 (Saturday, Sunday & Monday) Labor Day Weekend
 September 26 & 27 (Saturday & Sunday) Symposium Weekend
 October 31 (Saturday) Nevada Day
 December 12 & 13 (Saturday & Sunday) Santa Train

Steam Train operates 10:00 am - 4:00 pm
 Fares: Adults, \$2.50, Children 6-11, \$1.00, 5 and under FREE

MOTOR CAR

May: Saturday & Sunday 12:00 - 4:00
Memorial Day - Labor Day: Friday, Sat. & Sunday 10:00 - 4:00
 (except during steam ups)
September: Saturday & Sunday 12:00 - 4:00
 Fares: Adults, \$1.00, Children 6-11, .50, 5 and under FREE

PRESIDENT'S MESSAGE

Dear Friends-

What a year this has been! We've seen progress and development in many areas. Almost all the rolling stock is now inside and protected. The Transportation Fair over the 4th of July was another great success. A number of groups brought special displays. New programs and volunteer opportunities were created. It's been an exciting year due to your support.

Even though the regular operating season has come to a close, that doesn't mean there's not more to come. Check with the Museum for special events. And if you're on the web, point your browser at <http://pages.prodigy.com/jbryant/nevrr.htm> for information on what's going on. (Thanks to Jim Bryant for maintaining this web site).

One big project during the last year was the completion of the restoration feasibility study on the V&T McKeen motor car. Stephen Drew was contracted for this document, and has produced an outstanding, fascinating report covering the history of McKeen motor cars, the V&T McKeen, the physical condition of the car, and options for restoration. It is available now for purchase through the museum store, and I am sure you will find it to be some very interesting reading.

Finally, I'd like to thank Rich Pitter for his help in publishing this newsletter. He has recently moved to Boston, but remains in touch with museum activities through e-mail. Thanks Rich! Your assistance will be missed.

Thanks to all of you for your continued support of the Friends of the Nevada State Railroad Museum.

- Joe Torsitano, President

Joe Torsitano is on the Internet. His e-mail address is: joet@calweb.com

provided by the Nevada Air and Military Museum, and a group of colorful speeders.

An partial list of FRIENDS who volunteered for Museum Services during the weekend includes: Barbara DeLapp, Margaret Herleman, Linda Huttman, Alice and Harry Leonard, Almeda and Bernie Allen, Pat Beardsley, Tommie Powell, Louise Lajti, Alice Walker, Jim Bryant, Jeanne and Ed Rushton, Joan Mally, Marge and Jack Gibson, John Johnson, John Frink, Hugh and Ellen Smith, Rolland, Thelma, and Julie Williams, Betty Dahle, Larry Booth, Bob and Jeanne Prentice, Rich Pitter, Ann Gurgio, Bryan and Darlene Berry, Lou Berry, Maizie Harris Jesse, Jim McKinzie, and Virginia Nuzum.

FRIENDS Operations crews were busy running V&T 22, V&T 25, NSRM 8 and the WASHOE ZEPHYR. The crews included

Ron Allen, Loren Jahn, Barry Simcoe, Joe Torsitano, Ron Gillespie, Ed Jungers, Kathy McClintock, Nancy Humphries, Wendell Huffman, Jack Sypolt, Todd Moore, Doug Nance, Jeremy Harding, Gary DeLapp, Al Walker, Terry Ward, Doug Diemer, and Tom Tobacco.

The Northern Nevada Live Steamers exhibited several steam engine models and offered train rides for guests. Antique fire apparatus and vintage automobiles displays in the Gibson Park were coordinated by the National Automobile Museum. Warren Engine Company No. 1 of Carson City operated the concessions stand. FRIENDS volunteers operated handcar rides for visitors.

In The Restoration Shop
The Nevada State Railroad

UPCOMING EVENTS

February 5, 1998

FRIENDS Board Meeting
6:00 pm

February 11, 1998

Wednesday Evening Program
Page Porter - "Rolling Stock of Mexico
During the 1950s"
7:00 pm **FREE**

February 27, 1998

Volunteer Appreciation Reception
6:00 pm

March 11, 1998

Jack Gibson
"Ghost Towns & Railroad Connections"
7:00 pm **FREE**

April 2, 1998

FRIENDS Board Meeting
6:00 pm

May 16, 1998

Armed Forces Day Steam-up

September 25-27, 1998

28th V&T Railroad History Symposium

Museum motorcar, No. 50 WASHOE ZEPHYR, received a new 75 horsepower Cummins diesel engine during the spring and is back on track. The diesel engine replaces a 75-hp White gasoline engine that wore out from use. The White engine was installed about 1944, replacing the motorcar's original Continental engine. While the Restoration Shop performed the engine replacement, it installed a General Motors clutch and worked on the car's drive trucks.

Al Walker surveyed the loop of track that runs around the Museum. Over time, ground creep has caused the track to move and throw a switch out of alignment. Al reported that the circle has

- Continued on page 4

Around the Museum

Continued from page 3

some deviations. The Restoration Shop is planning to realign the track-age.

The focus of work in the Shop is Virginia & Truckee locomotive No. 27 which hauled the last V&T revenue train on May 31, 1950. The tender is complete and painted, awaiting only its lettering and numbering.

The Shop crew turned all the lead truck wheels and bushed the locomotive's lead truck center bearing hole. They bolted together the lead truck assembly, replacing all the frame bolts. The lead truck was then attached to the engine.

Volunteers Gary DeLapp and Ron Gillespie put in many hours of work priming and painting the metal cab. The cab has been installed on the locomotive. Volunteer Ed Jungers has fabricated new wooden doors and window frames for the cab, and shop



Conductor Ron Gillespie greets passengers during the rail fair. Photo by Rich Pitter.



Margaret Herleman and Bryan Berry greeted visitors to the Museum during the transportation fair. The success of the fair was due to tremendous Museum Services and Operations volunteer participation and strong support from many sponsors. Photo by Rich Pitter.

staff completed the glazing, painting and installation.

The leaf springs were repaired, the side rods and main rods were cleaned and polished, the pistons and heads were assembled, and the crosshead guides were installed. At this writing, the lagging has been installed on the boiler and a new jacket is being fabricated and installed. The smoke box cover has been attached, the headlight rebuilt and installed, and many small items such as builders plates, number plates, flag holders, cut lever, etc. have been re-attached. A new wooden pilot has been completed and mounted on the front of the locomotive. When completed, the locomotive will be restored to its appearance and configuration of 1940.

Summer Steam Operations

After the Transportation Fair, it was decided to alternate two locomotives for steam operations during the remainder of the 1997 operating season. V&T No. 25 alternated with NSRM No. 8 every other steam-up weekend.

Behind the Scenes

Bill Hollingsworth donated a large collection of Carson & Colorado/Nevada

& California and other railroad maps he obtained from the Southern Pacific. The collection will eventually go to the Nevada Historical Society.

The Museum continues to collect information on McKen motor cars, including recent photographs from Ted Wurm. The Museum was permitted to copy original McKen factory materials loaned by Don Duke, and Stephen Drew completed the V&T McKen Car restoration feasibility study report for the Museum.

V&T History Symposium

The 27th Virginia & Truckee Railroad History Symposium was held October 24-26, in the Carson City Nugget and at the Railroad Museum. For the first time ever, over 200 people registered to attend. The theme, "Photography and the Railroads," featured talks by Dick Steinheimer, Ted Wurm, Shirley Burman, Ted Benson, and others noted for their knowledge of photography and historical photographers. The Symposium's sessions included:

- Photography of A.A. Hart and A.J. Russell, building the Central Pacific and Union Pacific railroads;
- A survey of historical photographs of the Comstock;

- A look at Comstock photographer James Crockwell;
- The photography of Lucius Beebe and Charles Clegg;
- A photo session featuring V&T equipment at the Museum; and much more.

The Saturday Night dinner at the Carson Nugget drew large crowds as well. The outstanding key-note address was presented by noted historian and author Al Runte. The title of his talk was "Selling the American West; Art, Photography and the Railroads."

Due to scheduling conflicts, the 1998 V&T Symposium will be held earlier than usual, September 25, 26 & 27, 1998.

Paul Lajti Retires

Railroad Museum Program Coordinator Paul Lajti has left the museum to pursue full-time retirement. During his tenure with the museum Paul developed many successful new programs and events. He also organized the volunteer program and under his guidance, the number of active volunteers nearly doubled. We all wish him well in his travels.

Santa Train

The 1997 edition of the Santa Train was a huge success. Like all previous Santa Trains, vast numbers of people turned out to ride the train with Santa and visit the museum. Nearly 4,700 riders were carried for free, courtesy of local businesses including Wal-Mart, Creative Copies+, Economy Speed Press, Carson Valley Oil, Nevada Appeal, Reno Gazette-Journal, KPTL-AM Radio, CAT-10, Comstock Chronicle, Dayton Courier, Record Courier, KGVM Radio, JC Penney, K-Mart, Hobby Town, Kennedy's Books Goodfella's Pizza and Rubber Stamping Studio.

Some thirty volunteers worked each day to make sure that every thing went like clockwork. A big THANK YOU to volunteer Jack Gibson for his hard work as coordinator of the event.



During the 4th of July weekend, four steam locomotives, the WASHOE ZEPHYR motorcar, and several other railcars and speeders operated. The oldest operating locomotive was V&T No. 22 INYO, built in 1875. Jeremy Harding is the engineer. Photo by Rich Pitter.

The Friends of the Nevada State Railroad Museum are proud to announce the publication of

"Virginia & Truckee Railway McKeen Motor Car No. 22 Restoration Feasibility Investigation" By Stephen E. Drew

This fully illustrated 124-page report is the most comprehensive document compiled to date on the McKeen Motor Car Company and the V&T McKeen Motor Car No. 22.

\$39.95 plus \$3.00 shipping
Friends members receive a 15% discount

All proceeds support the restoration of the V&T McKeen Motor Car

HIGHBALLING ON THE WORLD WIDE WEB

The Nevada State Railroad Museum is on the Web thanks to the efforts of Jim Bryant. People with Internet access (available through CompuServe, Prodigy, America Online and other service providers) can visit the Museum's home page and get current information on programs and special events. We are located at:

<http://pages.prodigy.com/jbryant/nevrr.htm>

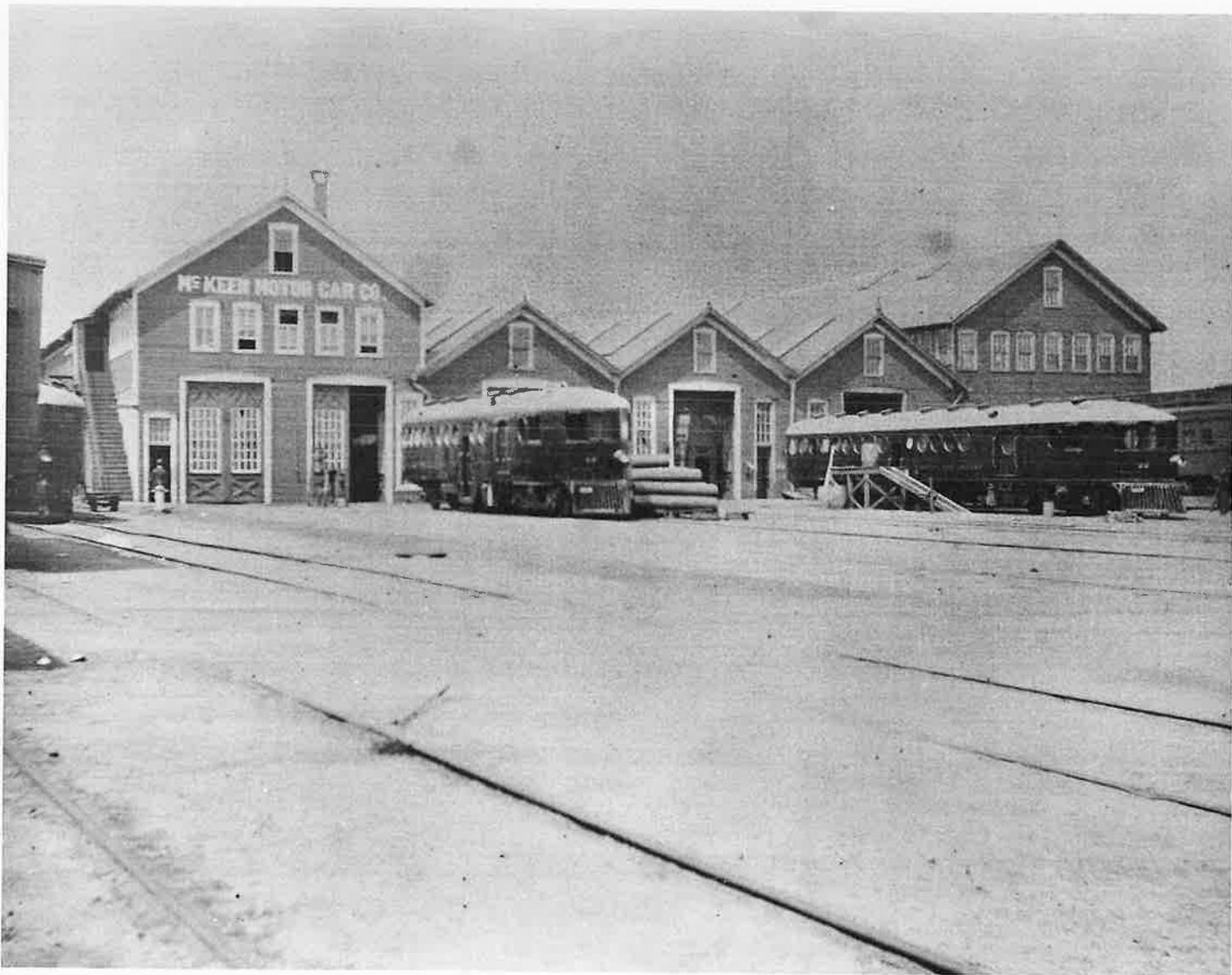


Figure 1. A rare 1910 photo of North Coast No. A-2 (left) and V&T No. 22 (right) ready for delivery outside the McKean Motor Car Works at Omaha, Nebraska. (Edward C. Peterson Photograph, Paul W. Carrington Collection, Nevada State Railroad Museum, NSRM Negative No. 11709)

Virginia & Truckee Railway McKean Motor Car No. 22 Restoration Feasibility Investigation

by Stephen E. Drew
Senior Curator, California State Railroad Museum

In December, 1996, the FRIENDS of the Nevada State Railroad Museum commissioned Stephen E. Drew to undertake the Restoration Feasibility Report of the Museum's V&T McKean Motor Car No. 22. After eight months, the result is a 124-page report which is the most comprehensive document compiled to date on the McKean Motor

Car Company and V&T McKean Motor Car No. 22. The fully-illustrated report includes a chronology, historical overview, contract and as-built specifications, current component analysis, the results of physical paint research, restoration alternatives, recommendations, cost estimates, monthly mileage logs, surviving McKean

car roster and many never-before published photographs, drawings and other illustrations. The full report is available for sale at the Nevada State Railroad Museum. The SAGEBRUSH HEADLIGHT proudly presents excerpts and selected illustrations from the report.

McKeen Motor Car Company

William Riley McKeen, Jr. was born in Terre Haute, Indiana on October 2, 1869, the son of William Riley McKeen, Sr. and Ann Crawford. McKeen, Sr. (b.1802) was a wealthy Indiana banker and president of the Terre Haute & Indianapolis Railroad from 1867 until 1896. The young McKeen earned his Masters of Science and Engineering degrees from Rose Polytechnic Institute at Terre Haute in 1896 and 1897, respectively, and was appointed district foreman for the Union Pacific Railroad at North Platte, Nebraska in December, 1898. After a brief stint as UP Master Mechanic at Cheyenne, Wyoming, W. R. McKeen, Jr. was appointed Superintendent of Motive Power and Machinery for UP at Omaha in June, 1902. McKeen was a remarkable master mechanic and a rising star in the UP's mechanical department. He was also a dapper dresser and an imposing figure with his red hair and red beard.

McKeen, Jr. developed a close association with UP Chairman, railroad titan and visionary Edward Henry Harriman (1848-1909). After completing

Figure 3. The McKeen car alongside the V&T's Carson City turntable circa 1916. (Stephen E. Drew Collection)

several innovative gasoline motor cars for Union Pacific, McKeen resigned his \$10,000 a year job at UP and assumed the reins as president and general

manager of the new McKeen Motor Car Company on July 1, 1908; he also occupied the position of UP Consulting

- Continued on page 8

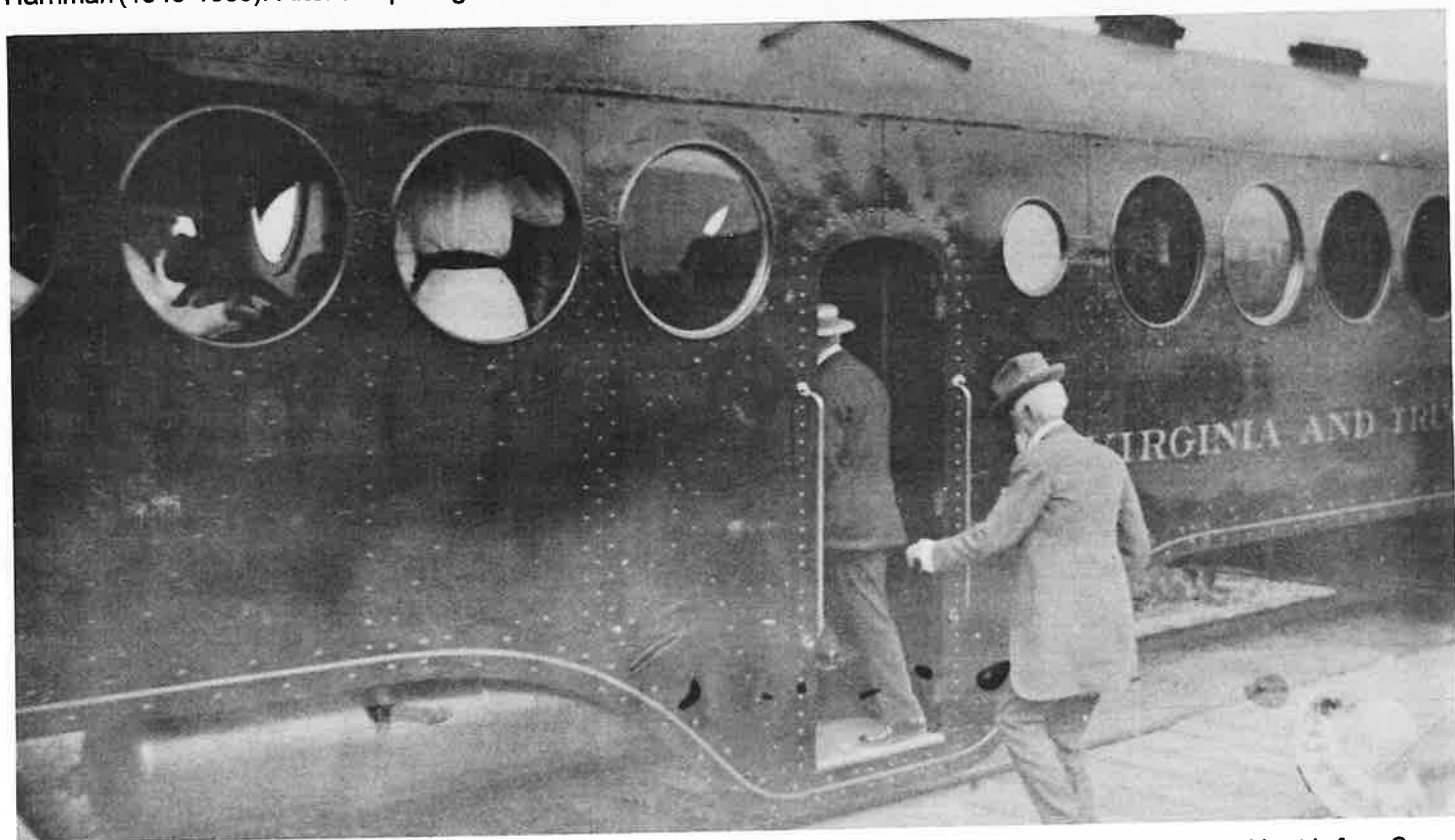


Figure 2. V&T Vice President Henry Marvin Yerington boarding V&T McKeen Car No. 22 at Minden after the car's maiden trip from Carson City to Minden, May 13, 1910. (Yerington Family Collection)

McKeen Motor Car No. 22

- Continued from page 7

Engineer for Motor Cars. Union Pacific was intimately involved in the success

of the new venture: McKeen employees were paid by UP checks and, by arrangement, UP made whatever parts the McKeen Shops could not furnish. McKeen's salary came from a monthly

assessment on the various Harriman roads of the UP and SP systems, based on the number of McKeen motor cars in operation on each system.

1909 - 1910

In response to an inquiry, McKeen wrote to Virginia & Truckee Vice President & General Manager Henry Marvin Yerington (1829-1910) in September 1909:

Our 70' cars are the lightest weight medium of transportation per passenger carried of the present day, and the most economical. The selling price of our 70' car is \$22,000.00 each F.O.B. Omaha, and we furnish with our cars an operator who delivers the car and will stay with the car for a period of 30 days instructing your motorman...¹

Following the telegraphic approval of V&T President Darius Ogden Mills (1825-1910) in New York, H. M. Yerington wrote to McKeen:

In reply, I have to advise that this Company has decided to order one of your 70 foot motor cars, in accordance with your favor of the 15th instant. Specification No. 126, Blue Print 5 'A' Folio 16 and Sheet 13, Folio 5, price \$22,000 at Omaha, January delivery.² [A copy of the five-page contract specifications and drawing are included in the appendices to the report.]

V&T McKeen Motor Car No. 22 arrived at Carson City under its own power on Monday afternoon May 9, 1910 in the charge of McKeen messenger C. G. Fralich and V&T machinist Edward Charles Peterson (1874-1966) who would become the first of four regular V&T motormen on No. 22. Later in May, the 84-passenger motor car made two trial trips from Carson City to Virginia City. The *Virginia Evening Chronicle* reported:

The new motor car of the Virginia



Figure 4. No. 22 outside the McKeen Motor Car House at Carson City, circa 1930. (Grover C. Russell Photograph)

& Truckee Railway, in charge of Motorman Peterson...made its first trial trip up the steep grades from Carson to Mound House and Virginia City this morning, and the journey was successfully made at all points of the road. The heavy grades and sharp curves had no terrors for the new motor and it glided along smoothly and easily. It also had no difficulty in passing through the various tunnels between here and Mound House, and demonstrated that its use at this end of the line is entirely practical. The only 'close shave' was in Gold Hill, where it was necessary to remove a few shingles from the Miners' Union building to prevent scratching the side of the car. The car was open to inspection in the yard at the station, and hundreds of people took advantage of the opportunity to look over and admire the handsome exterior and interior.³

In reality, the McKeen car had to run in low gear all the way from Mound House to Virginia City. It ran low on water crossing the Crown Point Trestle and had to stop and back down to a hydrant at the south end of the Trestle for additional water. After a second trial

trip to Virginia City on Saturday June 4, the car was permanently assigned to the V&T trackage between Reno and Minden.

1911 - 1931

Snow and ice got the better of the motor car on Thursday evening December 28, 1911, when motorman Peterson attempted to put the car away in the special McKeen Motor Car House in the Carson City Yards:

Snow and ice was responsible for a lucky accident at the railroad depot last evening. Engineer Peterson of the motor car was stabling his car and was backing it into the stable. He had shut off his power prior to entering the building but the car kept on gliding. He applied his emergency brakes but the car slid like a handsled on an icy track and went over the bumpers and out through the rear of the building until about ten feet of the car had gone through. Not a window was broken in the car nor damage of any kind done to it. The large double window in the rear of the building was thrown to the ground with the framework of the building but not a pane of glass was broken. Engineer Peterson

stated that [t]his was the last day of the car on the Reno run after a summer when no accident of any kind had taken place and he felt humiliated to think that at the last hour he must be defeated by a snowstorm. A few hours work will put the car-barn in good condition again.⁴

The V&T concluded not to risk running the car in heavy snow or extremely cold weather. For 35 years, the car was routinely withdrawn from service during harsh winter months.

V&T Motor Car No. 22 had its share of wrecks and minor derailments. Early on, the impediments were usually animals like a hog near the Minden stock yards on September 15, 1911, or the mare with a brand "32" on its leg east of Steamboat on May 29, 1913; fortunately, an armed, on-board passenger shot and put the animal out of distress. Soon the motor car began having altercations with automobiles which raced the red car to grade crossings or simply struck it mid-body.

In 1922, Grover Cleveland Russell (1886-1974) succeeded Ed Peterson as primary motorman on the McKeen car. Russell affectionately called the car "The Big Red Devil." "Everyone wanted to ride it...it was *streamlined!*" Grover recalled. It was extremely noisy in the

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V&T McKeen Motor Car No. 22 -- Physical Paint Research

Period	Exterior Car-Body	Roof	Trucks/Underframe	Lettering/Numbering	Interior Walls *	Floor
1. Circa 1910-1912	Dark Maroon PMS 490c	Brown PMS 477c	Olive Green PMS 385c	Gold Leaf	Mahogany, Stained & Varnished	Red-Brown PMS 174c
2. Circa 1916-1918	Wine Red PMS 492c	Creamy Red-Brown	Light Olive Green PMS 105c/581c	Gold ?	Mahogany, Stained & Varnished	Dark Red-Brown PMS 476c
3. 1920s	Wine Red PMS 492c	Olive Green PMS 350c/450c	Olive Green PMS 385c	Silver	Mahogany, Stained & Varnished	Dark Red-Brown PMS 476c
4. 1930s	Wine Red PMS 485c	Gray-Green PMS 447c	Kelly Green PMS 349c/350c	Yellow PMS 124c	Mahogany, Stained & Varnished **	Red-Brown PMS 173c
5. 1940s	Dark Maroon PMS 492c	Kelly Green PMS 349c/350c	Kelly Green PMS 349c/350c	Aluminum-Silver PMS 877c	Mahogany, Stained & Varnished **	Dark Red-Brown PMS 175c
6. Circa 1946	Dark Maroon PMS 492c	Aluminum-Silver PMS 877c	[None]	Aluminum-Silver PMS 877c	Pale Pink	[Tile]
7. Circa 1948	Dark Blue PMS 282c	Aluminum-Silver PMS 877c	[None]	White	Pale Blue	[Tile]

Note: All 1910-1945 paint layers are first primer-painted and then finish-varnished.

- * Interior walls 1910-1945 are duo-tone finished in passenger areas with dark stained and varnished wainscots and upper wood, and lighter *golden-tone* stain and varnished wood window panels; the interior passenger ceiling was painted ivory-cream and varnished during most of its V&T service-life.
- ** Beginning 1932, painted tans and grays in rear Railway Express Agency section and Post Office brown and mustard (PMS 126c) in the center Railway Post Office apartment.

McKeen Motor Car No. 22

- Continued from page 9

McKeen's engineroom: "Oh boy, that was it," Russell remarked in 1972. "Boy, a man had to be a mechanic to run the thing!"⁵ Grover recalled the car was a definite money maker for the V&T—particularly before the era of personal automobiles.

1932 - 1946

For more than two years, the V&T attempted to secure the approval of the U.S. Railway Mail Service Eighth Division to add a 15-foot Railway Post Office and small express section in the

motor car. Frustrated that other railroads like SP, UP and the Pacific & Idaho Northern were successfully using their McKeen cars in RPO service, V&T Vice-President Frank Emmitt Murphy (1886-1939) finally asked V&T President A. A. Hartmann for his political assistance. Hartmann was the career Mills Estate executive who succeeded Ogden Mills (1856-1929) as V&T President upon Mills' death in New York on January 28, 1929. Murphy sent Hartmann a copy of Master Mechanic Charles James Rulison's (1861-1946) March 7, 1932 proposal for adding the RPO and REA sections to the V&T McKeen car.

Hartmann spent the following weekend in Washington, D.C. where he asked major V&T stockholder, Ogden Mills' son and Hoover Administration Secretary of the Treasury Ogden Livingston Mills (1884-1937) to take the matter up with U.S. Postmaster General Walter Folger Brown (1869-1961). Secretary of the Treasury Mills met with Postmaster General Brown and on March 21 Hartmann wrote back to Murphy:

This morning was very pleased to be informed by Mr. Mills that the Postmaster General has passed our McKeen car for



Figure 5. Interior view of the McKeen as the V&T Diner circa 1946-1954. The kitchen and counter were located in the former smoking section and later RPO section; table seating was located in the rear passenger section and later REA compartment. (Wayne Watkins Photograph, NSRM Negative No. 7139)

operation in its altered condition. Perhaps, if you have not heard from the San Francisco Post Office Department it might be well to stop in and say you have been advised that the car is satisfactory to the Post Office in Washington. I am very glad that we have finally succeeded in putting the car back on the rails to a useful purpose.⁶

Seven months later, the restructured McKen emerged from the Carson City Shops reconfigured as a passenger-mail-express-baggage motor car. Over the next dozen years, the motor car operated basically three days a week on Mondays, Wednesdays and Fridays between Reno and Minden, alternating with steam train service on Tuesdays, Thursdays and Saturdays.

The V&T McKen car's last revenue run was on October 31, 1945. The Railway sold the car body on August 29, 1946 for \$1,000 for conversion as a local roadside cafe-diner. Coincidentally, the dapper William R. McKen, Jr. died in Santa Barbara, California just seven weeks later on October 19, 1946 at the age 77.

Some writers have asserted that the V&T's McKen motor car spent more time in the shop than out in

revenue service on the road. An examination of every V&T Train Register between May 1910 and October 1945 reveals that No. 22 accumulated an impressive 539,828 miles in operation on the road. The steel car was in service 345 out of 427 months it was on the V&T from 1910 to 1945. Over a period of 35 years, the motor car averaged 1,264 miles per month or, on average, just over three round trips weekly on the 93-mile run from Reno to Minden and return. In 35 years of operating in Nevada, the 1910 product of the McKen Motor Car Company was profitable and served the V&T well. [A chart of monthly mileage totals is included in the appendices to the report.]

Restoration

A fixture on South Carson Street for more than 30 years as Al's Plumbing and Heating, the McKen car body together with Nevada Copper Belt Hall-Scott Motor Car No. 22 were donated to the Nevada State Railroad Museum on April 23, 1996 by Mr. and Mrs. Al Bernhard. The Bernhards have also made a generous financial commitment towards the restoration and return-to-operation of these two important Nevada motor cars.

The body of No. 22 is the largest

surviving single component of the half dozen known McKen motor car and trailer bodies in existence in North America. [A listing is included in the appendices to the report.] As the best surviving product of the innovative and highly-regarded McKen Company and a half-a-million-mile veteran of Nevada's famous Virginia & Truckee Railway, No. 22 is a *national* treasure. Now in the collection of the Nevada State Railroad Museum at Carson City, the future looks bright for this important artifact of the McKen Motor Car Company and Nevada's Virginia & Truckee Railway.

¹ Typescript of letter W.R. McKen, Jr. to H.M. Yerington, September 15, 1909. (Special Collections Department, University of Nevada, Reno)

² Letterpress copy H.M. Yerington to W.R. McKen, Jr., September 30, 1909. (Special Collections Department, UNR)

³ **Virginia Evening Chronicle**, May 18, 1910.

⁴ **Carson City News**, December 29, 1911.

⁵ Interview Grover C. Russell by Stephen E. Drew, September 21, 1972, Carson City.

⁶ Letter A.A. Hartman to Frank E. Murphy, March 2, 1932. (Special Collections Department, UNR)

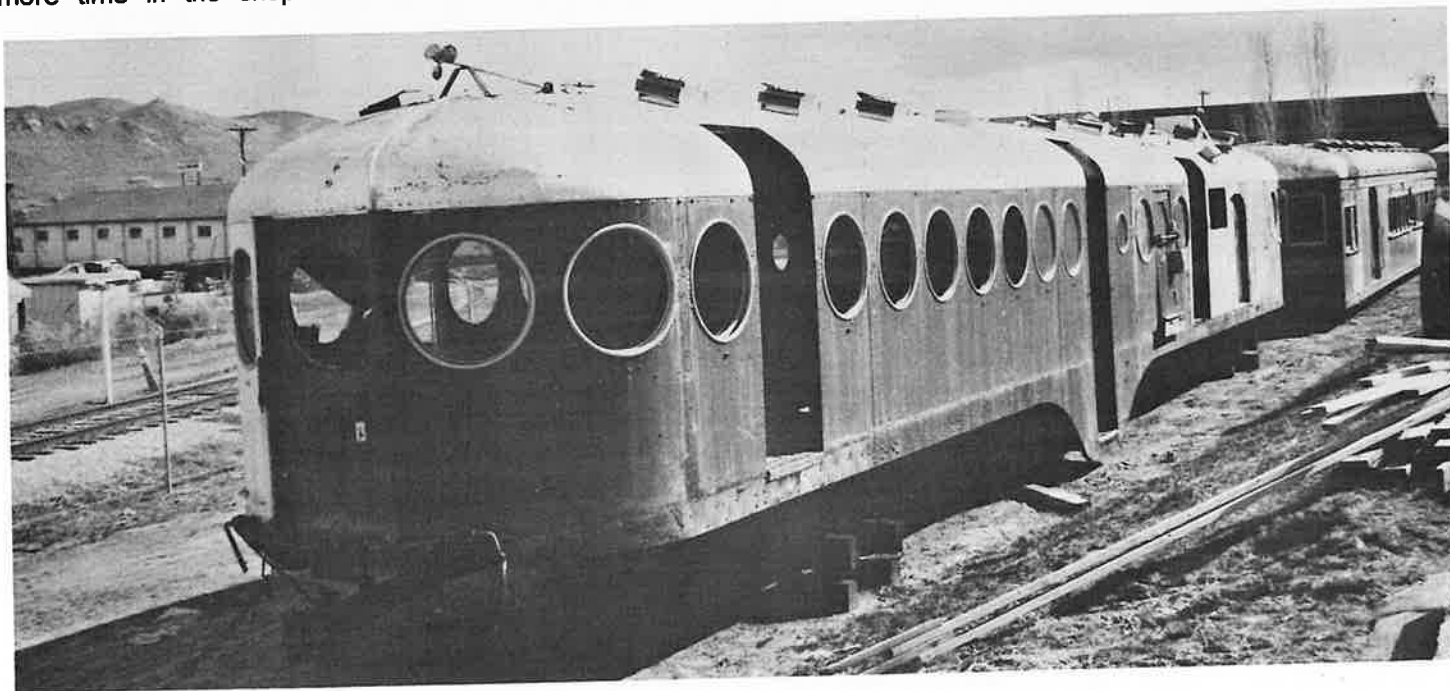


Figure 6. V&T No. 22 at the Nevada State Railroad Museum, 1997. (Stephen E. Drew Photograph)

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Check one:

- ☐ Senior & Student \$15
☐ Single \$25
☐ Family \$40
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- ☐ Regular \$100
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Thank you for your membership. You will be receiving your membership packet in the mail.
(Not included with renewals)

In addition to memberships, the FRIENDS accepts tax deductible contributions towards the furthering of Museum activities and goals.