

# SAGEBRUSH HEADLIGHT

Vol. 27, No. 2, 95th Ed.

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

Summer 2006

## **The Last American: A Personal Odyssey** *But It's Really an RV*

*By Dan Markoff*

Soon, I had to find out if there was any hope in what had always been a dream. I really did not know where to turn, but thought I would give the Nevada State Railroad Museum a call and see if they would be interested in coming down to Las Vegas to look at *Eureka* up close. Eventually, Chris DeWitt and Bob Verkuyl said they would come down for a couple of days and look her over in detail.

When Chris and Bob arrived, they stayed at our home. We spent a few days going over the engine, pulling tubes, crawling everywhere and doing tests. We found that the front tube sheet was cracked in eleven places as I recall and that the knuckle was in terrible shape. It was worn thin and pad welded. This was not good. However, the rest of the locomotive, in spite of its awful-looking state, was mechanically sound.

Throughout this examination I noticed that Chris, who at that time I really did not know well, had the look about him of someone seriously upset. He was rather clipped in his speech, and generally irritated about something. What irritated him I did not have a clue. He was cordial and frank about his assessment, but beyond that there was not much to talk about. Eventually Chris discussed the serious problems with the front tube sheet. The rest of the boiler looked good as far as he could tell and if done right, might be able to run again. The front tube sheet however, presented significant issues. The cracks in the ligaments between the tubes might be repaired, but welding in this area would be dubious when rolling tubes. Chris said there were really three things that could be done: one was to do nothing, another was to attempt to repair the tube sheet and yet another was to do the right thing and make a new one. MAKE A NEW ONE? Good God, what did I get myself into? Chris said to think it over and let him know what I wanted to do.

Like I said, what I knew about building track was next to nothing. What I knew about boiler repairs was nothing. I guess I was like that fellow that Mark Twain described who grabbed a tiger by the tail. He learned ten or twelve times the information of a person that never did.

Did I ever have a tiger by the tail. And it lived in our back yard!

During those weekend marathons we worked like we were possessed during the day. After breaking our backs, Chris, Ditty and I would talk long into the night about history, politics, science, religion, philosophy and *Eureka*. In a strange if not improbable situation we overcame time and distance to work on breathing life back into *Eureka*. We developed a bond that only people who have had such a unique experience can really understand. I think it is akin to comrades in arms. For the rest of my days I will treasure those times as among the best of my life. Trying against odds to do the impossible, and not knowing if in the end there would be success or failure. When I am old and feeble, I will look upon those days of toil, sweat and relentless frustration, as one of those times that God gives us to savor life.

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Open Daily 8:30 to 4:30

Admission: Adult \$4, Senior \$3

Children younger than 18 FREE

**NEVADA STATE RAILROAD MUSEUM  
STEAM-UPS**

**Saturday & Sunday, July 15 & 16, 29 & 30;  
August 12 & 13, 26 & 27; September 23 & 24.**

**Saturday, Sunday & Monday,**

**September 2, 3 & 4, Labor Day Weekend.**

**Sunday, October 22 and 29.**

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

Steam Train Fares:

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

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

**Dear Reader:** This second mailing of the Summer *Sagebrush Headlight* is going out because of extensive addressing errors the first time around. We regret the inconvenience and delay.

As you know, we had offered recipients the option of email delivery. That option will no longer be available. Efforts to purge the mailing list of email recipients led to address defects and a delivery delay of more than a week. Of 848 recipients, 24 requested email. We hope they will not be inconvenienced by no longer receiving electronic copies.

The Editor of the *Sagebrush Headlight*, The Nevada State Mail Room staff and the FNSRM membership records director - none of whom is responsible for these difficulties - apologize for them and believe that they have been rectified.

**The Friends of the Nevada State Railroad Museum continue to collect railroad periodicals from 1950 or earlier as well as railroad books. If you have these items to donate, please contact:**

**Ann or John North at (775)786-4303**

**OR: [jsnorth@sbcglobal.net](mailto:jsnorth@sbcglobal.net)**

**Receipts are available on request. If needed for the museum's reference library, donated books or magazines will be conveyed to the museum.**

**Wanted: Your Writing**

Original articles by readers, like Dan Markoff's article in this issue, are an important part of the *Sagebrush Headlight*. If you'd like to write about a Nevada-related railroad subject, please contact the editor.

Closing dates for submissions are: Fall issue, September 15, 2006; Winter, December 15, 2006; Spring, March 16, 2007; Summer, June 15, 2007. All dates are Fridays. Electronic submissions are preferred.

**Moving Forward Again****Restoration of Virginia and Truckee Railroad Car No. 22,  
The McKeen Motor Car***by Peter Barton*

**Foresight and dedication to preserving northern Nevada's rich railroad past are evident in the generosity of the Bernhard Family Trust.** In April 1996, the Bernhards gifted Virginia and Truckee Railroad McKeen Motor Car No. 22 and Nevada Copper Belt No. 22, a Hall-Scott car, to the Nevada State Railroad Museum. The original agreement required that within five years of receiving the cars NSRM would substantially complete restoration of the McKeen Car, and five years later, the Hall-Scott Car.

Despite the competency and dedication of our restoration shop, for a variety of reasons the Museum did not meet the commitment to complete the McKeen Car in five years.

Since September 2004 NSRM and the donor have been negotiating a revision to the original 1996 deed of gift that would enable the work to be completed and the cars to remain at NSRM. An opportunity for significant funding for the project came along As a result of the 2005 Legislative session. That opportunity inspired renewed interest by all parties to set definitive deadlines for completing the restoration. At the June meeting of the Nevada Legislative Interim Finance Committee, action was taken to allow expenditure of \$70,000



while an agreement was reached to request additional funding in the 2007 legislative session. These and additional terms were found satisfactory to the donor and an amended agreement was executed on June 20, 2006.

(above) Interior rear section of the McKeen motor car with wrap-around bench seating being restored. In 1932 V&T converted this part of the car for Railway Express Agency use. (below) Dave Kloke (l.), President of Kloke Construction of Elgin, IL and Chris de Witt, Supervisor of the NSRM Restoration Shop, with the 215hp Caterpillar 3208 engine Mr. Kloke generously donated for use as the prime mover for the McKeen car.



The new schedule calls for completing the McKeen Car restoration by mid-2009, in time to celebrate the 100<sup>th</sup> birthday of the car in early 2010.

There is some additional exciting news to report with respect to the McKeen Car restoration—the donation by Dave Kloke of a remanufactured Caterpillar 3208 diesel power plant that will soon

*Continued on page 10*

*Car No. 22 at the Carson City V&T depot. This photo shows the roof-mounted locomotive-style headlight (installed 1913), and body modifications (1932) for Railway Post Office and Railway Express Agency service.*

All photos: NSRM



## PRESIDENT'S MESSAGE

Well here it is, Summer. I want to take this time to wish everyone a happy summer season and here's hoping that you are having a great time. Steam train operations are in full swing and as I write this the Fourth of July is upon us. This year's 4<sup>th</sup> is especially exciting, since it is a four-day event and the *Iron Horse Days: an Extravaganza of Fire, Steam, and Old Iron* is on tap.

The Fourth of July Committee met for many months and planned a **real** big show. We invited approximately fifteen pieces of equipment, in addition to our own collection, to participate. Some of the invited pieces include the *Eureka* from the former Eureka and Palisade Railroad, the *Deanna* from Southern California and the Santa Maria Valley rail bus from Pacific Southwest Railroad Museum in Campo, California. We're hoping you'll attend part or all of the four-day festivities and won't miss out.

The summer also includes numerous other projects and activities planned to commence after the 4<sup>th</sup>. There will be some major ADA required construction projects starting, along with the exhibit work currently being completed inside the Interpretive

Center. So if you have not been to the Museum lately, you will notice many welcomed changes and additions.

I would like to take this opportunity to thank all of the volunteers who participate in all facets of the operations of the Museum and acknowledge your hard work and dedication to NSRM. Without each and every one of you, the Museum would not be the First Class Facility that it is. So keep up the good work! I know that Peter Barton and his staff thank you one and all.

Stan Cronwall and his Membership Committee are doing an outstanding job of recruiting new members, but they can use all of our help and support. Please feel free to introduce the Museum to your friends and other family members and get them to join. Remember, the more the merrier. Until next time, have a good summer and help out when ever possible.

Thank you for your continued support of the Museum and your continued cooperation.

—Ronald J. Allen

### Spotlight on Volunteers Merna and Russ Tanner

Russ and Merna Tanner have been volunteers since 1998. Like a lot of our retiree-type volunteers, they come by way of California, having met at a hospital "on the other side of the hill" where they both worked. In the past, Russ has taught marksmanship merit badge for the Boy Scouts of America. Both he and Merna are accomplished pistol shots who have taken part in many formal competitions.

Merna has performed yeoman service at the registration desk for several past Nevada Railroad History Symposia. She works in the store, the depot and at special events. Both Merna and Russ serve on the 2006 Symposium committee.

Russ has done front desk, annex, steam train and motorcar duty. He tallies attendance at the monthly Wednesday evening programs, and Merna holds down the store on many of those evenings.

Russ and volunteer Bill Kohler initiated an annual Friends of NSRM Motor Car Training event a couple of years ago. As a result, several new volunteers have qualified to operate the museum's 1926 Edwards motor car. When they are not volunteering, Merna is busy sewing while Russ likes to explore the various Carson River canyons in his Jeep. All in all, a husband and wife team that can't be beat.

—John Frink





## “TEA Time” at NSRM

By Peter Barton

Transportation museums are among the entities eligible for federal funds under the Transportation Equity Act for the 21st Century (TEA-21). The Nevada State Railroad Museum has been granted TEA-21 funding for the development of new exhibits in the Jacobsen Interpretive Center.

Driving the development of these new permanent exhibits is recognition that while few would argue that the artifacts and collections of the Museum are

(“Stuff” is not enough!). Museum visitors of the 21<sup>st</sup> century are more sophisticated, and effective interpretation must connect with the varied styles of learning and higher visitor expectations.

We will take the approach of placing our premier artifacts in a context where the artifact becomes a window enabling us to tell stories of how and why the railroads of northern Nevada were so important in settling this hostile environment. By developing a story-based interpretive program, we will succeed in stimulating the senses and re-awakening a sense of wonder about a period, a place and a people that reflect so much about our nation's remarkable growth in 19<sup>th</sup> Century commerce and industry.

Past and present museum staff all have contributed to planning these exhibits. Five prospective exhibit modules have been identified. Three of them will be built using the available money. Concepts for these exhibits are described below. A plan view of the Interpretive Center, showing the new exhibits on the east side of the gallery appears below. Please note: the exhibit “Locomotive Stories of the V&T” will remain in place along the west wall.

### Exhibit I—Context: Interactive Map

Visitor-activated buttons will light LEDs that show (1). Major Nevada mineral strikes 1851-1962 and (2). Line maps and names of several of the principal railroads of Nevada. The visitor will see clearly the relationship of the railroad lines to the mines.

### Exhibit II—The Mighty Road (1868-1869)

Primary Message: Building of the transcontinental railroad wrought social changes, particularly in the areas of transportation and communication, unparalleled in the world then or since.

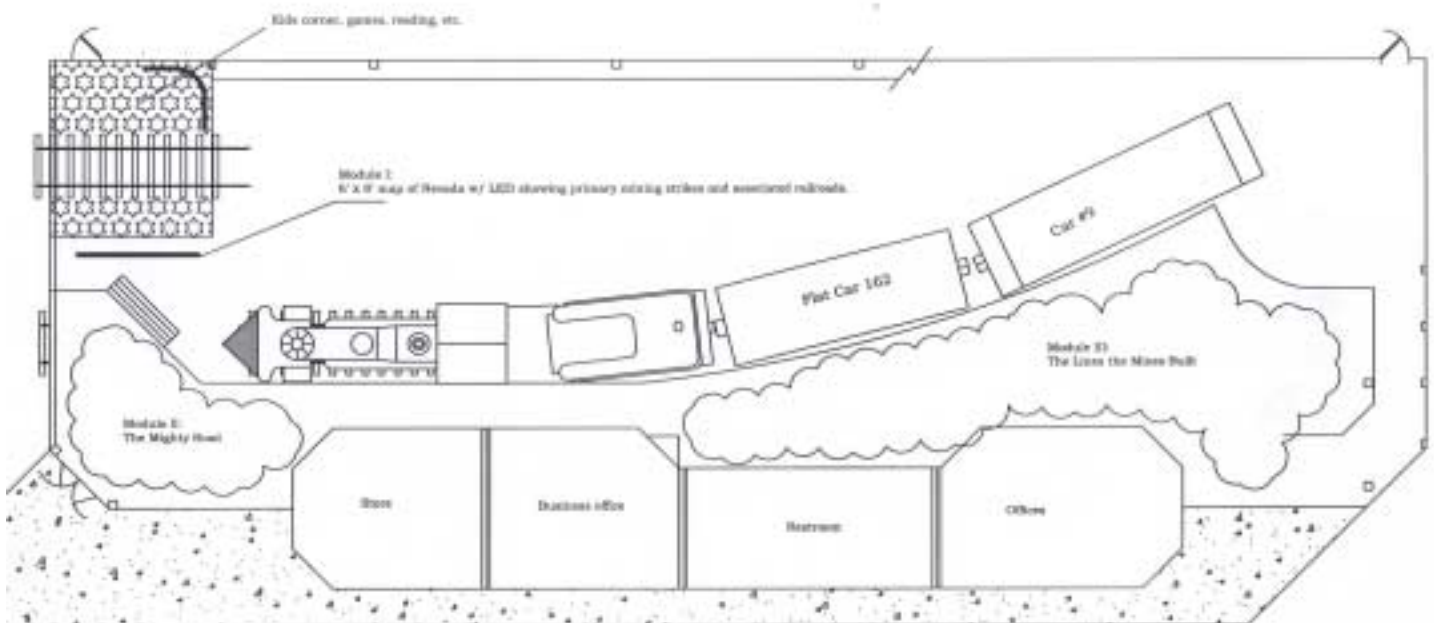
*Continued on page 10*

## Nevada State RR Museum Carson City

- The railroads of northern Nevada enabled settlement and the rapid, profitable exploitation of resources in a hostile environment.



extraordinary examples of 19<sup>th</sup> century Nevada railroading and railroad practice, the present arrangement in the Interpretive Center lacks context. While many visitors come to this museum and are impressed by the quality of our artifacts, the actual “take away” learning value is limited



## ***Railroad History on the World Wide Web: The Historic American Build***

HABS/HAER plays a leading role in "preservation through documentation". It's America's oldest federal preservation program and it documents important architectural, engineering and industrial sites throughout the United States. A complete set of HABS/HAER documentation consists of measured drawings, large-format photographs and written history, archived at the Library of Congress.

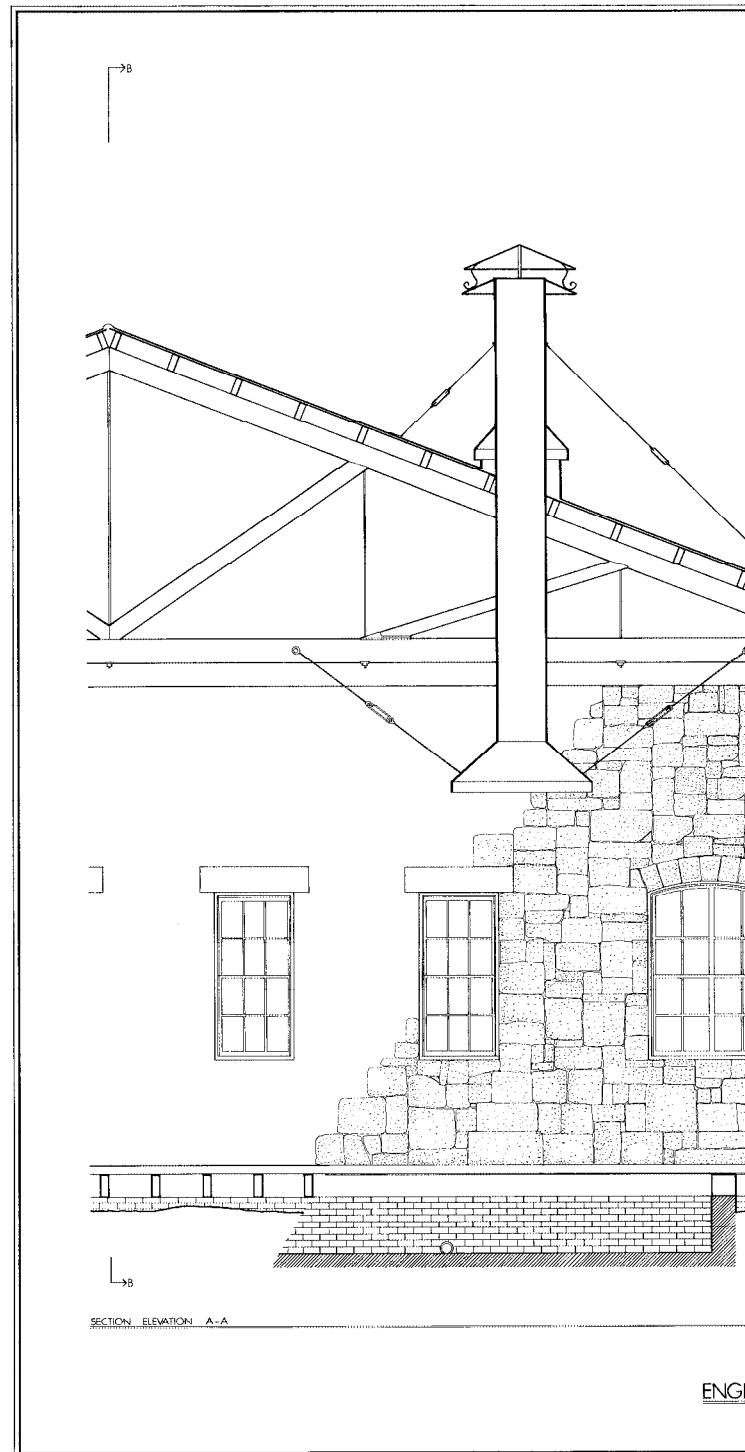
The National Park Service started HABS in 1933 as a make-work program for architects, draftsmen and photographers left jobless by the Great Depression. They documented a representative sample of America's architectural heritage. This archive provided a database of primary source material for the then-fledgling historic preservation movement.

In 1934 the National Park Service, the Library of Congress and the American Institute of Architects (AIA) entered into an agreement to cosponsor the HABS program. Under the agreement the National Park Service sets quality standards and directs the preparation of records. The Library preserves the records, makes them available for study and supplies reproductions to the public. The AIA provides professional counsel.

In 1969 the National Park Service, the Library of Congress and the American Society of Civil Engineers started the Historic American Engineering Record (HAER) to document significant engineering and industrial sites. Four other engineering professional societies joined in later.

Much HABS/HAER recording since the 1950s has been done by college students pursuing degrees in architecture, engineering, history and related fields. This opportunity provides preservation-minded students with entry-level experience and training that they can draw from in their professional careers.

Although as a division of the National Park Service the program receives its base funding from Congress, HABS/HAER depends on outside funding, co-sponsorship of projects or donations of documentation.



**To search the HABS/HAER database, go to: [http://memory.loc.gov/ammem/collections/habs\\_haer/](http://memory.loc.gov/ammem/collections/habs_haer/).** Listed at right are some of the links that will come up if "Nevada Railroad" is entered in the Search field.

Documentation of the V&T Shops includes twelve pages of written history, five historical photographs as well as six taken while documentation was being prepared in 1972, and eight pages of measured drawings. One of the drawings appears above.

[Central Pacific Transcontinental Railroad, Sacramento to Nevada state line, Sacramento, Sacramento County, CA](#)

[Southern Pacific Railroad, Carlin Shops, Foot of Sixth Street, Carlin, Elko County, NV](#)

[Slaughterhouse Canyon Railroad Grade, South of State Highway 28 on East shore of Lake Tahoe, Carson City, Carson City County, NV](#)

[Virginia & Truckee Railroad Shops, Between Plaza, Ann, Stewart & Sophia Streets, Carson City, Carson City County, NV](#) *(see above)*

## Teaching Railroad History through Railroad Models at NSRM

Besides the upcoming exhibits described on page five, the Nevada State Railroad Museum will present several model railroad exhibits telling the story of Nevada railroads in the 20<sup>th</sup> Century.

An HO-gauge model railroad is being built at the museum by Carson City Railroad Association members. After installation of the exhibits funded by TEA-21, the model railroad layout will be moved to the north wall, at the foot of the ramp.

The layout depicts Nevada's landscape. It will operate on weekends with a variety of trains to represent specific eras or themes. Temporary exhibit labels will identify them. If it's 1949, a diesel-powered *San Francisco Overland*, a V&T mixed train behind No. 26 and the *California Zephyr* all might be present. Or, three or four trains representing evolution of motive power and rolling stock might operate at the same time.



CCRA members (left to right) Dick Campbell, Johnnie Taylor and Paul Martinovitch confer about the model railroad they and others are building at NSRM.

—Photo by Keith Hall.

An exhibit next to the model railroad utilizes fifty-foot freight cars to compare sizes of four common model-railroad scales. HO-scale model locomotives and cars lent by their owners comprise four other exhibits. They are "Southern Pacific Daylight 4-8-4s in Nevada"; "Power for Donner Pass/Power for the Modoc Line", about Southern Pacific articulated steam locomotives; and "The Most Talked-About Train in America" – the *California Zephyr*. A sixth exhibit features a G-gauge model of Eureka and Palisade Railroad locomotive No. 4, the *Eureka*.

The SP steam locomotive exhibits include photos by A. C. Phelps, courtesy of Signature Press. Along with an HO-scale model of the train itself the *California Zephyr* exhibit includes timetables and brochures from and about the train.

### Southern Pacific Articulated Locomotives

The exhibit portrays freight trains of 1929, 1948 and 1954 with locomotives of classes AC-4, -8, -9 and -11. The 1929 train includes 32- and 36-foot freight cars and a class CA caboose built in 1906 by the Sacramento Shops to a Central Pacific design. Given that steel-underframe construction of freight cars prevailed after 1910 and that interchange-service cars have a forty-year service life, the two wooden-underframe, truss-rod equipped cars in this train would have been out of service by the 1940s. The 1954 train includes larger, all-steel freight cars and a 1951 bay-window caboose.

East and westbound trains of Pacific Fruit Express refrigerator cars date from 1948. Models include wood-and-steel and all-steel cars built between 1938 and 1947. All are forty-foot, 70,000 lb. capacity cars. Pacific Fruit Express acquired its first steel cars in 1936. By 1950, 38 percent of the PFE fleet was steel. A 1924 wooden caboose in this exhibit is class C30-1, the SP design that succeeded class CA.

### Southern Pacific Daylight 4-8-4s in Nevada

Fifty streamlined Southern Pacific 4-8-4s designated into four classes were delivered by Lima Locomotive Works between 1936 and 1942. They were painted orange, red, black and aluminum to match the new *Coast Daylight* streamliner. The first six (class GS-2) were replaced within a year by the fourteen faster, more-powerful GS-3s. By May 1941 twenty GS-4s had arrived and the GS-3s had been reassigned; some of them to passenger trains between Ogden, Utah and Sparks. Because their eighty-inch driving wheels would not have been efficient on the curves and grades of Donner Pass, the locomotives were not used west of Reno. Photographs in this exhibit show GS-3s in Nevada between 1941 and 1952.

During World War II nine GS-3s and seven GS-4s were painted black. Removal of side skirts from GS-2s, GS-3s and eighteen GS-4s occurred in 1950. This work was done in Ogden on five GS-3s, two of which are in the exhibit. Locomotives were painted black after skirts were removed. Ten GS-4s and both GS-5s retained skirts and multicolor paint until steam operation of the *Daylights* ended in 1955.

Ten GS-6 4-8-4s were built without skirting in 1943. One, No. 4460, headed SP's last steam-powered passenger run: an excursion special from Sacramento to Reno in October 1958.

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Many years later I asked Chris what was bothering him when he first came to our home to look over *Eureka*. He said he could not get the image out of his head that some damned lawyer got this artifact, would paint it red, and just let it sit outside. He was thrilled when he heard that was not to be *Eureka's* fate.

But, before Chris and I got into all that work I could see that if there was going to be any chance to this project, I would have to get a roof over *Eureka*, to protect it from the elements, have a place to work, and to keep it secure. It was time to figure out a way to do that.

*Eureka* was in pieces. It was basically just a boiler shell on wheels. Before I did anything else, shelter became the priority, and a project I once again knew nothing about.

As mentioned earlier, Bob Craddock had been in construction. He sketched up some plans for a building and we went over them. The plans looked something like a house in that it would have a roof just like our home and have a stucco exterior. It would blend right in. Also, the height of the roof was exactly in conformity with the rest of the heights around here and nothing would look out of place. The only exceptions were that the doors were very big, and it was cavernous inside. I got to thinking therefore that as soon as the guys responsible for approving plans saw this that they would be very curious what was going inside. I knew that if I said it was a locomotive that all kinds of red flags would go up. "You want to put a WHAT in there?" I kept hearing this over and over in my head.

When I was in law school there was a professor in constitutional law that used to tell us law students to always "cut the salami very thin, and be careful how we characterized something." I never really could understand what he was talking about back then. However, after being a lawyer for many years it eventually sunk in. As noted, at first I thought I might try the characterization that it was a barn for an iron horse. After all, as noted, we were zoned for horses. That argument did not seem particularly convincing to even me, in a tight spot. So, I pondered the problem some more. Then it came to me. When one thinks about it, *Eureka* is four-wheel-drive. It runs on a road. It is a large wheeled vehicle and I planned to run in for enjoyment. It was really a recreational vehicle!

Sure enough, after the plans were submitted, I got a call to come down and discuss them. The fellow

reviewing the plans thought the structure was all right, but he could not figure why there was such a cavernous interior. The building was the size of my house and it had only one small room off in a corner. The plans did not show the railroad track running through the building and I was asked what the dickens such an empty building was for in a residential neighborhood. Well, I knew if I said a steam locomotive, eyebrows would go up all over the office and I would probably to this day be trying to explain the situation. So, as I passed my hand over my mouth I said it was for our RV. I waited . . .

The man said great! He approved the plans and I headed home. It was time to get *Eureka* in her own home and do this thing right.

Next time: *You Can Learn a Lot from a Clock*  
Copyright 2006 Dan Markoff

*As this issue of Sagebrush Headlight went to press, Eureka was expected at Iron Horse Days: an Extravaganza of Fire, Steam and Old Iron, July 1 - 4, 2006 at the Nevada State Railroad Museum.*

**Reminder: NSRM's 2006 Symposium  
*The V&T and Beyond: Nevada Railroads  
in the 1st Decade of the 20<sup>th</sup> Century***

will take place Thursday, October 19 through Sunday, October 22 at the Carson Nugget Casino and the Museum grounds. This Symposium, which will begin with night photography at the museum on Thursday, promises to be one of the more varied in its topics.

The decade that ended in 1910 was filled with momentous events for Nevada Railroads. The V&T extension to Minden, the roads around Tonopah, the Western Pacific, the Nevada Northern and the San Pedro, Los Angeles & Salt Lake were built during these years. Each will be a presentation topic, as will Reno streetcars, Pacific Fruit Express in Nevada and SP's relocation of its shops to Sparks.

Presentations by Jeff Asay, Mark Bassett, Stephen Drew, Phil Earl, Dave Garcia, Art Lloyd, Bob Nylen, Charlie Siebenthal and John Signor are planned. The banquet program will feature a presentation on the railroad career of E. H. Harriman. A Sunday bus tour in Reno, with stops at the N-C-O Depot and the ReTRAC project, is planned. Brochures which include registration information will be available by the end of July; or register at [www.nsrm-friends.org](http://www.nsrm-friends.org).

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power the car. State Senator Mark Amodei provided the resources to have the motor shipped from the Midwest to Carson City. Restoration shop crews, led by Chris de Witt, will soon be at work building the McKen power truck. Thank you to Mr. Kloke and State Senator Amodei.

*Continued from page 5*

**Historical Vignette:** Construction site that includes a telegraph pole with insulators, track tools and original CPRR rail.

**Stories:** Typical first-time traveler; east to west; Chinese labor.

**Interactive:** Telegraph.

### **Exhibit III—Lines the Mines Built: 19th Century**

**Primary Message:** These Northern Nevada railroads were imbedded in the industrial complex. They would not have existed independent of mining and associated industries. But the railroads conferred a transformative effect by facilitating the efficient extraction of raw materials; employment and

transportation of people; and importation of manufactured goods.

**Historical Vignette:** Mining architecture with ore chutes and cars; *Inyo*, car No. 9 and flat car No. 162 loaded with freight such as a stamp mill.

**Stories:** Boom-and-bust cycles, men in mines, women's work and roles, children, timbering

**Interactive:** group activity area for up to 25 to learn about mining, ore stamping and processing.

*Continued from page 8*

Planning and text preparation for the five exhibits was done by this writer, who also works with the Carson City Railroad Association on the museum's behalf. These are the first of several exhibits that will portray Nevada's 20th century railroad history. Exhibits will remain in place for six to nine months. Some may stay longer. The objective of every exhibit, operating or static, will be to teach railroad history through railroad models.

—Frank Ackerman

## **On Exhibit through 2006 at NSRM**

### **“Still a World Apart: Visual Profiles of Contemporary Railroaders”**

The Center for Railroad Photography & Art highlights in this exhibit the human side of modern railroading in the western states, a last frontier where some people run trains or maintain track in all weather at all hours of the day and night, while others spend their entire job shifts in front of computer screens.

Koshollek, Elrond Lawrence, Richard Steinheimer and Justin Tognetti for the exhibit.

The demanding work rules, irregular hours of service, labor, safety, and retirement laws—these and more set the railroad apart from other industries. Even the U.S. Supreme Court recognized in a 1957 decision that “the railroad world is like a state within a state.”

The photographs date from the 1970s, beginning with the passenger train transition to Amtrak, to today. They come from urban and rural settings throughout the West. The workers themselves are the focus of these photographs. While there are far fewer railroad employees today than in earlier decades, many workers continue to perform their duties in the time-honored railroad manner, dominated by the demands of flanged wheels on steel rail. As in the past, many feel the pressure to put their work before everything else in their lives.

“Still a World Apart” is part of “Representations of Railroad Work, Past and Present,” a national program. The Center, with support by the North American Railway Foundation, has created exhibitions across the country, telling the public about the past and present importance of railroads in their own communities.



*Photo by Elrond Lawrence.*

The Center, based in Madison, Wisconsin, selected 35 photographs by Ted Benson, Shirley Burman, Steve Crise, Dick Dorn, Christian Goepel, John Gruber, Richard Gruber, Joel Jensen, Hank

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**SELECTIONS FROM THE MUSEUM STORE . . .**

*Our Museum Store specializes in railroad books for adults and children, Nevada history books, train videos, audio recordings, toys, train models, hats and apparel, railroad pins and jewelry, train novelties and souvenirs, note cards, artwork and calendars.*

*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 sales are used by NSRM to fund a variety of museum projects and public interpretive programs.*

**NEW BOOKS FROM OUR STORE SHELVES:**

**Done & Been: Steel Rail Chronicles of American Hobos** (Moon), 197 pp., \$12.95. ITEM #100548

Hobos are part of the history of railroading in America. Committed to the work ethic, but restless and eager for adventure, these knights of the steel rails developed a lifestyle and a community based on their search for work and their love of adventure. This book gives a history of hobos and a collection of fascinating stories.

**Gandydancer's Children** (Call), 167 pp., \$16.95. ITEM #101050

The author's father, a Southern Pacific track laborer, moved his young family to an isolated station in northeastern Nevada in 1928. The book includes commentaries on railroading and the railroaders' language and describes social conditions in rural Nevada in the early 20th century from a young boy's viewpoint.

**Home on the Rails: Women, the Railroad, and the Rise of Public Domesticity** (Richter), 272 pp., \$19.95. ITEM #100706 A 19th-century passenger train or station was a place of chaos and almost unlimited social mixing, some of it dangerous. From homey touches in railroad-car décor to providing segregated spaces for female travelers, railroads transformed themselves to alleviate the stresses of unpleasant social contact.

**Riding the Transcontinental Rails: Overland Travel on the Pacific Railroad 1865-1881** (Cooper)

445 pp., \$22.95. ITEM #103106 Soon after completion of the first transcontinental railroad, first-person accounts of transcontinental train travel began to appear in newspapers, magazines and books. The book includes some of the best of this writing about early rail journeys, as well as an account of the train robbery east of Verdi on November 5, 1870.

**Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850-1930** (Orsi) 615 pp., \$29.95. ITEM #103827

The only major railroad to be built from west to east, the Southern Pacific acquired a unique character. It also acquired a reputation as a railroad that people loved to hate. This book shatters persistent myths about the company, offering a new perspective on its often-surprising role in shaping the American West.

**Workin' on the Railroad: Reminiscences from the Age of Steam** (Reinhardt) 327 pp., \$19.95.

ITEM #102522 "The railroad man, for all his historic importance, has achieved only a minor place in American literature." This book does its part to change that. It's filled with firsthand accounts from engineers, brakemen, porters, conductors, section men, roundhouse workers, switchmen, telegraphers, surveyors and other neglected pioneers who worked the railroad during the 19th century.

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## *UPCOMING EVENTS*

### Wednesday Night Programs

- |              |   |
|--------------|---|
| July 12th    | <i>Tarnished Legacy—The Story of the Comstock Lode</i><br>Presented by Ellen Hopkins  |
| August 9th   | 8:30 PM—Movie Night in Gibson Park (Title to be Announced)  |
| September 13 | <i>Vapor Trails</i><br>A documentary film about modern steam operations in Poland<br>Presented by Peter Abramovitz, filmmaker |
| October 11   | <i>2006 Museum Exhibits Update</i><br>Presented by Peter Barton, Museum Director, Nevada State Railroad Museum                |

Evening programs are held at the Museum's Interpretive Center on the second Wednesday of each month. Programs begin promptly at 7:00 PM (or as noted) and are free to the public.