

SAGEBRUSH HEADLIGHT

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

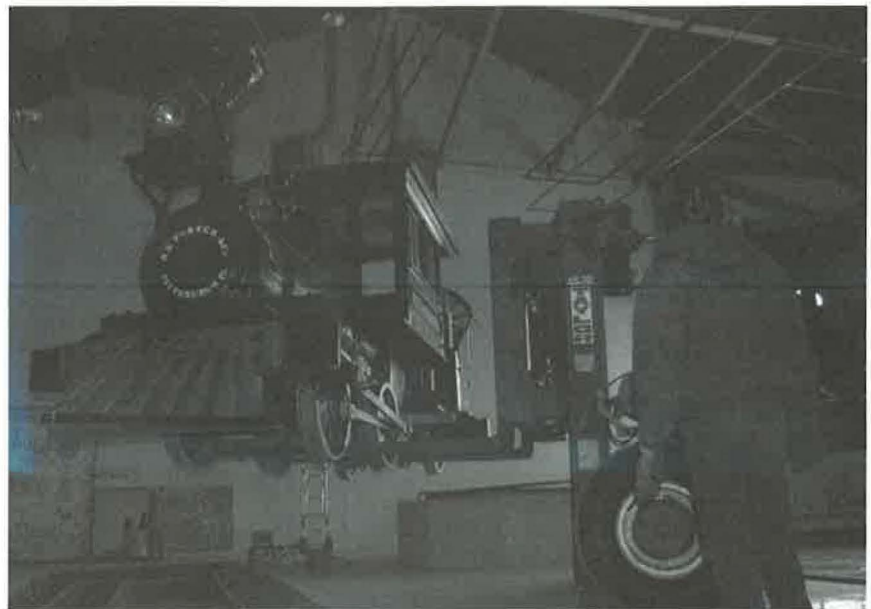
Spring/Summer 2011

Long-Awaited New Exhibits are in Place at the Nevada State Railroad Museum

By Frank Ackerman, Curator of Education

Exhibits that interpret the contribution of railroads to Nevada history have been installed in the Jacobsen Interpretive Center. They were a long time coming. Funded through a USDOT grant allocated in 2005, formal exhibit design and planning began June 10, 2009.

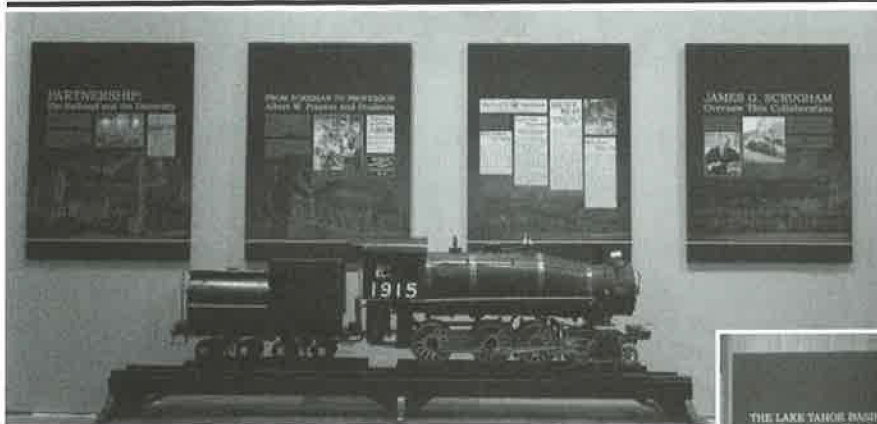
Restored Virginia & Truckee passenger cars Nos. 4 and 9, 1870s products of Jackson & Sharp in San Francisco; V&T combination boxcar No. 1005 (CPRR Sacramento Shops, 1873) and V&T locomotive No. 22, the *Inyo*, remain on exhibit. Joining them is the Dayton, Sutro & Carson Valley *Joe Douglass*. The 14,001-lb locomotive (*r.*) was lifted into place April 11th by Industrial Logistics Services of Carson City.



Several smaller V&T and CPRR artifacts are on exhibit as well. A number of them have never before been on exhibit at the Nevada State Railroad Museum. Also included are more than 100 full-color illustrations and three-dimensional models, several of them produced especially for these exhibits.

Museum visitors will learn about the building of Nevada's first railroad, the Central Pacific, which was completed in 1869 as the western portion of America's first transcontinental railroad. Although the Central Pacific's construction challenges in the mountains of California are familiar to many Americans, the story of the Central Pacific in Nevada, where two-thirds of the route-mileage between Sacramento and Promontory lay, is comparatively little-known. The CPRR exhibits incorporate some forty Alfred A. Hart photographs taken for the railroad company during construction. Elsewhere in the exhibits are more than a dozen photos of Southern Pacific and Virginia & Truckee trains, locomotives, and facilities, taken in the early 20th Century by University of Nevada engineering professor Stanley G. Palmer.

Exhibits telling the story of railroads built to serve Nevada's mining industry focus primarily on the Virginia & Truckee Railroad. V&T locomotive models that were built in the 1970s by George L. Richardson are an integral part of these exhibits. A number of historical objects that have been in storage for many years are, or soon will be, on exhibit. Among these are the overhead crane once used in the V&T blacksmith shop and the standard clock from the Carson City depot.



The exhibits were designed, produced, and installed by Taylor Studios of Rantoul, IL. Peter Barton, Administrator of the Nevada Division of Museums & History, points out that the exhibits remain a work in progress.

"Substantial though the USDOT grant was, it did not cover every element identified for possible exhibit. Besides, new ideas came to both Museum staff and Taylor Studios personnel as late as the installation process itself," he says. "And—as often happens—suggestions from first-time viewers were too good not to implement. Three such ideas came out of our Friends members' open house on April 29, 2011."

Among plans for fiscal year 2012 are an exhibit about the CPRR and telegraphy; another will be about railroad uses of lanterns and lamps.

The V&T clock will be placed in a case that can be opened to allow winding. More exhibits also will be developed for the space between V&T coach No. 4 and caboose-coach No. 9.



If you're in this photo from the 1990 Symposium visit to the V&T shops, and you took a photo of the overhead crane in the historical photo (above, r.) please contact the Editor. We'd like to add it to the exhibit.



Among the latter are expected to be additional locomotive models and a belt driven grindstone—part of which must be replicated—from the V&T shops.

The additions will be developed through the Museum's private-funds program. Its sources include contributions made by the Friends of the Nevada State Railroad Museum, Museum Store sales income, and donations from Museum visitors or others.



Long-time NSRM Restoration Specialist Retires

Lee Hobold, a charter member of the Friends of the Nevada State Railroad Museum and a restoration worker at NSRM since 1987, has retired from State employment. A US Navy veteran, Lee worked 18 years as a baker and has owned and operated a landscaping service, a bar, and an antique store. He became active at NSRM in 1983 when he moved to Carson City.



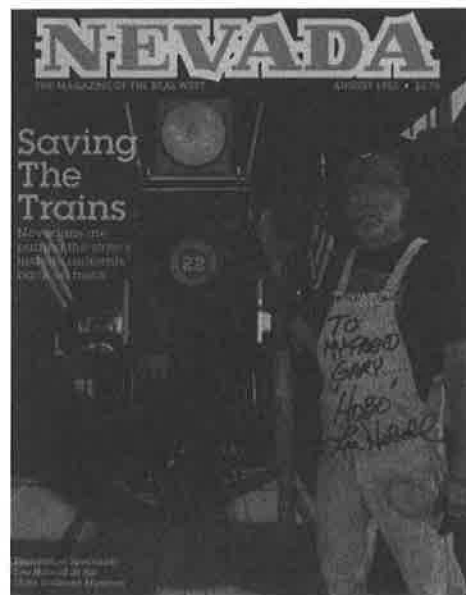
Lee Hobold (center) and Restoration Supervisor de Witt (back to camera) with Nevada Copper Belt caboose No. 3 on the day of its roll-out after restoration in 1989.

Lee's skills are in woodworking and finishing. His restoration career began with Shortline Enterprises during their state contract. He later worked for DeWitt-Franklin Restoration, and became a state employee in 1990.

In addition to the vacancy due to Lee's retirement, two resignations have taken effect.

Museum Attendant Lara Mather, who came to the museum in May 2009 and who obtained her MA in Anthropology at the University of Nevada-Reno in 2010, is leaving to pursue professional interests.

Custodial Worker Robert Tatum, who came to NSRM in 2006 as the Garage Service Worker, is moving out of state.



Current staff includes Buildings & Grounds Supervisor Brian Sheldon, Curators Frank Ackerman and Wendell Huffman, Restoration Shop Supervisor Chris de Witt, Restoration Specialist Rick Stiver, and Store Manager John Walker. At least one of the museum's five vacancies is expected to be filled soon, however.



Dick Datin on May 31, 1980, at the dedication of the Museum.

Richard C. Datin Jr., founding Curator of the Nevada State Railroad Museum, died January 24, 2011, in Reno. He was 81.

A 1950 graduate of New York Institute of Applied Arts & Sciences in Brooklyn NY, Richard pursued a career building scale models in the Los Angeles area. Among his accomplishments were studio models for the original *Star Trek* TV series, for *Petticoat Junction*; and numerous props for TV commercials in the '60s. He was employed by Twentieth-Century Fox for the motion picture *Tora, Tora, Tora*, and later, by Litton Industries and Bechtel Power.

In the mid-1970s Richard moved to Nevada. He worked at the Nevada Historical Society as a researcher, then briefly at University of Nevada-Reno Special Collections. For several years he provided weekly articles to Carson City's *Nevada Appeal*. In 1979 he was selected as the founding curator of the Nevada State Railroad Museum. After his retirement in 1989, he researched a number of projects including writing and publishing a history of Virginia City's International Hotel, and a pictorial of Reno's past utilizing his vast collection of historical post cards.

Richard is survived by his wife Margie and five children: Merrie Datin Smith, of Wadesboro NC, Noel Datin McDonald of Shelton WA, Richard Datin of Long Beach CA, Charles Datin of Malibu CA, Lisa Datin of Solvang CA., and Margie's 3 children, Linda, Suzanne and Steven.

1860s Track-laying Car Restored for NSRM Exhibits

By Wendell Huffman, Curator of History

This 19th century track-laying car is a significant relic from the days of hand-built railroads. Until increased weight of rail before the first World War made track-laying *machines* imperative, these cars were the customary means of delivering rail to the end-of-track during new construction. They were generally the first rail vehicles acquired by railroads, and the NSRM car may well be the last surviving example.

In use, track-laying cars were loaded with eight to ten pairs of rails. Iron rings on either side of the car allowed it to be horse-drawn to the end-of-track.

Rollers at the ends of the transoms allowed unloading rails lengthwise, in pairs; virtually at gauge.

Rails 30 feet long, weighing nearly 600 pounds each, were handled by as few as four men. Two teams worked on either side of the track. To allow rapid progress, these crews only placed the rails; splicing and spiking took place after the track-laying car had been rolled ahead.

Crews often laid more than a mile of track in a day, and a Central Pacific crew once laid ten miles in eleven hours.



For large projects, several track-laying cars were used. When they met, shuttling back and forth, the empty cars were tipped onto their sides on the tie-ends so that loaded cars could pass. A crew of men rode each car to brake, to tip it out of the way, and to assist in loading and unloading.

With the completion of construction, track-laying cars were redundant, and most were soon sold, converted to other uses, or scrapped. The Museum's example belonged to the Virginia & Truckee Railroad. It was apparently built in the company shop before construction of the railroad in 1869, probably utilizing iron parts from an older car acquired from the CPRR after completion of that line.

The company sold this car to Paramount Studios in 1937, for five dollars; along with several other pieces of rolling stock. It appeared in the track construction scene of the 1939 motion picture *Union Pacific*. After that, the neglected and eventually forgotten car disintegrated. The photo at left shows its appearance in 1986. Fortunately, the significance of its surviving parts was recognized. They were returned to Carson City last summer. The car has been rebuilt to CPRR design.



NEVADA STATE RAILROADMUSEUM

2180 South Carson St.
Carson City, NV 89701-5999
775-687-6953

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
are admitted FREE



The museum is an agency of the
State of Nevada

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Nevada Department of Cultural Affairs

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The Nevada State Railroad Museum
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Terms of office end in December of year listed.

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**Submissions for the Fall Sagebrush Headlight
must reach the editor by Tuesday, September 6, 2011.**

NEVADA STATE RAILROAD MUSEUM 2011 Train Operations

McKEEN CAR

Monday, July 4; Independence Day

Saturday, October 29; Nevada Day

McKeen Car Fares: \$10, Children 11 or under \$5.

FNSRM Members HALF PRICE with Membership Card.

MOTOR CAR

TC&GB Motor Car No. 401 will operate every

Saturday & Sunday through September 25,

departing from Wabuska Depot, 10:00AM till 4:00PM,

except when the Steam Train or McKeen Car is operating.

Motor Car Fares: \$4, Children 4-11, \$2.

FNSRM Members HALF PRICE with Membership Card.

STEAM-UPS

Saturday/Sunday June 18 & 19; Fathers Day

Saturday/Sunday July 2 & 3; Independence Day Weekend

Saturday/Sunday August 6 & 7

Saturday/Sunday/Monday September 3, 4, 5; Labor Day

Trains depart from Wabuska Depot, 10:00AM till 4:00PM

Steam Train Fares: \$5, Children 4-11, \$3.

Three and under FREE

FNSRM Members HALF PRICE with Membership Card.

Saturday/Sunday December 3 & 4; Santa Train

Trains depart from Wabuska Depot, 9:00AM till 4:00PM

All Seats \$3.



NSRM visitors view the Inyo exhibit, Fathers Day 2011

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

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ATTENTION NSRM FRIENDS!

Help support the Friends and Nevada State Railroad Museum!

2011 elections for the Board of Trustees of the Friends of the Nevada State Railroad Museum will be occurring this summer. Supporting the museum and the Friends volunteer activities is vital to the life of our museum. Be involved by serving on the Board of Trustees. Each year, three of the nine Trustee positions are open for election. A term is for three years, with board meetings held six times per year.

We invite you to submit your resume for the Board elections. Include your name, mailing address, telephone number and e-mail address, and information about your interest in railroading, any NSRM volunteer participation, and why you would like to serve as a trustee.

Send resumes to:

Friends Registrar c/o Nevada State Railroad Museum
2180 South Carson Street
Carson City, NV 89701-5999

Or e-mail resumes to rrglyph@clearwire.net

All resumes must be received by the Registrar no later than Monday, August 22, 2011.

Thank you for your support of NSRM and the Friends.