

SAGEBRUSH HEADLIGHT

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

Fall 2014

Restoring the Glenbrook

By Chris DeWitt

It has been a while since the last installment of the restoration of the Glenbrook. As it turns out all my fingers were broken and someone stole the keys off my keyboard.

Anyway, as of today we are very near the end of the project. It has been a struggle at times and a breeze other times to get to where we are and it should be reasonably easy to finish up.

With the grant secured from the E. L. Wiegand Foundation in 2005 and work starting, the boiler was the first concern. As stated previously there were specific concerns which included a corroded barrel and iron (not steel) rivets. There are guidelines for repairs. The National Board of Inspection Code (NBIC), the code for Federal Railroad Administration (FRA), and the Nevada State Boiler code are examples of resources available. References can be found in several locations and used to augment the work of satisfying the requirements.

Although the Glenbrook is a locomotive, the FRA requirements have little bearing in this instance. NSRM Carson City isn't subject to FRA jurisdiction. NSRM is, however, a state entity and the Glenbrook is state property, which means that state jurisdiction takes precedence. To that end the bureaucratic requirements rule.

In the fall of 2010 a call was made to the Department of Business and Industry, the department charged



The Glenbrook, which is near completion, basks in the sun on June 30, 2014. NSRM Photo.

with the inspection and regulation of boilers in Nevada, for the purpose of establishing dialog concerning the rebuild of the Glenbrook. On January 31, 2011 a state boiler inspector arrived at NSRM to familiarize himself and the department with the project. At this time the boiler was disassembled to the point of not really looking like a boiler. The dome was off as was the barrel. There was new steel rolled and stacked about. Discussion was had regarding the project. A copy of the 1982 inspection report (by the state) was made available. The inspector in question said he would start a folder and that I was to call

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NEVADA STATE RAILROAD MUSEUM

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

www.facebook.com/NSRMCC

Open 9:00 to 4:30 Thursday through
Monday. Closed: Tuesdays, Wednesdays,
New Year's Day, Thanksgiving Day, and
Christmas Day

Admission: \$6. Children under 18, and
members of the Friends of the Nevada
State Railroad Museum, admitted FREE.



NEVADA
DEPARTMENT OF
TOURISM AND
CULTURAL AFFAIRS



The museum is an agency of the
State of Nevada

Brian Sandoval, Governor

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Tourism & Cultural Affairs**

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2014 Fall/Winter Operations

Fall Steam-up

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FNSRM President's Message

Fall is in the air and the summer season has passed. This summer season has been more enjoyable than some of the past. It is a "new dawn" around the museum and everyone is looking forward to the activities that occur during the fall.

The *Friends* annual Board of Directors Meeting will be held during the Virginia & Truckee Railroad Historic Society's convention on Friday, October 10, 2014 at the museum. Please put it on your calendar, so that you can learn firsthand what we are accomplishing. In addition, the election results will be announced in preparation for the installation at our meeting in December, which will also include the election of officers by the board.

With fall ending and winter fast approaching, it will not be long before it is Santa Train time. This year it will be held on December 13, and 14, and December 20, and 21. Again, put it on your schedule, and remember that it is the single largest event of the year and all volunteers are needed. Please plan to volunteer as much as you can. Besides it is probably the most fun time, when you see the little children faces and witness their excitement. See everyone there.

If you have not had the chance to meet our new Director, stop by and introduce yourself to Greg Corbin. He is a most welcome addition to the staff at the museum. He will welcome you with open arms. It should be noted that the entire staff is great and everyone should stop and congratulate them on jobs well done. Since time is getting short and this needs to get in, I will close for now and I look forward to seeing everyone around the museum. See you soon.

Ronald J. Allen, President

New operating hours at NSRM

Effective October 1, 2014, the Nevada State Railroad Museum is changing its hours of operation. The museum will be open for business from 9:00am to 4:30pm Thursday through Monday. The museum will still be closed on Tuesdays and Wednesdays, as well as New Year's Day, Thanksgiving Day, and Christmas Day. If you volunteer at the museum and would like to adjust your schedule to reflect the changed operating hours please contact Museum Attendant Pam West at (775) 687-6953 x233 or Curator of Education Adam Michalski at (775) 687-6953 x224. The museum apologizes for any inconvenience.



Round-trip career steers Corbin to roots

By Steven Slivka,
Reprinted with permission from the *Boulder City Review*

Greg Corbin, director of the Nevada State Railroad Museum in Boulder City, is leaving for Carson City, the place where his career started 33 years ago.

Corbin, 61, will become the new director of the Nevada State Railroad Museum in Northern Nevada after 16 years as director in Boulder City. It's the final stage of a long museum career that Corbin had no intention of pursuing when he first got a job at the Carson City museum in 1981.

He said he enjoyed seeing the train tracks as a kid in Sacramento, but never would have guessed that one day he would become director of a railroad museum.

Corbin spent three years as a state park ranger in Lake Tahoe, but his refusal to relocate to desolate locations prevented him from moving up in the system.

"I got married," Corbin said, laughing. "When you work in the state park system and you want to advance, you have to be able to move to some pretty remote parts of the state. I had to find something that kept me at home."

So, putting his family first, Corbin landed a job at the Carson City Railroad Museum instead of hitting the road as a park ranger. It was the unscripted beginning to an "accidental" career.

"It wasn't by design," he said. "It was just some place I found myself."

While Corbin moved up the ranks at the Nevada Railroad Museum in Carson City, the reality of a railroad museum in Boulder City began to gain steam. In 1985, the Union Pacific Railroad donated an 11-mile portion of the Boulder Branch Line to the state of Nevada.

Around the same time, Southern Nevada legislators were pushing for money and support to fund a museum in Southern Nevada. Construction on the Boulder City Railroad Museum began shortly after. In 1989, Corbin became involved with the Boulder City

project after he was appointed assistant administrator for Nevada's Department of Museums and History.

"It was like, OK, we've got this rail line and we've got this property, now what can we do with it?" he said.

After acquiring about 50 pieces of equipment from Utah's Heber Creeper Railroad in 1993, Boulder City's Railroad Museum looked even stronger, and Carson City administrators tapped Corbin as the Nevada Southern Railroad Museum's first director in 1998.

"The project had developed far enough along that the administrators in Carson City felt we needed to have a full-time presence here in Boulder City," Corbin said.

Though it was an exciting feeling working on a brand-new project, Corbin said, establishing a new museum came with its share of obstacles. The museum was receiving complaints from Boulder City residents about the loud train whistle, and some viewed the railroad equipment as "eyesores" for the city. Fighting for state money was another hurdle Corbin had to climb.

"It's a struggle to get the dollars to do what you want to do," he said. "Especially when you have six other museums that are already established."

But Corbin remained close with state legislators, and did his best to secure funding that was used for higher state priorities like education and public works projects. Despite the challenges, Corbin said, he never lost his vision for Boulder City's museum.

"He was very instrumental in keeping things moving," former Mayor Bob Ferraro said of Corbin. "He's energetic, he has a good disposition, and he leaves a great impression on people."

The museum has grown leaps and bounds since Ferraro and former City Manager George Forbes began its initial planning during the 1980s, even running trains to and from Railroad Pass in 2002.

"We went from accommodating a few hundred passengers per year to more than 41,000 two years

ago,” Corbin said. “It’s an incredible feeling to know that we’ve come so far.”

Corbin is all smiles when discussing how popular the museum has gotten since he was named director 16 years ago. His vision came to life, and the joy that it brings to people of all ages gives him a tender sense of satisfaction.

“It has been by far the most rewarding and fulfilling career that anyone could ever ask for,” he said as his eyes welled with tears. “The opportunities that I’ve had here and the things I’ve gotten to do ... I don’t even have enough time to tell ya.”

Ferraro knew the museum would be in good hands when Corbin was given the job, and the city’s interest in trains grew as Corbin’s passion to give Boulder City an exciting museum escalated.

“He met people very easily, and he encouraged people to not only ride the trains, but he got them to become involved,” Ferraro said.

The museum now has nine cars on display for visitors to explore, as well as the four operating locomotives that run to Railroad Pass on the weekends.

“We’ve developed something that’s an important part of the community,” Corbin said.

Corbin admitted that he never thought he’d be in Boulder City this long. But the people, the community and his love for the museum kept him around.

“It’s a town that’s small enough, so you get to know so

many people,” he said. “That’s not easy to do in a town like Las Vegas. But here, it’s very personal.”

As Corbin packs his bags and prepares his return to Carson City, the place where his “accidental career” began, he remains humble for the years he spent in Boulder City.

He keeps every article that’s ever been published about the museum, some dating to the early 1990s. It’s not for his own personal glory or the fact the he helped take a few rail lines and a couple of cars and turned it into an attraction that brings in thousands of visitors per year. It’s for the influence the museum has had on the Boulder City community, and the tourists who were able to learn something new about an early phase of the city’s history. It’s a feeling he will never forget no matter how far away he moves.

“The highlight is not what you accomplish; it’s the impact that it has on the visitors that come here,” he said. “Not many people in the museums have had the opportunity to do what I was able to do in Boulder City.”



NSRM Carson City's new Museum Director Greg Corbin. Photo by Steven Slivka/Boulder City Review.

Continued from Page 1

when it was ready for hydro.

The boiler was ready for inspection in April of 2014. Again the Department of Business and Industry was called and again they sent a representative. This individual informed us that he was an inspector. He also told us he had only seen two riveted pressure vessels, both air receivers, and hadn't ever inspected a locomotive boiler. Although the boiler was under hydro he refused to look at it. He left without giving us an inspection, direction for us to proceed to arrive at a successful inspection or any action for the future. He also said there wasn't any record of this project on file.

The next morning I received a call from a representative of the Public Utility Commission, PUC. He said he would like to draft a proposal for submittal to their lawyers allowing him to inspect the boiler.

There is an organization in Columbus, Ohio, that commissions boiler inspectors nationwide, The Na-

tional Board. They are affiliated with the American National Standards Institute and the American Society of Mechanical Engineers, the ASME. The National Board is charged with maintaining the standards for boiler inspection and repair. There isn't a lawyer in the United States that can grant authority to inspect a boiler under national guidelines. So when the individual from the PUC tried to wedge his way in, it was believed that it would be to no good end. His offer of participation in the process was declined.

After not hearing from the inspector for some time his supervisor was called. He said they were looking into the matter. He asked if the FRA shouldn't inspect the boiler. I informed him that state statute required the state to inspect the boiler and especially so because it was state property. There were several weeks of bantering regarding this point. He then asked for a Federal Form #4. This is the legal engineering description required by the FRA in order to allow a locomotive to operate in interstate traffic. It has nothing to do with the state and contradicts the state code (and National Board Inspection Code) in several places. This was pointed out. However, to expedite the process a Form #4 was drawn up and submitted. There was a protracted period of silence.

An epiphany was had in the late spring. Dan Markoff of Las Vegas has an 1875 Baldwin narrow gauge locomotive that is inspected by the state. Dan was called and inquiry was made as to how his boiler was inspected. He allowed that his inspector was a state inspector who had been inspecting his boiler for some time. That inspector was called and great conversation ensued. Several interesting things were said regarding the inspection and how it should commence.

The inspector's opinion was that a proper inspection should take a day. This would entail visual inspection, an ultrasonic inspection, a die penetrant inspection, and borescope examination. During this time the paper work would be inspected. He also said that although he would be pleased to perform the inspection his jurisdiction was in southern Nevada and he didn't travel north.

The southern Nevada inspector did send a state form to NSRM, an "Application for Permit to Install or Reinstall a Boiler or Pressure Vessel". This form was never volunteered by the inspectors in the north. It was dutifully filled out and submitted. A permit was issued.

Weekly inquiries were made as to the progress of the



Curator of History Wendell Huffman (bottom) and Restoration Specialist Mort Dolan assist Restoration Specialist Rick Stiver (not pictured) place the cab on the Glenbrook on June 30, 2014. NSRM Photo.



Jim Ingram and his wife, Lorna, apply gold leaf to the Glenbrook's tender and cab on September 29, 2014. Jim has extensive experience painting steam locomotives, including work on the Jupiter and 119 at Golden Spike National Historic Site at Promontory Summit, Utah, and the Central Pacific's Leviathan, which was recreated at the Kloke Locomotive Works of Elgin, Illinois. NSRM Photo.

inspection. It was explained that they were looking into the matter. They were networking, piggy-backing, partnering, and studying. By August it was obvious that the boiler inspector's office in northern Nevada was incapable of performing the task at hand.

The situation was made apparent to managements at NSRM and a request to apply leverage was made. Eventually a call was received from the southern Nevada office and the inspector who sees after the Markoff boiler. He said he had been put on the case. He very carefully outlined the necessary steps. Essentially they were to have a professional engineer review the calculations, have the inspector travel north to perform an inspection, and then issue a boiler certificate.

It was seen as a clear path to a reasonable conclusion. Unfortunately the engineer that the inspector selected was about to leave for his summer vacation. Upon his return two weeks later the inspector left for his summer vacation.

As of September 24, 2014 there has been very little progress towards an inspection. We are assured by the Department of Business and Industry that it will be inspected, however we haven't been told when.

Despite the problems with inspection work continues. Jim Ingram of Penryn, California, has been retained to stripe and letter the engine and tender. Rick Stiver is adding appointments to the cab and Morgan Dolan is polishing and cleaning.

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