

SAGEBRUSH

HEADLIGHT

NEWSLETTER OF THE NEVADA STATE RAILROAD MUSEUM



NEVADA A WORLD WITHIN.
A STATE APART.

SUMMER 2015

126th Edition



**NEVADA STATE
RAILROAD
MUSEUM**

www.NSRM-FRIENDS.org



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A call for Candidates.
Elections coming soon.

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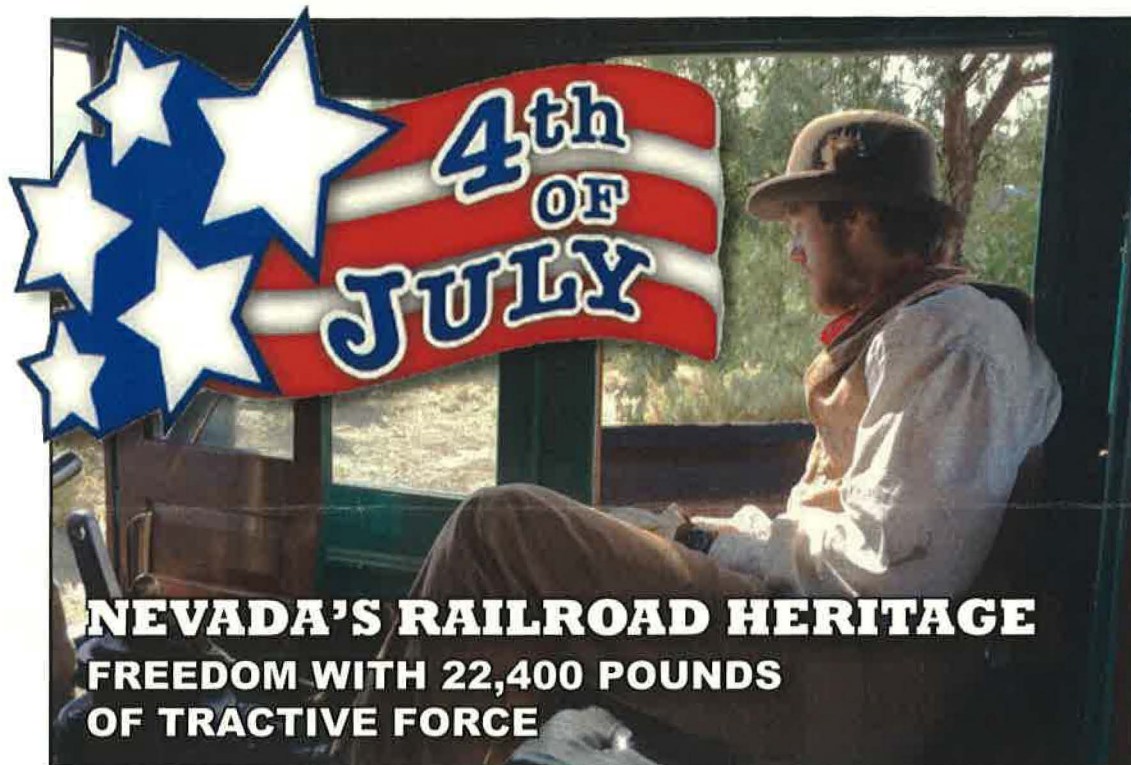
The people behind the
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and the train.

**THE NEVADA STATE
RAILROAD MUSEUM**

An Agency of the Nevada
Department of Tourism and
Cultural Affairs



NEVADA'S RAILROAD HERITAGE FREEDOM WITH 22,400 POUNDS OF TRACTIVE FORCE

*NSRM Volunteer, Kevin Owens - Engineer on the Inyo during the Parade of Trains.
Photo by Ron Dunlop*

The Founding Fathers of our nation knew nothing of railroads. They did, however, understand that while they labored, debated and made back-room agreements, something wonderful was about to happen.

*Compromise
never touched
Freedom...*

They knew they straddled two very different times in world history, and they

were aware that their nation-forming decisions would change that world forever.

Bringing 13 independent states together as a nation required a lot of compromise, but the one thing that compromise never touched was freedom. And nothing declares our nation's freedom more eloquently than its railroads.

Railroading began in

Nevada when the Central Pacific Railroad, pushing



Rick Kohler - Brakeman.

*Photo by Ron Dunlop
Nevada State Library
and Archives
east out of Sacramento,
crossed into the State of*

Continued on Page 7



**NEVADA STATE
RAILROAD MUSEUM**
2180 South Carson Street
Carson City, Nevada 89701
775.687.6953

VISIT THE MUSEUM

Open 9:00 am to 4:30 pm
Thursday through Monday

Closed Thanksgiving, Christmas and New Year's Days

Museum members.....FREE
Children (17 & under).....FREE
Adults.....\$6.00

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Claudia Vecchio, Director

DIVISION OF MUSEUMS AND HISTORY

Peter D. Barton, Administrator

NEVADA STATE RAILROAD MUSEUM CARSON CITY

Greg Corbin, Director

SAGEBRUSH HEADLIGHT NEWSLETTER

Adam Michalski, Curator of Education, Editor

John D. Hoepfer, Designer, Graphic Artist, Volunteer



TRUSTEE'S ELECTION CANDIDATES SOUGHT

Members in good standing of the Friends of the Nevada State Railroad Museum who are interested in serving on the Board of Trustees are encouraged to send their resumes to the election registrar before August 14, 2015.

positions are open for election. A term is for three years, with board meetings held six times per year.

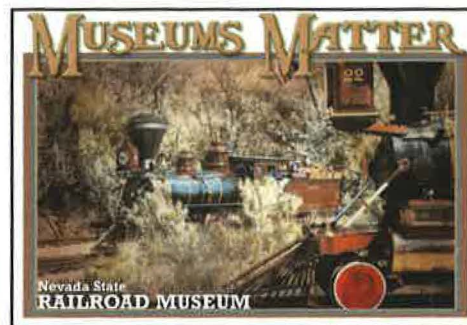
This is the last call for resumes prior to the election.

Email your resume to:

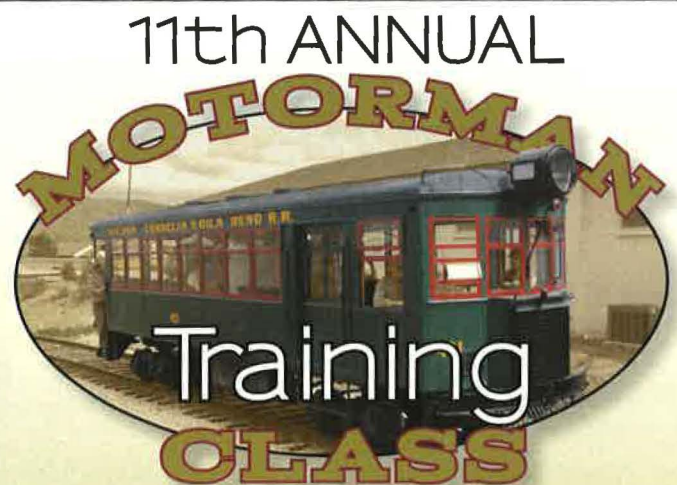
David Brambley

VTRRLoco18@aol.com

Three of the nine Trustee



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CHINA'S HIGH-SPEED RAIL

JUST YOU AND 1,300 OF YOUR 'CLOSE' FRIENDS

An Exclusive Report by NSRM Volunteer Christopher MacMahon - Over 2,000 hours of service

In the spring of 2015, *Friends of the Nevada State Railroad Museum* member and Museum volunteer Chris MacMahon traveled to China with *CSU, Channel Islands'* Professor Scott Corbett.

While researching and comparing different periods of dynastic rule, Chris had an opportunity to view the development of high-speed rail. His report for the *Sagebrush Headlight* follows:

Like many developed nations, railroads are the primary mode of transportation over distance. China Rail High-Speed (CRH) is a relative newcomer as far as railways go, having only opened in 2007, but the system was built with efficiency in mind. In the urban provinces, one has to look up to find the rails. CRH utilizes dedicated passenger lines on raised viaducts to eliminate grade crossings and many of the other problems that come when your network is built on the ground. The viaduct

allows for long, sweeping curves so that the trains can maintain their speed of 300 kilometers per hour. Any terrain that might get in the way is simply removed or tunneled through, and a dedicated line means no pesky freights to get in the way.



When your nation is comprised of over one billion citizens, there are a lot of people to move around. The first thing that struck me is just how many people use the rail system. Sure, we all know Amtrak is a joke compared to other rail networks around the world, and I was prepared to see a lot of people traveling

by rail. However, the sheer volume was a shock. As we queued for our departure from Beijing's main terminal, we found ourselves in one of twelve waiting rooms, each the size of the Jacobsen Interpretive Center. The room was packed with people standing shoulder to shoulder. If you are a fan of personal space, this journey is not for you!

With this many people traveling, trains must not only be fast, but frequent. On the main thoroughfares CRH runs trains every fifteen minutes. This quick pace also means schedules are adhered to meticulously. On the second leg of my journey I boarded CRH at Zhengzhou heading to Xian. The train stopped in the station for two minutes, and two minutes only. I found that boarding and disembarking occur simultaneously; people simply push their way on or off the train. If you are not onboard when the train leaves, that is your problem.

Once you are on, however, the ride is utterly smooth.

Except for a small nudge as the train breaks its resting inertia, you would have to look out the window to recognize that you are moving.



The seats are designed to swivel so that they can be turned around quickly at the terminus. This also means that you can sit face to face as a group if you so desire. Regardless of which way one chooses to sit, there is more leg room than an airliner, and the seats are more comfortable too. Above all else traveling CRH is affordable. The 800km journey between Beijing and Zhengzhou took just under three hours and cost ¥300. This is the equivalent of traveling from San Diego to San Francisco in two and one half hours for \$50. So if you find yourself in China, take the train!

DAY ONE RESTO



for example, was restored to its 1886 state. "That's all gotten rid of" on the *Glenbrook*, de Witt said.

A bonanza of original components...

The *Glenbrook* is significant, beyond its place in Nevada history, for the amount of original "fabric," de Witt said. "It was not changed since 1925."

The *Glenbrook* project attracted keen interest among railroad preservationists,

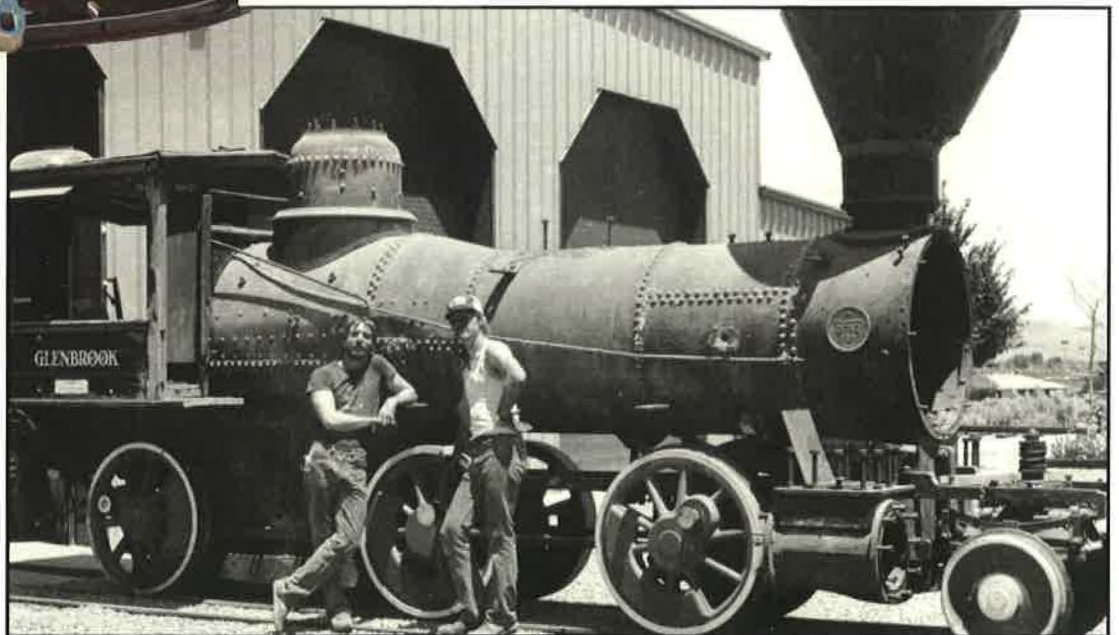


Volunteer Kevin Owens, 3,440 hours, the *Glenbrook* inches toward the tunnel.

it. The pump is the only functional original in the United States.

Other components that

Restoring the *Glenbrook* carves another notch in the *Nevada State Railroad Museum's* reputation for high quality and "brutal accuracy" in railroad preservation, said Chris de Witt, Restoration Shop Supervisor. "We have a reputation for good work in the restoration of late 1800s-early 1900s locomotives." The *Glenbrook*, an 1875 narrow-gauge Baldwin locomotive, was taken back to its original state, "restored to Day One," de Witt said. It's rare that preservationists take an artifact all the way back to its beginning. Most rolling stock of the vintage



Kim Horn & Chris de Witt pose with the *Glenbrook* in 1982, shortly after restoration began - Staff Photo

has endured "pickup," or modifications and additions (like aftermarket products on cars). The 1875 *Inyo*,

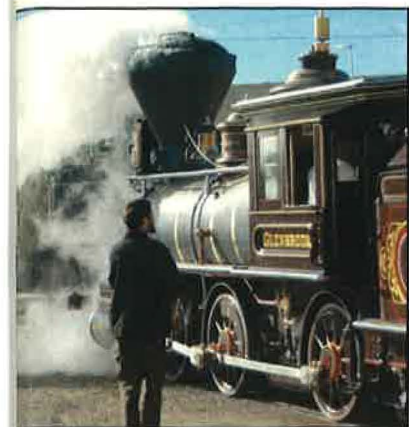
resulting in a bonanza of original components, like the crosshead pump buried by a mechanic to preserve

"came out of the woodwork," include an original cab gong and a Bellfield pressure gauge. "They

ORATION

ECLECTIC PEOPLE - BRUTAL ACCURACY

By Janice Hoke, NSM & NSRM Volunteer



several of the NSRM collection, finished the work left by Short Line as an independent contractor, and was finally hired by NSRM in 1989.

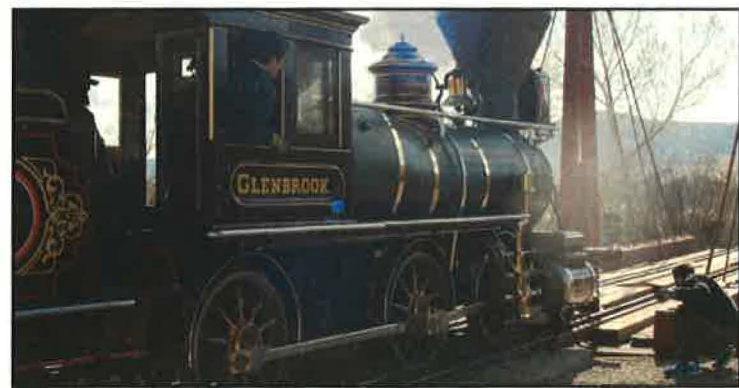
De Witt has headed the restoration of Caboose No. 3, the Nevada Merci train car, the *Inyo*, the *Washoe Zephyr* (Edwards motor car), and the *McKeen* motor car among other projects.

He has staffed his department with "an eclectic group of people who see life differently."

Among his stalwarts is

really enhance the most complete restoration."

De Witt has worked in the NSRM Restoration Shop since August 1981 after he did restoration work at the California State Railroad



Mort Dolan, fireman - Chris de Witt, engineer & Kevin Owens, brakeman on Day One of the restored Glenbrook.

Museum in Sacramento. He came to California from Gloucester, Mass., to study engineering at the University of California at Davis and Berkeley. He worked for Short Line Enterprises, a company that restored

Mort Dolan, a former Marine who has worked in mines, on hayracks and on automobiles, and once owned his own welding business. He's been with NSRM for four years. His favorite part of the work is



Rick Stiver, Restoration Specialist - Staff Photo

the riveting, he said.

Rick Stiver has worked with de Witt for 25 years and revels in the work. "We're making things with our hands - where else do you get to do that?"

When he was growing up, his family collected antique cars. Later, he became a ski instructor for the disabled and came to the NSRM

shop for assistance in making adaptive ski gear.

The restoration team, while justifiably proud of their work on the *Glenbrook*, has moved beyond the ceremony and public acclaim. As Stiver said, "It's like kicking the kid out of the house."

"It's time to move on to another project."



Chris de Witt and volunteer Kevin Owens. - Staff Photo

DANAUS PLEXIPPUS MONARCH BUTTERFLIES AND THE TRAIN

By Patricia F. Neyman with Greg Corbin, NSRM Director



they saw lots of Monarchs when they were kids. Today, Monarchs are so seldom seen, that people are surprised to hear we have them in the Carson Valley. The Monarch decline is directly

plant: milkweed, and we have milkweed. Milkweed flowers are a great nectar source for insects, and help sustain important pollinators. Adult butterflies can

under trees that the train passes by, and we have planted some narrow-leaf milkweed (*Asclepias fascicularis*) near the barn. Both milkweed species are

of Museum property where milkweed is already established. Milkweed seedlings are being planted throughout the Museum grounds to help make the Museum a Monarch sanctuary. With careful management, the Nevada State Railroad Museum is reintroducing native milkweed species on the Museum grounds. Protecting the plants that are necessary to the Monarch's amazing life-cycle is important. This could lead to other areas of the Carson Valley becoming dedicated Monarch sanctuaries.



Adult Monarch nectaring on narrow-leaf milkweed flower.

related to the successful milkweed eradication program. Milkweed is toxic to cattle and horses. However, recently we discovered that our trains regularly run right through some Monarch butterfly habitat. This is pretty exciting, because you don't find Monarch butterflies just anywhere. That's because they especially need one

nectar on a wide variety of flowers, but they only lay eggs on, and larvae can only eat, milkweed. So the females are always looking for milkweed to lay their eggs on, and the males are always looking for it



Showy milkweed along the tracks (Below Curry St.)

too, since that is where the females can be found.

We have about 50 showy milkweed (*Asclepias speciosa*) plants on the slope

native to Nevada. Citizen scientists Pat Neyman and Jerry Daniels have spent many hours counting eggs and larvae on our showy

Make the Museum a Monarch butterfly sanctuary

milkweed. One interesting observation is that our showy milkweed produces higher numbers of eggs and larvae per plant than any other areas Pat has monitored. We don't know why.

In an effort to protect these important plants, NSRM Groundsmaintainer Theresa Wojtkowiak has identified additional areas



Young (2nd instar) Monarch caterpillar on left, older caterpillar (5th instar) on right feeding on narrow-leaf milkweed.

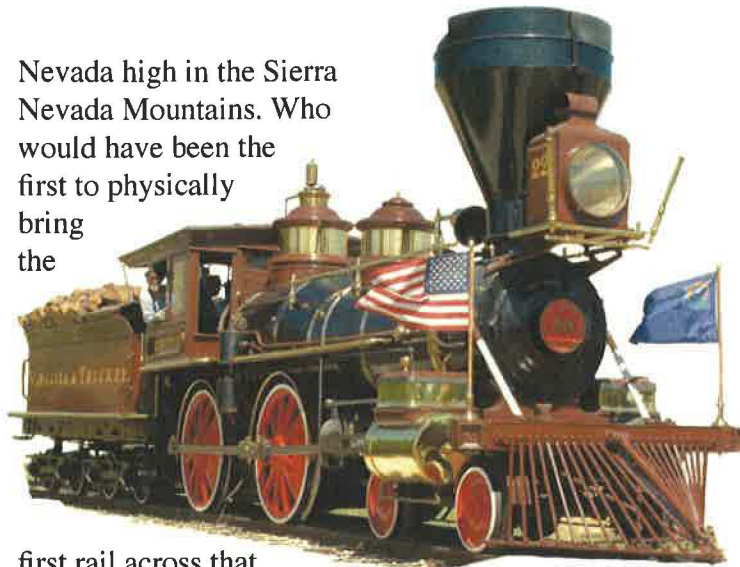
Soon there will be signs placed to notify the public of the habitat. We'll be keeping an eye open for their flashing orange and black wings, as they sail from plant to plant.

No milkweed means no Monarchs.

FREEDOM & RAILROADS

Continued from Page 1

Nevada high in the Sierra Nevada Mountains. Who would have been the first to physically bring the



first rail across that invisible line? The chances of that man being from another country were about 10 to 1. Irish, English, Portuguese, Chinese - they all came to the United States of America because of our freedom.

1875...
The Inyo is built & Civil Rights Act passed by 43rd Congress.

Many of these immigrants did not know who Thomas Jefferson was, and yet almost 100 years earlier, Jefferson had described what would bring so many, from so far, to work so hard to help build this country. Jefferson said, "Our greatest happiness does not depend on the condition of life in which chance has placed us, but is always the result of good conscience, good health, occupation and freedom in all just pursuits."

By 1875 when the *Inyo* was built and delivered, the Virginia & Truckee was at its peak, hauling over 400,000 tons of freight and earning over \$100,000 per month.

In the same year, President Ulysses S. Grant, signed the Civil Rights Act of 1875 which guaranteed African Americans equal treatment in public accommodations and public transportation (railroads).

1905...
V&T No. 25 built & Nevada lost 1/3 of its population - mostly men...

With the decline of Northern Nevada mining as well as the Long Depression from 1873 - 1879 the Virginia & Truckee fared better than many railroads - 89 railroads had gone bankrupt, and expanded its line south to Minden. It was

1905 when both Baldwin No. 25 and McKen motor-car No. 22 joined the V&T stable.

Even with Nevada losing 1/3 of its population in the late 19th century, almost 50% of those remaining were from countries other than the United States - a testament to Nevada's promise of freedom.



V&T engine No. 25.

Photo by Ron Dunlop

1905 saw the economic recovery of railroading in Nevada. The V&T's line to Minden quickly became profitable. The Southern Pacific Railroad had just completed construction of

the world's largest roundhouse in Sparks, Nevada, and the gold strikes in Tonopah and Goldfield were just on the horizon. Las Vegas was founded in 1905 and soon had a railroad station of its own.

Nevada's railroads brought the freedom of travel and commerce that was absolutely necessary to our growth as a nation. Nevada's railroads were built by men and women who abandoned their homelands and traveled half the globe to breathe and live freely.

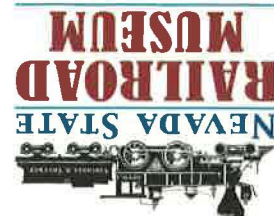


Nevada's first state flag - adopted in 1905.

It is easy to imagine the sparkle seen in the eyes of a 7-year old visitor to the NSRM today is a reflection of our heritage of freedom.



July 4th parade - Virginia City, Nevada (circa 1905)



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