

# NEVADA STATE RAILROAD MUSEUM



## CAR ATTENDANT'S HANDBOOK

2010

## **Car Attendant**

**Description:** Car Attendants are volunteers whose primary responsibility is to assist the Conductor in the “management” of passengers aboard operating trains. They will familiarize themselves with the safe operation of trains, the history and background of the equipment in use, and the museum grounds and facilities in order to be able to answer the public’s questions. Car Attendants will assist with cleaning of cars, as needed, and be available for cursory equipment inspections. Car Attendants will be assigned to a car by the Conductor, and shall ride the car on each trip and remain near the car when the train is in the station. They are expected to observe the operations of other members of the train crew in order to prepare for advancement. They are directly responsible to and shall receive directions from the Conductor.

### **Car Attendants duties include:**

1. Attending the daily pre-operation Safety Briefing.
2. Following the instructions in the NSRM Car Attendant’s Handbook.
3. Being responsible to and taking direction from the Conductor.
4. Assisting in the boarding and detraining of passengers.
5. Monitoring their assigned car to ensure that passengers are riding in a safe manner.
6. Ensuring that passengers remain seated at all times that the train is moving.
7. Communicating with the passengers during the run.

**Requirements:** Sixteen hours as a Car Attendant Trainee and successful completion of the Car Attendant Qualification Test. A Car Attendant must be at least 16 years old.

**All positions require that the Crew Member have passed the NSRM Rule Book / Safety Test. Attendance at the annual Safety Meeting is required to maintain status as a Crew Member.**

## 1.0 INTRODUCTION

This Car Attendant's Handbook is intended to provide the basic information needed to perform the duties of a Car Attendant, and to provide background information for the attendant's use in answering questions from the passengers.

The Car Attendant's duties must be learned and followed by all volunteers designated to be car attendants. The Frequently Asked Questions (**FAQ**) section and the descriptions of the equipment used on NSRM Steam Trains are provided as information that might be of general interest to passengers. Car Attendants should scan the material provided so that they know what information is available. Car Attendants are encouraged to develop other information to share with passengers. Please be sure that all information provided is factual. If you don't know the answer to a question, try to obtain an answer from another member of the crew and be prepared to say, "I don't know" or "I'll try to find out" when necessary.

Appearance is important. Car Attendants must be neatly dressed and groomed.

**You should at all times wear your volunteer's name badge.**

It is preferred, but not mandatory, that Car Attendants be dressed in the typical NSRM uniform: a museum logo shirt, jeans or overalls, a railroader's cap and jackets or coats when required by the weather. Footwear is an important factor in safety. Wear work boots/shoes with soles and heels firmly attached and heels that are not excessively worn. Suitable footwear around shops, tracks, and moving equipment does NOT include high-heeled boots or shoes, sandals, low quarter slip-on shoes or tennis shoes.

**You should carry your NSRM Rulebook at all times while on duty.**

## 2.0 SUMMARY OF CAR ATTENDANT'S DUTIES

It is the Car Attendant's duty to assist the Conductor and to help provide a safe and pleasant experience for the passengers. This is accomplished by making sure that the environment is safe, that the passengers behave in a safe manner, and that the passengers are reasonably comfortable and informed.

When loading and unloading, there should be a Car Attendant at the steps. The attendant should be at the bottom of the steps and offer assistance to the passengers as they board or detrain. During the run, each attendant should elicit questions, and encourage conversation.

### 2.1 PRIOR TO FIRST RUN

It is the Car Attendant's responsibility to check the following items before the first run of the day. You must double check the items appropriate to your car. **If you find any problems with the car, tell the Conductor immediately.** After this inspection, Car Attendants must attend the Safety Briefing scheduled by the Conductor.

- A) The steps and handrails leading up to the car platform should not be loose or broken.
- B) The car platform should be clean with no obstructions on the deck.
- C) Look at the passage ways and doors leading into the cars to see that they work correctly.
- D) Make sure that the windows work properly, are not broken or jammed and are clean. If windows are opened, make sure the latches are properly in place so they don't fall or close inadvertently.
- E) The floor should be clean and free of obstructions.
- F) The fire extinguisher should be in its proper place. Note its location in the car you are attending.
- G) In the Caboose closet, there is a first aid kit. Make sure everything is available and secure.
- H) Make sure that the wheel chair lift is available.
- I) Make sure that the car crossover is in its proper place on the open air car and check that the side gates are closed and locked.

### 2.2 LOADING PASSENGERS

- A) When instructed by the Conductor to begin the boarding, assist passengers onto the step and instruct them to hold the hand rail as they climb the steps.
- B) If a passenger might have difficulty negotiating the stairs, offer to assist them, and offer use of the wheelchair lift for loading.
- C) If needed, assist other crew members in loading passengers requiring the wheelchair lift.

- D) Observe what people are carrying, and if consumables other than water are noted, inform the passengers that only water is allowed to be consumed aboard the train.
- E) Keep approximate count of how many seats remain in your car and do a walk through head count as the car reaches capacity.
- F) Just before the train leaves, make sure that all passengers are seated and in the case of the open car that the car crossover is raised and secured.

### **2.3 DURING THE RUN**

- A) Make sure that the passengers keep their arms and heads inside the car.
- B) Make sure that passengers are seated whenever the train is moving.
- C) Punch tickets for each rider. It is OK to offer to let the passenger punch the ticket. Inform the riders that the back of the ticket provides discounts both for Museum entry and for the Museum Store valid on the day it is sold.
- D) **Talk to the passengers!** *Encourage everyone to visit the Interpretive Center.* Provide the information outlined in Section 4 below. If there are any questions you can't answer, see if you can find someone who can answer them.
- E) Make sure that all passengers follow the safety instructions as given in this handbook.

### **2.4 END OF THE RUN**

- A) Provide information on any special activities or displays occurring at the museum. Encourage people to join the Friends of the Nevada State Railroad Museum and give them details of the current operating schedule. And be sure to invite everyone to visit the museum and gift shop.
- B) Once the train has stopped and the engineer has blown the whistle to indicate that the brakes have been set, do anything needed to help the passengers to safely detrain.
- C) Be at the foot of the stairs to assist passengers down the steps. Remind them to use the hand rails. Offer your hand to anyone who might need it.
- D) When all passengers have disembarked, inspect the car for forgotten items and for cleanliness.
- E) Invite those waiting for the next train to board any car they choose. Let them know that tickets will be punched on board the train.

### **2.5 END OF THE DAY**

- A) Assist the Conductor and Brakemen in the performance of their duties, consistent with safety.
- B) Record your volunteer hours for the museum's records.

## 2.6 ELECTRONIC DEVICES

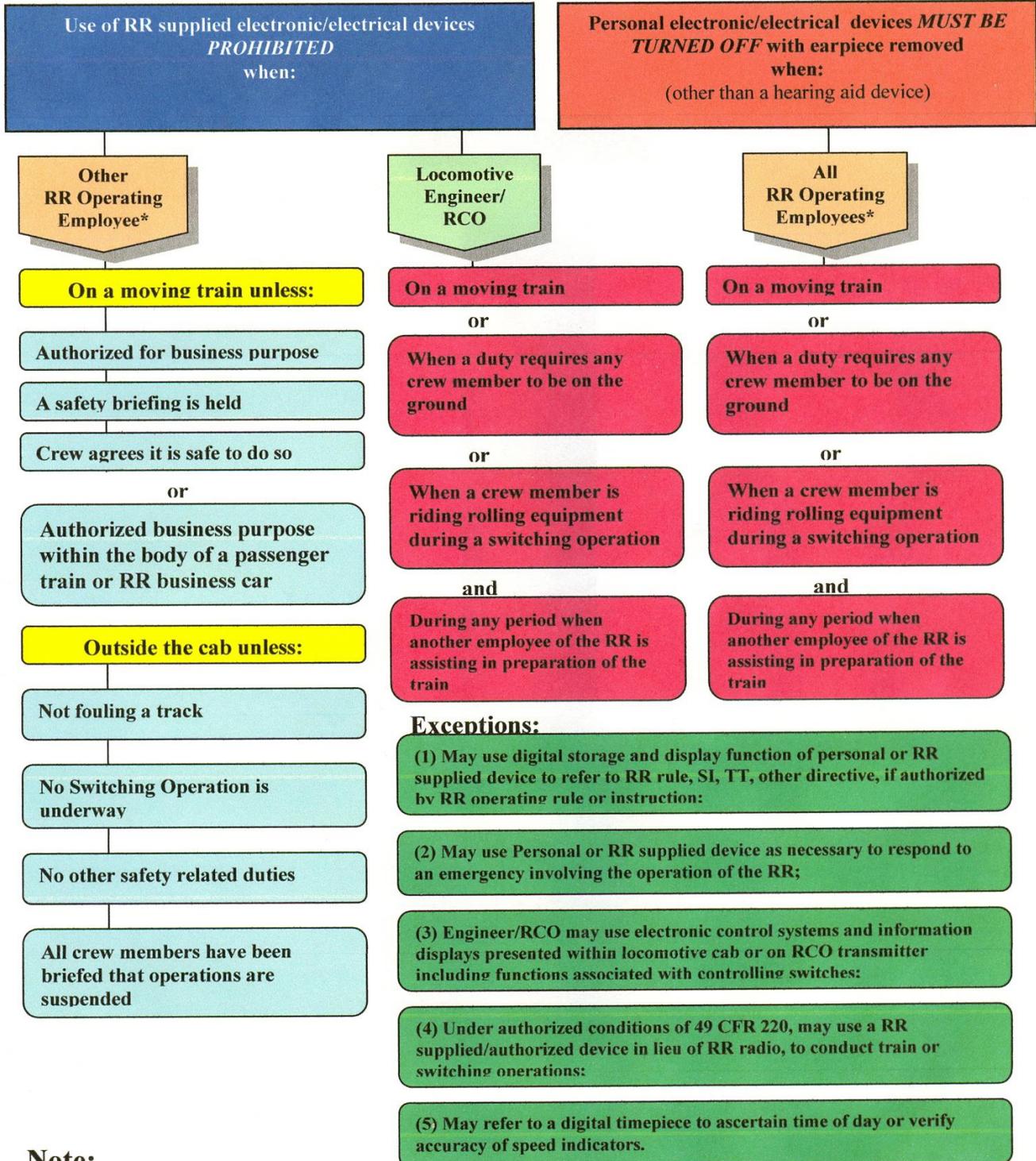
The Federal Railroad Administration has issued Emergency Order #26 regarding the use of electronic devices by train operating crews while on duty. Though our operation is not governed under rules of the FRA, adoption of this rule enhances safety of crews and passengers and as such is made part of our operating rules.

- A) These rules are effective when on a moving train, when duty requires any crewmember to be on the ground, when a crewmember is riding rolling equipment during a switching operation and when any other employee of the railroad is assisting with the preparation of the train.
- B) Hearing aids and digital watches are permitted.
- C) Personal electronic/electrical devices must be turned off with any earpiece removed from the ear. This includes, but is not limited to, cell phones, audio players and video players. Any of these devices located in the locomotive cab must not only be turned off but also stored in the engineer's or fireman's seat box.
- D) Exceptions:
  - 1. In the event of an emergency or other problem the Conductor or his designee may use a cell phone to contact Emergency Services or museum staff. This cell phone should remain on but is for duty use only.
  - 2. These devices may be used while on a designated lunch break.
  - 3. As long as it does not interfere with the performance of their other duties crewmembers may take pictures using a digital camera.
  - 4. These devices may be used if all crewmembers have been notified that operations have been suspended.
- E) The Nevada State Railroad Museum does not supply any electronic/electrical devices for use during train operations.
- F) The FRA has provided the attached flow-chart for your information.



## FRA EO 26 – Electronic and Electrical Device Flow Chart

**Use of Personal or RR supplied electronic/electrical devices may NOT interfere with RR operating employees performance of safety related duties**



**Note:**

**WHILE ON DUTY** use of personal electronic/electrical devices for other than voice communication is prohibited except as noted above

\*Means a person performing duties subject to 49 U.S.C. 21103, "limitation on duty hours of train employees."

## 2.7 STANDARD CLOCK

The Standard Clock is in the Restoration Shop. This railroad runs on Pacific Time. The Standard Clock is set automatically via radio signal several times a day. You should adjust your watch to be within one minute of the Standard Clock. Compare your watch with that of the Conductor. Use of a digital watch is permitted.

## 2.8 EXCEPTIONS

All of the above describe the regular activities of an ordinary day's operation. **There is never an ordinary day's operation.** Be prepared for changes in your work necessitated by safety concerns, a different routine (such as Santa Train or night operation), differing equipment or the needs of the museum.

**BE FLEXIBLE**

**BE SAFE**

### 3.0 FREQUENTLY ASKED QUESTIONS

**Q. Where are the restrooms?**

A. The restrooms are in the yellow building next to the parking lot and just south of the grade crossing. More restrooms are available in the Museum Interpretive Center.

**Q. What time is the next train?**

A. On most operating days the first train leaves Wabuska Depot at 10:00 AM with departures every 40 minutes thereafter. The last scheduled train departs at 4:00 PM. Schedules/Timetables are available in the depot and in the Interpretive Center.

**Q. What does it cost to ride the train?**

A. Train Rides:                   Adults (12 and older): **\$5.00**; Children (4-11): **\$3.00**; (3 & under): **Free**

Cab Rides:                       All Riders: **\$25.00** (must be at least 6 years old)

Members of the Friends of the Nevada State Railroad Museum receive a 50% discount on train rides (including cab rides).

Museum Admission:       Adults (18 and older): **\$5.00**; Children (under 18): **Free**

**Q. Where do you get tickets?**

A. Tickets are available at the window in the Waiting Room at the north end of the Wabuska Depot.

**Q. Did the V & T Railroad go to Truckee, California?**

A. The Virginia and Truckee Railroad went from Virginia City (home of the Comstock Lode) to Carson City and north to the Truckee River (where Reno is located) and in 1872 connected to the Transcontinental Railroad. It did **not** go to Truckee, California. The V & T did have a branch that went to Minden to tap into the agricultural riches of the Carson Valley. That branch was built early in the Twentieth Century.

**Q. How far (long) is the Steam Train Ride?**

A. The ride is about one and a half miles and takes about thirty minutes. From the depot we go two and a half times around our big loop and then down to the end of track where we have a passing siding. There we move the engine from one end of the train to the other and return to the depot.

**Q. How much Water and Fuel does the engine hold?**

A. V & T #22 (the Inyo) has these capacities:

Boiler – about 515 gallons of Water (Taken at two try-cocks of water)  
Tender Tank – about 2000 gallons of Water  
Tender Fuel – about 3 cords of wood.

V & T #25 has these capacities:

Boiler – about 690 gallons of Water (Taken at two try-cocks of water)  
Tender Tank – about 3200 gallons of Water  
Tender Fuel – about 1600 gallons of Fuel Oil.

NSRM #8 has these capacities:

Boiler – about 635 gallons of Water (Taken at two try-cocks of water)  
Tender Tank – about 3200 gallons of Water  
Tender Fuel – about 1600 gallons of Fuel Oil.

**Q. How fast does the train go?**

A. Generally our train does not exceed 10 miles an hour. Our crew once had the engine at more than 35 miles per hour but I'm told that it was scary. Note: This top speed was not achieved at NSRM but on UPRR tracks in southern Nevada.

## 4.0 INFORMATION ABOUT NSRM'S STEAM TRAIN EQUIPMENT

### 4.1 NSRM Locomotive #8

This locomotive was built by the Cooke Locomotive & Machine Co., in 1888, as No. 9 for the Denver, Texas, & Fort Worth (DT&FW) Railroad. Later, in 1888, the engine became No. 114 in the system renumbering of the DT&FW, and was sold by 1890. It is unknown where the locomotive worked between 1890 and 1907, when the Dardanelle & Russellville (D&R) Railroad in Arkansas acquired it as their No. 8.

No. 8 began a career in motion pictures in 1939. Its first appearance was in the film *Jesse James*. The locomotive operated on lease from the D&R. Twentieth Century-Fox films purchased the locomotive in 1945 and used it for several major motion pictures. Later, No. 8 was stored on the company's back lot in Malibu, California. Short Line Enterprises purchased the locomotive in 1971. Restored to operating condition, the steam engine was again used in movies and TV specials.

Bob Gray's Virginia and Truckee (V&T) tourist railroad leased the locomotive in 1976, as V&T No. 28. Subsequently, it operated as Sierra Railroad No. 8. In 1981, the locomotive helped celebrate the opening of the California State Railroad Museum in Sacramento as Short Line of California No. 8. It operated frequently in movie and excursion service on the Sierra Railroad until 1988, when it was acquired by the Nevada State Railroad Museum. The well traveled engine is currently the primary steam locomotive used for operations by the museum, operating as Nevada State Railroad Museum No. 8.

### 4.2 V & T Locomotive # 22

During the 19<sup>th</sup> century the Virginia & Truckee (V&T), as well as many other railroads, named their locomotives. "INYO" is an Indian word which means "dwelling place of a great spirit."

V&T locomotive No. 22, INYO, was built in 1875 by the Baldwin Locomotive Works of Philadelphia, Pennsylvania, at a cost of \$9,065. Later, it was nicknamed the "Brass Betsy." The INYO is a 4-4-0 type locomotive, commonly referred to as an American Standard.

The INYO usually hauled passenger trains or mixed consists. No. 22 worked initially as the Gold Hill switch engine. In the 1890s it regularly pulled the passenger train between Reno and Virginia City.

During the 1870s, the V&T and Central Pacific operated the *Lighting Express* between Virginia City and San Francisco. A through service Silver Palace Sleeping Car was used as far as Carson City and passengers were able to travel in comfort.

The INYO was infrequently used on the V&T during the 1930s. Paramount Pictures purchased the locomotive in 1937 for movie service in *High, Wide and Handsome*. No. 22 also served in Cecil B. DeMille's epic, *Union Pacific*. Subsequently the locomotive was used in more than a dozen motion pictures over the years. But her last role was a stationary one. She played the part of the Central Pacific's JUPITER at the Golden Spike National Historic Site in Utah. The State of Nevada purchased the INYO in 1974. In 1978, it was moved to Carson City for restoration.

The INYO was restored to circa 1893 and operated at Expo86 in Vancouver, B.C., and at the California State Railroad Museum's Railfair '91 in Sacramento. The INYO operates at the Nevada State Railroad Museum during special occasions. It originally operated with a boiler pressure of 130 psi and was reported to have run straight stretches at 60 miles per hour. Today, the boiler is certified to operate at 75 psi.

The INYO holds the noble distinction of being one of the oldest certified operating locomotives in North America.

### **4.3 V & T Locomotive # 25**

The first new locomotive purchased by the Virginia & Truckee (V&T) since its boom days of 1876, was No. 25, built in 1905 by the Baldwin Locomotive Works of Philadelphia, Pennsylvania. No. 25 was acquired for passenger service and replaced the V&T's historic 4-4-0 locomotives on the run from Reno to Virginia City. In typical V&T fashion, No. 25 was also used for freight service when needed. It was built as a coal burner but was converted to oil in 1907.

By the mid-1920s, passenger traffic had declined on the V&T due to the increase of personal automobiles and the paving of highways that paralleled the V&T train route. As a result, the V&T terminated the passenger train and changed to mixed train service in 1924. The larger locomotives, No. 26 and No. 27, carried out most of these chores.

In 1932, the V&T downgraded its original line between Carson City and Virginia City to branch line status. No. 25 became the regular engine on that line. It hauled the last scheduled train from Virginia City in 1938, and after that saw little service. The engine was used for snowplow work after No. 18 was sold in 1938. No. 25 received its last major overhaul while with the V&T at the Southern Pacific Sparks shops in 1944.

The railroad sold No. 25 in 1947 to Metro-Goldwyn-Mayer studios to raise money for a larger locomotive, Nevada Copper Belt No. 5, a 2-8-0. No. 25 was purchased by the State of Nevada in 1971 and returned to operating condition by the Museum's restoration shop in 1980. It is currently operated for special events.

### **4.4 V & T Tunnel-Car # 57**

This 30-foot long flat car was converted to maintenance-of way service on the V&T. It was built in 1874, by the Oxford Co-operative Car Co. of Oxford, Pennsylvania, as flat car No. 178. It was renumbered No. 132 in 1902, and converted to wrecking car No. 57 in 1923. It is the second wrecking car with that number. The car served the V&T until the end in 1950. It was preserved in Carson City and transferred to the Nevada State Railroad Museum via the Nevada Heritage Association. The car retains its old appearance but now has seats and safety features and serves as a passenger carrying car during steam-ups. It resembles V&T Tunnel Car #53 and is generally referred to as a tunnel car.

### **4.5 V & T Coach/Caboose # 8**

Coach No. 8 was the first passenger car built in Nevada. It was built in the Virginia & Truckee (V&T) shops at Virginia City in 1869 and was part of the first train into the Virginia City depot on January 28, 1870. The car, originally No. 1, was the first of four coach-caboose and cabooses built by the V&T. When the V&T purchased a four-car passenger train from Kimball in 1872, the Kimball cars were numbered 1 through 4 and the V&T built cabooses were renumbered 5 through 8, apparently in the reverse order of their original numbers.

No. 8 served the railroad far beyond the bonanza years. No. 8 was retired from the passenger car fleet and placed in service as a company car for maintenance duties. In 1915, No. 8 was remodeled with sleeping rooms, kitchen and working space. The side baggage doors apparently were removed in 1923. In 1945, the 76-year-old passenger car was again remodeled as a club car and briefly named JULIA BULLETTE (a misspelling of the name of the famous Comstock prostitute, Julia Bulette) for a Lion's Club excursion.

No. 8 was sold to Metro-Goldwyn-Mayer in 1947 for motion picture service. In 1971, it was purchased by Short Line Enterprises and remodeled to recapture its early ambience. In 1988, the State of Nevada acquired No. 8. The pioneering Nevada-built passenger car continues to see operating duties, running for special events such as the annual Santa Train.

#### **4.6 V & T Coach/Caboose # 10**

When the V&T opened its line between Carson City and Reno in October 1872, it needed more than one daily passenger train serving Reno. The company purchased two cabooses from the Kimball Manufacturing Company of San Francisco in 1873 at a cost of \$1900 each. These cabooses, No. 9 and No. 10, contained side-facing seats and a separate area for baggage and express items. They also contained spittoons placed in the floor “for the convenience of the traveling public.” In time, the railroad needed more passenger capacity on the cabooses so it removed the baggage compartment and stove and extended seats the full length of the car with an added bench down the center. No. 10 has been preserved without the center bench and with a stove installed.

The two Kimball cabooses were sold to Paramount Pictures in 1938 and were used in Cecil B. DeMille’s *Union Pacific* and other major motion pictures. The State of Nevada purchased No. 10 from Short Line Enterprises in 1988. It reflects its appearance circa 1925. Number 10 is used regularly on steam-ups.

The State of Nevada purchased No. 9 in 1971 and restored it to its 1873 appearance. No. 9 is used on special occasions. Caboose No. 9 requires special operating procedures since it has link-and-pin couplers and hand brakes.

#### **4.7 N C B Caboose # 3**

The origin of Nevada Copper Belt (NCB) caboose No. 3 is uncertain. During restoration, the removal of tin panels on the roof revealed a shipping address to the Hocking Valley Railroad at Logan, Ohio. Further research suggests that the caboose may have been built by the Hocking Valley Railroad in 1906-07, or 1913-20, and possibly rebuilt with side baggage doors and lengthened with its present steel underframe in 1922-26.

The caboose was purchased by the NCB in 1928 from the General Equipment Co. of New York for \$1850. It was placed in service that April. Later, the railroad added “X” cross-bracing on the sides to strengthen the wooden body.

When the NCB was abandoned in 1947, the car was sold to the Virginia & Truckee (V&T) for \$200, less \$30 in repairs that the V&T shops performed. It was painted yellow and assigned No. 24. The caboose was a common sight on V&T trains until the end of operations in 1950. In addition to serving as a typical caboose, it also carried baggage, mail and express on the mixed trains. It was then sold to the Nevada Day Committee and served as the office of the Chamber of Commerce in downtown Carson City for many years. In 1982, it was moved to the Nevada State Railroad Museum where it was restored to its 1938 appearance on the Nevada Copper Belt. It is regularly operated by the museum.

## 4.8 Wabuska Depot

Along with the U. S. Post Office, the two-story clapboard Commercial Hotel and J. M. Feeny's general merchandise store, the Southern Pacific station at Wabuska served as the hub of the modest settlement, located at the upper end of Mason Valley. Erected in 1906 by a crew of S. P. carpenters, the twenty-four by eighty-foot freight and passenger station replaced an earlier and smaller depot built by the Carson & Colorado Railroad. The single-story wood frame building served the predominately agricultural and mining region until Sept. 1, 1979, when the railroad closed the station.

Though not endowed with rich soils, Mason Valley was productive enough to prompt H. M. Yerington, President of the Carson & Colorado Railroad, to order a small freight and passenger station be constructed near the narrow gauge railroad's "first crossing of the Walker River" in 1880. Deposits of bluestone (copper sulfate) discovered and only partially developed by John Ludwig in 1870 didn't exactly prompt an immediate rush to the region until after 1900 when those ore bodies were more actively worked.

The mining boom brought about by the discovery of gold and silver at Tonopah and Goldfield immediately after 1900 did much to expand shipments of such indigenous agricultural products as hay, grain and potatoes from Mason Valley. The tremendous increase of freight out of Wabuska influenced the S. P. to replace the original C&C depot with a larger station in 1906. They also added a freight shed. This agricultural boom coupled with the highly active development of the bluestone deposits by the Nevada Douglas, Mason Valley and Bluestone mining companies soon led to the construction of several ore processing facilities. To economically transport the ore from the mines located in both Smith and Mason valleys, the Nevada Douglas Copper Co., the area's principal developer, surveyed and then contracted for the construction of a standard gauge railroad, starting at Wabuska, in 1909. The S. P., now the owner of the old C&C, in the meantime had broadgaged its line in 1906. Resembling a gigantic letter "J," the route of the Nevada Copper Belt Railway was completed to Ludwig three years and 37.8 miles later.

Soon after the NCB began service in 1912, the railroad's first three engines and cars were kept active hauling up to 750 tons of ore per day. Wabuska was indeed a bustling place as many freight teams arrived and departed daily to and from the smaller mining camps of Ramsey, Buckskin and others. Copper was *KING* – for a while – along with gold and silver. Then, as most mining booms seem to do repeatedly, in face of declining prices of metal, the economy hit the skids. The region suffered since the three major companies, i.e., Nevada Douglas, Mason Valley and the Bluestone mines constituted the principal sources of traffic for the NCB. There was a brief flurry of activity in the late 1910s and again in the 1920s.

According to historian David F. Myrick: "Passenger service on the NCB was both transient and ephemeral ..." except between Wabuska and Thompson (site of the Mason Valley Mill Co.'s huge smelter) where service could be considered normal. In addition to what little revenue was earned from hauling freight, the company's cashbook recorded an occasional picnic excursion from Ludwig as well as from the other end of the line at Wabuska and Yerington. The destination was Wilson's Canyon. The two Hall-Scott gasoline-powered motor cars often provided this service and on some occasions hauled "as many as three or four freight cars in addition to their human cargo."

Revenues continued to dip, prompting the owners of the Nevada Copper Belt to petition for abandonment. March 24, 1947 was the last day of operation. Apparently, business at Wabuska depot continued sufficiently until shortly before Sept. 1, 1979, when the Southern Pacific closed the seventy-three year-old structure. Following its gift to the Nevada State Museum in 1982, the eighty-foot long depot was moved intact to the Railroad Museum at Carson City in 1983. During the next four years, depending on time and funds, the depot underwent a complete renewal to reflect its appearance of the 1910s. Notwithstanding the addition of a number of mandatory safety features as well as a telephone and an electronic cash register, the Wabuska depot is back in business – serving as a busy railroad station once again.

## 4.9 History of the Collections

The core of the Nevada State Railroad Museum's collection of historic locomotives and rolling stock exists as a consequence of western Nevada's economic boom-and-bust cycles and its geographic isolation. Flushed with high traffic and revenue from the Comstock in the 1870s and 1880s, the Virginia & Truckee Railroad bought state-of-the-art equipment. A second period of increased traffic following the Tonopah boom and the completion of a branch to Minden resulted in the purchase of more new equipment early in the 20<sup>th</sup> century.

Little modernization occurred in the lean years that followed. Meanwhile the large Carson City shop building protected the equipment from the elements. The company, which always needed cash, sold many old pieces to logging or industrial railroads. Enough remained, however, to attract movie scouts looking for authentic props when Hollywood entered its boom years in the 1930s.

In 1943 the State of Nevada acquired the first of its present collection of historic locomotives when Miss Hope Bliss gave the Carson & Tahoe Lumber & Fluming Company's *Glenbrook* to the Nevada State Museum.

Fortunately, just as Hollywood studios began to dispose of their props the Golden Spike Centennial of 1969 provided new roles for V&T No. 18, the *Dayton*, and No. 22, the *Inyo*. These 1870s locomotives portrayed Union Pacific No. 119 and the Central Pacific's *Jupiter* – the locomotives that had been present when the gold spike was driven at Promontory Summit, and which were no longer extant. Paramount Pictures owned these V&T locomotives, which they loaned to the Union Pacific Railroad for the Centennial. Paramount subsequently agreed to loan the locomotives to the National Park Service for exhibit at Golden Spike National Historic Site until replicas of *Jupiter* and No. 119 could be built.

A nationwide wave of interest in the past had followed passage of the National Historic Preservation Act of 1966 and crested with the American Revolution Bicentennial. In Nevada, the State sought acquisition of former V&T equipment during the late 1960s and early 1970s through the Nevada State Heritage Association and later through the Nevada State Museum. Out-of-state sales of the V&T *Reno* in 1968 and *Tahoe* in 1970 gave impetus to these efforts.

The V&T *Dayton* and *Inyo* were listed in the National Register of Historic Places on December 18, 1973. Four months later they were acquired by the State of Nevada, but they remained on exhibit at Golden Spike National Historic Site until November 9, 1978.

The State legislature had transferred management responsibility for Nevada's V&T collection to the Nevada State Park System on April 20, 1973. Nevada State Parks contracted in 1974 for an investigation into the feasibility of restoring the V&T equipment collection and in 1979 for a study to develop a plan for a state railroad museum. The latter year also saw the legislature create a Department of Museums and History to consolidate the State-operated museums and the Nevada Historical Society, and to create the Virginia & Truckee Railroad Museum.

On May 31, 1980—the 30<sup>th</sup> anniversary of the last run of the Virginia and Truckee—the new railroad museum was opened to the public at its present location on South Carson Street. The *Glenbrook* was transferred to it from the Nevada State Museum in 1981. On May 1 of that year, the *Glenbrook* also was listed on the National Register.

During the early 1980s a number of the pieces were restored by Short Line Enterprises operating under contract with the State. Locomotive No. 25 was under steam for Nevada Day 1980; flat car No. 162 and box car No. 1013 were completed in 1982; coach No. 9, box car No. 1005, and locomotive No. 22 *Inyo* were completed in 1983, the same year that the Wabuska depot was moved to the museum site and restored. On August 30, 1984 the depot was listed on the National Register. Coach No. 4 was restored in 1985.

Also in 1985, The Virginia & Truckee Railroad Museum was renamed the Nevada State Railroad Museum. Short Line Enterprises restoration and maintenance contracts concluded in 1987. Additional former-V&T rolling stock was purchased from Short Line Enterprises in 1988.

In 1993 Locomotive No. 27 was brought to Museum from Gold Hill. It was listed on the National Register on October 27, 2004. The Dayton, Sutro & Carson Valley Railroad locomotive *Joe. Douglass* was purchased in 1994 with a grant from Meadowood Mall of Reno. In 1996 the Bernhard Family Trust donated V&T No. 22, a McKeen self-propelled passenger car, to the museum. The car was listed on the National Register September 6, 2005.

The Department of Museums & History was reorganized into the Department of Museums, Library & Arts in 1993. The Department was reorganized again in 2003, becoming the Department of Cultural Affairs. It includes the Division of Museums & History, of which the Nevada State Railroad Museum is an agency.

## 5.0 REFERENCES FOR FURTHER INFORMATION

Myrick, David F., Railroads of Nevada and Eastern California, Volume I: The Northern Roads, ISBN 0-87417-194-6, Copyright 1962, Reprinted University of Nevada Press 1992

Prentice, Bob, et al., Nevada State Railroad Museum Equipment Guidebook  
Copyright 1999, Nevada State Railroad Museum

<u>Date:</u>	Description	
8/21/2009	Original release	
9/10/2009	Revised release	Electronic Device
1-31-2010	Revised Release	Standard Clock

**The Nevada State Railroad Museum is an Agency of the Nevada Department of Cultural Affairs,  
Division of Museums & History.**

