

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 2006

THE LAST AMERICAN, A PERSONAL ODYSSEY

Coming Home

By Dan Markoff

When someone gets a locomotive, it is not like getting a car. In a way automobiles really are self-sufficient. You don't have to build roads for them as someone else does that. You don't have to find track, and you don't have to chop up fuel. With a steam locomotive however, there are a lot of things that must be done before it can be brought home. I got *Eureka* in the summer of 1986. I was told I did not have to move it right away, but sometime in the not-to-distant future would be good. The only place I could think of putting it was in my backyard. It would be guarded by my dogs, I could keep an eye on it myself, and work on it at my convenience. But first I had to build track.

What I knew about track building in 1986 would not fill a postcard, so I set out to determine what had to be done. I had at my disposal about a mile of 65-pound track that was out at Old Vegas. But that was 25 miles from my home, and still in the ground. I had to figure out also how to lay out a grade at home so that if someday I got a cover over the locomotive it would not be in excess of the zoning height limits. We were already zoned for horses, and it seemed an Iron Horse would fit in nicely. After all, there were more than 100 years of the general public designating steam locomotives as an "Iron Horse." That was good enough for me. As for the height of *Eureka*, the safest thing to do would be to make the railhead level with the ground. That had its own set of problems because I would have to dig a trench big enough for the height of the ties and rails. That would require no small ditch.

As luck would have it, a friend of mine offered me the unlimited use of a tractor with a bucket loader. I also had the good fortune to meet Paul Dannely of the Union Pacific Railroad. Paul is now in some lofty position with the UP, and I think as head of the track division headquartered in Salt Lake City. He got me on the trail (you thought I might fall for a cheap pun and say "track," didn't you) of the tools I would need and showed me what needed to be done. After scrounging around for spike pullers, tie tongs, spike mauls, wrenches, pry bars, track gauges etc., I was on my way back to Old Vegas to start pulling apart about 150 feet of track. I lined up a thirty-foot trailer for lugging the stuff home and building the Transyard railroad.

By October of 1986, I had made a trench through our yard about six feet wide, ten inches deep and 200 feet long out through the gate toward the street. Ideally, Ditty thought this was where a swimming pool should be. But, I saw things a little differently. After the excavation there were two gigantic piles of dirt on either side of the trench that resembled miniature mountain ranges. On the west side of the ditch Ditty and I nicknamed the diminutive mountain range the Sierra. To the east of the ditch lay the Rocky Mountains. The railroad ran, appropriately enough, through the Great Basin.

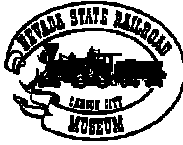
During this time, Bob Craddock, who had been #2 in seniority in the Nevada Legislature, volunteered his help with moving *Eureka* to my home. I had known Bob for some twenty years an

Continued on Page 8

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Open Daily 8:30 to 4:30
Admission: Adults \$4, senior \$3
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Let Us Know

We want input about what you want to see or read. You never know what may be of interest to others: your stories or accounts of train travels in our region; historical items (including photos) pertaining to Nevada's railroads, trains and equipment.

Closing dates for submissions are: Summer issue, June 16th, 2006; Fall, September 15th, 2006; Winter, December 15th, 2006; Spring, March 16th, 2007. All dates are Fridays. Electronic submissions are preferred. Email to gfackerm@clan.lib.nv.us; FAX to 775-687-8294, or mail to: Sagebrush Editor, NSRM, 2180 South Carson Street, Carson City, NV 89701-5999.

NEVADA STATE RAILROAD MUSEUM STEAM-UPS

**Saturday & Sunday, May 20 & 21, Armed Forces Day
Saturday, Sunday & Monday, May 27, 28 & 29,
Memorial Day Weekend**

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

Steam Train Fares:

Adults- \$5.00, seniors (65 and above)-\$4.00,
Children 6-11- \$3.00, Five and under FREE

FNSRM Members ride free with their membership card

Get Sagebrush Headlight by Email

After postage rates increased in January, The cost to produce and mail each copy of this publication reached \$1.25. The cost is borne by your membership dues. You can help to keep production and distribution costs down by receiving the *Sagebrush Headlight* via email. Those who do will get many of the photographs in color. Send requests to:

sagebrush@nsrm-friends.org.

The Friends of the Nevada State Railroad Museum continue to collect books and periodicals from 1950 or earlier. To donate books or older periodicals, please contact Ann or John North at 775/786-4303 or jsnorth@sbcglobal.net. You may obtain a receipt for tax purposes. Donated books or magazines that are needed for the museum's reference library will be conveyed to the museum.

On Track with the Department of Cultural Affairs

By Scott K. Sisco, Interim Department Director

After a busy winter providing Nevada's citizens and visitors with good reasons to brave the cold, the Nevada Department of Cultural Affairs looks forward to continuing a full slate of cultural and educational programming and events. All of our divisions are in high gear to make this spring and summer shine.

A lot of exciting things are happening for Nevada's railroad museums. Throughout the *Sagebrush Headlight* you will find all kinds of information on the Nevada State Railroad Museum in Carson City, including updates on the 2006 operating schedule for steam-ups and motorcar rides. You will also learn about a significant event at the Nevada State Railroad Museum in Boulder City: the Department's



acquisition of a historic GE 80-ton locomotive from the Nevada Test Site. (See page 10 for article and more pictures).

It's not just railroad museums providing excitement for the Division of Museums and History. The division recently released its second edition of the official Nevada State Quarter commemorative set to the public. This beautiful set features mint-quality quarters from the United States Mints at Denver and Philadelphia. These popular commemorative sets sold out on the day of the official quarter launch ceremony in January and only 5,000 sets were reissued. The state quarter sets have been very popular, and all the proceeds from their sale go to benefit the state museums and the Historic Carson City Mint. Department of Cultural Affairs thanks the Office of the State Treasurer and the United States Mint for their instrumental role in making these state quarter sets possible.

The Nevada State Museum in Carson City is undergoing a major renovation. With the first phase completed, the museum is moving into its second phase of restoration, but will remain open to the public during the construction. Beginning mid-May, the museum will host *Interwoven: Visions of the Great Basin Basketmakers*, an exhibition featuring fine art woven and handcrafted baskets and vessels. Amazing creations by many of the region's finest basketmakers and weavers will be displayed in the new changing gallery space. The exhibit will run through August, so be sure to stop by and enjoy it.

In conjunction with many of their public and private partners, the State Historic Preservation Office will celebrate Archaeological Awareness and Historic Preservation Month in May. Nevadans are invited to celebrate their past through participating in exciting events planned throughout the state. Historical walking tours, informative lectures and archaeological adventures are scheduled. With such a great variety to choose from, there is sure to be an event for you no matter what your personal interest. In addition, the events are spread throughout Nevada, so whether you're in Elko or Reno, Las Vegas or Lyon County, Archaeological Awareness and Historic Preservation Month has you covered. Visit our website at www.NevadaCulture.org for a complete listing of events.

A program that recognizes Nevada families who have kept a Nevada ranch or farm in the family for at least 100 years is receiving applications for 2006. The State Historic Preservation Office, in cooperation with the Nevada Department of Agriculture, Nevada Farm Bureau, Natural Resources Conservation Service, Nevada Cattleman's Association, and the Nevada Ag Council, is seeking applicants for the Nevada Centennial Ranch & Farm Award. Applications are due June 1, 2006. To qualify, a ranch or farm must have belonged to a family for at least 100 years and be a working ranch or farm with 160 acres or with gross annual sales of at least \$1,000. Applications are available on-line at www.nvshpo.org (click on "Centennial Ranches & Farms") or by contacting Terri McBride at the State Historic Preservation Office, (775) 684-3445.

We hope you will take time this spring to enjoy the offerings of the Nevada Department of Cultural Affairs. Whether it's visiting one of our museums, attending a lecture, or catching a ride on a steam train, there is truly something for everyone.

PRESIDENT'S MESSAGE

Spring is here! As the new season begins, many new and exciting activities await volunteers and guests at the Museum this year. We will be having another year of steam train operations along with all of the normal and special planned activities for everyone's participation.

This year promises to be somewhat more challenging with the Interpretive Center's planned construction and display changes, but it should add to the fun and excitement. The end result promises to be well worth the minor inconvenience caused during the work schedule. This will be the first major change made since the Museum opened. Many areas will undergo major changes and they will be exciting ones.

The volunteers contributed greatly over the past year and the **Friends** contributed more funding than ever before. Let's keep up the good work and hopefully surpass last year. Be sure to volunteer as often and as long as possible, as it is greatly appreciated by the staff and by the visiting public.

The membership committee did an outstanding job and recruited more than 125 new members for the year. Let's all give Stan Cronwall and his crew a big hand and remember that he will need our support

and cooperation again this year, as he will attempt to out do that effort this year. Since I am on the subject of membership, consider your own personal membership and when you receive your renewal notice in the mail; send it back with your payment as soon as possible. Don't let it lapse or you will miss out on some very special opportunities. As you all are aware, the membership dues are our largest source of income, which directly affects the funding capabilities towards the Museum and their programs.

This summer is going to be an exciting time, as we are planning a huge blowout over the four-day weekend on the Fourth of July. We are inviting numerous locomotives and other railroad pieces to participate in addition to our own great collection. Don't miss this one!

Here's hoping to see everyone and be safe in all of your endeavors.

—Ron Allen

The Sagebrush Headlight regrets a statement that appeared in the profile of Volunteer Jim McKenzie in the Spring 2006 issue. We meant no harm by this statement and it does not represent Mr. McKenzie's views.

Spotlight on Volunteer Kevin Owens

By John Frink

Twelve year-old Kevin Owens' love for trains began at the age of three. At age six he declared that someday he was going to drive the *Inyo*! Being told he would have to wait until his tenth birthday to sign up at the museum, and till his eighteenth birthday to work aboard the trains, he was not at all discouraged.

He simply spent the intervening four years collecting Marx electric trains, which he enjoys running in the garage. The morning of his tenth birthday found him at the museum bright and early to join the Friends. Nearly every Sunday finds him diligently polishing the *Inyo*'s brass, a never-ending job, along with performing other "grunt work" as necessary. On steam-up weekends he is usually the first to arrive and the last to leave! Football is his second love. He has completed his third year of Pop Warner Football – on a team that took 4th place in the National Super Bowl in Orlando, Florida. He is also into baseball and bowling.

When he has any spare time left from "all of the above" he plays trombone in the school band, sings in the school choir and is in his fifth year of piano lessons. His two pet parakeets are named *Bungie* and *Inyo*.

Kevin patiently awaits his eighteenth birthday, when he will be able to take the safety test and start working on the railroad here.

NSRM to Observe Independence Day 2006 with *Iron Horse Days:* *an Extravaganza of Fire, Steam and Old Iron*

On Saturday, July 1st through Tuesday, July 4th, the Nevada State Railroad Museum and grounds will be open to the public from 8:30 AM to 4:30 PM. The Parade of Locomotives, will begin at 10 AM. It features 131-year-old *Inyo* - V & T 4-4-0 No. 22; 100-year-old V & T 4-6-0 No. 25 and NSRM 4-4-0 No. 8. From 11 AM to 4 PM two passenger trains will operate from the Wabuska depot.

Four narrow-gauge wood-burning locomotives are expected to be in operation:

Deanna - 3-foot gauge Hawaiian plantation 0-4-2T, owned by George Thagard of Coto de Caza, CA

Eureka - 3-foot gauge Eureka & Palisade 4-4-0, owned by Dan Markoff of Las Vegas, NV

Gwen - 18-inch gauge 0-4-0T from the British Isles, owned by Richard Farmer of Northridge, CA

Stewart - 3-foot gauge 0-4-0T brought out of back-country Alaska by helicopter, owned by Jim Walsh of Fallon, NV

Other visiting equipment will include Ron Allen's Model T Ford rail truck and a Santa Maria Valley rail bus from the Pacific Southwest Railroad Museum in La Mesa, CA. The Nevada Wandering Wheels motorcycle club, the DARE program and NHP crash-dummies Vince and Larry will participate. Northern Nevada Live Steamers will operate in the park. Two steam-powered fire engines have been invited as have Smokey Bear and the Operation Lifesaver diesel-simulator.



***Inyo* under steam for July 4, 2005. C. W. Craven is at left, Lee Hobold at the throttle (Photo by Keith Hall).**

The 2006 Symposium

The V&T and Beyond: Nevada Railroads in the First Decade of the 20th 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 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 this year, as will Reno streetcars, Pacific Fruit Express in Nevada and SP's relocation of its shops to Sparks. Presentations by Jeff Asay, Mark Bassett, Bob Church, 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. An optional Sunday bus tour in the Reno area, including stops at the N-C-O Depot and the Retrac project, is being developed. The Symposium Committee is co-chaired by Frank Ackerman and John Schilling. Geoff Bruner is the Registrar. Brochures which include registration information will be released by mid-summer; or register now at www.nsrn-friends.org.

New Exhibits Coming to the Nevada State Railroad Museum

A transition will occur at NSRM in the late April as the exhibit *Tireless and Unremitting: the Chinese and Nevada's Railroads* closes after three years. Next, the museum will exhibit stories of mid-20th Century railroading in Nevada, featuring the *California Zephyr* of 1949 and two groups of Southern Pacific steam locomotives. We expect these exhibits, which will use HO-scale models and other media, to be in place for about six months. They are the first in a series based on the work of local model craftsmen working in O or HO gauges. In addition to these exhibits, an operating HO-scale model railroad will be constructed at the museum by Carson City Railroad Association members. Museum visitors, especially regular riders of our steam trains and motor car, can watch as this railroad layout takes shape.

—Frank Ackerman

The Ongoing Saga of the *Glenbrook*

By Chris DeWitt

In this installment of the story of the *Glenbrook*, the future of its restoration will be examined. It is the goal of the Nevada State Railroad Museum to complete the restoration of the *Glenbrook* in the not-too-distant future. Although there hasn't been any progress in several years, completion is anticipated following the conclusion of current projects. As has been mentioned in previous articles unforeseen problems have conspired to thwart the restoration.

The frame and running gear were, for the most part, finished several years ago. There are several small details that need attention and will be addressed upon resumption of the project. The remaining major components that require attention are reassembly of the boiler, construction of the cab and fabrication of the stack, jacket and pilot. There are many smaller issues to address also.

Reconstruction of the boiler will be addressed first. As noted in an earlier article the initial boiler inspection noted some defects which, had they been repaired, would have allowed operation. However as time passed, the litigious nature of the society in which we live became pervasive and the condemning defects increased in number. In 1988 when DeWitt-Franklin Engineering took on the boiler project this trend was anticipated. As a result a most aggressive approach was taken towards the repair of the boiler. The decision to replace the barrel was made at that time. The reconstruction of the barrel is to be done by riveting. The current ASME boiler code and Federal Railroad Administration regulations, both of which provide guidelines for boiler construction and repair, do not prohibit riveted construction. Riveted construction has been superseded by welded construction as a matter of economics.

The scope of work for the boiler is significant. The firebox side-sheets require repair. The rear tube sheet will be replaced. It must be flanged and drilled for tubes. It then is to be welded and riveted into place. The dome requires application of new rivets. There are two cracked braces between the backhead and the door sheet which need attention. As mentioned previously, the entire barrel is to be replaced. With several small repairs the front tube sheet will be serviceable. All of the braces will be carefully inspected and replaced as needed. Several staybolts will be replaced and all the washout holes will be rethreaded. All of the appliance studs will be replaced. There are several holes for appurtenances

that will be plugged. The furnace bearers will be refitted. Grate bearers and ash pan studs must be repaired. And finally all of the new seams and joints must be caulked.

Although it was stated above that in this boiler riveting is the desired method of repair, there is an exception. Fireboxes are best repaired by welding. Welding in the firebox is allowed as it is a stayed area. Welding eliminates the overlapping of sheets typical to a riveted seam. The two layers typically experience heat transfer and cracking problems. Welding provides for a quick and easy repair. Accordingly all the firebox repairs are to be welded except as noted below.

The firebox side-sheets have two defect areas. As a result of poor maintenance by shop crews in the 19th Century, localized areas in the sheets overheated and bulged under pressure. These areas will be removed and new material welded in. The rear tube sheet is in poor condition. There are several cracks in the riveted joint as well as substantial corrosion of the top knuckle, an area of concern in all firebox boilers. The most satisfactory repair will be the complete replacement of the rear tube sheet. After removal, the rear tube sheet will be made into the form over which the new tube sheet will be shaped. A sheet of new material will be heated and forged over the old sheet giving the correct size and shape for a welded application. Tube holes will be drilled before it is welded in. At the bottom of the tube sheet where it connects to the mud ring, however, it will be riveted rather than welded.

The steam dome appears to have been riveted onto the wrapper sheet with iron rivets (as opposed to steel rivets). The industry wide elimination of iron and the adoption of steel in boiler construction occurred during the time this locomotive was built. During this transition in manufacturing practice it was not uncommon to find both materials in use on the same construct. Steel rivets have a minimum tensile strength about 25 percent higher than highest assumed strength of iron. These iron rivets were identified by the appearance of the corrosion of the head. Replacement of the rivets is for the safety of the boiler and people around it.

Material for the barrel was purchased and rolled in 1988. The rivets were purchased at the same time. The original construction incorporates an outdated joint design. This design was common in 19th Century boiler construction. The new construction will utilize a design of much higher efficiency and strength. Although the design is not accurate

historically it is necessary. The original design is not accepted practice today. As the barrel is new construction, all of the appropriate holes need to be drilled and threaded to accommodate studs, brackets, and pipe fittings.

The final piece riveted in will be the front tube sheet. Not having the tube sheet in place until all other work is completed will simplify substantially the job of riveting. After riveting is complete the braces will be installed and the tubes rolled in. It will then be time for a pressure test.

Once the boiler passes inspection and is set into the frame of the locomotive it will be time to undertake the construction of the cab. The *Glenbrook's* cab was ash. It was finished in paint. The material for the new cab was purchased several years ago and laid out to season. There is much information available for the construction of the cab. Copies of the Baldwin drawings are available as are the redrawn plans executed by the California State Railroad Museum. Much of the original hardware was salvaged from the *Glenbrook's* cab by the Nevada State Railroad Museum. The *Glenbrook* didn't have its original cab when it was delivered to The Nevada State Museum in 1943. Whoever built that cab used parts from the Baldwin cab. The roof will be reproduced in terne plate, a lead-plated, soft-iron sheet metal. This material was used for its ease of soldering and corrosion resistance. Unfortunately terne plate is no longer available on the open market. Fortunately the Nevada State Railroad Museum has a supply in house. The original-style grab irons are distinctive and not extant. They will be reproduced.

When this locomotive was built, Baldwin offered several different finishes. Although the finish depended, obviously, on how much the purchaser wished to pay, there was also an industry distinction between freight and passenger locomotives. While the passenger locomotives were embellished with brass and oiled wood finishes, freight engines were more subdued. The *Inyo* is an example of the typical passenger locomotive trimmed with brass and originally furnished with a natural-finish cab. The *Glenbrook* will have far less polish. As an example the original handrails are iron as are the stanchions. The running board nosings and fender beads will be polished iron. The bell yoke is painted cast iron.

This locomotive had a Russia-iron jacket when delivered. Inasmuch as Russia iron isn't available a substitute will be used. The jacket of V&T No. 18, the *Dayton*, and jackets of locomotives at the

California State Railroad Museum, are painted. The *Inyo* and Dan Markoff's *Eureka* received blued iron jackets in 1990. In contrast the blued iron has a more pleasing appearance than paint. The process of blueing a jacket presents some difficult issues such as toxic fumes and hazardous materials disposal. It is not a task to be taken lightly. Perhaps the significance of this locomotive warrants a blued jacket. A decision has not been reached.

Other large pieces required for the restoration are the stack, the pilot, and the headlamp. The first two will be fabricated and the last will be sought on the open market. Many smaller components are required such as all the back head appointments. Baldwin drawings exist for most of these valves and fittings. Unfortunately the replication of a single fitting for this project is very expensive. The reproduction of all the cab fittings is cost prohibitive. The decision of how to proceed has not been made.

When the *Glenbrook* was built the concept of automatic train brakes was in its infancy. Air brakes were not yet standard equipment on locomotives and cars then and the *Glenbrook* was delivered without them. The speed of the train was controlled by brakemen who hustled from car to car applying and releasing hand brakes as needed. As the *Glenbrook* will be restored to its original appearance it will not have an air pump and the accompanying air brake components. The *Inyo*, not originally equipped with air, was, for convenience, restored to a date that corresponded to the first application of air-brake equipment. Dan Markoff opted for a configuration in his restoration that kept the air pump and brake valve. This allows him to handle a train, such as when he visits the Durango and Silverton Narrow Gauge Railroad. Braking begs the question of how and where the *Glenbrook* will operate. The tender has a hand brake and the engine can be reversed. These, however, are not satisfactory tools for controlling the speed of a train. This is not an argument for the application of air brakes but a suggestion that careful consideration must be given to operation of the *Glenbrook* when complete. For the sake of argument it would be quite satisfactory to run the locomotive as lead engine in a double-head consist where the second engine had air brakes and control of the train. An example would be with Dan Markoff's locomotive on a suitable railroad.

Following the completion of several pending projects the *Glenbrook* will be brought into the shop for restoration. The Nevada State Railroad Museum and the preservation community at large eagerly await its completion.



The *Glenbrook* as it appeared in the 1940s at the Nevada State Museum. Note the photographer's misidentification of it as a V&T locomotive (postcards from the collection of Frank Ackerman).



Coming Home *continued from page 1*

knew him to be a hard-driving man who spent his professional life in construction. I also knew that once Bob became interested in something he was a juggernaut. Bob also had an interest in seeing Nevada history saved, so his help was greatly appreciated. I told Bob of the need to transport not only *Eureka*, but the rail, ties and other track materials home and then build the track in my yard before *Eureka* could be moved. He cheerfully jumped in to help. Soon the railroad was built from the back of the yard and out the gate.

All was ready to move *Eureka* home. But then I got to thinking: what about the neighbors' reaction? They undoubtedly already looked at me with some bewilderment. I had moved mountains of dirt, rails, ties, tractors and who knew what else. They instinctively figured this was not some garden project landscaped with railroad ties. In order to make for neighborly relations, I thought it best to let them know what I was up to. I got an 8x10 color photo of the restored *Sonoma* from the California State Railroad Museum and took it around the cul-de-sac. I told them I was going to restore a locomotive that

History of the *Glenbrook*

- 1875 Built by Burnham, Parry, Williams & Co., Baldwin Locomotive Works, Philadelphia, PA for Carson & Tahoe Lumber & Fluming Company as Lake Tahoe Narrow Gauge Railroad *Glenbrook*.
Received by Virginia and Truckee Railroad at Carson City. Hauled to Glenbrook, NV
- 1890 Changed from *Glenbrook* to No. 2.
- 1899 Sold to Lake Tahoe Railway & Transportation Co. Westinghouse air-brake system applied.
- ca. 1900 In service as LTRy&T Co. No. 1.
- ca. 1905 New cab, tender frame, pilot, automatic couplers and driver tires applied
- 1926 Retired; stored at Tahoe City, CA.
- 1937 Sold for parts to Nevada County Narrow Gauge Railroad Co.
- 1942 Sold for scrap to Dulien Steel Products Co.
- 1943 Purchased by Miss Hope Bliss; moved to Carson City; presented to Nevada State Museum; placed on display.
- 1948 Moved to the front of the Nevada State Museum site.
- 1981 Trucked to Glenbrook, NV for "Glenbrook Days" Moved to the Nevada State Railroad Museum.

Information from the "Glenbrook" Restoration Feasibility Study, 1982, Prepared for the Nevada State Museum by Short Line Enterprises, Inc. Edited by Stephen E. Drew.

was identical to it. Everyone approved of the idea but one lady down at the corner. For some reason she was never available. Oh well, I would get to her sometime.

In October 1986 it was time to move *Eureka* home. Like everything else with the project I had no idea how to move a steam locomotive. However, after visiting the Nevada State Railroad Museum and watching them move their equipment, it seemed like it was not an impossible task. For a month before the move it constantly was necessary to travel to Old Vegas to lubricate the moving parts of the locomotive. *Eureka* had sat for some 10 years in that spot and it seemed like lots of oil would make things go smoothly. Also during this time every part that could reasonably be removed was taken off for fear that while in transit it would otherwise fall off.

So off came the cab, cab instruments, bell, whistle, jacket and a host of minor things. It now was time to call Frehner Trucking and move.

At 4:00 AM on the morning of the move I met my Father Mike Markoff, Bob Craddock and his two sons Rob and Jay for breakfast. We figured this would be a very long and arduous day, so we ate heartily. Then it was off to Old Vegas. Waiting there was my investigator Jack Ruggles, John and Nancy Craddock (no known relation to Bob) and an attorney friend, Randall Roske. To say the least, I was a jumble of nerves and full of anticipation of what might happen.

The first order of business was to build a ramp. This was no mean ramp. It was as stout as a bridge and bolted together like the hubs of hell. You could take a 100 ton locomotive over it and it would not even have sagged. We were not about to let *Eureka* fall off this thing for want of structural support. It was built for the ages.

We got the trucks all lined up, the wire rope lines stretched and connected. The moment finally had come. But.....there was one final thing to do: a last photo of it at Old Vegas. When the deal to acquire *Eureka* was closed, there was a little proviso that the previous owners required. A loveable burro lived at Old Vegas named Pepe. They asked if we would take Pepe and give him a home. Well, my hands were certainly full of things to do, and with putting a locomotive in the yard there was not any room for a burro. So, my Father, who has a kind heart for



animals, gladly took custody of Pepe. Dad went over and hitched Pepe up to the *Eureka* as if to pull it up on the ramp, and everyone gathered around for the graduation photo. The image of that scene will always be with me. It was the beginning of a new adventure for *Eureka* and Pepe and all of us.

Eureka went up the ramp without a hitch. We tied it down, and then loaded the tender on another trailer. We were ready to go. As we headed out of Old Vegas, it was a regular caravan. There were a bunch of cars, and no shortage of stares as we headed down the Boulder Highway. I went ahead of the caravan to make sure all was ready at home.

In a short while, the trucks arrived at our house. To look at *Eureka* stripped naked and perched up on that trailer presented a forlorn sight. It looked like a rusted corpse that should, for the sake of the environment, be cut up and turned into Toyotas. The rivets on it stuck out like warts. The backhead plumbing looked like a jumble of vines. The footboard on the front looked like a bad overbite.

As the trucks turned the corner, the neighbors turned out *en masse*. For them it was time to jump in and help, supply us with pizza and refreshments and generally have a good time unloading this bucket of bolts. All showed up, except the lady down at the corner that I never got a chance to talk to about what I was going to do. She stood there in her front yard with her mouth agape. She had a look about her as if her neighborhood had just been invaded by a junk dealer. Her eyes followed *Eureka* into my house with a vacant gaze that could have been diagnosed as a catatonic state. Maybe I should have made a concerted effort to talk to her. She looked like someone needed to talk to her and offer her valium or something. Within a few months she sold her home and that was the last we ever saw of her. Oh well. Some folks just do not understand.

After aligning the trucks the tender was let off the trailer first. It came down with remarkable ease. Then we set the trailer up to unload the locomotive. That had everyone on edge. We were working in a tight place, off a crowned pavement surface that needed considerable cribbing and leveling. Also, the grade off the ramp was steeper than we would have liked. Nevertheless, we took our time, checked, double-checked and triple-checked that everything was in order. Then, ever-so-slowly we brought *Eureka* down the ramp. It was nerve wracking! The engine groaned as it came down. Wood cribbing popped under her weight. But it finally gently touched down on her new home rails. Everyone was ecstatic! We did it! She was HOME!

Slowly we pushed *Eureka* back to where the tender had been spotted. We congratulated each other, took pictures, drank beer and celebrated what none of us had ever done before. Maybe now *Eureka* stood a chance at resurrection.

Continued on page 10



Jackass & Western 80-ton Locomotive Moves to the Railroad Museum in Boulder City

Ten years after it was donated to the Nevada State Railroad Museum in Boulder City, crews safely and successfully moved a 1953 General Electric 80-ton center-cab diesel-electric locomotive from the Nevada Test Site in mid-March. The locomotive served for thirty years on the Jackass & Western Railroad, an ICC-chartered common carrier rail line built and operated entirely on the confines of Area 25 at the sprawling Nevada Test Site.

The primary service for the locomotive was to haul nuclear-powered rocket motors from the assembly facility "hot room" out to one of three rocket-motor test stands (*see photo above*). When the nuclear rocket-motor development program was suspended in 1973, the locomotive and the railroad became excess. Officials from the Nevada State Railroad Museum met with staff of the Nevada Test Site in 1996 and secured a number of artifacts from the railroad.

In the 2005 Legislative session, \$15,000 was appropriated to cover the cost of moving the locomotive from the Test Site to the Boulder City museum. A crew from the Carson City railroad museum, led by Shop Supervisor Chris DeWitt and assisted by Lee Hobold and Rick Stiver along with Boulder City Director Greg Corbin, carefully loaded the locomotive at the Test Site on March 14. The locomotive then moved the 90 miles from the Test Site to Boulder City. Under escort of the Las Vegas Police Department, the load moved through downtown Las Vegas early in the morning of March 15. The locomotive was unloaded at Boulder City later that day and has been moved to the railroad

shop where it is being evaluated for a possible return to operating condition.

A significant piece of Nevada and national history has been preserved with the acquisition of this locomotive. The project was completed without incident and significantly under budget.

—Peter Barton



Coming Home *Continued from page 9*

Eventually everyone departed. It was just Ditty, me, *Eureka* and our dogs left. I looked out into the yard as the sun set and back-lit the locomotive. It had been a very eventful day. I was very tired, and the work had just begun.

As the weeks passed, I slowly began taking *Eureka* apart. I had bits and pieces of it laying everywhere. Half of my back yard looked like a scrap yard. You would not believe what a pile of stuff you can acquire when taking apart a locomotive. It's a mess. Maybe the gal down the street was right after all.

Next time: But It's Really an RV
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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:

Jawbone: Sunset on the Lone Pine (Serpico), 128 pp., \$35.00. ITEM #100604

In 1908 the Southern Pacific Railroad commenced construction of a standard-gauge railroad running north from Mojave to Owens Valley to facilitate the massive Los Angeles Aqueduct project that would bring water to the growing populace of Los Angeles. This work examines the history of the Mojave-Owens Branch (better known as the Lone Pine Branch or the Jawbone) and subsequent business relations along the route, including service to the southern portion of the old Carson and Colorado Railroad. Much of the historical and photographic material presented here has never before been compiled under one cover. Included are sixteen color photographs and more than 200 black and white photos and illustrations.

The Infamous King of the Comstock: William Sharon and the Gilded Age in the West (Makley), 291 pp., \$34.95. ITEM #100197

William Sharon, one of the most colorful scoundrels in the 19th-century mining West, epitomized the robber barons of the nation's Gilded Age and the political corruption and moral decay for which that period remains notorious. He also was a visionary capitalist who controlled more than a dozen of the greatest mines on Nevada's Comstock Lode, built the Virginia and Truckee Railroad, manipulated prices and speculation on San Francisco's Stock Exchange, and revived the collapsed Bank of California. This first-ever biography of one of Nevada's most reviled historical figures examines Sharon's complex nature and the turbulent times in which he flourished.

Geologic Tours in the Las Vegas Area (Tingley, Purkey, Duebendorfer, Smith, Price and Castor), 140 pp., \$21.95. ITEM #100430

Traveling America's Loneliest Road: A Geologic and Natural History Tour Through Nevada Along U.S. Highway 50 (Tingley and Pizarro), 132 pp., \$21.95. ITEM #100483

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These titles are a part of a series prepared by the Nevada Bureau of Mines and Geology. Each volume includes very readable information about each geographic region's geology, history, plant and animal life, presented with specific tour directions for educational trips. Each book is spiral bound for easy use in the car and includes photographs, sketches and detailed maps that document features in the text. Each book offers great information and insights about Nevada's varied human, natural and geologic worlds. One or all of these books will be valuable travel companions on your next journey through the "Silver State."

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To place phone orders, please call (775) 687-6953 (9:00am-4:00pm daily).

Address mail orders to Nevada State Railroad Museum, 2180 S. Carson Street, Carson City, NV 89701. Please include your name, street address, city/state/zip code, and your daytime telephone number. Members of the Friends of NSRM are entitled to a 15 percent discount off all merchandise. Please add \$3.50 for shipping charges. If paying by either Visa or MasterCard, include your credit card number and expiration date. Orders are shipped via FedEx.

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UPCOMING EVENTS

Wednesday Night Programs

- MAY 10th *Altoona at Work: an Era of Steam*
Presented by Peter Barton, Director, NSRM
- JUNE 7th *The infamous King of the Comstock: William Sharon and the Gilded Age in the West*
Presented by Michael J. Makley
- JULY 12th *Tarnished Legacy—The Story of the Comstock Lode*
Presented by Ellen Hopkins

Evening programs are held in the Museum's Interpretive Center on the second Wednesday of each month, except July and August. Programs begin promptly at 7:00 pm and are free to the public

Become A Motorman Class

The 3rd Annual 'Become a Motorman' Class will be held Friday, Saturday and Sunday, May 5th, 6th, and 7th, 2006 at the Museum.

For further information, on your computer go to www.nsrn-friends.org