

SAGEBRUSH HEADLIGHT

VOL. 25, NO. 3, 89th Edit.

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

FALL 2004

Glenbrook: A Restoration Saga

by *Chris DeWitt*,
Restoration Supervisor

This is the first of a long and tedious series on the Carson and Tahoe Lumber and Fluming Company's locomotive *Glenbrook*. The completion of the restoration of the *Glenbrook* will be the next project undertaken by Nevada State Railroad Museum's restoration program when the McKen motor car is finished.

The *Glenbrook* had resided at the Nevada State Museum from 1943 until 1981. In 1981, the locomotive was moved to NSRM, the designated repository of Nevada's collection of historic railroad equipment. Sometime later the decision was made to restore the *Glenbrook* to operation.

During the early years of the Nevada State Railroad Museum (1980 through 1986), restoration was performed under contract to Shortline Enterprises and overseen until 1983 by Bill Oden. Bill had entered the world of historic rail equipment in the early 1970s when he, with three other people, purchased a sizable block of rolling stock (much of it former Virginia & Truckee Railroad equipment) from the movie companies as they liquidated their props department. Through the efforts of Bill and those around him, he developed a reputation for a reasonable degree of restoration of vintage rolling stock. When the California State Railroad Museum project was started in 1977 Bill was hired to be director of the restoration program. Following the grand opening of the California State Railroad Museum in 1981, he and a select few moved to Carson City to begin work at NSRM.

Having accomplished almost everything one could in the field of restoration, Bill's remaining personal challenge was to re-boiler a locomotive. The *Glenbrook* was a perfect candidate. It was small, technically remedial, and easily funded. A feasibility study was written and discussion was initiated to decide an appropriate course of restoration. Shortline Enterprises leaned heavily towards a day-one restoration with the engine to be operational. Bill convinced the staff at the

Nevada State Railroad Museum that this was a good plan and they agreed. Shortline Enterprises' employees also convinced museum staff that a new boiler was required for operation. The community of Glenbrook held fundraisers from which more than \$40,000 was raised. Other substantial contributions were also received. This

- *Continued on page 4*



Glenbrook at the Nevada State Museum

Photo: NSRM.

Sagebrush Headlight newsletter is published by the Nevada State Railroad Museum and the Friends of the Nevada State Railroad Museum and distributed to the membership as part of their annual dues.

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Kenny Guinn, Governor
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Division of Museums and History
Wally A. Steffan, Division Administrator
Nevada State Railroad Museum
Peter D. Barton, Museum Director

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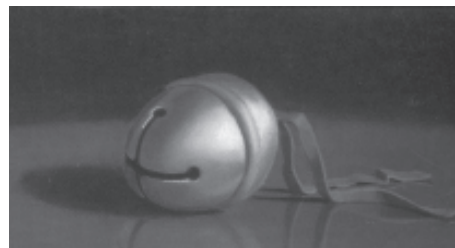
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RAILROAD MUSEUM**
2180 South Carson St.
Carson City, NV 89701
775/687-6953
www.nsrn-friends.org
www.nevadaculture.org

Open Daily 8:30 to 4:30
Admission \$4
Children under 18 FREE

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Polar Express Kids Days

The very popular children's book, *The Polar Express*, by Chris Van Allsberg has been made into a movie starring Tom Hanks to be released on November 19. In conjunction with this holiday season blockbuster the Nevada State Railroad Museum is planning a Polar Express Kids Day for children in kindergarten through third grade. Kids Days will be held at the museum on Saturday, December 18 through Wednesday, December 22. On Saturday and Sunday, December 18 and 19 this special event will be scheduled from 10:00 a.m. to 12:00 p.m. and from 1:00 to 3:00 p.m. On Monday, December 20 through Wednesday, December 22 activities will be held from 1:00 to 3:00 p.m.



Polar Express activities include *Polar Express* story time, a Polar Express activity, hot chocolate and snacks, a ride on the motor car, and a story-related gift. A fee will be charged to defray expenses; group size is limited to twenty children per session. Call 687-6953 to make your reservations today!

NEVADA STATE RAILROAD MUSEUM 2004 OPERATING SCHEDULE

STEAM UPS

October 17 (Sunday).....Symposium
October 30 (Saturday)Nevada Day
Nov. 26 & 27 (Friday & Saturday)Thanksgiving Weekend
Dec. 11 & 12 (Saturday & Sunday).....Santa Train

Steam Train operates 10:00 am - 4:00 pm
Fares: Adults- \$4.00, Children 6-11- \$2.00, 5 and under FREE
SCHEDULE SUBJECT TO CHANGE

Past Issues of *Sagebrush Headlight* Now Available Copies Are Limited

32 nd Edition, Vol. 7, No. 1	February 1986	40 th Edition, Vol. 8, No. 3 June-August 1987
33 rd Edition, Vol. 7, No. 2	April 1986	41 st Edition, Vol. 8, No. 4 Sept-Nov 1987
34 th Edition, Vol. 7, No. 4	September 1986	42 nd Edition, Vol. 9, No. 1 January 1988
36 th Edition, Vol. 7, No. 5	October 1986	44 th Edition, Vol. 9, No. 3 June 1988
39 th Edition, Vol. 8, No. 2	April 1987	47 th Edition, Vol. 10, No. 1 April 1989

Also available for \$1.00:

1st Edition V & T Restoration Co. News 1972

If you are interested in purchasing a back issue, please call 775/687-6953.

A Message from Museum Director Peter D. Barton

Greetings to all members of the Friends of the Nevada State Railroad Museum from your new Museum Director, Peter Barton. I arrived in Carson City from Boston, with family, on August 22nd and commenced work at the Museum two days later. I bring much enthusiasm and excitement to the NSRM, which, by the way, has an outstandingly high reputation as a very professional museum, with a restoration shop second to none. Thank you for your contributions that have garnered such a wonderful reputation amongst peer museums.

I suppose you are wondering how (and perhaps why) I'd uproot family and leave a career in the East to move 3,000 miles west to lead this Museum. The answer to that question is really quite simple; I've spent much of my working life managing museums and non-profit historical organizations. I began down this path in the mid-1970s when I joined a small railway preservation group in New York State – the Ontario & Western Railway Historical Society, based in Middletown, NY. Over a span of 15 years I served in virtually every appointed and elected position in the Society – leaving it in 1989 with just over 700 members (from 75 members in 1975).

In 1990, I moved to Altoona, Pennsylvania where I assumed the position of Executive Director of the private non-profit Altoona Railroaders Memorial Museum and the Horseshoe Curve National Historic Landmark. Using state and federal monies I was able to design and construct new interpretive visitor facilities at the Horseshoe Curve, the railroad landmark that marks the first all-rail crossing of the Eastern Divide at a point a few miles from Altoona. Opened in 1992, the new facilities saw 175,000 visitors in the first year.

Bolstered by the success at Horseshoe Curve, I led the museum board through a year-long process of developing a master plan for further enhancements to the core museum. The Altoona Railroaders Memorial Museum, as the name suggests, memorialized railroad workers and used their experiences to interpret the larger story of the Pennsylvania Railroad (PRR). Again, armed with nearly \$20.0 million of state and federal monies, we restored a 45,000 square-foot former PRR office building into a new generation of railroad museums – using a variety of media to engage visitors of all interest levels into the stories of people at work on the railroad. Opened in 1998, the museum continues to make advances in interpreting the stories of hardship and courage faced by the people who kept the railroads running night and day through every type of weather and challenges.

In 1999, I left the non-profit sector and moved to Boston to manage a large museum planning and exhibit design firm, Christopher Chadbourne & Associates. Now I had an opportunity to work with many museums, representing a broad range of subjects. I've completed numerous projects for the National Park Service, as well as the Smithsonian Institution and other Washington, DC museums. Perhaps my greatest accomplishment was designing over 70,000 square-feet of exhibits for the National Museum of the US Marine Corps, now under construction in Quantico, VA.

Earlier this year I learned of the search for a new Director for the Nevada State Railroad Museum and jumped at the chance to get back into actively

UPCOMING EVENTS

Steam Ups

October 17
October 30
November 26 & 27
December 11 & 12

Wed. Evening Program (7:00 p.m.)

October 13

South American Railroads

November 10

V & T Rephotographic Survey

December 8

TBA

Friends' Board Meetings

October 15
(Annual Meeting)

December 2

Symposium

October 14-17

Polar Express Kids Days

December 18-22

Oasis Conference

April 5-7, 2005

For information, please call 687-6953.

managing a railroad museum. Again, the great reputation you have built over

the years played a significant role in the decision to pursue this. I am hopeful that my enthusiasm and experience can help to lead this museum to an even greater presence both here locally, and to the larger national and international audience. I look forward to meeting many of you and seeing how we can together, build on the solid foundation you have. Please stop by the museum, say hello, or let me know what concerns and ideas you have for the NSRM. Thank you!

Continued from page 1

money was to be applied to the construction of the new boiler.

At or about the time the discussion of re-boiling was transpiring the original boiler was being surveyed by two boiler inspectors. It was their opinion that it was old but it could be put in service with repairs. It is generally believed that there is no boiler that cannot be repaired if sufficient money is applied to the effort. The record of the inspection can be found in the files at the Nevada State Railroad Museum. Although the survey was casual, it was for the most part accurate. Several defects on the boiler are not referenced in the report; nevertheless, the repair would have been financially expedient and professionally appropriate. This information concerning the condition of the boiler was suppressed, ignored, or dismissed.

In the purest philosophy of museums, it is inappropriate to discard any original fabric belonging to an artifact. In reality, there are varying levels of interpretation of this philosophy. The question becomes one of how much fabric to discard in relation to the benefit garnered. In the broadest sense re-boiling this locomotive at the expense of the original boiler was wrong. It would be as bad as restoring the Mona Lisa with paint stripper and a paint by the numbers image.

With the holy grail of re-boiling shining bright in Bill's eyes, he began the process of engineering and design. In a multi-faceted project having a fair degree of complexity, a group effort must be made for it to come to a successful fruition. Anyone involved in a project of this magnitude must rely on the skills of others and actively seek their input. Anyone who believes they can do an entire project without confirmation of the work that needs to be performed is doomed to commit some egregious error. And so it was.

The record of Bill's action is fairly complete. The initial design of the new boiler started with some rough sketches on a yellow tablet. The design was refined until it was a blueprint suitable for submission for bid. Bill chose not to have his work checked. His final drawing reads in the corner "Drawn by W.A.Oden." The "approved by" box is blank. There was no indication that anyone

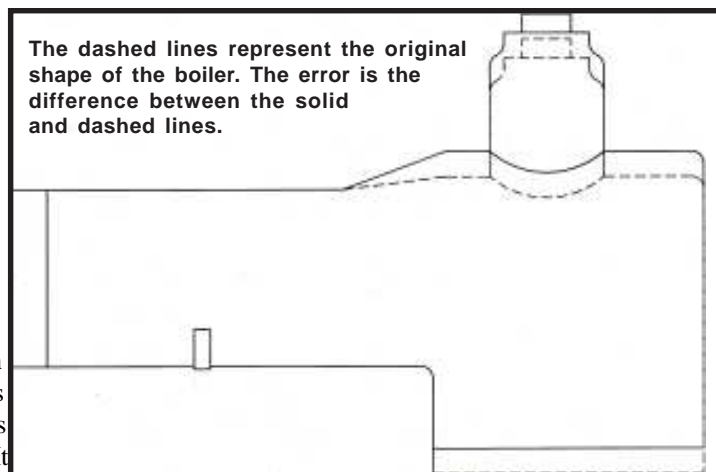
checked the work. This is a recipe for disaster. The disaster was in the form of a mis-measured detail that was simple to acquire and of such significance and so obvious it is almost inconceivable that it could be in error.

With the error remaining undetected "request for proposals" were solicited and Dixon Boiler Company of Los Angeles was selected as the organization to build the boiler. Their bid was approximately \$36,500. In a project of this magnitude, several options can be exercised that will improve the likelihood that it will be successful. Of the many options available, shipping the original boiler to the plant that was to do the work would be at the top of the list. Shipping the boiler to Dixon would not have been particularly expensive so we can only speculate why the boiler was not shipped—a good guess might be that Bill had complete faith in his work. Had the original boiler been there Dixon would have asked about the discrepancy. As it was, Dixon inquired about 26 details during the construction having to do with reducing costs, simplifying the manufacturing process, and changing details to comply with the American Society of Mechanical Engineers code (a nationally adopted set of guidelines detailing the construction of pressure vessels to include boilers). This is not unusual as the ASME code is complex and fraught with subtleties. What was submitted for quote was a dimensional drawing. It defined the shape and size but the details of construction pertaining to code were left strictly to the discretion of the manufacturer. After all, the manufacturer was the liable party if the boiler failed.

The boiler design did have some elegant and subtle design details. Notably, the throat sheet and door sheet have knuckle radii. The boiler was re-designed to have a radially stayed firebox. The tubes were beaded on both ends. A waist bearer saddle was applied to the belly of the barrel and a pad was applied to accommodate the ground seat of the boiler check (valve). One of the less elegant details was the welding of the stay bolts. Railroads typically threaded the bolts in and peened them over. The entire boiler

boiler that NSRM received is not suitable for use in the *Glenbrook* nor is the problem one that can be gracefully repaired. Due to the type of error, repair is not possible without the replacement of the eccentric sheet, the firebox, and the extension of the wrapper sheets.

The *Glenbrook* project was halted shortly after Bill's death and was not restarted until Shortline Enterprises dissolved the corporation and deWitt-Franklin Engineering assumed the role of restoration contractor to the NSRM in 1987. The next edition of the *Sagebrush Headlight* will detail the restoration of the tender and the mechanical work done on the *Glenbrook*.



PRESIDENT'S MESSAGE

Dear Friends-

Schools back in session now so the school tours will be picking up at the Museum again. Remember volunteers are desperately needed for the annex and in the Interpretive Center to handle the increased workload. Your support and service is always appreciated and your time is being used for a very worthy cause. Let's keep up the good work.

The Museum welcomes its new Director, Mr. Peter Barton. Be sure to introduce yourself to him on your next visit to the facility. He is very experienced in running museums, so he is a most welcome addition to our staff. I wish him all the best and look forward to a long and fruitful working relationship.

The Depot Committee has been meeting the last couple of months and they have come up with some great projects that need the assistance from the volunteers. They wish to complete signage around the depot. The signs are being designed using the appearance as the Southern Pacific used in the 1920s. The signs should greatly enhance our visitors' experience. We need volunteers to assist in the construction of those signs. Along those same lines, there are other projects in the works. Please see the depot article in this edition for contact information.

The V & T History Symposium is fast approaching and is starting to fill up. Get your reservation in early. The symposium is October 15 through the 17, 2004. This year we are offering an event on Thursday night: Night photography starring the V & T No. 27. A professional photographer will instruct. Anyone who enjoys taking pictures of trains at night will definitely not want to miss this. See your symposium registration brochure for more details and costs.

The Friends Annual Meeting is also scheduled for Friday night, October 15, 2004, with a reception following in the Interpretive Center. The meeting starts at 6:00 p.m. and the reception follows at 7:00 p.m.

I want to thank everyone for your support and look forward to seeing you all very soon. So long for now.

- Ron Allen, President.

Spotlight on Volunteer Bill Kohler *by John Frink*

If you have ever seen a group of children happily rolling down the grass embankment in front of the museum building, then you have no doubt just witnessed the trademark climax to a school tour conducted by a volunteer with a HUGE GRIN on his face, who NEVER seems to frown, one Bill Kohler! Bill has done just about every job open to volunteers here. Museum store, annex, tour guide, steam crew, Secretary of the Friends – you name it and he most likely has not only done but continues to do so. This explains his accumulation of over 3,600 volunteer hours since starting here in September 1998. No small accomplishment in six years.

Born in Seattle, Bill moved to San Jose when in grade school. Growing up there included visits with his dad (a confirmed railfan) to the San Jose and Santa Clara rail yards checking out steam locomotives and watching those new-fangled diesels appearing. He started at IBM as an

assembler in 1965 and soon became a stationary boiler engineer. Retired after 30 years from his "hobby" (he never considered it a "job"), he and wife Pamela soon settled in Gardnerville, Nevada (they will celebrate their 40th wedding anniversary next year).

A railfan all his life, he loves watching, riding on, talking about, and photographing trains. His annual pilgrimage to Winterail with son Rick always provides new railfanning opportunities and has resulted in at least one Wednesday evening program at the museum. Bill has presented no less than two of these programs – three if you count the encore presentation of one of them. He is passing along the railfanning bug to future generations of Kohlers – seven year old grandson Eli already prefers steam to diesels (or "honkers" as they are known in "Kohlerese") and 16-month-old Connor has had a cab ride with Grandpa.

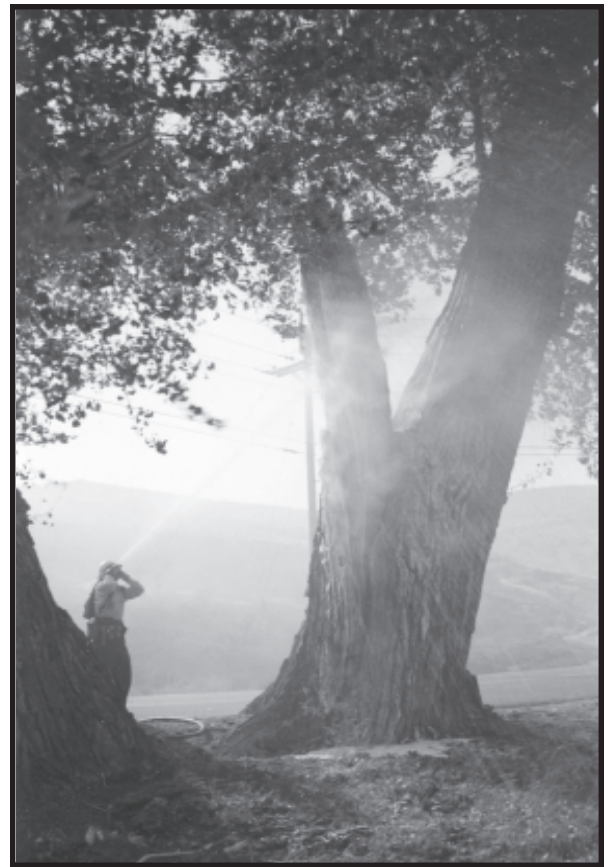
Bill's other interests include steamboats and ships, reading, old airplanes, old movies, traveling (preferably to Mexico) and golf. Incidentally, his VERY PATIENT, NON-TRAIN- LOVING WIFE Pamela (capitals hers!) is a collector of dining car china. While none of us has yet to see Bill frown, Pamela says we've never seen him do yard work!



The NSRM Album



Jeremy Harding gives handcar rides at the Reno Boy Scouts Jamboree on June 23rd.



This old tree was the only casualty during the July 14th fire (see story on page 8).



Guide dogs training at the museum during the August 14th steam-up.



No. 25, NSRM No. 8, and *Inyo* are ready to go on July 4th.

The *Inyo* crew.



Volunteer Harol Werbel's 90th birthday was celebrated in Gibson Park on September 3rd by staff and volunteers of the NSRM and the Nevada State Museum.



Miss Nevada contestants enjoy their visit on June 30th.



Collections Update

by Jane O'Cain

The Museum thanks the following individuals for donations of artifacts to the permanent and education collections in June, July, and August:

17 Woolery Digest periodicals from the 1940s, Dan Hamilton, Reno
1907 Voucher from the St. Ives Gold Mining and Milling Company and a check, Jim Wing, Carson City
Buffalo drill press and tooling, Ray and Jennifer Lee, Cold Springs, California, and Rebecca DeVanie, Peoria, Arizona
Miniature operating steam engine and tender, Carol Brown, Executrix, Reno
V&T RR shop cast iron cauldron, Kay Etchart, Carson City
6 B/W photographs of V&T RR locomotives, 1948, Charles White III, San Francisco
Semaphore signal indicator and a Smithsonian patent model of a rail assembly, Anonymous, Reno
Railroad uniform, tie, overcoat, and hat, Don and Barbara Mello, Dayton
Western Union Sign and two Railway Express signs, Bev Smith, Carson City
1909 postcard depicting a McKeen motor car in Omaha, Ken Hopple, Reno
Weighted lever valve used in the V&T RR's water system, Steve Cogorno, Carson City (see photo on left of the valve still in the ground)
Photograph of V&T RR's locomotive, *Tahoe*, framed, John Williams, Fairfax Station, Virginia
Southern Pacific telegraph sounder and a key, Geoff Brunner, Gardnerville
Telegrapher's stool, Loren Jahn, Reno



Too Close For Comfort: A Report on the Waterfall Fire

by Chris DeWitt, Restoration Shop Supervisor

On July 14 a wildfire ravaged the east face of the Sierra range above Carson City including the hills surrounding NSRM. The fire, driven by strong, gusty winds, started at approximately 3:00 a.m. in King's Canyon. It rapidly burned the slopes of the hills on the west edge of the city.

During the afternoon, smoke swirled around the museum but the fire was not believed to pose a threat. Then at approximately 4:30 p.m. flames crested the hill above the facility and were visible from the museum. The shop staff unrolled the fire hoses and prepared to protect the property.

As the fire drew closer and the flames grew higher, fire crews and hand crews began to arrive. The gates to the compounds were opened and the location of the hose bibs and fire hydrants were made known.

Out on the property line the fire crews stood ready. Ultimately there were three crews waiting in defense of the museum. The wooden cars in the upper compound were hosed down as they were tinder dry and potential bombs. The fire burnt to Curry Street, tossed a few embers over the road, but did not jump the blacktop. There was a spot fire next to the track and the large cottonwood tree on the west edge of the campus caught fire in a dead limb. Although the popular press reported that the fire was halted by the tracks in a near catastrophe, that was an overly dramatic characterization.

As the fire swept past on its way south so did the fire crews. One crew remained behind to protect the property in the event of further threat. The smoldering cottonwood tree was particularly stubborn as the fire was burning inside following the dead heart of the tree. A hose was draped over the tree and into the interior flooding the core. Ultimately the fire was extinguished but the tree was lost.

The last time that this happened was in August of 1988. The scenario was almost exactly the same. We will be prepared for the next fire in 2020.

THE NSRM SEEKS YOUR TALENT AND SKILLS FOR THE SP WABUSKA DEPOT INTERPRETIVE PROJECT



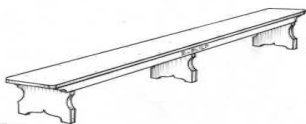
By Loren Jahn, Project Coordinator

As reported in the last *Sagebrush Headlight*, the Friends of the Nevada State Railroad Museum are working towards authentically furnishing the original Southern Pacific Wabuska Depot to a 1910-1920 appearance. A good start was made in working toward this goal when Bev Smith agreed to take on the baggage cart restoration project. Thus far Bev has cleaned and primed all the metal parts and has sawn and fitted the wood for the cart. Thank you, Bev!

We are still looking for assistance with the projects described below. Remember, these projects are time limited, and a great opportunity to “work with your hands” under the expert supervision and guidance of the restoration shop staff. If you would like to participate in one of these projects, please contact Chris DeWitt at the Nevada State Railroad Museum Shop, 775/684-8281. Thank you for your support!

Benches Project

Project requires one to three people to cut plank patterns, assemble, prime, paint, and stencil. Basic woodworking skills, assembly, and finish work needed.



**THE WESTERN UNION
TELEGRAPH COMPANY.**

Signage for the Depot

Interior and exterior authentic reproduction signage typical to Southern Pacific Company depots. Project requires one to three people to cut to size, frame, prime, stencil, and hand letter the signs

MUSEUM STORE

The Museum Store is operated by Nevada State Railroad Museum, on behalf of the Nevada Division of Museums and History, and is staffed by museum personnel and volunteers of the Friends. The store specializes in railroad books for adults and children, train videos and DVD's, audio tapes and CD's, toys, train models, hats and apparel, railroad pins and jewelry, train novelties and souvenirs, note cards and artworks, calendars and Christmas-season train items.

As the holiday season approaches, we invite you to visit the store for your gift shopping, or to treat yourself to something of personal interest. If you don't have the opportunity to visit us in Carson City, we offer a few of our interesting selections on this page. Your telephone call inquires about any railroad merchandise you may be looking for are also always invited, and may be directed to Museum Store Manager Rich Reitnauer, (775) 687-8292.

And, remember, members of the Friends of NSRM are entitled to a 15% discount on all museum store purchases. Proceeds from sales are used by NSRM to fund a variety of museum projects and interpretive programs.

G-SCALE V&T INYO LOCOMOTIVE: A Hollywood Star and NSRM's pride and joy, the Virginia & Truckee 4-4-0 locomotive INYO can now be yours, for your G-scale garden or indoor model railroad. Hartland Locomotive Works, of La Porte, Indiana, has added the INYO to their fine line of American-built large scale products. This smooth running, affordable engine features an industrial grade motor, highly wear resistant materials, brass hardware, working lights, and is suitable for indoor or outdoor use. Price: \$399.00.

Hartland also produces a quick and easy **CLICK & GO G-SCALE TRACK SET**, with **DELUXE POWER PACK**, consisting of 8 curved and 4 straight pieces of track, which forms a basic small oval layout. Price: \$44.95.

And, Hartland has plans to release four compatible Virginia & Truckee cars later this winter. We don't have these available for shipment now, but will be happy to reserve your orders for future shipment when they become available. Included are a V&T Combination Car, \$149.00; a V&T RPO Car, \$149.00; a V&T Cattle Car, \$69.95; and a V&T Flat Car, \$39.95.



VIRGINIA & TRUCKEE 440 AMERICAN

New INYO T-SHIRTS AND SWEATSIRTS: We've designed a beautiful NSRM-inspired t-shirt, with full-color artwork, depicting the INYO at the museum's restored Wabuska Station. The design is also available on sweatshirts. Both are top quality 100% pre-shrunk cotton, color ash. T-shirts are available in youth sizes, (6-8), (10-12) and (14-16) for \$15.50. Adult T's are available in M, L, and XL at \$16.95; XXL at \$19.95. Adult sweatshirts are available in M, L and XL at \$25.95; XXL at \$28.95.



NSRM RESTORATION FEASIBILITY STUDY reprints are now available. These comprehensive, thoroughly researched reports are prepared by the museum staff and professional research historians prior to embarking on NSRM equipment restoration projects. Currently in stock are the following reports:

- V&T Railway McKeen Car #22: 124 pp, \$39.95.
- V&T Railroad Locomotives #18 "DAYTON" and #22 "INYO": 185 pp, \$29.95

THE POLAR EXPRESS

Coinciding with this Fall's release of the major motion picture of the same name, we offer this Caldecott Award winning classic children's book for the holiday season. Written by renowned children's author and illustrator Chris Van Allsburg, the story begins late on Christmas Eve, after the town has gone to sleep, when a boy boards the mysterious train that awaits him: the Polar Express, bound for the North Pole. Beautiful, full color artwork, hardcover. \$18.95

MAIL ORDER FORM

Mail to: **NEVADA STATE RAILROAD MUSEUM**
 2180 South Carson Street
 Carson City, NV 89701

Phone orders to: 775-687-6953 (9:00am-4:00pm daily)

Ordered By:

NAME: _____

UPS SHIPPING ADDRESS: _____

CITY, STATE, ZIP CODE: _____

TELEPHONE (DAYTIME): _____

Member of the *FRIENDS* (Please Circle): YES NO

ITEMS ORDERED:

Quantity	Item	Description	Price Each	Total
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MERCHANDISE SUBTOTAL: _____

LESS 15% DISCOUNT IF APPLICABLE: _____

SUBTOTAL AFTER DISCOUNT: _____

SHIPPING: \$4.95

TOTAL PAYMENT ENCLOSED: _____

Payment Method (Circle one): Check Credit Card:

 Visa or Master Card

Credit Card #: _____ Exp. Date MM/YY: _____

Short Lines

Department of Cultural Affairs to Host Oasis Conference in April 2005

The Nevada Department of Cultural Affairs in cooperation with the Nevada Humanities will host an Oasis Conference April 5-7, 2005 in Carson City. The Oasis conferences began in the mid-1980s to bring the state's entire cultural community together. In cooperation with one another, supporters of the arts, libraries, museums, historic preservation, and archaeology hoped to demonstrate that Nevada was a cultural oasis, not a wasteland as was often incorrectly asserted.

Oasis ran for three years and proved an outstanding success. In 2003, the conference came back to life, and now in 2005, the Department plans to host yet another Oasis. Additional information will be forthcoming about this conference.

Friends' Fundraiser Update

Friends' members Ann and John North thank everyone who donated books, periodicals, and videotapes for the fundraising project. People have been so generous in donating periodicals that no additional magazines are needed. However, a donation of books would be greatly appreciated. The Friends will have a table at the Symposium to sell books, periodicals, and videotapes.

New Exhibit To Open on October 11, 2004

The second in a series of railroad-related art exhibits by local artists will open on October 11th at the Nevada State Railroad Museum. The exhibit features thirteen oil paintings by the late Hortense "Kay" Tinkham of Reno. Most of the paintings depict scenes of the Virginia & Truckee Railroad.

Tinkham, a largely self-taught painter, worked on this series of paintings from approximately 1947-1955. After the V&T RR's demise in 1950, she painted V&T scenes from photographic slides she had taken.

Volunteer Opportunities at the Nevada State Railroad Museum

by John Frink, Program Coordinator

Besides this great newsletter, membership in the Friends of the NSRM gets one free admittance to the museum, half-price rides on the train, and a 15 percent discount in the museum store. A big bang for your buck! But, perhaps the greatest benefit is the opportunity for every card-carrying member to volunteer at the museum. Such opportunities abound here, and, as we never tire of saying, if it weren't for the volunteers the museum would have to close. One does not need to live near Carson City to help out here, nor does one have to do so on a regular basis. We have several members who make trips to volunteer for special occasions, such as the big July 4th event and the annual Santa Train. They come from such places as Phoenix, AZ; Pasadena, CA; Salt Lake City, UT; even Cape Coral, FL. Even if you volunteer for part of *one day a year*, you enter the ranks of NSRM volunteers. Every year, in early March, we recognize the efforts of our volunteers with a Volunteer Appreciation Reception. Free food and libations, and everyone gets a certificate attesting to her or his efforts for the year. Those with 250 or more volunteer hours get brass name badges showing the total hours accrued in 250 hour increments (and, I might add, they are worn proudly around here).

If you are coming this way for any length of time and are interested in helping out, even for a few hours, please contact me at: 775-684-8282 or jfrink@clan.lib.nv.us.

NSRM Welcomes Scott Bohemier

Scott joined the staff of the NSRM on June 14 as groundskeeper. He replaced Lisa Macdonald who took the position of custodial supervisor. Scott was previously employed by the Dayton Valley Country Club as a Class C Assistant Superintendent. Scott's goals at the museum include maintaining the "wonderful landscape already developed" and adding to the "scenery that draws attention to the museum."

2004 Virginia & Truckee Railroad Symposium Explores History of Regional Narrow Gauge Railroads

A number of western railroad historians will tell the story of narrow gauge railroads in Nevada and the Sierra during the 33rd annual Virginia and Truckee Railroad Symposium. This year's program includes an exclusive night photography session with the V&T's locomotive No. 27 on Thursday, October 14, 2004, as well as the Saturday night banquet and traditional restoration shop tour and talk on Sunday morning.

Friday, October 15 program highlights include Larry Meeker's presentation on the Bodie & Benton Railroad and the Sierra Valleys Railroad; Dave Eggleston on the Nevada Central Railroad, Bruce McGregor speaking on the birth of the California Narrow Gauge, and Randy Hees on the Carter Brothers Cars. The day will conclude with a showing of rare films of the Virginia & Truckee Railroad.

On Saturday, Sean Pitts will discuss the copper industry and railroading in White Pine County, Dale Darney will present a short session on the Brunswick steam ore tram and the American Flat electric ore tram, Jeffrey Kintop will speak on the impact of the Virginia & Truckee Railroad on Nevada politics, Stephen Drew will present a retrospective of the work of noted V&T historian Ted Wurm, and Judie Fisher-Crowley will provide an update on the V&T RR rebuild project.

Registration is limited to 200 participants. Registration fees cover Friday and Saturday sessions, a Friday night reception at the Railroad Museum, and a Sunday morning program in the museum's restoration shop. The night photography session on Thursday is \$35. The Saturday night banquet is \$30 for *Friends* members and \$40 for non-members. For registration information, contact Merna Tanner of the Friends of the Nevada State Railroad Museum at (775)-884-3207; tannerruss@aol.com, or John Frink at the museum: 687-6953, jfrink@clan.lib.nv.us.

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