



*Celebrating our 60th Year*

# *THE HERALD* eZine

Official Publication of the Sacramento Model Railroad Historical Society

*May / June 2008*

## **Sacramento Locomotive Works**

**The SMRHS Gets a First Hand Look Inside**

**Raise the Roof!**

***NEW* Fund Raiser**

**Boy Scouts of America**

**Railroading Merit Badge Program**

*The* **WESTERN PACIFIC**

**Historical Society's National Convention Comes to Town**



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THE SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY is a Non-profit Educational Organization under the tax section 501(a) as described in section 501(c)(3) of the IRS Code. The SMRHS is incorporated as a Non-profit California Corporation under section 23701d of the California Revenue and Taxation Code. We are dedicated to advancing the understanding of railroading and its history and impact on the development of our nation, as well as developing an understanding of railroad operations and technical skills through model railroading.

THE HERALD accepts advertising with the proceeds going towards the production of this publication and maintenance of the [Society's Web Site](#). Contact the [Editor](#) for advertising rates and mechanical requirements.

Manuscripts and photographs dealing with model railroading or railroading in general are welcome. Materials submitted for publication are assumed to be gratis and no payment will be made to the author, or his representative. Articles and correspondence relative to THE HERALD should be directed to the [Editor](#).

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Visitors are always welcome.  
The Society's regular hours of operation are:

Tuesday nights 7:30pm - 9:00pm  
Friday nights 7:30pm - 10:00pm or later

**1990 Grand Ave. Sacramento, CA 95838**  
**(916) 927-3618**

## ON THE COVER

The California Zephyr pokes through the Honeymoon Tunnels on the Sacramento Model Railroad Historical Society's layout. The lower level of the layout represents the Southern Pacific's line from Oakland Pier to Sacramento. The upper level, as shown here, represents the Western Pacific's route from Sacramento to Reno Junction. The F's are making their way East through the Feather River Canyon to Keddie after rolling through James.

Photo by Joe Minor

This month we have a slightly different view from THE HERALD. There has been so much action going on around the society that mere words are not enough to communicate what's been happening. So this issue has turned out to be more of a pictorial of "what's been happening".



Dave  
Good  
Editor

Beginning on page 9, we have a gallery full of images showcasing the recent and very successful efforts put forth by the society for the Western Pacific Historical Society's Convention. From clinics at the convention to opening out home for two evenings for conventioners to enjoy a tour of the layout, the Society was well represented during the two-day event.

Prior to the WP Convention, several members who could attend, were treated to a rare tour of the Sacramento Locomotive Works buildings that house some of the California State Railroad Museum's collection. The Pictorial starting on page 16 shows just some of the sights that were witnessed during the tour.

Dave Megeath held one and is beginning a second session for Scouts to earn the Boy Scouts of America's Railroading Merit Badge. Two images from a recent session are also included in the Society Gallery.

So - A little bit different approach for this issue but still just as crammed with great information and images.

This is your Society! ~ This is YOUR *eZine!*  
- THE HERALD

## Raise the Roof And Put Up a Parking Lot

The Society's home is in need of much renovation. Our roof and parking lot must be redone. We currently estimate our needs to cost somewhere in the realm of \$20,000 - money we don't currently have but can't wait for much longer.  
Can you help us?

The SMRHS, a 501(c)(3) Non-profit Educational Organization, is actively soliciting Members and the General Public for cash donations. Your tax-deductable donations now come with a variety of handsome thank you gifts for various donation levels. Please see our flyer under the **Your Support Is Needed** tab on the [Society's web site](#) for details.

**We seek the help of Corporate Entities for cash and/or appropriate material and labor donations.**

We need everyone's help as this is a matter that must be addressed very soon. Thank you in advance for your support. Contact [Dave Good](#) for additional information.



# INFORMATION BOARD

## NEW FEATURE:

To easily contact one of the Board Members or any of our Key Personnel simply click on their name and your e-mail program will do the rest!

## Society Officers

### Board of Directors

|                |             |
|----------------|-------------|
| President      | Bob Rohwer  |
| Vice President | Scott Inman |
| Treasurer      | Dave Good   |
| Secretary      | Don Butler  |

### Board Members at Large

(Terms Remaining)

|         |                 |
|---------|-----------------|
| 1 year  | Dave Lauderdale |
| 2 years | Dave Megeath    |
| 3 years | Joe Melhorn     |

## Our next two Board Meetings

Will be held on  
**May 9, 2008**  
**June TBD, 2008**  
At 8:00 PM  
Unless indicated otherwise.



## Our next general Business Meeting

Will be held on

**May 30, 2008**

At 8:00 PM

Please be sure to attend.

## Submissions for the July/August 2008

Issue of **THE HERALD**  
Are due no later than:

**June 15, 2008**

Contact Dave Good  
For electronic and content requirements.

## KEY PERSONNEL

These folks, along with our Board of Directors, are the key people in the Society who can best answer your question of...

### *“What can I do to Help?”*

#### STANDARD GAUGE LAYOUT:

|                    |                |
|--------------------|----------------|
| Construction       | Dave Megeath   |
| Electrical         | Don Butler     |
| Scenery            | Scott Sticksel |
| Operations         | Scott Inman    |
| Industry Committee | Tim Grover     |
| Member Training    | Joe Melhorn    |

#### NARROW GAUGE LAYOUT:

|              |            |
|--------------|------------|
| Supervisor   | Dave Good  |
| Construction | Lu Good    |
| Electrical   | Ken Martin |
| Sick Humor   | John Lutz  |

#### OFFICIAL SOCIETY PHOTOGRAPHERS:

|               |           |
|---------------|-----------|
| Dick Dennison | Dave Good |
| Bob Rohwer    | Joe Minor |

**OUTREACH PROGRAM:** Dave Megeath

**THE HERALD EDITOR:** Dave Good

**SMRHS AUXILIARY:** Penny Zine

# THE PREZ SEZ

Where are the car cards and way bills? Is this the Salt Lake to Oakland through train? Huh!? Welcome to operations. We have been in operations since the Western Pacific convention. It has really been a lot of fun.



**Bob  
Rohwer**  
President

Thanks go to Bob Schott and Scott Inman for getting "Operations" rolling. All you need to do is to bring a couple of locomotives and cabooses to the Society and you are ready for operations. The Trainmaster will give you an assignment. This puts our Society into a new era. We are pasted just running trains.

The Western Pacific Convention was a huge success for the Society. Bill Gilbert gave two presentations on painting diesels and painting brass steam locomotives. They were terrific. The photos were just amazing. Bill was able to add his dry sense of humor including a great(?) picture of Hillary Clinton. The presentation I did on the Society was very well received. Wolfgang made a DVD of the presentations. If you would like to view them contact Wolfgang.

About 60% of the convention participants visited the Society to view the layout. All were impressed. They particularly liked the track, scenery and round house. The signals and DCC just blew them away. Our layout has a working example of every type of signal the WP used. We can all be proud that our efforts have built a first class layout.

The entire roundhouse was filled with Western Pacific locomotives. Thanks to the WP collections from a number of

members including David Adams we showed them 100% WP equipments. Some of the items on display only had 50 pieces produced. Many of them were the models shown in Bill's presentations.

As a reward for years of support of the California Railroad Museum by the Society, I was given permission to do a tour of the Southern Pacific Shops for the Society. We spent about 3 hours in railroad hog heaven. The CSR is thinning its collection. Our tour was before a lot of this equipment moved out. All that participated had a good time. You will see some photographs in this newsletter.

In the coming months we will have a lot to do. The Society has announced that our next open house will be on July 12, 2008. This will be our normal one day open house. After that, we will have to shut down for maintenance and construction. The heat in the building has already caused some track problems. So come and enjoy our first taste of way-bill and car card operations before we have to get "back to business" in July.

2008 has already developed into a super year for the Society. We are far enough along on the layouts to gets some just recognition. We can all be proud of our accomplishments.



# COMMITTEE REPORTS

It seems like just yesterday when the Operations Committee had its first meeting. In actuality, it was in June of 2006 and in almost two years we have successfully developed a fully functional car-card and waybill system for the standard gauge layout. Hooray for us!



**Scott Inman**  
Operations Committee

You won't want to miss out on the operating sessions that are going to take place in the next few weeks. If you are nervous about operating or have never seen or heard of waybills, come

down one night and we will provide a pilot for you to break the ice. At that time you can start our training program. Please see me if you have not yet received a training card.

So far, we have trained and qualified a number of members for various positions in operations. Thank you for your interest in our training program and keep it up! We always need a bigger pool of qualified people as this program expands. If you would like to be trained for a position, please see me to schedule a training.

I hope you enjoy this operating program that the committee has put together for you. The only way we can use our great layout to its fullest potential is to operate! Don't miss out on the fun.



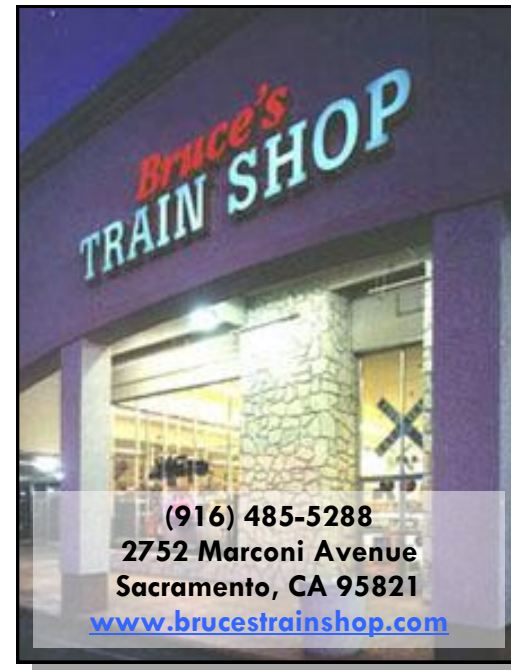
Here's a little of what's been going on around the standard gauge layout for the past couple of months. Don Butler has added detection and ABS signal logic at Del Paso switch #235. The R Street mock-ups just keep on coming thanks to Jeff Loose and crew. Oroville is next Jeff!

I'll defer reporting on scenery, which has been the most active recently, to the committee chair Scott Sticksel.



**Dave Megeath**  
Standard Gauge Construction Supervisor

We always have room for more helpers as there is plenty to do around the layout. I encourage you to step forward and ask "What can I do to help".



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## COMMITTEE REPORTS - (continued)

Scenery around the layout has been moving forward lately at an amazing pace. Mike Beard has stepped up to take on the San Pablo area. I'm sure you have noticed his progress and

how great it looks when you walk in the front door. If you see the mad hatter at work stop by and say hi to Mike, and thank him for his efforts.



**Scott Sticksel**  
Scenery  
Supervisor

The Feather River Canyon is moving along. The first bridge has been installed and painting of the castings is almost complete. Next up, dirt and rock

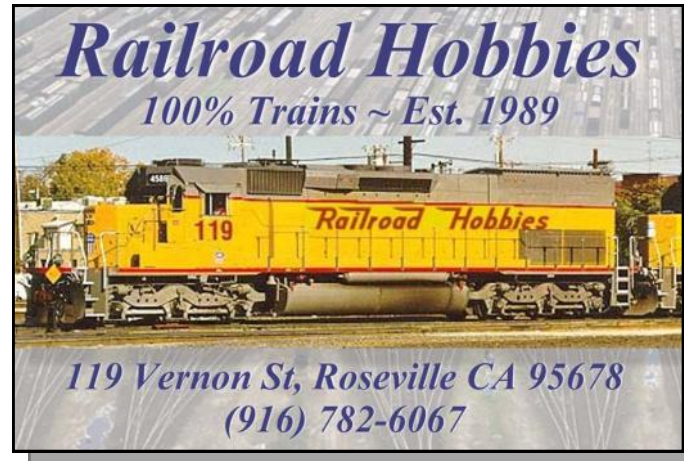
applications, trees (more later on trees) and shrubs, ballasting, a rock slide fence, and waterfall between the Honeymoon Tunnels.

Dave Haehn has the Sacramento Roundhouse 60% complete. He hopes to complete the roundhouse in two weeks. I've seen some photos and it looks awesome.

Jim Firehock's group has been working on Davis. The sidings have been installed and work is progressing on the depot. Drawings for the depot are complete and Dave Haehn will soon start cutting out pieces to form the depot's kit.

**A TREE CLINIC :** Dave Haehn has volunteered to put on a tree clinic (date to be determined). The layout will require thousands trees and we are looking for volunteers to help build them. This is a great opportunity for members to help out on the layout, and develop a skill useable on their own layouts. Don't be shy, I'm taking names of volunteers – recruits will also be volunteered if needs be.

Again I wish to thank all members who put in time bringing our layout to life. I'd especially like to thank those helping on the scenery crew – but I'm biased in that way.



We are currently working through some big lists of industries to select for the layout. Our goal is to stay one step ahead of the great scenery work being done, to keep things from stalling at the cities. Currently industries have been selected for Oakland Pier and R St.



**Tim Grover**  
Industry  
Committee

Thank you to everyone that has come up with the great information we have so far. We are always looking for people to do a little research on "what used to be" with regards to industries on the railroads we've chosen to model. If you have an interest in such a project, see me and I'll point you in the right direction, or at least in a direction that seems reasonable at the time.



# SOCIETY TWO-MONTH CALENDAR

M  
A  
Y

| Sun | Mon | Tue            | Wed | Thu | Fri   | Sat                             |
|-----|-----|----------------|-----|-----|---|---------------------------------|
|     |     |                |     | 1   | 2<br>Full Ops   | 3 BSA Class #2 at CSRM          |
| 4   | 5   | 6<br>Full Ops  | 7   | 8   | 9<br>BOD Meeting<br>Full Ops  | 10<br>Unobtrusive work projects |
| 11  | 12  | 13<br>Full Ops | 14  | 15  | 16<br>Full Ops  | 17 BSA Class #2 at SMRHS        |
| 18  | 19  | 20<br>Full Ops | 21  | 22  | 23<br>Full Ops  | 24<br>Unobtrusive work projects |
| 25  | 26  | 27<br>Full Ops | 28  | 29  | 30<br>Business Meeting<br>Fianal Full Ops<br>after meeting if time. | 31                              |

J  
U  
N  
E

| Sun  | Mon | Tue                           | Wed | Thu | Fri                           | Sat                             |
|--|-----|-------------------------------|-----|-----|-------------------------------|---------------------------------|
| 1  | 2   | 3<br>OH Cert.<br>Mem.Training | 4   | 5   | 6<br>OH Cert<br>Mem.Training  | 7                               |
| 8  | 9   | 10<br>OH Cert<br>Mem.Training | 11  | 12  | 13<br>OH Cert<br>Mem.Training | 14<br>Unobtrusive work projects |
| 15<br>Submissions for<br>July/August<br>Newsletter DUE | 16  | 17<br>OH Cert<br>Mem.Training | 18  | 19  | 20<br>OH Cert<br>Mem.Training | 21                              |
| 22   | 23  | 24<br>OH Cert<br>Mem.Training | 25  | 26  | 27<br>OH Cert<br>Mem.Training | 28<br>Unobtrusive work projects |
| 29   | 30  |                               |     |     |                               |                                 |

June BOD Meeting date TBD

## Key Points:

Full operations will continue until the May General Business meeting. After which, we will start gearing up for our July Open House by certifying trains and continuing to train members on the various position around the railroad.

The First and Third Saturdays in May will be for the second series of classes for the Boy Scouts of America's Railroading Merit Badge program. See Dave Megeath for information.

Second and Forth Saturdays will be used to work on projects that will not interfere with operations or shut down the mainline. The Sacramento Roundhouse is one of the top priorities. Mock-ups and other projects that will not require interruption of track or operations will continue.

## July Open House

This summer's one-day Open House is scheduled for  
Saturday, July 12, 2008

Please make a note of it.  
More information to come.



# The WESTERN PACIFIC

## Historical Society's National Convention

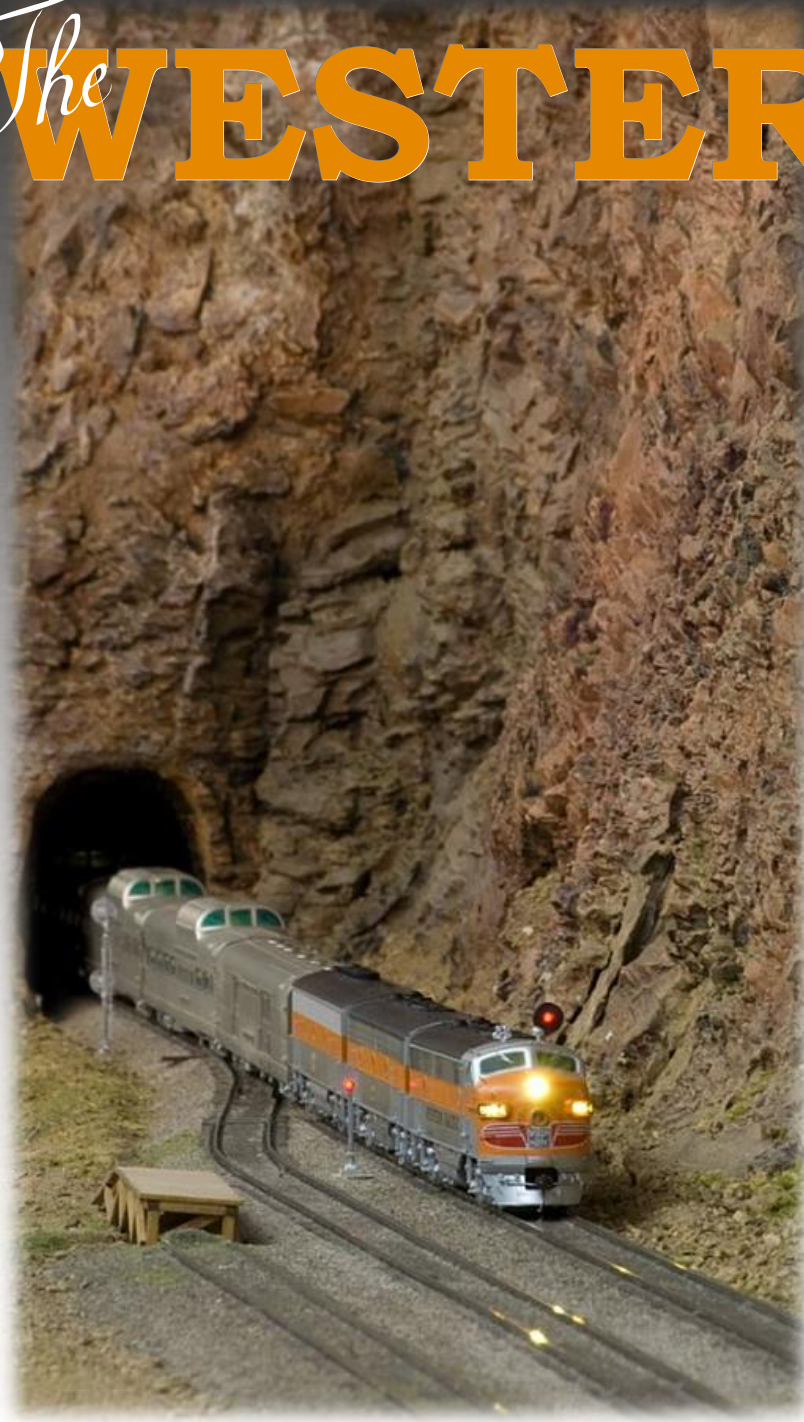
Sacramento, California - April 11 and 12

By THE HERALD Staff

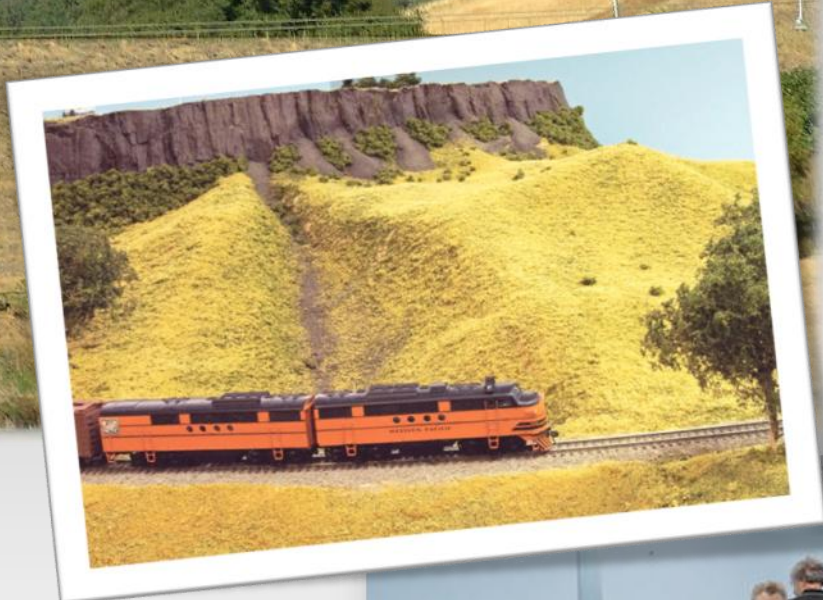
The SMRHS pulled out all the stops for the members of the Western Pacific Historical Society's National Convention. Thanks to various members who allowed us to use their beautiful WP equipment and to the crew that manned the clubhouse for two shows, we were able to give the convention goers something fun to look at and enjoy!

We also had a group of members at the convention itself doing presentations of various sorts. The Society was well represented through out the convention and we should all be proud of what we accomplished. Well Done!

(both photos by Joe Minor)







The centerpiece of our scenery presently is our masterfully duplicated Table Mountain. Many of our WP Convention visitors recognized it immediately.

Photo by Bob Rohwer

A strange sight occurred during the WP Convention. The footprint of the Southern Pacific's Sacramento roundhouse and shops was oddly occupied by Western Pacific equipment. There must be an ointment to remedy this.

Photo by Bob Rohwer



WP 728 rounds the corner at James heading towards Oroville. Impressive scenery and line-side structures are starting to bring the Sierra Central to life!

Photo by Bob Rohwer

# The WP HISTORICAL SOCIETY NATIONAL CONVENTION

## Photo of the Month



"Martinez"

©David W. Good

Doing my best Richard Steinheimer imitation, this shot of The Capitol was captured while making a stop at the Martinez Amtrak station on a railfanning photography trip with Joe Minor and two other photographer buddies this past November.

Photo by Dave Good



# CONFESSIONS OF PERSONAL GAIN

Across the many years that I've been a member of the Sacramento Model Railroad Historical Society (SMRHS), both my modeling and my understanding of the hobby in general have gone through an evolution taking me from pure novice to... well...what I am today. Perhaps some may benefit from my experience by being able to look into their future by virtue of my past and see just what they too might gain through their association with the SMRHS.



Dave  
Megeath  
Member

Once I became a member, my first interest was to get a locomotive and a train of my own to run on the layout. I really had no concern nor did I care what era and prototype this equipment should represent. Heck a box car is a box car right? I did, however, have a passion for the Santa Fe Railroad so my first train was headed up by an A-B-B-A set of Athearn F7s painted in the Santa Fe's freight scheme of dark blue with yellow. I had a train. Now what?



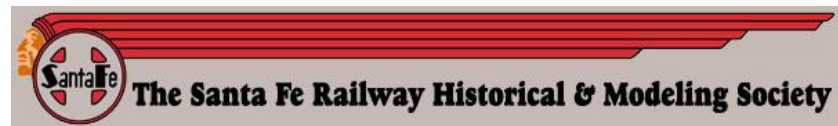
I then began to attend clinics put on by other members to learn more about the various aspects of my hobby. The first was a seminar showing how to tune up those Athearn drive trains. Mind you, this was back way before DCC and programming. This was when the biggest concern of the day was how to make these Athearn units run smoother and hopefully, quieter

than they did out of the "blue" box they came in. So I learned about toothpaste to lap gears, lubing, plated half wheel sets and hard wiring. **Revelation No.1: There could be more to this model railroading stuff than just running toys in circles.**

The next clinic I attended, we installed constant lighting using a diode drop scheme, and learned about speed matching units with diode drops and resistors for changing the speed curve or Volt/Speed ratio. **Revelation No. 2: Praise be to the High 'n Mighty for the creation of DCC!**

And then a former member now a departed friend, Lee Yeager, came and held a couple of clinics on air brush painting. This led to even more projects. A Santa Fe GP60M and GP60B then joined with another GP60M I had bought from a custom modeler. By this time, my interest in model railroading was maturing into a passion for the craft. There was still another hill to climb though to further augment my growing hobby.

With all this focus on the Santa Fe, my next step was to join the [Santa Fe Railway Historical and Modeling Society](#) (SFRHMS) to further expand my knowledge of the prototype



and to be surrounded by others with a common interest – that being the Santa Fe. Their quarterly magazine, The Warbonnet, was packed full of historical information as well as articles on how to properly model-in-scale the various equipment the Santa Fe had. **Revelation No.3: Those \$5 box cars didn't look so great after all.** Off to Rail Fair they went and a change in

*(Continued on page 13)*

## CONFESSIONS OF PERSONAL GAIN - (continued)

focus for me arrived. Now, I would pay more attention to collecting era-correct motive power and rolling stock. Later, I discovered brass imports and those old Athearn blue box models just didn't cut it anymore (thanks a lot Mr. Rohwer).

The SFRHMS membership led to attending one of their annual meetings in Albuquerque, New Mexico – and a brass 2-10-2 found its way into my luggage and became my first brass painting project.

In parallel, my son Patrick joined the Society as a junior member (before he became 'cool' and joined High School) and he picked the Union Pacific as his railroad. We can blame his mother's genes for that. Looking back at how much joining the SFRHMS helped me and my hobby, his interest in the UP resulted in joining the [Union Pacific Historical Society](#) and we



started receiving *The Streamliner*, their quarterly magazine, chock full of history, photos, modeling ideas and more. Of course I convinced Patrick he needed to start his brass collection. Why not? He was a ripe old age of 10 anyway. We had a blast and accumulated more than a few models which I am storing for him. He's now 21, living in Colorado and has shunned model railroading. From personal experience, I suspect he will come back full-circle to the hobby when his life settles down. **Revelation No.4: If he doesn't come back to the hobby, think of the trade in value of his equipment and what Santa Fe stuff I could get! Ok – so that's a little self centered. I don't care!**

Somewhere along the way, one of our former members and Streamliner newsletter editors, Steve Simmons, gave us a Proto-2000 E unit in City of San Francisco (CNW/UP/SP) scheme. That led to first borrowing a copy of the book, *UP Streamliners*, later buying my own copy. From that, I learned that the model was correct for the 10<sup>th</sup> contract, 1941 train and then started the hunt for the passenger cars that were long out of production from [The Coach Yard](#). See? You can and will get sucked in to all aspects of railroading if you only apply yourself a little. **Revelation No.5: That's why many of us call this hobby an illness.**

As the cars symbolically "rolled in" from various hobby shops that had them on consignment, the paint booth got busy and the cars got the correct paint scheme of Harbor Mist Grey and Armour Yellow. The needle on the haystack for this specific project was finding the Russian River observation car. I literally hunted web sites daily until one showed up on the [Caboose Hobbies](#) site one morning. I was on the phone before the store opened and *nailed it!*



Later in my this evolution process, I finally declared that I had way too many long trains and no hope of ever building a layout at home that could match what we had at the SMRHS, so I took the next logical step and volunteered to run for a position on the board of directors. This, I figured, would help me give back to the very organization that made me the way I am. **Revelation No. 6: Oh – I'm too tired to think of a clever revelation here. Draw from this lesson what you will.**

After many years on the original layout, the SMRHS decided that it was time to start anew. This effort has allowed me the opportunity to work on and hone the skills needed in this

*(Continued on page 14)*

## CONFESSIONS OF PERSONAL GAIN - (continued)

hobby to build that very thing which all these models we collect run on. Even after all these years in the hobby, I feel I am still learning and thus keeping my interest fresh and enjoyable. I doubt I will ever know everything and quite honestly, I don't think I want to. The fun part of this journey has been the learning process. If the day came where I knew-it-all, I think I'd lose interest.

My message is essentially to wade into the water to whatever level suits you. Apparently I dove straight into the deep end, or is that off the deep end, of the pool and I have absolutely enjoyed the years-gone-by and look forward with enthusiasm to our future as an organization and what my role might be in its never ending evolution. I encourage you to also support your favorite railroad's historical society. Get involved and attend one of their conventions – the payback will be worth it. I will be in Riverside, California in July attending the SFRHMS convention and I know at least one other member who will be there too.



### Did You Know?

The BEST WAY to become more involved with projects going on around the society is to ask one of our **KEY PERSONNEL...**

*“What Can I do to Help?”*

See the [Information Board](#) for a list of these helpful folks.





## Society Photo Gallery



## Boy Scouts of America Railroading Merit Badge Class March/April 2008



**Dave Megeath** (above) along with railway employees from the Sacramento Southern and Union Pacific railroads, helped 14 scouts earn their Boy Scouts of America Railroading Merit Badge. This three day course teaches about safety around railroads, describes how they operate and what the various equipment is and does.

**Steele Houx** (right) offers an explanation of what a dispatcher does and how they used to control the railroads via their CTC board using our own authentic Western Pacific railroad CTC panel given to us when the WP's Sacramento office was closed as an example.



# SACRAMENTO LOCOMOTIVE WORKS

PICTORIAL



Photo by Joe Minor

**On March 15, 2008, The SMRHS visited this once expansive and vital Southern Pacific facility located in the heart of Sacramento, California.**

Two former Southern Pacific EMD built units now occupy the area of the Sacramento Locomotive Works presently assigned to house part of the California State RR Museum's collection. E9A #6051 sits along side SD45T-2 #6819, one of many diesel locomotives put through Espee's GRIP II program. Originally built as #9193 in March 1973, she was rebuilt in August 1987 in these very shops. The 6051, still wears the paint applied by the CSRM in 1981 which our own Lu Good masked using somewhere near 1500 feet of masking tape. Society member's association with the CSRM dates back to its origins back in the 1970s.





One of only six ALCo RS1s bought by the Santa Fe, #2394 has found a home at the CSRM. Built in 1949, she spent many years working in Southern California at the San Diego depot, turning trains on the wye.

Photo by Joe Minor



President Bob Rohwer leads our small band of "enthusiasts" through the shops that from 1870 until the middle of the 1950s was the economic engine for much of northern central California employing more workers than any regional employer.

Photo by Joe Minor



This AlCo MRS-1, along with its four sisters (65-00613 thru 617) were assigned to the Concord, California Naval Base. The unit came to the CSRM from the Western Railway Museum in Fairfield, California.

Photo by Joe Minor



A moody look at yet another Santa Fe relic hidden away in the shops.

Photo by Joe Minor





Originally #9010 (3/64), this Krauss Maffei built diesel hydraulic was serviced and renumbered #9113 (12/66), Renumbered to SPMW #1 (11/68), to SPMW #1168 (11/68), to SP #8799 camera car (6/69), vacated (10/84) and donated to CSRM (4/86). Here she is now.

Photo by Bob Rohwer



Mongo says "This one is MINE!!"

Photo by Bob Rohwer



Scott Inman (far left) tries to explain to the guys that just because it's made of wood, doesn't mean it's narrow gauge!

Photo by Bob Rohwer's Camera

April 14, 2008

*Follow Up: First rails of Phase 2 being installed on the V&T*

## Real News about Real Railroads

For those who enjoy learning about what's going on in the realm of Rail Transportation.

New rails were hammered into place for Phase 2 of the [Virginia and Truckee Railway](#) April 11, but they sure don't do it the way they used to, according to local newspapers.

The Virginia & Truckee was built in 1869 by private investors to connect the silver mines of [Virginia City, Nev.](#), to the mills in [Carson City, Nev.](#) The rails

were set and the spikes driven in by hand by about 1,500 workers, most of them Chinese. The workers back then wouldn't recognize most of the modern tools used to install the rails today. Now, the railroad construction workers from [H&H Engineering](#) of Stockton, Calif., use a huge [Geismar 360 crane](#), which puts the rails in place. Then a pneumatic spike driver installs the spikes.

But the men of the past would recognize the hammers. Though much of the work is done with state-of-the-art equipment, project engineer Ken Dorr said some of it is still done by hand.

"If you are replacing ties or for normal maintenance, you do them by hand," Dorr said. But mostly the men only used the hammer to set the spike. One worker uses a clawbar or spike

extractor to lift up the ties against the rail, while another drives it in with the pneumatic driver. "It's a lot easier than doing it the old way, but it's still pretty hard work, even with all the equipment," Dorr said. "These guys work their butts off."

The workers are installing rails for next four-and-a-half miles, which will get the track down to the Frehner Pit in Mound House, Dorr said, adding that the crews install about 750 rail-feet a day. Dorr said the crews hoped to be farther along in the project, but winter snows held them back.

He said the rails were purchased from A&K Railroad Materials by the Nevada Commission for the [Reconstruction of the V&T Railway](#), which is in charge of the project.

"We bought about 10 track miles worth of rails," he said, adding that the rails were made in the 1940s and 1950s and came from the Southern Pacific line near Alturas, Calif.

The next step will be to install the ballast, which Dorr said should begin in a week or two.



## The “Crummy” Gallery



Mt. Whitney Station of the Carson and Colorado Railroad tucked away on the eastern side of the Sierras in the Owens Valley. This undated photo faces west and shows a portion of the darkly painted depot on the right.

Photographer-Unknown: Source-Denver Public Library; Dave Good Collection.