

SENATE FINANCE COMMITTEE
MINUTES OF MEETINGS
FEBRUARY 14, 1973

The meeting was called to order at 2:25 p.m. Senator Lamb was in the chair.

PRESENT: Senator Floyd R. Lamb
Assemblyman Alan H. Glover
Senator Clifton Young
Senator Warren Monroe
Assemblyman Tom Hickey

Roger Teglia, Upland Game
Donald A. Ford, "
J. C. Benson, Carson City
Mrs. James C. Martin
Ron Allen
Dr. L. A. Rushmer
Eric Cronkhite, State Park Division
Vicki Nash, Dir., Nev. Am. Rev. BiCentennial Comm.
Betty Beyer, V & T Restoration Co.
Fred Gale, Nevada Heritage Association
Jim Calhoun, State Museum
Thomas C. Wilson, Chairman,
Virgil A. Bucchianeri, Storey County District Atty.
William Oden, Short Line Enterprises, Inc.
Robert C. Grey, V & T Restoration Co.
George R. Squires, "
James Friedlander, Carson River Basin COG
Kiyoshi Nishikawa, Nevada Highway Dept.
P. W. Williams
G. A. Sampson
Mrs. G. A. Sampson
Richard Brickell, V & T Restoration Co.
Mr. and Mrs. C. D. Frederick, Dayton Historical
Restoration Society
George Allison, V & T Railroad Co. (attorney)
Victor Perry, Trustee, Heritage Association

V & T RESTORATION & HERITAGE ASSOCIATION:

Mr. Vic Perry of the Heritage Association testified that the association had spent \$60,000 of the \$100,000 allotted to them. He asked for a yearly budget of \$40,000 to allow \$20 for a full time employee, salaries, and office expenses. The rest would be used for maintenance of equipment. He said they needed powers in the area of imminent domain, bonding of approximately \$10,000,000 etc. He asked that the Heritage Association not be required to pay back the original \$100,000 funded by the state.

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Mr. Perry stated that they negotiated with the Old Tuscon Company and had a firm telephone and telegraph commitment to purchase old V & T stock, but by the time they took this proposal to the Museum Board and the board made a decision the stock was sold to Mr. Steiner of Paramount Studios.

Art Rader stated that Mr. Perry had agreed that the state would purchase all 25 cars for \$25,000 but that Mr. Shelton of Paramount had asked that they buy them, keep five, and sell the rest to the state for \$10,000. Mr. Perry said that he had been the person who talked to Shelton and that he had never made any deal, that they had made the offer to Old Tuscon, and that the allegations were false.

Mr. Rader said Nevada has not been able to take care of the equipment it now has, that car 18 was destroyed by arson, that the state had not removed the chimes (which were very valuable) from the whistle on the car kept in the area near the Armory and that these could easily be stolen. He stated they needed better accounting systems and made allegations that some funds which had been raised had been diverted. He said the Southern Nevada Railroad Club recommended that the board of trustees be appointed by the legislature or governor rather than be appointed by themselves as is the current situation. He also asked that the board have better statewide representation. He ask that they not be allowed to condem land. He said this project should be given to the museum or state parks. Mr. Wilson of the museum stated they would be happy to give assistance to the project but did not want the project.

Major E. A. Sampson, the last vice president of the V & T Railroad said they had put the cart before the horse. He said they need to look into the cost of the railroad, whether they could get the imminent domain back from the federal government, should it run to Virginia City or just up and down a couple of miles by Moundhouse, or should the state just provide a museum. He said they needed the advice of experienced railroaders which they haven't had.

Major Sampson stated the first V & T car came out in 1863 and the next in 1875, and were they operative to meet requirements of the I.C.C. regulations.

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He said that #25 was retired because it was unfit. Major Sampson went on to say that the V & T had donated car #27 to the governor and it was later parked by an outdoor theater, vandalized, and completely burned down. He said that all the files and historical material had been willed to the Bancroft Library in California. However, he secretly hid this material in 63 cases and stored them in Reno. He used political pressure from Senator McCarran and finally was able to turn these documents over to the University of Nevada Library. He offered to catalog this material but needed a few students to help with this project. Dr. Edd Miller allotted money for this but the former university librarian put the money to other uses and the files are just collecting dust in storage in the library. He felt the public should have access to this collection and this work should be done.

Mr. George Allison stated that he was an attorney for a group which was presently attempting to get easements and acquire land between Carson, Silver City and Virginia City to eventually lease concessions and operate the V & T railroad through the state.

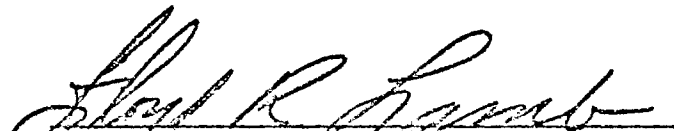
Mr. Les Gray stated that the statute governing the Heritage Association was simply deficient and needed to be completely revamped. He said that they could re-enact the railroad statute and this would provide for acquisition and right of way actions but that this statute had been abolished years ago.

The meeting adjourned at 4:00 p.m.

Respectfully submitted,


Ellen Hocker, Secretary

APPROVED:


Floyd R. Lamb, Chairman



Governor
Mike O'Callaghan

STATE OF NEVADA NEVADA HERITAGE ASSOCIATION

P. O. Box 1522
Carson City, Nevada 89701

February 15, 1973

The Honorable Floyd Lamb
Chairman, Senate Finance Committee
State of Nevada
Legislative Building
Carson City, Nevada 89701

Dear Senator Lamb:

The Nevada Heritage Association would like to submit a brief report of the activities of the Association since the last legislative session. The trustees at present number two, namely, Dr. Linden Rushmer and me. In June, 1971, we were able to terminate the services of one Mary Lowell who had previously been retained as a fund raiser. Subsequent to her termination, we found certain irregularities in her activities but have been unable to substantiate clear-cut violations of any existing laws so therefore we began a reorganization and a tightening of our internal procedures.

In September, 1971, the V & T Restoration Company, a non-profit corporation, was incorporated by the Association and given the charge of raising funds for our activities. Members of the corporation are Robert Haynes, Betty Byers, Rick Brickell, Robert Manley of Elko and Art Rader of Las Vegas. The burden of running the Restoration Company has been carried primarily by Robert Haynes, Betty Byers and Rick Brickell. They have been successful in raising several thousands of dollars through donations and fund raising activities which were primarily used to pay off bills of the Nevada Heritage Association. As you are aware, we receive only \$1.00 per year. The remainder of the funds raised have gone into repair and restoration work. The Association currently has approximately \$4,800 outstanding in debts, mainly from the purchasing of three coaches of non-V & T vintage from Bud Hurlbut, Buena Park, California, for the sum of \$4,000. We have a long-term purchase agreement with Hurlbut but hope to retire all outstanding bills shortly.

In cooperation with the Museum, we have acquired over 20 pieces of original V & T equipment beginning with engine 25. In addition, we have

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secured a lease from the Highway Department on a five-acre parcel located south of Carson City on U. S. 395 near the National Guard Armory. We have fenced a portion of this site and have located the better pieces of equipment thereon and have conducted maintenance work on that site. The remainder of the equipment is located on a 40-acre parcel of land which we have acquired from the BLM and which is located south of Highway 50 in the Mound House area and adjacent to the old V & T right-of-way.

Last year we decided with the Museum that it would be a duplication of efforts for the Association and the Museum to both attempt to obtain the engines owned by Paramount Studios, located in Utah. It was agreed that because of the staff which the Museum has that they should take charge of the effort to purchase these engines. Contrary to what has been reported in the newspaper, we have not dropped the ball in that issue.

The Association has been active and has spent many, many hours meeting with individuals interested in constructing the railroad in whole or in part but nothing to date has borne fruit.

Now the State of Nevada is faced with a decision as to where we go from here and the manner in which we must proceed. The Association operates on \$1.00 per year. The donations of time, labor and money are given to the V & T Restoration Company and are difficult to obtain. The State has committed \$100,000 and has spent approximately \$60,000 of that money. We have equipment valued at least at \$150,000 because of the uniqueness and historical value. We requested this session to make a firm commitment to the restoration of the V & T because of its past and current investment, because of the historical value and because of the potential economic impact in this area.

This is what we ask:

1. To create a permanent staff comprised of one trustee and secretary and an operating budget of \$40,000 per year. This budget would leave approximately \$15,000 for a maintenance program on the existing equipment we have.
2. The authority to operate and construct a tourist railroad. Associated with this would necessarily be the power of condemnation to acquire right-of-way.
3. The bonding authority of \$10,000,000.
4. An allocation of \$100,000 to conduct a feasibility study on the

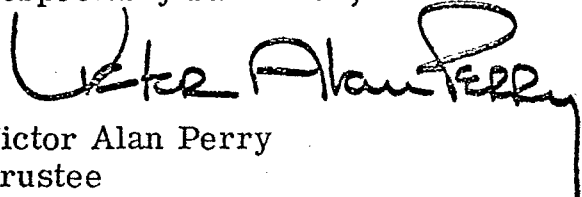
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construction and economic return of the railroad.

5. Removing the obligation of the Heritage Association to pay back the State the \$100,000 which was earlier allocated for the purchase of V & T equipment.

The State of Nevada has made an investment in the V & T and it must decide where we are to go from here. Meaningful progress cannot be accomplished through the use of voluntary labor and donations. It can only be accomplished by affirmative action of the Legislature.

Respectfully submitted,

A handwritten signature in black ink that reads "Victor Alan Perry". The signature is written in a cursive style with a large, looped initial "V".

Victor Alan Perry
Trustee

V. & T. RESTORATION COMPANY

P. O. Box 2904
RENO, NEVADA 89505

FINANCIAL STATEMENT

September 27, 1971 - December 31, 1972

RECEIPTS

Donations	\$ 3,408.21	
Memberships	1,985.00	
Sales	2,321.82	
Fund Raising:		
Mark Twain	11,651.72	
Train trip	2,491.50	
Piper's Show	183.00	
		<u>\$22,041.25</u>

DISBURSEMENTS

Cost of fund raising benefits	\$ 8,285.61	
Salaries	4,080.98	
Taxes:		
IRS	762.60	
NIC	41.27	
Travel	653.30	
Printing	1,151.53	
Postage	93.79	
Supplies for restoration work	367.47	
Dues & memberships	112.50	
Insurance	45.00	
Nevada Heritage Bills:		
Transportation charges	400.00	
Payments on supplies	2,736.47	
Payments on cars	150.00	
Business Promotion	465.95	
Telephone	730.47	
Utilities	37.16	
Petty Cash	250.62	
Office supplies, repairs,		
Inventory for resale, miscellaneous	<u>1,170.71</u>	<u>21,535.43</u>

BALANCE ON HAND

\$ 505.82

V & T RESTORATION COMPANY

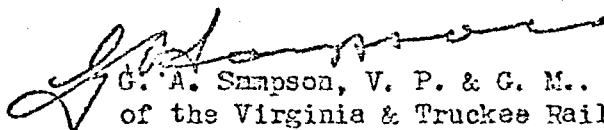
Richard J. Brickell, Jr.
Richard J. Brickell, Jr.
Treasurer



Necessary preliminary steps prior to the allocation of funds, by the State
Legislature for the restoration of the Virginia & Truckee Railway, in whole
or in part.

- 1 - Freeze all funds on hand by State Agencies pending the appointment by the Legislators of a Special Commission for a survey of the V. & T. Ry. proposals and projects.
- 2 - The Legislators to appoint a Commission of five, consisting of two Senators, two Assemblen and the Head of the E.D.A. as chairman. The Governor ex-officio. A time limit to be placed on the Commission for its filing a final report, to the Legislature. An appropriation to be placed in the Governor's Budget for the administration of the Commission, the employment of qualified personel well versed in railroad practices such as R. of W. construction costs, re-habilitation costs of motive power and rolling stock, ect..
- 3 - The Commission be empowered to submit a report to the Legislature as to the feasibility of restoring the Railway under the three following categories:-
 - A - Operation of the Line - Carson City - Virginia City
 - B - Operation of a mile or so of track at Mound House
 - C - Construct a railway museum at Carson City to house the V. & T. Ry. locomotives and rolling stock.
 - D - The I.C.C. and P.S.C.N. to be contacted as to the necessary issuance of Certificates of Convenience and Necessity.

Respectfully submitted


G. A. Sampson, V. P. & G. M..
of the Virginia & Truckee Railway
at the time of its abandonment
May 30, 1950

PROPOSED STUDY OUTLINE

I. Determination of Route

(While most of the original right-of-way of the Virginia and Truckee Railroad is still relatively open, a new terminal point should be established in Carson City that is accessible to automobile traffic, that provides for ancillary parking and which can be connected to the original right-of-way without conflicting with traffic nor residential land uses.)

This portion of the project will consider alternative rights-of-way between Carson City and Brunswick Canyon in terms of physical suitability. One or more alternatives may be considered in determining costs.

II. Cost Determination

(It might be desirable to break this section down into phases or segments of construction, should it prove necessary to construct the railroad segment by segment. In this event, the first segment should be as self-sufficient as possible to justify use of at least a portion of the system as a basis for future extensions.)

- A. Right-of-way acquisition. Cost of obtaining original right-of-way which has reverted to private ownership. Cost of acquiring extensions into Carson City, as well as parking facilities.
- B. Construction costs, calculated separately.
 - 1. Roadbed restoration and grading.
 - 2. Tunnel restoration.
 - 3. New trestle(s), as needed.
 - 4. Ties and track.
 - 5. Signals and protective devices.
 - 6. Repair shop.
- C. Rolling Stock (Alternative costs)
 - 1. Restoration of original or period equipment.
 - 2. Acquisition/purchase/restoration of other rolling stock for periods of peak use or, in the event restoration of original equipment proves unfeasible, for normal usage.
- D. Restoration of stations and other structures.

III. Potential Income

This portion of the study should determine income that can be expected from the operation of the railroad as a tourist attraction, from concessions and other potential sources. Study should take into consideration the practices as well as the locations and markets of other tourist railroads, i.e., the Chama and Toltec, Durango and Silverton, the 'Skunks', etc. 1 200

A. Calculation of Ridership, based on:

1. Passengers per car. (Capacities of restored cars vs. other cars)
2. Cars per train. (Based on hauling capacity of locomotives, grade, etc.)
3. Trains per day. (Can single-track line accommodate trains going in different directions by installation of passing tracks or sidings? How many round trips per day, based on hours of operation, assuming restoration of opera house for evening attraction, or assuming no opera house.)
4. Length of season. How many days of full or partial operation can be expected; calculate total estimated number of operations, per year, that can be expected based on similar operations, proximity of markets, weather conditions, holiday use, etc.)

B. Determination of Fare Schedule

1. Based on comparable markets, what fares could be reasonably charged for adults, children, frequent riders? Should there be seasonal differentials?

C. Ancillary Incomes.

1. Rentals at stations, museums, concessions, etc.
2. Parking facilities. (Or should parking be included with fares?)
3. Possible freight or other revenues.

IV. Operating Costs and Methods of Finance

A. Projected Cost of Railroad Operation

1. Train operation.
2. Train maintenance.
3. Right-of-way maintenance and operation.
4. Tourist promotion and advertising; sales.
5. Management.

B. Methods of Financing, Operating and Maintaining Railroad

1. Public, private or both?
2. Public ownership, private operational lease?
3. Public construction and sale to private operator?
4. Public construction, ownership and operation?
5. Can the whole operation be undertaken privately?
6. If public, how? Bond issue.

C. Costs of finance: interest rates, how long, how much?

D. Sources of funding: possible Federal assistance.

V. Employment Benefits

- A. Projected operating employment: train operation, maintenance, repair, sales, concessions; number of employees, projected incomes. Full-time/part-time. Year-around/seasonal.
- B. Indirect Benefits
 - 1. Tourist employment in Carson City - hotels, restaurants, retail trade, based on increased tourism. Lengthening of tourist season.
 - 2. Tourist employment in Virginia City - restaurants, arts and crafts, retail trade, possibility of new hotel(s)-motel(s).

VI. Potential Extensions

- A. A broad brush-stroke analysis should be made of the potential and cost of continuing the V&T reconstruction beyond Carson City to the original terminus at Minden, Douglas County. While this would double the proposed mileage, the extended route would pass through the beautiful though flat Carson Valley in the shadow of the high Sierras. Minden is located closer to the tourist resorts at South Lake Tahoe and Stateline. Construction and acquisition costs would probably be much less per mile; but increased use of the railroad by hotel-packaged group tours might increase the line's use.
- B. Possibility of extending line from Mound House to Dayton and old Fort Churchill and Lahontan Reservoir to connect with Southern Pacific; potential freight traffic (using old Carson-Colorado Railway roadbed).

VII. Recommendations

(This section should include suggestions for the best combination of alternative actions to be taken, as well as any legislation that might be required at State and local levels.)

V. & T. RESTORATION COMPANY

P. O. Box 2904

RENO, NEVADA 89505

REPORT OF V & T RESTORATION COMPANY

The V & T Restoration Company was created by the filing of articles of incorporation with John Koontz, Secretary of State of the State of Nevada in September 1971. The corporation was filed under NRS 81.359-41.400 as a non-profit corporation for the purpose of raising funds for the return, restoration and operation of Virginia and Truckee railroad equipment, for the purchase of other historical equipment for operation when the retention of such objects would not conflict with the function of the Nevada State Museum or the Nevada Historical Society, and to establish a transportation museum. The first board of directors of the corporation, to serve for a term of three years, were: Art Rader, Las Vegas; Robert Manley, Elko; Ronald Allen, Carson City; Robert Haynes, Reno; and Betty Beyer, Reno.

The V & T Restoration Company has worked as the fund-raising arm of the Nevada Heritage, a non-funded state agency.

On October 14, 1971, Richard Brickell, Jr. was appointed to serve on the board of directors and at a meeting held on that date, the following officers were elected: Robert Haynes, Chairman; Ron Allen, Vice Chairman; Betty Beyer, Secretary and Richard Brickell, Jr., Treasurer. Subsequent to that date Ron Allen was removed as a director of the corporation. Presently, the board of directors is composed of Robert Haynes, Art Rader, Robert Manley, Betty Beyer and Richard Brickell, Jr.

The board of directors has filed and obtained the certificate of exemption from federal income tax under section 501 (c) (3) of IRS. The organization has also complied with the regulations of the Nevada Tax Commission for a sales tax permit.

The V & T Restoration Company has worked as the fund-raising arm of the Nevada Heritage, a non-funded state agency. Follows is a report of the various activities we have engaged in to stimulate interest, raise funds and restoration work on the V & T.



V. & T. RESTORATION COMPANY

P. O. Box 2904
RENO, NEVADA 89505

MEMBERSHIP

We first stimulated interest with railroad buffs throughout the United States by a concerted membership drive. We now have over 100 members with new ones applying each week.

Richard Brickell, Jr. was chairman of a local membership drive in the Reno, Carson City, Sparks and Virginia City areas. Students from Carson, Hug, Sparks, Reno and Wooster High School organizations assisted in this drive throughout these communities. We are still receiving results from this drive, many months later.

BENEFITS

In February 1972, we sponsored a benefit performance by Hal Holbrook, "Mark Twain Tonight," at the Pioneer Theater Auditorium in Reno. Betty Beyer was chairman and the performance was a sell-out.

In April we joined with an organization in Sacramento and sponsored a trip from Sacramento to Reno by Amtrak, bringing 21 cars of railroad buffs to the area. Approximately 566 of the 700 who made the trip were transferred to 15 Virginia & Truckee Transit buses and were driven to Carson City to view the museum site south of Carson, lunch at Mills Park, and then travelled to Virginia City to visit the site at the freight station.

Also in April, we had a display at the Home Show held at the Reno Coliseum. One of the interesting attractions we displayed was the bicycle used by the Guiffra family on the V & T rails from Gold Hill to Virginia City. This vehicle has been offered by the family to us when we have proper display and security arrangements.

In September the owner of Piper's Opera House in Virginia City let us sponsor "An Evening at Piper's." The Reno Banjo Club and the Mello Dees performed at a very enjoyable old-fashioned program.

PAID HELP

In January 1972, we found it virtually impossible to effectively continue without some part time paid help. We negotiated with Richard Brickell, Jr., to work part time as coordinator of efforts and have found this to be most satisfactory. In June 1972 we felt Richard Brickell should devote full time to the job in order to take advantage of the warm weather and to complete as much restoration work on the equipment as possible.



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VOLUNTEER HELP

Many groups and individuals have given volunteer time to assist in restoration. In May 1972, a group from the University of Nevada, Reno, spent the weekend in Virginia City, cleaning and painting the car located there. Through our efforts two nite-guard lights have been installed at the Virginia freight station to help protect the equipment and it is urged that the display in Virginia City be fenced to prevent vandalism.

The Army National Guard in Carson City, under the supervision of WO Louis Oddone, has been extremely helpful to us at the site in Carson City, spending several weekends helping to arrange the equipment, donating their manpower as well as their equipment to the organizations.

Discounts by business people in the Reno, Carson City areas have helped greatly in the costs involved in moving and restoring the V & T cars at the Museum site in Carson

There have been dozens of meetings in the Reno-Carson area as well as Portola, Quincy, Sacramento and the Bay area between the directors and railroad people. Through these efforts we have had donated to us by the Western Pacific, a rail car and a boom car. These pieces of equipment will be brought to the museum site. Travel to other railroad areas such as Sierra, McCloud, Rio Vista, Castro Point, Big Trees & Roaring Camp, Tahoe Troust Creek & Pacific, California Western, Columbia RR, Western Pacific, Portola-Keddie, Southern Pacific, Fallon, Silverton, Denver & Rio Grande Western, has been made by Bob Haynes and Richard Brickell, at their own expense, in order to gather information and experience on operating excursion railroads and establishing transportation museums.

Bob Haynes and Richard Brickell have spent considerable time during the fall of 1972 at the museum site in Carson preparing the cars, particularly the two Brill cars for the winter. It was important to seal the roofs and sides and replace broken glass in these cars to stop further deterioration. Two men were hired in September to clean up the museum site and lay track for the movement of more V & T cars to the area.

GOLD HILL STATION

During the early summer of 1972, the directors met with various governmental agencies on a number of occasions in Storey County and entered into a lease for the V & T Goldhill station. The pictures and the necessary documents required by the National Historic Buildings Survey for registration of this historic edifice were prepared and Eric Cronkhite of the Nevada Park System has forwarded our application to the proper



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authorities in Washington. After the station has been declared a historic building it would be eligible for matching federal funds for restoration. The Gold Hill station was given to Storey County at the time the V & T disbanded with the stipulation that it be used as a museum site, or in the event a train again operates between Virginia City and Carson, that it be used as a station. We feel the restoration and use of the station will be extremely valuable to us as a location on the Comstock from which we might be able to raise more funds for our work. It can be used as a museum location and, eventually, as a railroad station. We have a two year lease to complete the restoration and a 10 year option with very nominal rental. We feel fortunate to have the cooperation and assistance of the Storey County Commissioners in this respect.

POSTAGE CANCELLATION

In August, under the direction of Mr. William Dunfield, Carson City postmaster, we arranged with the postal authorities to use a cancellation stamp commemorating the 100th anniversary of the V & T. Cancellation stamps were used in Carson City, Virginia City and Reno until December 31, 1972. Several of the Nevada state agencies also added the V & T commemoration to their postage meter cancellation. Although no monetary return is derived from this we feel it was a valuable method of advertising and publicity. The cost of the dies was defrayed by the Carson Chamber of Commerce, Reno Chamber of Commerce, and the Virginia City Business Men's Association. This is just one more example of the excellent spirit of cooperation the V & T Restoration Company has had from the communities.

NEWS BULLETIN

In September we published our first news bulletin which was mailed to all our members and is available for anyone interested. We plan a news bulletin on a regular basis to keep our many members advised of the progress of the V & T Restoration program.

PUBLICATIONS

There have been many national publications carrying articles about the V & T Restoration Company. Among them have been:

(1) March 1972 issue of Pacific News published by Chatham Publishing Company, Burlingame, California. This is a monthly magazine covering all the western railroads. The topic covered, under the heading 'Excursions & Special Operations' was an article entitled "The Virginia & Truckee Special," Martinez-Sacramento to Reno. This trip is covered under "Benefits" above and was the joint effort between Jim Mathlews a college student living in Sacramento and the V & T Restoration Co. Richard Brickell, Jr., of our



V. & T. RESTORATION COMPANY

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organization was chairman of this successful event.

(2) May issue 1972 of Railroad Modeler Published monthly by Challenger Publications, Inc., Canoga Park, California, and sold through the USA, carried an article entitled "Rail Museums Need Your Help - Virginia & Truckee Railroad Restoration." This article covered the equipment owned by Nevada Heritage, the Nevada State Legislature's assistance, and the V & T Restoration Co., with description of membership and a request to join. It also carried a one-third page picture of #27 and #21.

(3) November 1972 issue of Rail Classics published by Challenger Publications, Canoga Park, California, on a quarterly basis, carried a two page picture of locomotive #27 and #21.

(4) There have been literally dozens of feature articles on the restoration work of the V & T as well as dozens of straight news stories of our activities in the newspapers throughout the entire western part of Nevada. The cooperation and assistance of every segment of the news media has been excellent.

SALES

We have some V & T souvenir items and plan to offer more inexpensive but attractive items to the V & T buff. We have inventoried and have for sale the original V & T tickets. Price lists are printed and we are advertising these in railroad magazines with nationwide circulation. Results are beginning to come in and the tickets should provide an excellent source of revenue. They can be compared to the Carson City Silver Dollars. They are the original tickets, dated and signed and are collector's items. When they are gone there will be no more.

MISCELLANEOUS

We assisted Fred Gale in his expenses to attend the Train Organization meeting in Chicago in February 1972. We later joined this important organization devoted to excursion and tourist railroads and the unique problems they encounter. It will be an excellent source for valuable advice and assistance in the years to come. Also attending the meeting and reporting to our organization were George Cordingly, Jr., and Doug Morgan.

We brought Doug Morgan and Tony Simas of the Morgan Rail Car Co., Greenbrae, California, to inspect #25 and #27 and Brill cars #11 and #12 and for their advice and estimates of the expenses to restore the mentioned equipment. Doug Morgan is an expert in the restoration of vintage railroad equipment. Tony Simas is a steam boilerman with 50 years of experience in his field.



V. & T. RESTORATION COMPANY

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We were contacted by James Friedlander, Executive Director of the Carson River Basin Council of Governments, and his organization has voted to do a feasibility study on the restoration of the V & T Railroad from Virginia City to Carson City. It is estimated the study will take one year to complete and will be done at no charge to the V & T or Nevada Heritage. A feasibility study is an absolute necessity in the master plan for the V & T and we are most grateful to this organization for its assistance.

CONCLUSION

We feel in the period of a little more than one year the V & T Restoration Company has accomplished its initial goal. We have begun a nationwide membership drive, with good results, have a full time coordinator, many contacts with railroad companies and museums, the ability to sponsor successful fund-raising projects, the expertise to repair V & T equipment, gained national advertising of our museum in Carson City, and have the cooperation of other historical organizations in this area. We generally feel we are now on the track to move the organization to a complete restoration of the equipment and eventually see the old train running again in western Nevada. But, time is running out and we must not lose the momentum we have generated in the past months.

We have stimulated and kept alive the interest of hundreds of people concerned with a vital link of our historic past. We have every reason to believe that the V & T will play an integral part of the Nevada plan for the 1976 Bicentennial and to have the V & T actually operating at that time would be a fitting climax to all the work and effort being put forth by so many people. The interest in the restoration of the V & T is here and we believe in our tourist-oriented economy the train could operate successfully during most of the year.

The museum site at Carson City, on land provided by the State Highway Department, is a valuable addition, strategically located to make it an excellent tourist attraction. The income derived from this site can be used to further the overall restoration efforts. It is our hope to have the museum site in a condition attractive enough to the tourist by the early summer of 1973, so that we might derive income from the site in the way of selling V & T souvenirs and accept donations to the cause. Likewise, the Gold Hill V & T station is a 'must' in any master plan.

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RENO, NEVADA 89505

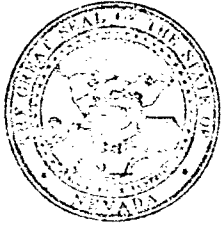
It is apparent to the Board of Directors of the V & T Restoration Company that the Nevada Heritage - V & T Restoration Company should be a funded state agency. If advisable, the V & T Restoration Company might continue to operate in a manner of a 'friends of the library' concept. A director should be hired and paid a salary commensurate with his duties. It is the opinion of the Board of Directors that this person be an actual working director, knowledgeable in restoration and operation of equipment. Fund raising could continue to be the responsibility of the Board of Directors of the V & T Restoration Company and the volunteers. Our recommendation for the working director is Richard Brickell, Jr. A secretary should be hired to handle the office duties and an office be established at the railroad museum site in Carson City.

We have been most grateful for the cooperation of Mr. Thomas Wilson of the State Museum Board and have appreciated the difficult position in which he was placed by the Legislature in disbursing the funds appropriated for the acquisition of the V & T equipment. It would seem, however, if the Nevada Heritage - V & T Restoration Company could be a funded state agency, organized under the proper statute, that it could handle future acquisition of V & T equipment.

Dated: December 31, 1973.

V & T RESTORATION COMPANY





STATE OF NEVADA
NEVADA HERITAGE ASSOCIATION

Governor
Mike O'Callaghan

P. O. Box 1522
Carson City, Nevada 89701

February 15, 1973

The Honorable Floyd Lamb
Chairman, Senate Finance Committee
State of Nevada
Legislative Building
Carson City, Nevada.

Dear Senator Lamb:

Report to the legislature by Nevada Heritage Association of its progress since the last legislative session .

Virginia & Truckee Railroad

The Nevada State Museum and Nevada Heritage worked together to acquire Virginia & Truckee Railroad equipment. This was owned by Paramount Pictures and Bud Hurlbut, all of the Los Angeles area.

Engine No. 25 was appraised for us by the railroad authority, Gerald Best, as worth \$ 25,000. Hurlbut at first would only sell the engine with the three cars. This was solved by Nevada Heritage with the aid of V&T Restoratoin Co., buying the cars, the Museum then approved the purchase of No. 25. The cars are a excellent examples of wooden coaches built in the 1890-1900 era and operated over many Nevada railroads in this area, ie., Southern Pacific, Nevada Northern, Tonopah & Goldfield etc.

Twenty-eight passenger and freight cars were stored in the Union Pacific railyards, these were owned by Paramount Pictures and they were apparently were in no hurry to sell. A sudden sale was made in November of 1971 to Bob Shelton of "Old Tuson" who also owns V&T engine No. 11 the Reno. He removed five cars and then sold the remaining twenty-three cars to Ron Steiner of Short Line Enterprises. They took out eight cars to add to their other V&T cars, the Julia Bullette and Sharons private car No. 17.

We then were able to purchase the remaining cars, these had to be moved as U.P. wanted everything out as soon as possible or a \$ 25 per day per car charge would be made.

Bids were received from Wells Cargo, Cazazza Trucking and Ringsby Pacific Systems. The latter gave us the best price and their heavy division in Las Vegas handled the move from Los Angeles to Carson City. Their men assisted with the unloading even though it was not in the agreement.

The unloading in Carson City was difficult due to cold weather and snow. The men who did this work donated part of their time, equipment was also loaned by some. The National Guard, also helped with equipment and men. Nevada Heritage and V&T Restoration personal were on hand for track laying and other assistance they could give.

Several Virginia City groups wanted the equipment placed in that area but the Museum had it placed on a site just south of Carson City. The land was obtained from the Highway Department and graded by a Carson City work crew. After the engine and cars were placed on the track a chain link fence was put up. Nite-Guard lights have been installed and plans call for rest room and a small gift shop to be put in by summer time. Tours of the engine and cars will be made and donations will be expected.

Nevada Heritage formed "Friends of Nevada Heritage" and the later changed this to a more descriptive name "V&T Restoration Co." This is our fund raising arm and also work on restoration, they have carried this even further by obtaining the V&T station at Gold Hill. As a state agency Nevada Heritage can not have members but V&T Restoration can. They have a much better approach to their work than was possible in our first program. Some of the bills incurred were from having to move V&T engine No. 27, other items like cars No. 18 and No. 21 from the Carson Airport. Purchase of three cars in order to obtain No. 25 was a added burden. Attached to this report is a application for membership and a news letter, they also have an imposing list of V&T tickets for sale.

In regards to Paramount Pictures, the Exective Secetary Dr. Rushmer made three trips to Los Angeles and surrounding the area to have meetings with Fritz of the Properties Department and Jerry Cook of Mangement in trying to work out a sale of the cars and engines.

A meeting with the President of Paramount was very vague in regards to a sale or a time when they would be available only a promise that they would let us know if and when they would sell.

Considerable time was spent with various Union Pacific personal they were very helpful. Ringsby mangers also met with me so we could draw up a list of cars and their dimensions and estimate the weights and the condition was noted. On the last trip Ron Steiner was contacted and we marked the cars for the movers.

This required three trips to Los Angeles, about eighteen days of time, meals and lodging, the last trip I took a man with me to help in the preparation work. The milcage was over 3600 miles, this was done at my expense as there were no funds for this.

There are a number of V&T cars and engines located at various places from the

East coast to the West coast. The two engines still available are owned by Paramount and are on loan to National Park Service at Promatorv, Utah. Bids have been called by the Park Service to build two operating steam engines to take there place, it should take about three years before they will be ready. Thomas Wilson of the State Museum found out Paramount is now owned by " Paramount Imoblittl Society " based in Rome. This may make it difficult to obtain the engines, Dayton No. 18 and the Inyo No. 22. California wants the Dayton as it was built in Central Pacific Shops in Sacramento , California in 1874. We are fortunate that Paramount sold the cars before the Society took over the company.

Cars have been stored at our 40 acre site the South Mound House Yards and at South Carson City Yard. We have a grounds manager living at the Mound House site Nite- Guard lights at both locations , he checks the Carson Yard and the Carson police also keep a very good watch over this area.

We have done extensive research on the car structure, materials used and what type of present day materials can be used to replace these. Car restorers have been in to look at the equipment and in the work program. Inspection have been made of the engine No.25 and it is in good condition it was used not too many years ago by U.P. and had to meet I.C.C. inspection. No. 27 has also bee inspected several times and needs new flues and a general overhaul but is not a wreck.

The National Guard unite in Carson City has worked with us for a number of years in moving equipment and other things that fit into there training program. This gives their men training in working with heavy equipment , proper safty and use of their cranes, trucks etc.

The Nevada Bi-Centennial Commission has gone record and held a number of public meetings with enthusiastic audience who want the V&T Railroad rebuilt as the states outstanding Bi-Centennial contribution.

Carson River Council of Governments comprising five counties are planning for a feasibility study and want the railroad as a tourist attraction. It will aid tourism and the economy of the whole area not just Virginia City or Carson City. It is prime location for the motion picture-TV industry.

A rail fan group was in early in 1972 for a tour of the V&T equipment, this from Sacramento and traveled to Reno in a 22 car train, then bus to Carson City. The Railroad & Locomotive Historical Society from the bay area under Fred Steint's direction was up later to make a bus (5bus loads) tour, I was there guest and talked on the history and what was being done, they approved what we were doing.

We of Nevada Heritage and V&T Restoration Co., are willing to work as we have. Volunteer workers like allof us can not give the necessary time, money and effort to this work.

A request has been submitted in Mr. Perry's letter for a full time director with a budget of \$ 40,000 for this.

The cars should be repaired and put in museum display condition and never used for operations except for special occasions and over a short distance. The state should not be in the railroad business, a private company can do it better, but a law patterned after one in Colorado for a tourist railroad should be enacted.

The criticism of Nevada Heritage is only natural as we are not perfect, but when distorted information is given out it calls for a rebuttal.

1. The bell on engine #25 was stolen in May 1971 while in Union Pacific yards and the engine was owned by Bud Hurlbut.

2. When the engine sale was OKed I went to Los Angeles in October and removed the whistle. The whistle has been refurbished and is in storage. The so called "chimes" are the two safety valves which take a special tool to remove.

3. Gauges. The engine's cab was securely enclosed and the area was fenced. Someone used a key to open the gate, it was found unlocked the next morning. Gauges can be replaced and we even have a set on hand. They should be new to be reliable and safe if you were going to use the engine.

4. The engine would need a hydro test by the Nevada Industrial Commission Inspectors, it was in operation in a U.F. celebration about five years ago.

5. The slight amount of moisture that could go down the stacks does very little damage as this is the smoke box and there is a drain hole at the bottom. The boiler plugs are out and every thing is kept open to allow air circulation as the inside of the boiler can otherwise rust.

6. Other statements made were just as ambiguous as those were. This is what we call typical "rail fan" talk. They live on rumours and distorted information. I receive letters with this type information all the time. A typical letter is attached.

20401 Tiara Street
Woodland Hills, Calif.

December 6, 1971

Dr. Linden Rushmer
580 West 5th Street
Reno, Nevada

Dear Dr. Rushmer:

A Virginia and Truckee coach was completely ripped apart in the Los Angeles Union Pacific Railroad yard last week. It was one of ten cars which appeared on a siding recently, the others being the J.G. Brill Company coaches #11 and #12, three box cars, two flat cars, express-baggage #14, and caboose #10. The men who were dismantling the car said that it was privately owned, and unrepairable. A description of it by someone who saw it before it was broken up leads me to believe it was Kimball coach #4. The only cars in fairly good shape are the Brill coaches.

Rumor has it down here that William Harrah bought locomotive #25 and donated it to the Nevada State Heritage Association. According to a Union Pacific employee, it and three coaches were shipped out on flat cars a couple of weeks ago, destination unknown. He also said that the other V.&T. rolling stock they have will be loaded on flats for shipment.

I've been informing the local railfans of your project, and there are those who are wishing it success. If I had some positive information to give them, a poster to post at the railroad hobby shop where I work, maybe a couple dozen pamphlets or donation envelopes to give to the people I feel are potential contributors, I could undoubtedly get some donations for you. You might be surprised what one strong-willed person can do.

If you could tell me the locations of engines #18 and #22 I would appreciate it. They've been getting around so much nobody has kept track of where they are.

I have enclosed in this letter an envelope, with a couple stamps inside, to cover your reply. I'm looking forward to hearing from you soon, and to the chance to help the rebuilding of the Virginia and Truckee Railroad become reality.

Yours truly,

Harry Harrah

1 215

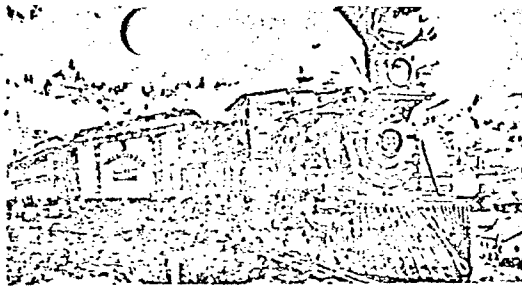
*Answered
1-29-72
LBR*

Railroad Club

A CHAPTER OF THE
AMERICAN RAILWAY
HISTORY SOCIETY

ART RADER, CHAIRMAN

P. O. BOX 12712
LAS VEGAS, NEVADA 89112
TELEPHONE (702) 736-1178



Comments and observations made on behalf of
the Southern Nevada Railroad Club, Senate Finance
Committee, Nevada State Senate, Carson City, Nev-
ada, on February 14, 1973

Complaints against Nevada State Heritage Association

1 Nevada Heritage has been unable to care properly for rail-
road equipment it has acquired.

A V&T passenger car Number 18 was destroyed by arsons
while under the custody of Nevada Heritage.

B The gauges were stolen from the cab of V&T locomotive
Number 25 after it was placed on display in Carson City by Nevada
Heritage.

C The bell was stolen from locomotive 25 after the engine
was sold to Nevada Heritage, but while it was still stored on the
Union Pacific freight yards in East Los Angeles, California. Nev-
ada Heritage should have removed the bell for safekeeping.

D The boilers on engines 25 and 27 were not protected from
snow and rain. The smokestacks were left unprotected so that rain
and snow dropped down inside the boiler and will cause the boilers
to rust from the inside out. On engine 25, a halfhearted effort
was made to cover the smokestack with a cardboard box.

E The cab of engine 27 was partially burned by vandals while
Nevada Heritage had the locomotive stored at Carson Airport.

F The whistle housing was removed from engine 25 by Nevada
Heritage, but the much more important whistle chimes (the sounding
device) were left on the engine unprotected from theft.

G Nevada Heritage's poor repute among responsible railroad
clubs has alienated these clubs from offering advice or help in re-
storing the V&T equipment acquired by the Heritage Association. I
have personal knowledge of this as a member of the Pacific Coast
Chapter, Railway & Locomotive Historical Society.

2 Nevada Heritage has been unable to obtain important railroad
equipment.

A In June of 1970, when MGM Studios offered to sell V&T
locomotive Number 11 to Nevada Heritage for \$10,000, Nevada Heri-
tage Executive Secretary Dr. Linden Rushmer refused to authorize

a public fund raising drive to buy the engine. I offered to organize the fund drive myself, but refused to conduct it without the sanction of Nevada Heritage. The offer to sell the engine was made to me by David Horowitz of the David Weisz Auction Company, New York City, on behalf of MGM. I personally transmitted this offer to Dr. Rushmer.

Nevada Heritage passed the chance to buy the engine. The locomotive was sold in September, 1970, to Old Tucson, Arizona, for \$40,000.

B In 1965, Eric Thompson of Oakland, California, donated the use of a small standard gauge steam locomotive to Nevada Heritage. The idea was to steam up the engine on short stretches of track as a public relations gimmick. Thompson demanded only that Nevada Heritage operate the locomotive properly and secure liability insurance. When Thompson visited the engine under steam in Virginia City, Heritage Association crews were firing it incorrectly and had not secured insurance. Thompson reclaimed the locomotive immediately and took it to Reno, where it remains today. The source for this information is Eric Thompson himself and Cal Tinkham, a steam technician for Harrah's automobile collection in Sparks.

C Heritage officials could not obtain a V&T flat car owned by the Sierra Railroad in Jamestown, California, nor could they obtain a set of V&T wheels on the West Side & Cherry Valley Railroad in Tuolumne, California. Source of this information is Edward Cottle, General Manager of the West Side & Cherry Valley Railway, who had many dealings with Dr. Rushmer of the Heritage Association, and Ron Allen of Carson City. Allen is a former member of the Board of Trustees of the V&T Reconstruction Company and has long been active in V&T restoration work.

D Nevada Heritage has made no effort to obtain surplus railroad equipment from the Hawthorne Naval Amunition Dump Railroad in Mineral County. By federal law, state agencies have first claim at surplus federal properties. The Hawthorne railway has surplus tracks, ties, wheels, and spikes. Leland Churchyard, General Forman of the railroad, reports Nevada Heritage has never sought to obtain any of this surplus equipment.

E Mrs. Rilla Custer of Carson City was present at the organizational meeting of the V&T Reconstruction Company in Fred Gale's State Archives office in Carson in August, 1971. At this meeting, Mrs. Custer reported how she attempted to sell 108 acres of V&T right-of-way at Mound House to the Heritage Association for a museum site. Mrs. Custer told how Nevada Heritage never had the legal papers completed to finalize the sale. Later, Mrs. Custer sold the land and the new owners are not interested in selling it to Nevada Heritage. Heritage thus lost an opportunity to secure important V&T right-of-way and a prime museum site directly beside U.S. Highway 50.

Witnesses who heard Mrs. Custer's testimony at the meeting were Fred Gale, myself, all the present members of the Board of Trustees of the V&T Reconstruction Company, and Ron and Bernie Allen of Carson City.

3 Nevada Heritage has been fiscally irresponsible.

A Nevada Heritage's former executive fund raiser, Mrs. Mary Lowell, misappropriated hundreds and possibly thousands of dollars. When these improper acts were uncovered by Nevada Heritage, Mrs. Lowell was fired. Charges were never pressed against her, nor were her actions reported in Nevada Heritage's annual financial report to the Governor.

Examples of how Mrs. Lowell mishandled money: In December, 1970, I personally solicited a \$1,000 donation for Nevada Heritage from Las Vegas television station owner Bill Hernstadt. Mrs. Lowell claimed \$300 of this as her commission, although her contract limited her commission only to funds she directly raised. Another time, Mrs. Lowell took delivery from my apartment of 50 ceramic piggy bank models of a V&T locomotive that Nevada Heritage sold at \$5.00 each to raise funds. She then sold these banks in the Las Vegas area and pocketed the entire proceeds (\$250.00), forwarding none of the money to Nevada Heritage.

The sources of this information are my own experiences dealing with Mrs. Lowell, reports from Marsha Rushmer (who worked in the office with Mrs. Lowell and is the daughter of Heritage Association Executive Secretary Dr. Linden Rushmer), and Fred Gale. Gale is a former member of Nevada Heritage's Board of Trustees. Gale outlined many of the wrongdoings of Mrs. Lowell when he presided over the organizational meeting of the V&T Reconstruction Company in Carson City in August, 1971.

B Nevada Heritage has incurred thousands of dollars in unpaid bills. Many of these were run-up by Mrs. Lowell. At the organizational meeting for the V&T Reconstruction Company in 1971, Gale reported then that Nevada Heritage owed \$10,000 in unpaid bills. To my knowledge, this sum is still owed today.

C The Fleischmann Foundation refused a request for aid from the Heritage Association in late 1971.

4 Nevada Heritage is a ghost organization.

A The agency is comprized only of Dr. Linden Rushmer, Executive Secretary, and Vic Perry, member of the Board of Trustees. Fred Gale, the State Archivist, once was associated with these two, but recently resigned.

B Nevada Heritage has no membership roster, dues, meetings, public records, and no membership credentials.

C Vic Perry is wrong when he asserts Nevada Heritage has only two members because most of the other members resigned to join the V&T Reconstruction Company. The Reconstruction Company was formed in August, 1971, by persons who had never been members of Nevada Heritage. Nevada Heritage at that time consisted only of Dr. Rushmer, Perry, and Gale. There were no other members who "resigned" to join the Reconstruction Company.

5 Nevada Heritage has actually LOST V&T equipment.

A In the fall of 1971, Nevada Heritage had almost concluded a deal with Paramount Pictures to pay \$25,000 for 25 V&T freight and passenger cars owned by the studio. Ted Leonard, Paramount's Vice President for Production Affairs, claims the deal had been negotiated to the point where contracts were about to be mailed. Bill Ross, Supervising Art Director at Paramount, also reported the deal had been agreed on, but not yet signed.

At this point, Bob Shelton, president of the Old Tucson, Arizona tourist and movie town, intervened and offered Nevada Heritage this "deal:" because of his contacts with key Paramount executives, Shelton would buy all the V&T cars at a better price than Nevada Heritage could. He would remove five cars he needed for Old Tucson, and sell the remaining 20 to Nevada Heritage for \$10,000.

Shelton has told me this was the deal he offered Nevada Heritage. Ron Steiner, President of Short Line Enterprises of Alta Loma, California, has also reported that this deal was arranged between Shelton and Nevada Heritage. Steiner has made deals with both Old Tucson and the Heritage Association and can be presumed to know something about the operations of both groups.

Shelton purchased the V&T cars from Paramount, removed the five he wanted, and immediately sold the other 20 to Short Line Enterprises. Shelton claims he sold the cars to Short Line Enterprises because Nevada Heritage could not get the Nevada State Museum to release money to buy the cars, and Shelton needed a quick return on his investment. At the time this happened, Vic Perry told me there was a "deal" with Shelton, but Shelton doublecrossed Nevada Heritage. Perry would not reveal to me the nature of this "deal." I suggested to Perry that Nevada Heritage sue Shelton and Old Tucson.

This statement Perry made to me, that there was indeed a "deal" of some sort with Old Tucson, directly contradicts what Perry has told this Committee in earlier testimony. It would appear that my testimony must cancel out his. It is clear from the reports of Old Tucson's Shelton and Short Line Enterprises' Steiner that Nevada Heritage did in fact attempt to deal five of the V&T cars to Old Tucson so the remaining 20 could be purchased at a lower price than the Heritage Association could get directly from Paramount.

B After Old Tucson sold 20 V&T cars to Short Line Enterprises, the California firm removed eight cars and sold the remaining 12 to Nevada Heritage for \$9,000. The consequence of the deal Nevada Heritage tried to make with Old Tucson was only 12 of the 25 Paramount V&T cars came to Nevada, and these were in the worst shape of any of the cars in Paramount's collection. Old Tucson and Short Line Enterprises obtained the best cars.

C One of the 12 cars purchased by Nevada Heritage is not of V&T origin. It is a Southern Pacific box car. Thus state funds were used to buy counterfeit V&T equipment because Nevada Heritage did not validate the authenticity of the cars it purchased.

D In June of 1972, Robert Verkuyl of Baldwin Park, California, offered to sell V&T passenger car Number 17 to Nevada Heritage. No set price was announced. Car 17 is perhaps the most historic of all V&T cars. It was Leland Stanford's private car on the Central Pacific, and Stanford rode in it to the golden spike ceremony at Promontory Point, Utah, in 1869. In 1876, the car was sold to the V&T and converted into a private vehicle for Senator William Sharon, owner of the V&T. Later it was converted into a regular passenger coach, and in 1940 sold to 20th Century Fox Studios. Verkuyl purchased it from the movie firm. The car is in better shape than any surviving V&T car, with the possible exception of car Number 20. It is in operating condition, and the interior seats, windows, drapes, stoves, ceiling oilcloth, etc., are in outstanding shape.

Nevada Heritage did not send a representative to inspect the car, but offered \$4,000 for it sight unseen. Verkuyl sold it to Short Line Enterprises for \$6,000. Nevada Heritage surely would have bid higher had it bothered to inspect the car and understood its good condition and historical significance. But instead, another grand chance to obtain an important V&T relic was missed.

Sources for this information are Fred Gale, Bob Verkuyl, and Ron Steiner of Short Line Enterprises. I was personally involved in the negotiations as an intermediary between Verkuyl and the Heritage Association.

Recommendations:

1 Nevada State Heritage Association ought to be abolished as an official agency of the State of Nevada.

2 The task of building a V&T museum ought to be entrusted to either the State Park System or the State Museum.

3 If Nevada Heritage is retained as an agency of the State of Nevada,

A its Board of Trustees ought to be appointed by the Governor or the Legislature

B its Executive Secretary ought to be appointed by the Governor or the Legislature

C it ought to be limited in power only to the acquisition of railroadiana for restoration and static display in a railroad museum in Carson City

D it ought not to be given the power to build and operate a steam tourist railway

E it ought not to be given the power to condemn land for railroad right-of-way, for this would place the state in direct competition with private enterprise presently planning to restore

operations on the V&T between Gold Hill and Virginia City.

4 If Nevada Heritage is abolished, all its records and railroading ought to be assigned to the new agency given custody of the railroad museum project.

February 14, 1973
Senate Finance Committee
Testimony by ART RADER

Signed:

Art Rader