

MAY 6 - NEVADA TRAIN MUSEUM, CARSON CTY, NV

Well today is the day the weather is supposed to change - heavy rains are forecast for tonight. That, coupled with the snow melt, had the Ranger at the park concerned enough to tell us that the river level is being closely monitored when we pulled in. It was not so much that the river would overflow its banks, it was more that the water table could rise in the park - there are already some large puddles and pooled water in various low spots. We decided to stay but be ready to leave in a hurry if needed.



We set up in site #2 then headed out to Starbucks just down the road for a coffee and to check email. Afterwards, we drove to the library. I had a few days of blog to catch up on.

We then drove over to Carson City and the Nevada Train Museum. You can press the BACK button now, cause the rest of this entry is all about trains.

The museum has two working steam locomotives - a narrow gauge 2-6-0 named "Glenbrook" and a standard gauge 4-4-0 named "Inyo". Both engines are brought out from display during the year; the Glenbrook moreso than the Inyo. The Inyo is only fired up on the July 4 weekend. They **are** two beautiful engines.



VIRGINIA & TRUCKEE No. 22
The Inyo aka Brass Betsy


The Inyo was built by the Baldwin Locomotive Works at a cost to the Virginia & Truckee of \$10,000. It was completed in February 1879 and went into service into the following month as the switch engine at Gold Hill. The V&T bought only two additional locomotives before the Comstock began its decline, and in 1881 the company began selling off worn and surplus locomotives. With the Inyo used primarily as a haul engine, in the 1890s, it was in the best condition of the 13 locomotives still on the roster by 1890. It was soon regularly hauling the coal to the Virginia City express train, and it saw extensive use during the Tonopah mining boom soon after 1900.

In 1903 the locomotive was thoroughly rebuilt, given a "sunflower" stack, and painted black. However it was known only as No. 22. It was not converted to burn oil fuel until 1970. On June 16, 1924 No. 22 pulled the last regularly scheduled all-passenger train to Virginia City (subsequent service to Virginia City was "mixed," though on many days there were no freight cars). This effectively forced the system locomotive retirement.

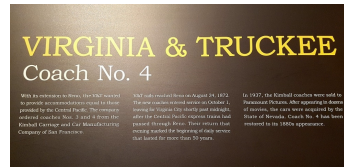
No. 22, a 10-year career on the V&T ended in 1927 when it was sold to Paramount Pictures as the first of over 20 Virginia & Truckee cars and locomotives acquired by Hollywood studios. Between 1927 and 1963 it appeared in 23 feature films and television shows. Its last movie was *Big Country* in 1962, and its last TV appearance was for the series *Wild Wild West* in 1965.

In 1969 No. 22 participated in the Gold Spike Commemorial in the name of the Central Pacific Railway and was displayed at the Gold Spike National Historic Site in that role from 1970 until 1978. In 1984, while at Paramount, No. 22 and its former V&T mate No. 18 (*Dayton*) were purchased by the Nevada State Park System for \$250,000.

During 1981-82, No. 22 was restored to its 1893-1903 appearance, when it was at its best. The Inyo is operated most six of July weekends, and has been featured at events and fairs in Las Vegas, Sacramento, and Vancouver, BC.



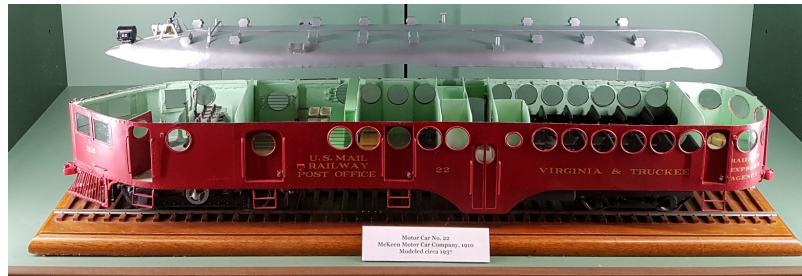
Also on display is the "last of the line", No 27; a small 0-4-2T Porter; and V&T passenger car #4.



Unfortunately floods earlier this year meant that the second building was not open to the public. The staff are still cleaning up the mess.

Even the McKen passenger rail car was running a shortened trip around the museum property due to damage to the track because of the flood.

Here's a model of the McKen.



When I came out of the museum it was raining. We drove back to camp in the rain which continued overnight.

We've decided to stay another day here in Dayton. Tomorrow, rain or shine, we are going to drive over to Tahoe.