

Docents Newsletter

Volume 6, Number 6

Historical Society of Dayton Valley

Sept.2013



***Dayton Railroad Days
in conjunction with
25th Annual Dayton Valley Days
"Silver Tales, Trails, and Rails"
Sat. & Sun., Sept. 21 & 22***

DAYTON VALLEY DAYS!

The theme of Dayton Valley Days 2013 is –"Silver Tales, Trails & Rails"!

In 1861, when the U.S. Congress created the Nevada Territory, they created and named Lyon County — one of the first of nine counties in the Nevada Territory.

Dayton was named the county seat not long after and soon became the milling, agricultural and commercial hub for the Comstock gold and silver rush that led to Nevada's statehood in 1864. After all, it was Nevada's first discovery of gold in 1849 at the mouth of Gold Canyon — where Dayton's roots began — that led the way to the 'Big Bonanza' boom on the Comstock.

Another factor of Dayton's prosperity was the proximity to a large water source. The Carson River

was — and still is — the lifeblood running through the Dayton Valley. The river made living in the high desert possible by providing water for the farmers and ranchers, gold and silver ore processors (stamp mills) and people living and working in and around the valley.

RAILROAD DAYS

ALL ABOARD! Carson-Colorado Railroad!!

We are very pleased to announce that the 4th Annual Dayton Railroad Days will join with the 25th Annual Dayton Valley Days in a grand celebration of *Silver Tales, Trails and Rails*. The Dayton Valley Days celebration drew over 20,000 visitors in 2012 and this year, with the joint celebrations, promises to be an even greater event. While the Dayton Valley Days festivities spill through the streets of historic downtown Dayton, the Dayton Historical Society presents Dayton Railroad Days at the 1881 Dayton Depot on US 50 & Main Street. Enjoy handcar and speeder rides, tours of the depot, historical presentations and photos, food and drink, entertainment, railroad models and history items for sale, a variety of vendor booths and more.

Dayton Railroad Days celebrates the 132nd anniversaries of the Carson & Colorado Railroad in Dayton, and narrow-gauge operations of the Dayton, Sutro & Carson Valley Railroad. Our challenge now is to raise funds to restore the Dayton Depot to its original 1881 condition.

(The Historical Society of Dayton Valley)

Above texts copied : <http://daytonvalleydays.org>



DOCENT DOINGS☺

Docents: Maybe a new beginning!!

By Pat Neylan

This is the “Docent” newsletter, so it is good that we can report an increase in the “docent” coverage at the museum. The “basic” coverage at the museum has, in the recent past, become at best, increasingly difficult. That seems to be changing! Sheila Hodach has offered to take over the scheduling at the museum and is working hard at that effort. Two, with the possibility of a third new docent have stepped forward to help.

On September 1 a basic “tour” of the museum was conducted to help new volunteers feel comfortable with working at the museum. Everything from the alarm system to the cash register was explained. Anyone interested in becoming a docent at the museum need only express that and then “pair up” with a regular...for as long as you feel comfortable...before you actually “sit” the museum on your own. It is all about Dayton History, and how we can explain and promote it to both the residents and the visitors!! The museum and what it represents, is still the core of our history as well as our most important asset!!

We will get through the staffing of the museum for the rest of this season, but have some new ideas to make staffing easier next season when we reopen. Broader participation equals less effort by each docent. A reliable back-up call list for sudden emergencies etc. should take most of the pressure off of the rest of the volunteers. Knowing a set schedule well in advance should remove most of the questions and confusion. A sense of purpose and commitment will be required by all, but better organization should make that a done deal!!

Thanks for all your help in the past. Look forward to your help going forward. Any suggestions or ideas appreciated.

DOCENT LETTERS

By Ruby McFarland

“Heaven goes by favor. If it went by merit, you would stay out and your dog would go in.”

Mark Twain 1835-191

Wonder what my merit would be, I try. As I get older, it’s harder to do for others, other than give a kind word where needed.

The historical society is loaded with people who are willing to step up and be a help where needed. Grace Ricci and I are about the same age and we need a lot of help to get about anymore.

Grace Ricci is one of the people who were the first folks to see the need of a historical society. She likes bookkeeping and bookkeeping she has done well since the beginning. And you had better have an account of everything you spend or take in for the society.

Grace came to Dayton as a young bride and that wasn’t without incidents. On her wedding day, Chester Barton was driving from Fallon to Dayton with the bride and grooms’ parents when he had a roll-over accident at Silver Springs. All the parents were injured, so Joe and Grace put off their honeymoon until the parents were well.

Grace has worked hard on the ranch ever since. She had two sons, one who died an early death, the other, Joey, helps to run and ranch and keep his mother safe. There are two grandchildren who are the apples of her eye. Her husband died some time ago, so the ranch was left for Grace to run.

In the early days, Grace and her mother-in-law raised turkeys and supplied a lot of locals with their Thanksgiving dinner turkey.

One day, Grace and I were talking and I said I used to pick grapes on the Kunde Ranch in Kenwood, California when I was a kid. She said, “That’s funny, that’s where we got grapes to make wine for the family.” Small world!

Grace lives in a house that looks like it is right out of the Tuscany landscapes. She is always busy with gardening and bookkeeping, but would sit and tell you all she knows about Dayton.

PRSERVING DAYTON'S HISTORY

Compiled by Mabel Masterman

Sometime in the very late 1960s Afton Frederick and her husband Cliff opened Dayton's first Museum and visitor center (in conjunction with an antique shop) in the Odeon Hall and Saloon located on Pike Street. In 1975 Afton established a production company to produce Nevada, and Dayton history in an audio-visual format. Afton (an artist) and Cliff are credited with putting together Dayton's first walking tour map. Thanks to the Fredericks the idea of preserving Dayton history got deep-rooted.

In the 1980s, when one of the communities' first preservation projects took hold, Dayton Historic Society (DHS) was formed by townfolk. The "Dayton Historic Society" was registered with the State of Nevada in November 1987. The society's goal was to protect, preserve and promote Dayton-area history, historic integrity, heritage and culture for the education and enjoyment of present and future generations. At that time Nevada State Historic preservationists and Lyon County were renovating the antiquated hand-hewn stone building, known as "Old Stone" (also called "Bluestone Building" since bluestone, used in the milling process of gold and silver, had been manufactured there) to use as a public safety complex. Today, this building, originally built in 1862, still houses the Dayton Justice Court.

Subsequently, to preserve its history, the community and Dayton Historic Society entertained establishing a Museum. Initially the 1875 Firehouse/Jail building on Pike Street was considered. However, in the early 1990s when the Dayton Senior Center moved from the 1865 schoolhouse on Shady Lane to its new quarters a Museum was established in the schoolhouse. In order to highlight that we had now established a museum our name was changed to Dayton Museum Hi Without dedicated long- time residents and newer-comers all working together over the years much of our town history would have been lost by now. In 2005 we started the process of changing our name to Historical Society of Dayton Valley (HSDV) to more accurately reflect our mission statement.

In addition to the 1865 schoolhouse housing our Museum on Shady Lane, the old 1875 Firehouse/Jail building on Pike Street, 5 years ago we were fortunate

to also acquire stewardship of the 1881 Carson & Colorado 1881 Depot, corner of Main St. and Highway 50. Our 128 members... plus 3 local Dayton business members are diligently working on funding in order for the Depot to be restored to its original footprint.



Mabel taking good care of our firehouse

Jazmine Trullinger found and donated this tin type to the museum.

We thank you, Jazmine, for this wonderful find while working in the dog park, and donating it to our museum for all to enjoy. You truly are appreciated!



The following is a recent email from Laura Tennant. I thought it worthy of mention. I also enclosed a picture of the mummy cat. I decided to include the photo in the newsletter, as he does belong in our history. Good Kitty is now in a better place!

“Stony got his prize possession when his niece Sherri and husband Jay were in town! He found it buried in a wood pile outside of the Museum, I think. We toured Museum and fire house and they toured Old Town alone with a brochure on their way out of town yesterday. Loved it all. They said the museum was amazing. Loved Granny too. They loved everything. They are attorneys from LA, but she was raised in Napa. Sherri took the cat picture since they were fascinated with it and the Indian skull with the arrowhead piercing it. I'd never seen the cat either - it's going into John D's barn. Actually in person, the cat is eerie but it's like a mummy - astounding. Maybe not for cat lovers but he is preserved.”

Laura



Pictures: mummy cat found- (I choose to believe he lived happily amongst the miners:)



Stony, Pat, Elaine, Jack, and Phyllis

JOHN D AND KAY WINTERS BARN:

John D and Kay Winters, whose family goes back to the beginnings of Dayton, owned a large ranch that later was sold to the Santa Maria Housing Development. After the sale, the barn was donated to Dayton Valley Museum. Many of our members helped relocate it to its current location next to our museum where it is in process of being restored. Working side-by-side with Stony Tennant, volunteers examine, then name, number and record each artifact. This is the accessioning process, and soon the treasures will be ready for display in the John D Barn. Thanks to all for your efforts. Those that come after us will be grateful!



A message from Mary Anne (RR Working Group)

Fellow Members,

Railroad Days, running in conjunction with Dayton Valley Days, gives us an excellent opportunity to raise funds for the Historical Society and our Depot. We have had a great response to our call out for volunteers at the Depot, but still have some big holes to fill in the schedule. The museum and jailhouse will also be open that weekend, and although the jailhouse has their volunteers lined up, you might prefer to choose to “sit” at the museum. Please consider taking this opportunity to volunteer and fulfill that obligation we all have as members to:

. . . protect, preserve and promote the Historic Dayton Museum

as well as Dayton-area history, historic integrity, heritage and culture

for the education and enjoyment of present and future generations

HSDV Mission Statement

Please come out and join us. It promises to be a really fun day with lots to do and see. The food will be good and the beer will be cold! Don't miss this chance to ride the handcar with Bernie and get your picture taken by Jack!!

Thank You!

The Railroad Working Group

JOB DESCRIPTIONS for RR DAYS:

COOK: Flipping burgers and hot dogs to perfection on gas grill.

SERVER: We're serving hot dogs, hamburgers, chips, bottled water canned soda and draft beer. Customers will buy food tickets from ticket booth and those buying beer will have their ID checked and their hand stamped. Servers will serve customers at the counter and keep tables wiped off.

TICKET SELLER: Be in charge of cash box, sell food and beverage tickets to customers.

ID CHECKER: Will check beer buyers' ID and stamp their hand if they are 21.

HSDV INFORMATION TABLE: Enthusiastically share information regarding the Historical Society and encourage new memberships.

SALES/INFORMATION: The depot will have merchandise; silent auction baskets; HSDV Information Table; railroad photo display set up in the bedroom with an operating model railroad train. Sales/Information people will greet, answer questions, make sales and keep an eye on everything.

HANDCAR/SPEEDER HELPER: Will control lines, help people on vehicles and answer questions and encourage new membership in HSDV and RR Working Group.

FLOATER: Will keep an eye on all areas, troubleshooting as needed; empty garbage cans and replace with new liners; answer questions and encourage new membership in HSDV and RR Working Group.

SIGN UP SHEETS:

VOLUNTEER CALL OUT.docx

(or call to sign up, please!)

Mary Ann Sichak

530-391-6787

masichak@gmail.com) Thanks!!



AND NOW! TRAVELS WITH THE WALLACES!

Filming in Dayton:

On Wednesday, September 4th, 2013, the film crew of "Old Tales of Nevada: Past & Present" were in Dayton to film 'Episode 123' to be archived at both the Nevada Historical Society and Special collections at U/N. Barbara Peck and Judge Camille Vecchiarelli, along with honorary curator of the Nevada Historical Society, Neal Cobb were interviewed by moderator, John O'Brien. It was a lively discussion of the history of Dayton, as well as the Bluestone Building. We were even treated to a small debate on the 'oldest settlement' issue, Genoa or Dayton, and all was finally settled right there in the courtroom!

Congratulations to our own Barbara and Camille for representing Dayton in such an informative, relaxed and entertaining manner. I was in the audience, very relieved that I didn't have to say anything! Whew!!

After the interview in the courtroom, Barbara and the cameraman went about Old Town Dayton taking pictures of buildings, including inside the firehouse. "Old Tales of Nevada" airs on Charter Channel 6, Thursdays, from 1:00-2:00 P.M. We will also receive the video, and I hope it's in the unedited form!



Barbara guides the filming of the buildings.

One of the benefits of living in Dayton, Nevada is that one has reference points all around the "neighborhood," some referring to those reference points as hills and mountains. Here in the D/FW Metroplex, there may be a few ridges to get over here and there, but at the top of them and the top of freeway overpasses the view is well nigh limitless, up to a dozen or 15 miles with only water towers and more freeway overpasses visible in the distance unless going toward Fort Worth on the Interstates 20 or 30, both of which have even more overpasses being constructed, near downtown on I-30, at the south end of town along I-20. One needs to keep in mind which direction to go in, and where the destination is in relation to where we happen to be at the moment.....

On the road ... to Fort Worth with Bob and Lois Wallace! "Do we miss Dayton? Yes!"

Early in June when we started out on our trip to Fort Worth, Texas, included in our plan was a run of about 300 to 350 miles each day, give or take a few, with a couple of stops along the way for a stay of two nights rather than only one night.

With that thought behind it, get out the RV mapping software, plot our course, then hit the road. When we departed Dayton on June 6, we were intent more on getting to Michigan to visit family as quickly as possible, not so much to get away from Dayton.

At 9:35 that morning, out the gate of the Dayton RV Park, head east on US 50 to Fallon, then make our way up to I-80 and pick up the eastbound highway. Shortly after 3:00 that afternoon, we arrived at one of the RV parks in Elko for the night with just over 300 miles under our wheels.

Knowing that we would be getting into the Mountain time zone, that meaning we would be losing one hour, we were up and ready to go at 8:30, on our way to Evanston, Wyoming for another night, 322 miles more along our routing, albeit a jog north of Salt Lake City on I-15 toward Ogden, Utah to avoid that 25-mile uphill run had we followed I-80 east out of

Salt Lake City. Been there, done that several times already! The far easier way to do it is to climb the Wasatch Range a little at a time. We did that by catching I-84 at Uintah just outside Ogden, then back on I-80 at Echo, Utah. (continued next pg. 7)

Next day from Evanston to Cheyenne would be a long one, all 363 miles of it. We knew that when we left Dayton, but also knew that Cheyenne would be a two-night stay, so hit the road, keep the pedal to the metal, and an eye on the mirrors to see who might be chasing us across Wyoming. Once we got over Sherman Hill between Laramie and Cheyenne, pick up I-25 for about five miles to get to that two-night stay. Where else can one find Lois feeding bison but out the door of the converted school bus on rails that makes the loop around the Terry Bison Ranch RV park, that loop taking us briefly into Colorado and back to Wyoming after giving several dozen bison a few nibbles. Then it was off to Cheyenne to visit that historic railroad town started by the Union Pacific back in the 1860s.

On the tenth of June, back on the road on our way in the general direction of Michigan, next stop in Gering, Nebraska, to visit Scotts Bluff National Monument, and pass by Chimney Rock on our way further east the following morning. In all of Nebraska there are three tunnels, all of them as one makes their way to the top of Scotts Bluff. Once up there at 4,659 feet, what a view! Odds are none of the pioneers made their way to the top to look over the North Platte River valley. As they made their way west, it was up and over Mitchell Pass and keep on going! Pioneers followed the south banks of the river, Mormons followed the north, they avoiding that not so gradual climb to Mitchell Pass.

Next day we were on our way out of Gering en route to the city of North Platte for another two-night stay. One day to make the drive of 202 miles, the next to visit the town, Cody Park to see one of the U.P.'s former Challenger (4-6-6-4) articulated steam engines on display, then out west of town to visit the U.P.'s Bailey Yard, largest freight classification yard in the world with at least 3,000 freight cars being run over the hump each 24-hour day, plus a number of coal (about 135 cars per train) and double-stack (varies, but most are a mile long or better) unit trains that stop long enough only to change crews, then run on down the tracks to the next crew change point.

On the 13th, we were off to western Iowa for an overnight, then on to Spring Green, Wisconsin to visit Frank Lloyd Wright's Taliesin, taking the estate tour on Saturday to see most of the property and Wright's home that dates to 1911. Typical of Wright-designed homes, his is also in need of repairs, with parts of the

hill supporting the home slipping out several years ago from heavy rains in the region, lots of visitors trekking through the home with its low ceilings but otherwise open rooms throughout with plenty of window space, including even in the corners. Why a stop at Wright's home? We'd visited his winter site at Taliesin West in Scottsdale, Arizona several years ago, and his former home and office in Oak Park, Illinois. Add to it that we'd come across a counterpart to Wright in Scotland during our first visit in 2000, Charles Rennie Mackintosh, whose design style was very close to what Wright was doing.

By the time we left Spring Green, we'd already covered 1,990 miles of our planned routing, only 547 miles left to our destination just outside Flint, Michigan. Eleven travel days overall, a total of 2,537 miles on the trailer, several hundred additional miles on the pickup truck and us in that period of time. Now we can hang out at one location for two and one-half weeks while we visit family. Then it'll be on to Kincardine, Ontario, Canada for a Scottish Games weekend visit, back to Michigan to see more family before we head in the direction of Fort Worth, Texas, not in a direct way, but with another stop in Auburn, Indiana to visit the museum of Auburn, Cord and Duesenberg automobiles from the 1920s, then on in a routing that would take us through St. Joseph, Missouri; Topeka, Kansas; Oklahoma City, and, finally, Fort Worth to start working on our house to get it ready for us to move in, including having our furniture and furnishings forwarded to us, all of that still waiting in storage in Nevada.

With some 19 months of full time RVing under our belts, it's time to spend time in a stick-built house, not have to be concerned with which highway to take tomorrow or the next day, where are the highway rest stops, where can we top off the fuel as we move along those highways. In the fall of 2012, it was off to Phoenix, Arizona for the winter, doing so by way of visits to Bend, Oregon; Olympia, Washington; Gresham, Seaside and Grants Pass, Oregon; several stops through California en route to San Diego county, then through Yuma to Phoenix for three months before working our way back to Dayton via Las Vegas, Nevada and Woodland, California for Scottish Games at each location before getting back over US 50, Echo and Spooner summits to Dayton for six weeks while

(cont. Wallace's) we were getting ready for this major move to Fort Worth.

Now to start plotting our trip next spring back west!

We will miss you, Bob and Lois, but glad you shared your trip with us. Fort Worth will be a better place because of the two of you☺



Bison fed by Lois!

Our September Schedule:

September 11: The Board Meeting at 10:30 at the Museum.

September 18: General Meeting at 12:30 at the Community Center, Old Town Dayton.

September 21, 22: Dayton Valley Days/Railroad Days in Old Town Dayton.

September 25th: Docent Meeting 10:30 at the Museum.

September 22: First day of FALL!

Thanks for sharing and being here!

HAPPY SUMMER, HAPPY AUTUMN☺

Sent via email from Dr. Linda Clements along with picture below:

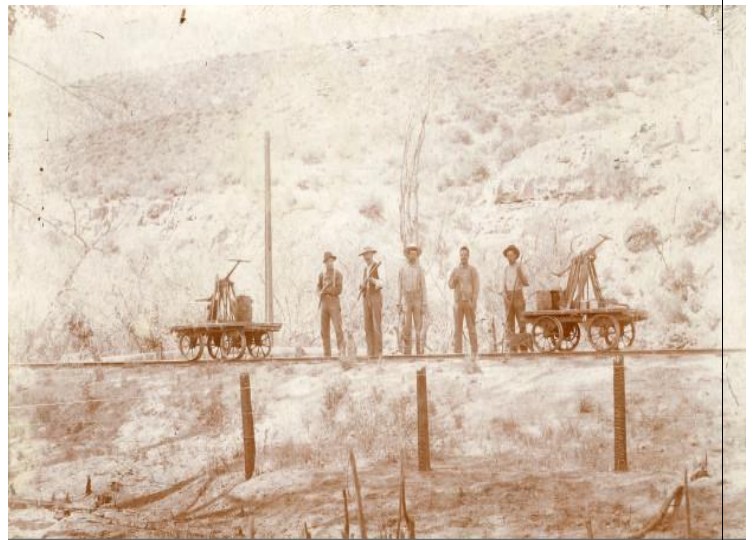
“Glee Willis, UNR Digital Librarian, sent me the link below to a picture from the 1880s of a work crew on the C&C in Dayton. The guys have their guns out and are ready to bag their dinner!”

I’ve seen a picture previously that I believe was this crew but not this picture. This one is clearly labeled Dayton while the other was not, although I wondered if it were. The photographer is C. A. Marston, whose other pictures at UNR are not from any particular place. I’ll have to look into who he is some other time.”

Here is Bob Wallace’s response:

“Greetings from Fort Worth! Yes, that Fort Worth, the city on the west side of the Metroplex.”

“The description indicates “out of Dayton.” Might this picture have been taken in Daney Canyon, by chance? That’s the only place that comes to mind off the top of my head where the track would be this close to a hillside, barring the possibility that it might be Churchill Canyon far down the line from Dayton.”



Property of Special Collections Dept., University of Nevada, Reno