



In-Situ



Newsletter of the Nevada Archaeological Association

Winter 2002

N.A.A. Joins the Swarm

As the end of the calendar year draws to a close, I'm sure you're receiving a swarm of reminders to pay annual dues. The N.A.A. is no exception. Attached to this newsletter is the 2003 membership form. Before you get a chance to forget, detach the form from this newsletter, fill it out, sign it, make out your check (only \$12.00 for a standard membership!), find an envelope—you know what to do! Just don't forget. Your membership in the N.A.A. plays a crucial part in preserving Nevada's past. Thanks!

NAA 2003 Conference

Steve Daron, 2003 Arrangements Chair

The Nevada Archeological Association's 32nd Annual Conference will be held in Boulder City, Nevada, March 14 through 16. Dozens of fun and exciting activities are being planned (ok, maybe not dozens, but several anyway). The bulk of the activities will be held on the Boulder City campus of the Community College of Southern Nevada, located on the northwest corner of Utah and Wyoming Streets. The conference will begin on Friday, March 14th, with a workshop entitled "A Primer on Historic Cans and Bottles". The organizers and instructors of the workshop are Anne DuBarton, Susan Edwards, and Monique (Nikki) Kimball. The workshop will be offered twice on Friday, once in the morning at 9:00 a.m. and again in the afternoon at 1:00 p.m. Registration will be

limited to 20 individuals per session. Past workshops have been very well attended, so get your registration in early to reserve a spot. There will be a \$5.00 registration fee for the workshop to cover room rental and handouts. We encourage locals to register for the morning session so that those that have to travel can register for the afternoon session. Come and find out what you can learn from those old, discarded cans and bottles that dot the landscape. Conference registration begins at 8:30 a.m.

Two more activities are scheduled for Friday. There will be a Board of Directors meeting Friday afternoon at 4:00 p.m. The board meeting will be held in the conference room at the headquarters building of Lake Mead National Recreation Area, located on the southeast corner of Nevada Highway and Wyoming Streets. We are planning a reception for Friday evening. The details have not been finalized. Watch for future announcements for the latest information.

Saturday's activities will begin with conference registration at 8:00 a.m. Presentations will run from 8:30 a.m. to 4:00 p.m. Anne DuBarton is the Program Chair. She still has some openings in the schedule so if you are interested in giving a paper see the enclosed flyer. A meeting of the general membership will begin at 4:00 p.m. The primary item on the agenda will be the election of officers. Rumor has it that a couple of long time board members do not want to run again, so if you, or someone you know, is interested in serving on the board, come to the meeting. The

new board of directors will have a short meeting following the general meeting.

Saturday evening's activities will be at the Boulder City Elks Lodge located at 1217 Nevada Highway (on the south side of Nevada Highway, west of Jack-In-The-Box). Festivities will begin with a no-host bar a 5:30 p.m. Dinner will be served buffet style at 6:30. It is being catered by Two Gals, a well know local restaurant, and will include beef, chicken, and vegetarian selections. Following dinner, at around 7:30, will be the auction. Bring your donations and check books to support the NAA. Our guest speaker for the evening will be Mr. Kurt Schweigert. Mr. Schweigert is a historical archeologist and owner of Associated Cultural Resource Experts out of Littleton, Colorado. His topic for the evening will be the historic industrial landscape around Hoover Dam. He has conducted extensive historical research and archeological surveys around Hoover Dam for both the Bureau of Reclamation and the National Park Service, and has pioneered new ways of recording and documenting historic landscapes.

We plan to offer a choice of three field trips on Sunday. The first is a walking tour of the Boulder City Historic District. Boulder City was built in the early 1930s to house the works building Hoover Dam. Many of the original structures remain and the historic district retains its 1930's charm. The second is a tour of the Railroad Pass Squatters' Camp. This site was initially occupied in the 1930s by people trying to get jobs on the Hoover Dam project, and later by people supplying drink and recreation opportunities prohibited in Boulder City. It was re-occupied in the '40s by people who were working in war related industries in what is now Henderson, Nevada. The third is a tour of Camp Alunite, an early

20th century mining camp west of Boulder City. A high clearance vehicle will be needed for the Camp Alunite tour.

We are still looking for volunteers to help sponsor the Friday night reception and to bring refreshments for the morning sessions. If you or your company can help please contact Steve Daron at (702) 293-8019 or e-mail steve_daron@nps.gov.

Historic Archaeology Workshops

Anne DuBarton, NAA President

Our upcoming annual meetings in Boulder City promise to be interesting and informative for our membership. This March we are again planning workshops on the Friday prior to formal paper presentations. Anne DuBarton, Susan Edwards and Monique Kimball will be conducting a primer workshop on historic cans and bottles. They will help members to understand the kinds of attributes these artifacts can provide for the most information when recording historic sites. There will be both morning and afternoon sessions on Friday, March 14th. A small fee covers copies and room rental costs. A registration form will be mailed along with the regular meeting registration form. Hope to see you there.

Support for Meetings

Anne DuBarton, NAA President

I am writing this short message to gain additional support for our 34th Annual Meetings in Boulder City. On March 14-16th we are planning historic archaeology workshops, paper presentations, speakers, and field trips. Some of our most successful meetings resulted from CRM firms, avocational & other special interest groups supporting additional activities. Last year, two organizations co-sponsored a Friday night mixer while others provided coffee and continental breakfast on Friday

and Saturday mornings. In 2001, Archeo-Nevada provided food & drink for a Friday night get together at the Valley of Fire Visitors Center, while museum docents provided coffee, rolls, etc. for breakfast. We are hoping some of our membership affiliated with other organizations will consider a similar kind of support for our 2003 meetings.

This is a way groups with goals similar to the NAA can meet others, talk about cooperative programs, and get to know each other. We are now in the planning stages for these meetings and are asking you to let us know A.S.A.P. if you would like to sponsor an event. Prior knowledge will allow us to advertise such activities when the registration forms go out in January. Please contact Anne DuBarton at (702) 434-2740 or at DuBartonA@aol.com if you would like to help.

Winter Board Meeting

No winter board meeting will be held this year. Join us instead at the NAA's 32nd Annual Meetings will be held in Boulder City on March 14-16th.

Nevada Archaeological Association Student Stipend

Anne DuBarton, NAA President

Last year the NAA awarded a \$200.00 Student Stipend to Cheryl Martin, a UNLV student. At the 2002 Overton meetings, Cheryl presented a paper on her research at Tule Springs. In 2003 the Nevada Archaeological Association hopes to sponsor two Nevada students to present papers at the NAA's annual meetings. We will choose one student each from two different regions of the state to receive an increased award of \$300.00 to support a presentation of their research. The money

may be used to pay for travel expenses, registration costs or other aspects of the chosen student's research.

Our meetings are held in early spring (March-April) at various locations throughout the state. The 2003 meetings will be in Boulder City from March 14-16. To apply for the NAA Student Stipend, send evidence of your student status (i.e., a copy of your student I.D.), a 1-page summary of your paper, and a letter of recommendation from a professor to:

Student Papers
Nevada Archaeological Association
P.O. Box 73145
Las Vegas, NV 89170-3145

Ting-Perkins Award

Oyvind Frock, Am-Arcs & NAA Board

It's that time again. At our annual meeting next March in Boulder City we would like to present our Ting-Perkins Award to another deserving avocational archaeologist.

Eligibility for the award is based on these factors:

- 1) Must be a non-professional in the main area of interest. A non-professional does not make his or her living in the area of interest and does not advertise as a professional. "Cross-over" skills will not disqualify a nominee. For example, a professional artist may apply his or her skills to rock art recording projects, a journalist or writer may apply their skills to oral history projects, or a musician may apply skills to analysis or recording of Native American music or dance.
- 2) Assistance given to professionals: volunteer work in surveys, excavations, lab work, etc.
- 3) Advancing the causes of preservation and conservation.

Examples are site recording and monitoring.

- 4) Communicating to the public. Examples would be speaking to school groups, advocating legislation and conducting public tours.

Somewhere in Nevada is a deserving individual. Nominations are to be submitted to N.A.A. with a narration outlining the nominee's qualifications. The N.A.A. board will review the submissions.

Peter Lassen's Nephew to Speak

Susan Lynn, Friends of Black Rock-High Rock

Put it on your calendar for the last weekend in June 2003! Rene Lassen, Peter Lassen's great...nephew will speak about his famous uncle whose name is on the Applegate-Lassen Trail, Lassen National Park, Mt Lassen and Lassen County. Rene Lassen, a teacher in Denmark, will tour and lecture in our area. The tentative schedule includes a ravioli dinner and presentation at Bruno's in Gerlach on Sunday night, June 29, 2003. There will be a cost for dinner and small fee that will benefit the restoration of the Gerlach water tower. The events are sponsored by Friends of Black Rock-High Rock, Inc. (Friends), a volunteer organization that works with the Bureau of Land Management on projects within the Black Rock Desert and High Rock Canyon area of Nevada. The BLM will join Friends as a co-sponsor of the visit.

Another event will be held in Reno either on Saturday night or Monday night: details on the Reno event have yet to be worked out. A reception for Rene Lassen will follow the lecture there. There will be a small fee for the reception to benefit Friends. Mr. Lassen will sell and sign his family history book on Peter Lassen. He's a congenial outgoing man who seems to

love meeting people and giving people a both serious and humorous insight into his "Uncle Peter."

Watch for additional information or notify Friends at www.blackrockfriends.org or call 775-786-9955 for further information closer to the event dates.

Gerlach Water Tower

The NAA has pledged \$1,000.00 to the Gerlach-Empire Senior Citizens, Inc. to aid their efforts to rehabilitate the Western Pacific water tower in Gerlach, Nevada. The tower was listed on the National Register of Historic Places in 1981, but is now rapidly deteriorating. An estimated \$50,000 is needed to complete the tower restoration. If you have excess cash crying out to be donated to a worthy cause, contact Patti Bakker, Gerlach-Empire Senior Citizens, Inc., 1755 Plumb Lane, Suite 170, Reno, NV 89502, tel. (775) 786-9955.

Am-Arcs of Nevada

Oyvind Frock, Am-Arcs & NAA Board

Am-Arcs meetings began again in September with our annual holiday dinner meeting set for December 6th. The September speaker and topic was Greg Gedney on the archaeology of southern Stillwater Slough. In October, Morgan Blanchard discussed an Alaskan field project. November featured Dr. Steven Shackley present current work by the Southwest Obsidian Project.

Our September field trip was an excavation with University of Nevada Reno at Jamison's Station on the California Emigrant Trail. One goal was to look for evidence to prove the building ruins were actually Jamison's Station. This proof may not develop, but in either case we will have a professional report on

the oldest existing building remains in the Truckee Meadows.

In October, a group led by Len Ettinger walked shore lines of Pleistocene Lake Sarcobatus near Beatty. We located and reported six Paleo sites with nine stemmed points.

We have a new set of officers for 2003: President—Shirley Momiya; Vice-president—Ernie Winters; Treasurer—Ann Weiss; Secretary—Robert Leavitt.

Archeo-Nevada Society (AN-S)

For information on AN-S activities please contact: Harold Larson at (702)228-3337 or Helen Mortenson at (702)876-6944.

Elko County Chapter News

Elko County Chapter members gathered at the home of Amy and Mark Henderson for their annual HOLIDAY GET TOGETHER on December 6, 2002. A potluck dinner was served.

Don't forget to visit the ECC website at: <http://members.nbc.com/elkocnaa>.

Southern Nevada Rock Art Association (SNRAA)

Thursday, December 5 will be our gathering at the Las Vegas Library, 833 North Las Vegas Blvd from 7 p.m. to approx 8:45 p.m. We will have our usual business update, finalize plans for the December 19th Board of Directors Election, exchange our photos and stories.

Thursday, December 19th we are proud to present SNRAA member, Elaine Holmes. Elaine's presentation will be on the shields and shield-figures found in the rock art of Southern Nevada. The meeting

will be at the Las Vegas Library from 7:00 p.m. to approximately 8:45 p.m. Also at the meeting we will be conducting SNRAA's Annual Board of Directors Election. To vote, you must be a current member in good standing. Individual members get one vote; family-rate members get two votes. E-mail voting will be available and acceptable. To e-mail your vote, e-mail the names you're voting for to SNRAA@hotpop.com no later than December 17. All e-mail votes, with the sender's name held in confidence, will be brought to the meeting for tabulation. If you vote by e-mail, you cannot vote in person at the meeting. A committee of Angela Collins, Anne McConnell, and David Scroggins were appointed as the Election committee by the current Board of Directors. All e-mail and in-person votes will be tabulated at the December 19 meeting and the results will be announced. Our 2003 officers will be chosen by the Board from the newly elected Board members.

Persons nominated for the Board of Directors are:

Anne Carter
Sandra Costell
Barron Haley
Jack Holmes
Sue Jasper
Marilyn MacMurtrie
Jean Mason
George "Phil" Phillips
Merle Shorey
Loretta Watson

Write ins: (be sure they have agreed to run!)

Vote for no more than nine or no less than one.

Please submit all articles & pictures for SNRAA's 1st Quarter 2003 Newsletter to Sue Jasper no later than December 21st. All personal experiences, informational writings and interpretations are welcome.

If you have any questions or comments, please email us at snraa@hotpop.com or leave us a message at SNRAA voice mail (702) 897-7878.

White Pine Historical and Archaeological Society (WPHAS)

Upcoming WPHAS events include a September 22 field trip to Osceola and Cedar Breaks, lead by Dave Tilford. Tour participants should meet at 9:00 a.m. at the ATM machine in the Gorman's parking lot and provide their own transportation, food, and drinks. Guests are invited. The annual business meeting, which includes nominations and elections of officers, was held in October.

For more information on WPHAS activities, visit their website at: www.webpanda.com/white_pine_county/historical_society/index.html

UNLV Hires New Archaeologist

Renee Kolvet, Bureau of Reclamation

Barbara Roth is a new archaeology professor in the Department of Anthropology and Ethnic Studies at UNLV. She got her Ph.D. in Anthropology at the University of Arizona, and taught at Oregon State University for six years. She has done archaeological work throughout the West, including Arizona, New Mexico, Wyoming, Colorado, and Oregon. She also spent several years working at Paleolithic (Neanderthal) sites in France. Her research interests include hunter-gatherer adaptations to arid environments, the adoption of agriculture by hunter-gatherers, and lithic (stone tool) technology. Her most recent field projects include excavations at Las Capas, an early (ca 3000 years ago) agricultural site located on the Santa Cruz River in the Tucson area and preliminary fieldwork at a

large pithouse village located in the Gila National Forest of southwestern New Mexico. She hopes to do some more preliminary work at a second pithouse village in that area this summer and begin a large excavation project there in the summer of 2004. She is also interested in doing work at hunter-gatherer sites in the Great Basin, and hopes to run a local field school in the future.

NAA Website

Don't forget to visit the NAA website: <http://www.webpanda.com/NAA>. The website lots of useful information, such as how to order your very own NAA mug, and contains links to related web sites.

Spring Newsletter

The Spring issue of *In-Situ* is scheduled for publication in mid-February 2003. If you have anything you want included, send it to David Valentine by Feb. 14, 2003 via e-mail to david_valentine@nv.blm.gov, via snail mail to P.O. Box 1084, Winnemucca, NV 89446, or to *In-Situ*, P.O. Box 73145, Las Vegas, NV 89170-3145

Although this appears to be a desperate bid to get some mail on Valentine's Day, it is a true plea for submissions. A diverse and interesting *In-Situ* cannot be maintained without member support and participation.

Upcoming Conferences

The 2003 Society for Historical Archaeology Conference on Historical and Underwater Archaeology will be held January 14-19, 2003 in Providence, Rhode Island at the Westin Hotel. The theme for the conference is Trade and Industrialization. For registration

information contact Michael J. Rodeffer, SHA Business Office, P.O. Box 30446, Tucson, AZ 85751-0446, telephone (520) 886-8006, or e-mail the_sha@mindspring.com

The next meeting of the Mining History Association will be in Victor, CO., June 5-8, 2003.

The Fifth World Archaeological Conference (WAC-5) will be held June 21-26th, 2003 at the Catholic University of America in Washington, D.C. Early registration will run through January 1, 2003 (\$335.00 for WAC members and \$200.00 for students). There is a call for theme and session proposals. Session proposals will be accepted through January 1, 2003. For more information, visit the web site <http://www.american.edu/wac5>, e-mail WAC5@american.edu, or contact Program Committee, c/o Dr. Joan M. Gero, Academic Secretary WAC-5, Department of Anthropology, American University, Washington, D.C. 20016, U.S.A.

The Sixth International Mining History Congress will be held September 26-29, 2003 in Akabira, Hokkaido, Japan, at the Multi-purpose Community Center of Akabira called "MIRAI." For more information visit the website www.imhc2003.com.

Cave Looter to Pay \$2.5 Million

Official News Release, Bureau of Land Management, Nevada State Office

Reno, Nev.—An Oregon man was handed a \$2.5 million civil penalty for destruction of archaeological resources on public land managed by the Bureau of Land Management (BLM) in Nevada. On Dec. 6, an administrative law judge with the U.S. Department of the Interior, Office of Hearings and Appeals ruled on the civil penalty, the fourth largest ever assessed for archaeological theft according to a

database kept by the National Park Service.

Jack Lee Harelson, 62, of Grants Pass, was sentenced by Oregon State Court to 18 months in jail, fined \$20,000 and placed on two years supervised probation in 1996 for two counts of desecration of a corpse and concealing evidence after illegally excavating a site in northwest Nevada called Elephant Mountain Cave. The civil Archaeological Resources Protection Act penalty ruling is for the restoration and repair of the archaeological resources damaged plus the archaeological or commercial value of the archaeological resources destroyed or not recovered.

In looting Elephant Mountain Cave, Harelson destroyed the value of what could have been one of the five most important archaeological cave sites discovered in the Great Basin. Before it was looted, Elephant Mountain Cave contained a 10,000-year record of human life in northern Nevada. This cave could have helped all of us understand how people lived in the past. Harelson dug through and discarded all but the most pleasing or unusual material in the cave. Archaeological materials are useful only if they are excavated and recorded in place. Once they are removed during illegal excavations, the data potential is lost.

"The desecration and loss of this site to all Americans is staggering," said Bob Abbey, BLM Nevada state director. "While we are pleased the judge ruled completely in BLM's favor, money can't bring back what was lost."

Administrative Law Judge William Hammett noted in his ruling that the insult to Native Americans from the desecration of burials in the Cave far outweighs the commercial value of the materials in the illegal collection, leading him to use the archaeological value rather than the

commercial value to determine the civil penalty.

According to court documents, Harelson and his wife discovered two large baskets in the cave; one contained the body of a boy, and the other contained the body of a girl. They removed the bodies and associated artifacts from the baskets, kept the artifacts, baskets, and skulls for their collection and placed the bodies in plastic garbage bags and buried them in their back yard.

“The BLM has a permitting process that is essential to the protection of archaeological resources,” said Abbey. “The permitting process helps us ensure that only qualified individuals are allowed to excavate archaeological resources.”

The Oregon State Police and Oregon’s Josephine County District Attorney’s Office worked with BLM law enforcement and the Pyramid Lake tribe to bring Harelson to justice in 1996.

“Catching and prosecuting illegal archaeological looting is difficult because we rarely catch looters in the act,” said Abbey. “Thanks to an excellent law enforcement effort and outstanding work by our state archaeologist to determine the archaeological value, we are successful in putting Harelson out of the artifact business.”

Any monies collected in the civil penalty will go to the U.S. Treasury.

Testing at the Derby Switch Site (26Wa7038)

Lynn Furnis, Summit Envirosolutions, Inc.

For just over a year, in 1906 and 1907, the Nevada Railroad operated between Wadsworth and Olinghouse, Nevada, in Washoe County. The line was only 10 miles long and its sole purpose was to move gold ore from the Olinghouse mines to the Nevada Consolidated Mill (Nev-Con, for short), near Wadsworth. Derby Switch was part of the Nevada Railroad, and was located on the line just two miles southeast of Olinghouse, according to a map by David Myrick. Its function, in theory, was to provide a place on the line for trains to drop off or pick up cars on their way up or down the track. Derby Switch is situated strategically at the foot of the steepest and most winding part of the route, and certain cars were too long or too heavy to move any further uphill than the site of Derby Switch.

Events conspired to shorten the life of the Nevada Railroad, including the Panic of 1907 and consistently low ore values from the nearby mines and Nev-Con Mill. Trains quit running on the line in December, 1907. The tracks and ties were taken up by a 30-man crew in the autumn of 1909, and were sold to other railroads. Any Derby Switch physical facilities and equipment presumably were removed at this same time.

In November, 2001, an archaeological crew from Summit Envirosolutions, Inc. (Summit), in Carson City, thoroughly recorded historic surface remains and test-excavated site 26Wa7038. Here, at about 2 miles from Olinghouse, where Derby Switch ought to be, lay a site of the right time period adjacent to the railroad grade. The five-day field effort included a large surface collection and recordation grid, backhoe trenching, five 1-x-1-m test units, mapping of the site by transit, as well as limited metal detector scanning, and functional evaluation of the site by railroad consultant Lawrence Meeker. Summit performed the work under subcontract to Far Western Anthropological Research Group, Inc, of Davis, California. Derby Switch was one of several significant sites found within the proposed corridor of a Sierra Pacific Power Company power transmission line.

The Derby Switch site is 1,312 ft long and 450 ft wide, and is at 4,954 ft elevation. It abuts and incorporates parts of the remnant Nevada Railroad grade on the north, and lies immediately south of a dirt road that roughly parallels the railroad line. Seven features distinguish the site between the two linear features, and include a small, sparse blacksmithing area, a large rectangular earthen platform, a dense cluster of domestic artifacts, a hand-dug pit, a hand-dug prospect pit, and two wood and stone culverts within the railroad grade. Several original wooden right-of-way stakes were found on the grade itself, and along the south flank of the grade a wooden telegraph pole stump and a glass insulator were observed. The one feature that is glaringly absent is a railroad spur – a necessary facility for a switching station.

Based on historic records, we assumed that Derby Switch was occupied for one year and a few months. Because of the short length of the track and the short life of the operation, it is doubtful that personnel were continuously stationed at Derby Switch in 1906 and 1907, but perhaps manned the site as needed. The site and artifacts were analyzed in light of this short span of time. The thin slice of time could provide a point against which to compare artifact date ranges and functions, as well as feature functions. Conversely, the archaeological remains could be used to test the known history of the site and determine if the site actually was used so briefly (15 months) and so narrowly (for Nevada Railroad only). A secondary interest was the technological attributes exhibited by the artifacts, since most should have been made and deposited during the early twentieth century – a time when major technological change was taking place, particularly in American can and bottle manufacture.

Cultural remains at the site provide a mixed bag in terms of site history. First, 26Wa7038 does not seem to have been a switching station. No evidence of a spur or siding was found at the site, nor within one-fourth mile to the east or west. The main railroad grade is in fairly good shape at Derby Switch, but further west it has been washed out, eroded, and otherwise obliterated for some distance. If a spur existed in that area, it is not now visible. Railroad consultant Larry Meeker suggests that the site is in a good location for several railroad purposes. For one thing, as trains came down hill from Olinghouse, they would need a place to stop and cool their brakes before proceeding further. Derby Switch was the first wide and relatively flat spot for them to do that. Secondly, the Nevada Railroad owned a private car in which clients were entertained and business was conducted. But, this car was too long to make the turns west of Derby Switch. In short, it could not be hauled to Olinghouse. It is thought, therefore, that the private car may have been left at Derby Switch from time to time. Still, this would require a spur. If the spur ever existed, it must have stood further to the west.

In other ways, the site does seem to be the product of railroad activities. Some of the features probably were used in 1906 and 1907 by the Nevada Railroad. First, the large (60 x 50 ft) earthen platform (Feature 5) that sits adjacent to the grade and was constructed after it likely served as a storage and loading/unloading area for the railroad. Second, there are the two culverts within the grade that controlled drainages at the site. These obviously date to the railroad grade years of operation. The general site area is considered contemporaneous with the railroad days, as it has a light scatter of wood, metal, and glass artifacts that fall within the correct time period.

Other elements of the site suggest use during the railroad construction and dismantling phases, in 1906 and 1909, but not during railroad operation. For instance, the blacksmith area (Feature 1) offers no indication of railroad maintenance or repair functions. No evidence for a building, forge, or anvil remains. Only a small cluster of forge clinker slag, a second cluster

of metal trimmings and tool parts, and a large sandy patch comprise the feature. None of the artifacts found in the metal discard pile or in the general feature scatter are metal railroad or train car parts. Rather, they include blacksmith tool parts, iron bar and flat stock, horseshoe dubbings, horseshoe nails, and iron scraps. In addition, there are metal bolt heads, bolt shanks, square nuts, screws, rivets, rings, and strap, all of which could be found on a wagon, and some of which might have come from machinery. But nothing distinctively railroad-related is from Feature 1.

More likely, a blacksmith was temporarily engaged to keep the railroad grade and track construction or demolition crews going, by providing repair and maintenance services for their horses, wagons, and work tools. During the summer of 1906, 120 men and 85 to 180 horses worked to construct the 10-mile long grade. The 1909 demolition effort had similar requirements, with 30 men working for the month of September removing all the Nevada Railroad rails, spikes, other hardware, and wooden ties. Since both efforts took place in summer or early fall, a temporary, portable forge and smithing operation could well have sufficed at Derby Switch.

Elsewhere at the site is Feature 2, an oval hand-dug pit (12 ft x 9.5 ft x 2 ft deep). It is surrounded by a dense to moderate scatter of food and evaporated milk cans, milled wood, liquor bottles, food bottles, ceramic hotelwares, and two charcoal clusters. A 35 m x 35 m collection grid was laid out so as to encompass the cluster of domestic debris around Feature 2. The pit itself was not excavated. Metal detector sweeps over and around it suggested no subsurface concentration of artifacts within the pit. But the surface cluster of artifacts was very revealing. In short, large numbers of a very few artifact types lay near Feature 2, suggesting that either 1) just a few activities took place here, repeatedly, and involved just a few people, or that 2) just a few activities took place involving a large number of people for a very short time. A company mess hall or bunkhouse and dining room may have stood here, to house and feed construction or dismantling crews. A section crew could have been housed here, as well, but due to the small size of the line and short period of its existence, this is not plausible.

The Summit field crew recorded a minimum number (MNI) of 245 artifacts from the large grid. Nearly half of the artifacts were hole-in-cap food cans (78 MNI) in 21 different sizes, and evaporated milk cans (45 MNI). Interestingly, all of the milk cans were of one size and type. Each is 2.94 to 3 inches in diameter, and 4.38 inches tall. Each has a small cap (0.75 in. wide), with a center venthole, that is soldered to one can end. Each held 16 fluid ounces. The can dimensions match those given by Don Simonis for his Type 7 in his *Evaporated Milk Can Chronology* (Simonis n.d.: 1). Type 7 cans, however, are coded as having crimped end and double-lock side seams, while the Derby Switch cans have double locked and machine-soldered side seams, and lapped end seams, with solder on end seams, cap, and ventholes as well. Simonis's date range for Type 7 cans is 1908 to 1914. If the Derby Switch cans fit this category (and in terms of size, they do), then they must have been deposited at the site after the Nevada Railroad stopped operations in 1907. And the cluster of artifacts would seem to be associated with the dismantling crew of 1909.

Seven plain white ceramic vessels lay scattered in pieces in the collection grid, including one cup, one serving dish, four dinner plates, and one saucer. The dish, two plates, and the saucer were made by Johnson Bros., of Hanley, England, between 1883 and 1913. Two other plates were marked with the Thomas Furnival logo, and were made in Cobridge, England between 1871 and 1890.

Glass bottles from the Feature 2 cluster are all moldblown, versus machine-made, and several provide narrow time ranges that fit well with the entire railroad construction/ occupation/ dismantling period. Included are one Adolphus Busch beer bottle (1904-1907), several Castle Whiskey bottles (F. Chevalier Co, of San Francisco) (1902-ca 1910), and a Holt Glass Works bottle (1893-1906). Apparently, the dismantling crew was based at Derby Switch during part or all of their stay, where they ate and presumably slept.

As far as questions of technological transition, the Derby Switch artifacts provide an interesting offering for the time. No historic period automobile parts were found at the site, though horseshoes, horseshoe nails, and possible wagon parts were, suggesting horse-powered transportation was the dominant type here between 1906 and 1909. Cans and bottles are of interest in this regard. First, as noted above, all of the bottles from the site are moldblown types. Not one machine-made bottle of historic age was observed. This is not too surprising, since the first bottles made on the fully automatic Owens Machine were not produced commercially until 1903, in Toledo, Ohio. By 1917, only 50 percent of all American glass containers were machine-made. All of the identifiable bottle marks from Derby Switch are from West Coast manufacturers, with the exception of the Adolphus Busch beer bottle, from St. Louis, Missouri.

The food cans carry more mixed attributes from old and new technologies than other artifact categories at the site. All of the non-resealable food cans from the site are old hole-in-cap types (1847-1940), but all are fitted with new double-lock side seams (1888-present), that are machine-soldered (1883 to ca 1920?). The end seams of all the cans are lapped and stamped in a style dating from 1847 and lasting for as long as hole-in-cap types did (ca 1940). The notable thing about the side seams is that double-locked seams did **not** require soldering for sealing, though their lapped predecessors did. But when the new side seams were introduced, manufacturers continued to solder them, thereby assuring consumers that their contents were safe. In 1904, the sanitary can was introduced, and the attributes that most distinguished it were the double-locked side seam and crimped end seams, in combination. No sanitary cans were found at Derby Switch. Rather, the food and milk cans all have double-lock side seams--externally soldered--and lapped end seams. This combination of seam and solder types, along with hole-in-cap features postdates 1888, probably dying out within a few years after 1904. So, the Derby Switch can assemblage strongly reflects the transition in can technology.

The test phase of fieldwork at Derby Switch proved valuable and informative. Data recovery was not recommended, as subsurface remains were negligible and surface resources were thoroughly documented during survey and test phases. Derby Switch turned out not to be a switching station, but was definitely a place where other kinds of railroad-related activities took place between 1906 and 1909. The features and artifacts at 26Wa7038 provide a glimpse into the life and work conditions of railroad workers in the very early twentieth century.

“ASK NOT FOR WHOM THE TOLL BILLS . . . “

David Valentine, Black Rock Desert-High Rock Canyon Emigrant Trails National Conservation Area

Recently, Beito and Beito (1998) completed an overview article of toll roads in Nevada. They discuss the fact that early roads in Nevada were unmaintained, rough trails without any amenities or services. Starting in 1852, entrepreneurs began to improve these trails, provide stage stops, develop water sources, etc., and charge travelers a fee for using these improved roads. Two major waves of toll road construction, 1859-1864 and 1865-1880, were identified. At first, territorial or state governments issued franchises for toll roads, with a two percent tax on gross proceeds levied to increase state school funds. In 1864, the authority for issuing franchises was transferred to the counties (Beito and Beito 1998).

Profits from the toll charge were not the only reason that toll roads were built. Many toll road builders and investors were owners of other businesses, and the toll roads provided them with secondary benefits, such as faster ore shipments, additional riders on stagecoaches, or easier shipment of farm produce (Beito and Beito 1998: 78). A recently identified toll road in Humboldt County illustrates the secondary benefits, and suggests a third—the opportunity to cut into a competitor’s profits.

In the 1870’s, California’s burgeoning industries needed raw materials. One raw material in high demand was sulfur. This element is still necessary today for the production of sulfuric acid, which is widely used in a variety of industrial processes. Elemental sulfur was also used as a component in the manufacture of gunpowder, medicines, insecticides, and fumigants. During the Nineteenth-century, the island state of Sicily had a worldwide monopoly on the production of sulfur (Haynes 1942), and had driven the price of the commodity up to \$70.00/ton.

A California resident, J. W. Rover, had acquired a sulfur sample from Humboldt County, Nevada. He showed this sample to F. J. McWorthy claiming he knew where there was plenty more of the mineral. In March of 1875, the two men traveled to Humboldt House, Nevada. Near this location, Chinese miners had tried to recover sulfur from a fossil spring mound in 1869 (Raymond 1870). This deposit was not an economic mine; however, McWorthy heard of a Paiute living and working in Inlay that knew of a large sulfur deposit on the edge of the Black Rock Desert near Rabbit Hole Springs. The Paiute was persuaded to show Rover the location of the sulfur (*The Silver State* [SS] 1875b). Although not discussed in newspapers of the time, legend has it that the Indian was promised a horse, saddle, and blankets in exchange for the information about the sulfur location (Garwood 1905), but that he was never paid (Paher 1984: 153). McWorthy filed claims in what was to be known as the Rabbit Hole mining district, and McWorthy and Rover began excavating and stockpiling sulfur. Rover was removed from the scene (but that’s a different story), and the mine was then known as the McWorthy Sulphur Mine.

When word of the discovery got out, two local men, Charley Wright and L. H. Egbert, who also knew of the sulfur deposits in the area, staked another block of claims one-mile south of the McWorthy mine in April of 1875 (SS 1875c). Shortly afterwards, a man named Theodore Hale invested in their property and they formed the Humboldt Sulphur Company (SS 1875d; Humboldt County Recorder 1875a-b). A mining camp, known as Inferno, was soon established (SS 1875e).

Rabbit Hole sulfur miners had to deal with a number of problems. In addition to competition between the two major mines, there was a constant threat of other independent miners staking nuisance claims. They also had to worry about international competition, not

only with the existing Sicilian monopoly, but also the introduction of Japanese sulfur into U.S. markets. There also appeared to be problems with attracting and keeping investors and experienced miners, and refining the product. Since sulfur is flammable, there were frequent, rather exciting events with mining, milling, and storage fires (Valentine 2002).

One big problem was getting the product to market. While some efforts were made to develop local markets, the largest consumers of sulfur were industries in California, and the brimstone needed to be shipped on the Southern Pacific Railroad. The closest railhead was at Humboldt House, which was some 30-35 miles to the southeast over two rugged and arid mountain ranges (the Kamma Mountains and the Antelope Range).

Fortunately, there was an existing transportation system already in place. Wagon roads crossed the region starting in 1846 with the establishment of the Applegate Trail (a watering hole on the Applegate is Rabbit Hole Springs). The Applegate Trail was superseded by the Noble's Route in 1852, which in turn was improved by the Federal Government in 1860 and eventually became known as the Honey Lake Wagon Road (Jones 1980). The Honey Lake Wagon Road was south of the sulfur mines, and connected markets in California with developing mines at Humboldt, Unionville and Dun Glen--points near the Humboldt House siding on the Southern Pacific Railroad.

Eager to get their own product on the market, and perhaps wishing to impair McWorthy's ability to move his sulfur, the owners of the Humboldt Sulphur Company filed the paperwork to establish a toll road. Since this was done after the 1864 law transferring toll road authority to the counties, the filing was recorded in Humboldt County Notices Book C on June 11, 1875. The filing includes a detailed, handwritten account of the road and a crude sketch map (Figure 1). The toll road started at the Sulphur beds, ran south to a spring (the water rights claimed by Wright), turned easterly to cross over the Kamma Mountains, passed by another spring (claimed by Egbert), and finally intersected with the Honey Lake Wagon Road in a valley between the Kamma and Antelope Ranges. Total length of the toll road was fourteen and one-half miles. The road was completed by early July of that year (SS 1875 g)

To haul the sulfur over their road, the Humboldt Sulphur Company entered into a contract with local teamster G. M. Miller (SS 1875f). The contract was expanded, and Miller eventually had upwards of seven 8- to 12-mule teams pulling wagonloads of sulfur and supplies between Inferno and Humboldt House (SS 1875k-l).

The company also contracted with James Ward to build a bridge over the Humboldt River near Humboldt House (SS 1875h, 1875m). It is unknown if this was a toll bridge, but it was reported to be 328 feet long and constructed of timbers of "the most substantial character" (SS 1875n). The bridge site is now submerged in Rye Patch Reservoir.

Newspaper accounts from the early years discussed the Humboldt Sulphur Company's transportation network on a regular basis, but made no mention of the McWorthy mine having any hauling contracts or transportation capabilities of its own. McWorthy did, however, make shipments of brimstone on the railroad from Humboldt House (SS 1875a), and receive shipments of supplies (SS 1875l). It is quite possible that the Humboldt Sulphur Company's efforts to control shipping in and out of Inferno were initially successful, and McWorthy paid toll bills.

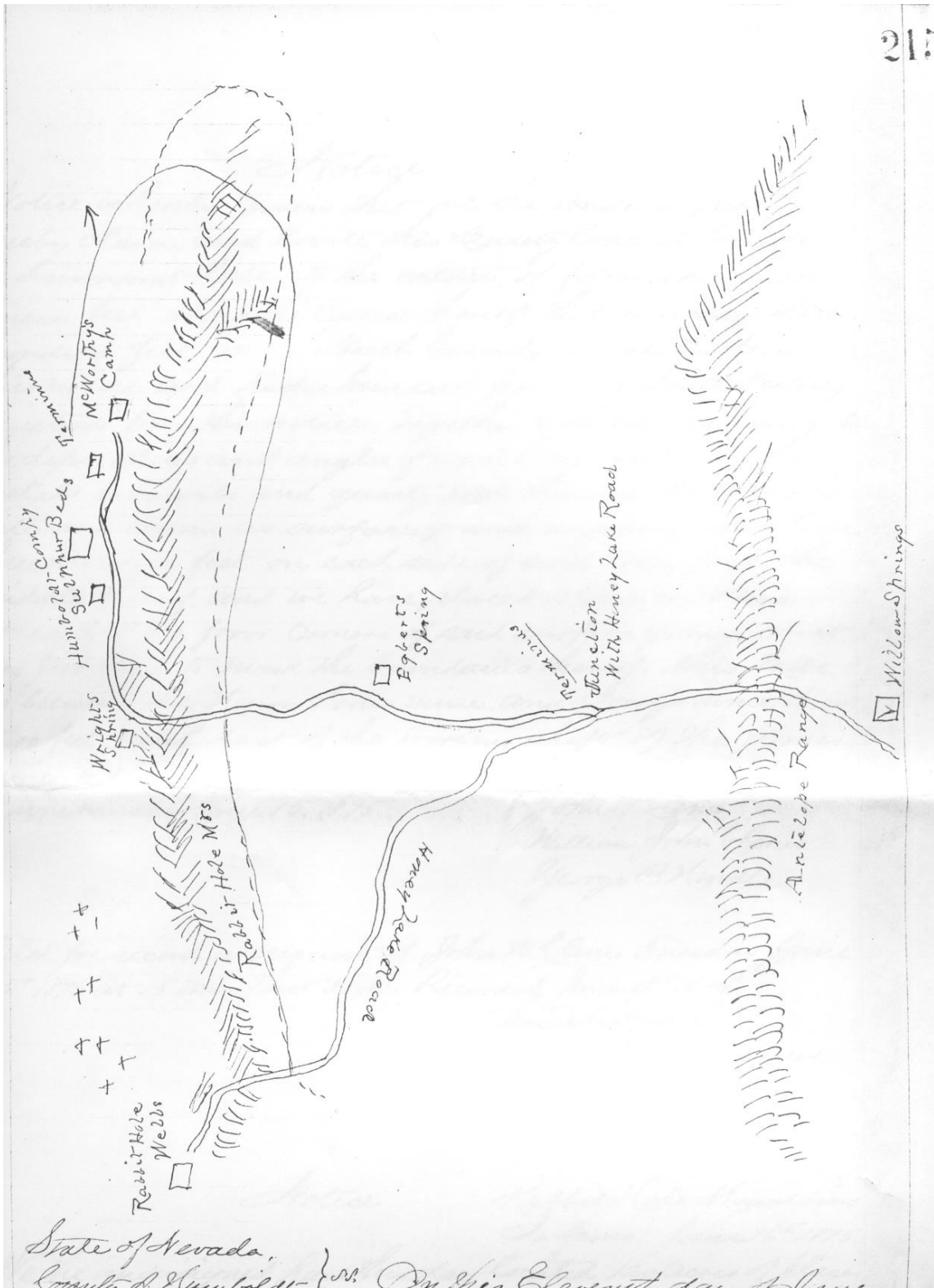


Figure 1. Sketch map of the Humboldt Sulphur Company Road found in the Humboldt County Records (Notice Book C, pg. 215)

Unfortunately, Sicily wasn't ready to lose its dominance in the sulfur business, and Japan, which had recently made trade agreements with the Western World, began to import sulfur into the United States. The west coast was often glutted with imported sulfur, prices for the commodity fluctuated wildly, and the mines experienced financial difficulties. Eventually, other companies bought out both the McWorthy Sulphur Mine and the Humboldt Sulphur Company, and the two mines were merged into one in 1879. Although sulfur mining at Inferno never reached the importance the early miners hoped for, it continued to sporadically produce sulfur into the 1950s (Valentine 2002).

Aside from the initial filing, no other county records pertaining to the toll road have been located. Apparently the need to charge a toll disappeared when the sulfur mines were consolidated. The road continued to be used, and in 1878 there was an attempt to use a seven-ton steam wagon invented by Riley R. Doan to make the haul to Humboldt House. There was insufficient cordwood in the area to steam the engine and fuel and maintenance costs proved to be too high so the project was quickly abandoned (Marden 1988). Hauling reverted to local teamsters using horse or mule drawn wagons, until the Western Pacific Railroad was completed in 1909 (Myrick 1990). With the railroad, the siding and town of Sulphur was established and the road was abandoned. The old toll road occasionally gets traffic from the odd desert rat exploring the backcountry, but is no longer maintained and has become a partially overgrown two-track winding through the sage (Figure 2).



Figure 2. Overview of the Humboldt Sulphur Company Road as it exists today.

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- 1875d In the Brimstone Business. 14 May 1875: 3.
- 1875e Inferno. 5 June 1875: 3.
- 1875f Mill City Items. 5 June 1875: 3.
- 1875g Sulphur. 7 July 1875: 3.
- 1875h Building a Bridge. 5 October 1875: 3.
- 1875i Hauling Sulphur. 14 September 1875: 2.
- 1875j Sulphur. 15 September 1875: 3.
- 1875k The Sulphur Business. 6 October 1875: 3.
- 1875l Brimstone Works. 21 October 1875: 3.
- 1875m Taken the Contract. 21 October 1875: 3.
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**NEVADA ARCHAEOLOGICAL ASSOCIATION
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Boulder City Hotel, circa 1934 – Courtesy of Dennis McBride

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32nd ANNUAL CONFERENCE

MARCH 14 - 16, 2003

Boulder City, NV

Boulder City is 30 miles southeast of Las Vegas on U.S. Hwy 93

**The Conference will be held on the campus of the
Community College of Southern Nevada (CCSN)
located on the northwest corner of Wyoming and Utah St.
All activities on campus will be in Room 100 (there is only one building on campus).**

CONFERENCE ACTIVITIES INCLUDE:

- Friday Workshop: "A Primer on Historic Cans and Bottles"
Presented by: Anne DuBarton, Susan Edwards, and Monique Kimball.
Registration begins at 8:30 am with workshops at 9:00 am and 1:00 pm; workshops limited to 20 participants per session, so register early to get the session you want to attend. There will be a \$5.00 charge for the workshop to cover expenses.
- NAA Board of Director's Meeting, Friday, 4:00 pm, National Park Service Headquarters, 601 Nevada Highway, southeast corner of Nevada HWY and Wyoming St.
- Friday evening reception: still in the planning stages.
- Saturday, registration begins at 8:00 am with presentation of papers from 8:30 am to 4:00 pm., on the campus of the CCSN.
- Saturday, 4:00pm. Meeting of the general membership for election of officers with Board of Director's meeting to follow.
- Saturday evening activities at Boulder City Elks Lodge, 1217 Nevada Highway
 - 5:30, No-host bar.
 - 6:30, Dinner banquet catered by Two Gals restaurant.
 - 7:30, Auction (please bring items to donate).
 - 8:30, Guest Speaker: Mr. Kurt Schweigert will be talking about the historic industrial landscape around Hoover Dam.
- Sunday Fieldtrips: Walking Tour of Boulder City Historic District; Tour of Railroad Pass Squatters' Camp, a 1930s and '40s habitation site; Tour of Camp Alunite, an early 20th Century mining camp.

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Historic hotel located in downtown Boulder City

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but is not within walking distance of any of the activities)

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Flamingo Inn Boulder City (702) 293-3565
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Highway 93 northeast of Boulder City

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