

Journal #5232

from sdc

6.29.22

Arches National Park

Central Pacific Railroad

I'm A Stenopelmatus

Solar Desalination Skylight provides free lighting and drinking water

HUD seeking Tribal rep from SW Region for Tribal Intergovernmental Advisory Committee

Justices limit 2020 ruling on tribal lands in Oklahoma

Cousin Jack Orr, descendent of Chief Kawich

Yolanda Manning is at Bruneau Valley



Milky Way & Meteor over Arches National Park.



Photography by Derek Culver

File cleaning:

"I believe we are here to do good. It is the responsibility of every human being to aspire to do something worthwhile, to make the world a better place than the one we found." —Albert Einstein

● **Where can I research an ancestor who worked for the railroad?**

See our [Great-Grandfathers' page](#) with [links to genealogy resources](#).

[Also see the Railroad Retirement Board's suggestions for Railroad Records and Genealogical Information.](#)

You might need the assistance of a [professional genealogy researcher](#).

Big Four: Amasa [Leland Stanford](#) genealogy; [Charles Crocker](#) genealogy, [Mark Hopkins](#) genealogy, and [Collis P. Huntington](#) genealogy

"He passed away and all those memories just vanished. Everytime a person dies, a library burns to the ground." —Schuyler Larrabee

● **Where can I find out about a [train wreck](#)?**

Benjamin Pierce, age 11, the only child of President-elect Pierce, died in a train accident while the Pierce family was en route to Washington, D.C. for the inauguration, in January, 1853.

[Reported in the *New Hampshire Patriot and State Gazette*, Concord, Jan. 13, 1853.]

"... in the future a typical factory will host three workers: a man, a computer and a dog. The computer will do all the work. The man will feed the dog. And the dog's job? To bite the man — if he touches the computer." —Todd G. Buchholz

"To err is human, but to really foul things up requires a [computer](#)." —Farmer's Almanac, 1978.

● **Why did the Central Pacific want so badly to use a 5' gauge when they asked Lincoln to approve it for the Transcontinental Railroad (instead of the 4' 8 1/2" gauge that was actually used)?**

The railroads already existing in California with which the CPRR might likely connect were laid with a 5' 0" track gauge. These would have been the Sacramento Valley, the California Central, and the Sacramento, Placer & Nevada (though they had no rolling stock). Initially (during the congressional process of writing the Pacific Railroad act and perhaps into August or September 1862) the CPRR expected to commence their construction from the railhead of the Sacramento, Placer & Nevada near Auburn or from Judah's California Eastern—also near Auburn in another direction. Expecting to be an extension of existing railroads, the gauge was critical. The Pacific Railroad Law itself canceled those plans by requiring (initially) that the CPRR build its first 40 miles on their own account, so it was imperative that the initial construction be as inexpensive as possible. Imagine the expense to the CP if they had actually tried to build 40 miles directly east from Auburn on their own—as compared to building 40 miles out of Sacramento. They couldn't have done it. The CP management likely didn't realize immediately that this requirement really forced them to build directly out of Sacramento; it probably took a while to sink in. The gauge question was settled separately from the Pacific Railroad Law—settled by Lincoln rather than Congress. Even when they realized that they were going to have to build out of Sacramento,

they would likely still have wanted to share track gauge. They likely didn't expect to acquire the other railroads, but they would probably have expected to interchange rolling stock—at least with the California Central, which they crossed at Junction (Roseville). As it was, when they did connect with the California Central in August 1864, they were unable to interchange. There was talk of laying a third rail on the CP to enable Cal Central equipment to run into Sacramento that way. But, there was no way that could be done—the rail and spikes are too wide to fit in the 3 1/2" allowed. They would have to have laid two extra rails. The CP foreclosed on a mortgage on the Cal Central's rolling stock—which they had acquired (from Sam Brannan), and forced the Cal Central to change its own rail—in February 1866. The SVRR was regauged soon thereafter (about April, 1866), and the Placerville & Sacramento Valley in June, 1866. All of this was after Huntington, Hopkins, Stanford, and the Crocker brother's purchase of controlling interest in the SVRR in August 1865 (the CPRR never bought the SVRR and those two were never merged—the SVRR eventually becoming an SP property). The locomotive *Stanford* was actually ordered at 5' 0" gauge, and had to be regauged before being shipped. The San Francisco & San Jose was chartered to 5' 0" gauge. The "first" railroad in California was the Sacramento Valley RR. It was chartered in 1852 and built in 1855. Authors have stated that it was originally to be built at 5' 2" gauge, but this is unverified. The charter doesn't mention gauge. The RR was actually built at 5' 0" in 1855. It was most likely built to that gauge to take advantage of the one locomotive already in California—the *Elephant*. This engine was brought out in 1850 (see Jack White's *American Locomotives, an engineering history*—revised edition). Individuals associated with the SVRR may have owned this engine by 1854, when the SVRR equipment was ordered. The *Elephant* had originally been ordered by the South Side RR of Norfolk, Virginia, so was built to the 5' 0" gauge of Southern railroads. In other words, the fact that the SVRR and the Cal Central were 5' 0" gauge may have been an accidental consequence of the *Elephant* already being in California.

Courtesy [Wendell Huffman](#).

● **Did [Indian attacks](#) disrupt construction of the Central Pacific Railroad as they did the Union Pacific?**

No, [Indian attacks](#) on the Central Pacific Railroad were [not a problem, as they were for the UPRR](#). "[The problem had never seriously affected the C.P. Charlie Crocker had made sure of that by issuing lifetime passes to Shoshoni, Cheyenne and other local chieftains permitting them to ride the passenger cars, and had also decreed that tribesmen of lesser rank might ride the freight cars free for 30 years.](#)" Also, "[many Native Americans were employed in the \[CPRR\] construction across Nevada.](#)"

[A Great and Shining Road](#) by John Hoyt Williams has a number of comments about [Indians](#) and the railroad, including the following [p.134]:

"While the Union Pacific was led in the field by generals, protected by generals, and worked by armed veterans of every rank, the Central Pacific, spared the threat of [Indian depredations](#), had little need of the military. The primitive Digger [Indians](#) of that part of the Sierras being pierced by Strobridge's men were—through epidemics—mere memories.[Bakeless, 386] Descending from the Sierras to the Truckee and the flatlands below, however, the Central Pacific's surveyors encountered Indians neither primitive nor mere memories. Here lay the lands of the Paiute, [Shoshone](#), and several migratory branches of the ferocious Apache. In 1863, by the Ruby Valley Treaty, various tribes had assented to open their lands (at least a very narrow strip of them) to be used for and by the railroads—a vaguely understood concession to the right of

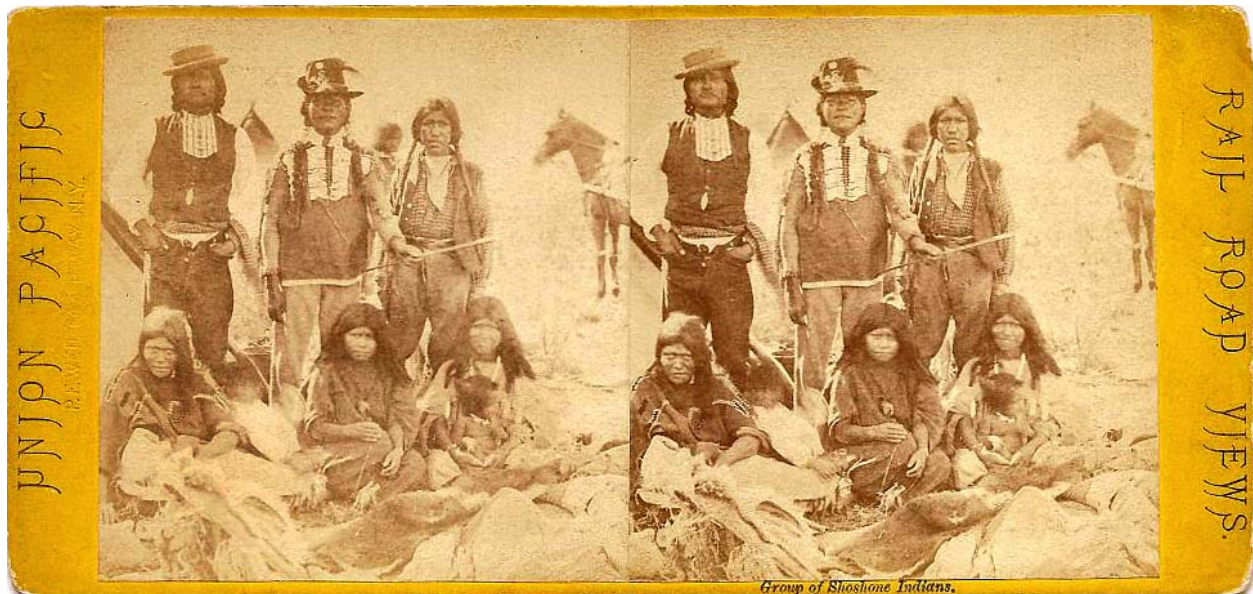
eminent domain—and, for the most part, they had remained peaceful.[Odie B. Faulk, *The Crimson Desert.-Indian Wars of the American Southwest* (New York, 1974), 123-25] The Central Pacific, which was granted permission by the Nevada legislature to build through the state only in 1866,[Bancroft, *Chronicles*, 6:229] was taking no chances. In that year the company signed its own treaties with the dreaded Apache subtribes, Paiutes, and others—treaties replete with generous "gifts," better defined as bribes. Some of the Indians, notably the Apaches, did not, of course, become converts to philosophical pacifism, but their warpaths seldom intersected the path of the railroad, with which they had a satisfactory arrangement. Not dependent upon the buffalo for their way of life, Nevada's Indians had less to fear from the railroad than did the Indians of the Plains. In fact, the company was to encounter only one potentially dangerous Indian problem along its entire route from Sacramento to Promontory ... and that passed without much bloodshed.[Haymond, 32-33] Peaceful or not, the Indians along the Central Pacific right-of-way did little to inspire confidence among whites, from Frémont in the 1840s to George Crofutt, who wrote in his 1869 railroad guide of the "Shoshones and [Paiutes], two tribes who seemed to be created for the express purpose of worrying immigrants, stealing stock, eating grasshoppers, and preying upon themselves and everybody else." [Crofutt, 163] In addition to giving the Indians interesting gifts, the Central Pacific soon had any number of Indians" on its payroll,[Mayer and Vose, 93] and, as workmen were tracking the alkali flats of Nevada and Utah, the company permitted Indians to ride the trains for free. As Huntington recalled, "They were given government passes to ride in first-class cars, in the Shoshone country," and all along the line company employees had orders "to let the Indians ride and treat them well.... We always let the Indians ride when they want to," [Huntington papers, Bancroft Library, University of California, Berkeley, C-D 773, 2/66] said Huntington, and the company's regular passengers felt they were witness to a Wild West show." See photograph of "Shoshone Indians looking at Locomotive" (above, right).



"[Hunting the Buffalo.](#)" In the foreground is a mounted brave with drawn bow, closing in on an already wounded buffalo. From the octavo edition of McKenney-Hall's *History of the Indian Tribes of North America*. Detail of a hand colored plate, published by Rice, Rutter & Co., from an 1844 -1854 edition. Courtesy [Steve Armistead, Deja View Antique Maps and Prints.](#)

"The Central Pacific railroad was offered Army support for protection but turned it down. They had their own ideas on how to deal with the Native Americans. When the railroad came out of the Sierra Nevada Mountains into the Nevada flat land they started running into Paiute tribes. Central Pacific Dignitaries would meet with the Chiefs and offer them treaties. They were offered free passage on the trains, and jobs. They were also told if they gave the railroad problems that the railroad had a great army of men and would defeat them. The Central Pacific at that time started using Paiutes to work on the railroad. As they moved into Shoshone territory they began to use Shoshone workers. The Central Pacific used both their men and women. It was written by an observer of that day that those Native American women were stronger than the men in back breaking work. The C.P. also hired Chief Winnemucca and his tribe to be tourist attractions. ... The

Paiute and Shoshone would work along side the Chinese workers." — [Native Americans and the Railroad by Kerry Brinkerhoff](#)



[In 1868, the Central Pacific Railroad reached "French Ford" \(founded in the late 1850s by a Frenchman named Joe Ginacca who settled on the banks of the Humboldt River and traded with pioneers heading west on the Emigrant Trail to California and Oregon and who also operated a ferry service that transported wagons across the Humboldt\) which was renamed Winnemucca in honor of a famous Paiute chief.](#)

In contrast with the CPRR's satisfactory arrangement with the Indians, Union Pacific Chief Engineer Grenville M. Dodge wrote that "In 1866 ... explorations were pushed forward through dangers and hardships that very few at this day appreciate, for every mile had to be run within range of the musket, as there was not a moment's security. In making the surveys, numbers of our men, some of them the ablest and most promising, were killed; and during the construction our stock was run off by the hundred, I might say, by the thousand." Dodge wrote to General William Tecumseh Sherman: "We've got to clean the Indian out, or give up. The government may take its choice."

Did you know that [Sohcahtoa](#) helped [build](#) the railroad?

● How many buffalo were there before the transcontinental railroad was begun and how many were left after the completion of the railroad?

The Union Pacific, not the Central Pacific Railroad, passes through the great plains where the [buffalo herds](#) roamed. The [buffalo herds](#) were destroyed as a part of the war against the [indians](#) mostly in the years after the completion of the railroad, but [hunting by Indians on horseback \(introduced less than a century earlier\)](#) had already halved the bison population prior to the railroad. See: [Buffalo Hunters](#), [Sharps Buffalo Rifle](#), [Buffalo and Native Americans](#), [The Buffalo Harvest](#), [The Buffalo Harvest](#), and the [Harper's Weekly engravings "Buffalo Hunting."](#)



● I have recently come across an old chamber pot, or hand held toilet, that was at one time used by the Central Pacific Railroad. It's a large brass flanged pot with a large handle, and a brass plaque affixed to the front which reads "Notice to Passengers — Do not empty this toilet out of train window — Central Pacific RR." I was just wondering if you could tell me something about the toilet.

We wondered about these for quite some time and finally concluded that these are [late 20th century novelty items](#), not genuine antiques, that were produced in two sizes and variously labeled as a Toilet, [Chamberpot](#), or Spittoon. The CPRR Museum includes a stereograph showing the [interior of a CPRR Palace Car](#), about 1870 with what appear to be [porcelain items](#) on the floor. Also commonly seen are [novelty \(fake\) "Central & Union Pacific Railroad" belt buckles](#), [fake lanterns](#), [fake knives](#), and [fake bells](#).

● Where can I find information about Railroad Time and the creation of Standard Time Zones?

Our [Travel Guides article](#) has a discussion about [Railroad Time, Standard Time, and Time Zones](#). [Times for various cities are shown in an 1868 table](#). Also see Ian Bartky's book [Selling the True Time: Nineteenth-Century Timekeeping in America](#).

"The best way to predict the future is to invent it." —Alan Kay



The sacred geometry of Dandelions



"I think the universe is pure geometry - basically, a beautiful shape twisting around and dancing over space-time" - Antony Garrett Lisi



Have you seen me in your yard? **I'm a Stenopelmatus.** Please... DON'T kill me!

I would like to tell you a little about myself. Many people also know me as a potato bug, Jerusalem cricket, Skull Insect, Childface, or Mother of Scorpion. People get scared when they see me and want to kill me. Reality is that I'm running from you.

I'm not a spider nor scorpion nor cricket, and I HAVE NO POISON. My only weapon is my mandibles. With them I feed off the organic waste that is found next to garden plants.

We have a very important role in the environment, because we help plant growth, thanks to removing the earth and thus allowing soil oxygenation.

My life span is a year.

If you find me at night, don't kill me. I'm just looking for food and a safe place to hide. Please... DON'T kill me!

With information from Biological Community.

~~~~~  
**HUD is seeking Tribal representation from the Southwest Region for the HUD Tribal Intergovernmental Advisory Committee (TIAC).** Consistent with Executive Order 13175, HUD's Tribal Government-to Government Consultation Policy recognizes the right of Indian tribes to self-governance and supports Tribal sovereignty and self-determination.

This is an important opportunity to exercise the right to engage in regular and meaningful consultation and collaboration in the development of Federal policies.

Here is a link to the Federal Register Notice (published today) which lists out the criteria for a nominee:

<https://www.govinfo.gov/content/pkg/FR-2022-06-28/pdf/2022-13697.pdf>

Here is a link to regulations.gov for Tribes to submit the nominations:

<https://www.regulations.gov/document/HUD-2021-0068-0035>

It's funny that we think of libraries as quiet demure places where we are shushed by dusty, bun-balancing, bespectacled women. The truth is libraries are raucous clubhouses for free speech, controversy and community. Librarians have stood up to the Patriot Act, sat down with noisy toddlers and reached out to illiterate adults. Libraries can never be shushed.

Paula Poundstone

LIKESUCCESS.com

[inceptivemind.com](http://inceptivemind.com) | By PRANJAL MEHAR  
Solar Desalination Skylight provides free lighting and drinking water  
It emits a natural light, produces drinking water, and utilizes leftover salt brine for energy creation.



- 
- 
-



- **Justices limit 2020 ruling on tribal lands in Oklahoma**

MARK SHERMAN and KEN MILLER

Wed, June 29, 2022 at 7:13 AM · 4 min read

WASHINGTON (AP) — [The Supreme Court](#) ruled on Wednesday that Oklahoma can prosecute non-Native Americans for [crimes committed on tribal land](#) when the victim is Native American.

The 5-4 decision cut back on the [high court's ruling from 2020](#) that said a large chunk of eastern Oklahoma remains an American Indian reservation. The first decision left the state unable to prosecute Native Americans accused of crimes on tribal lands that include most of Tulsa, the state's second-largest city with a population of about 413,000.

A state court later ruled that the Supreme Court decision also stripped the state of its ability to prosecute anyone for crimes committed on tribal land if either the victim or perpetrator is Native American.

That would have left the federal government with sole authority to prosecute such cases, and federal officials had acknowledged that they lack the resources to prosecute all the crimes that have fallen to them.

But the high court's new ruling said the state also can step in when only the victims are tribal members.

"The State's interest in protecting crime victims includes both Indian and non-Indian victims," Justice Brett Kavanaugh wrote for the court.

After the 2020 decision, about 43% of Oklahoma is now considered Indian Country, and the issue of the state's ability to prosecute those crimes "has suddenly assumed immense importance," Kavanaugh wrote.

In a dissent joined by the court's three liberal members, Justice Neil Gorsuch wrote that the decision "allows Oklahoma to intrude on a feature of tribal sovereignty recognized since the founding."

The case highlighted the already strained relationship between Native tribes in Oklahoma and Republican Gov. Kevin Stitt, who has fought to return legal jurisdiction over tribal lands to the state.

Stitt himself is a citizen of the Cherokee Nation, which is the country's largest Native American tribe by population with about 400,000 citizens, about 261,000 of whom live in Oklahoma.

Native Americans make up just under 10% of Oklahoma's nearly 4 million people, according to the Census Bureau.

"One can only hope the political branches and future courts will do their duty to honor this Nation's promises even as we have failed today to do our own," Gorsuch wrote.

Stitt said he was "heartened" by the Supreme Court's ruling that he said "upheld that Indian Country is part of a state, not separate from it." Mayor G.T. Bynum of Tulsa, which backed the

state in the case, said the ruling helps clarify Tulsa's legal jurisdiction. He pledged to work with the state and the tribal nations "who are our partners in building a safe city."

To Cherokee Nation Principal Chief Chuck Hoskin Jr., the court "ruled against legal precedent and the basic principles of congressional authority and Indian law." He said the court "failed in its duty to honor this nation's promises, defied Congress's statutes and accepted the 'lawless disregard of the Cherokee's sovereignty,'" quoting in part from Gorsuch's dissent.

The case stemmed from a state court decision to throw out the conviction against Victor Castro-Huerta, who is not Native American. Castro-Huerta was charged by Oklahoma prosecutors with malnourishment of his disabled 5-year-old stepdaughter, a member of the Eastern Band of Cherokee Indians.

Castro-Huerta has since pleaded guilty to a federal child neglect charge in exchange for a seven-year prison term, though he has not been formally sentenced yet.

The Supreme Court case involved the Muscogee reservation, but later rulings upheld the historic reservations of other Native American tribes in Oklahoma, including the Cherokee, Chickasaw, Choctaw, Quapaw and Seminole nations.

The ruling is "an alarming step backward for justice on our reservation," the Muscogee Nation said in a statement. "Tribal governments in collaboration with the federal government are best suited to protect our people and administer justice on our reservations."

The U.S. attorneys in Oklahoma — Christopher Wilson, Clinton Johnson and Robert Troester — pledged in a joint statement to continue to work with tribal, state and local prosecutors.

Stitt has previously clashed with tribal leaders over his desire to renegotiate tribal gambling compacts that he claimed were expiring. Federal and state courts ruled against Stitt in lawsuits over the gambling question.

Last year, Stitt decided to not renew hunting and fishing license compacts with the Cherokee and Choctaw nations as part of a dispute with the tribes.

---

Miller reported from Oklahoma City.

[Ian Zabarte](#) [Cousin Jack Orr,](#)  
[descendent of Chief Kawich.](#)



[Yolanda Manning](#) is at [Bruneau Valley.](#)

Home to my ancestors, memumuateppah. My great great grandfather, Old Man Boney is full blood Bruneau Valley Shoshone who lived in this area many moons ago.....Ooonosu! Along with these people our Northern Paiute relatives fought in this war together along with the Bannock. When driving through this area I feel so humbled knowing my people, my relatives have special ties to this land. It was back in the 1880's they moved onto Duck Valley and made their home on what is now Boney Lane. Pisa'u!

