

Refers to Agenda item  
9d2

## SFY 2020 Budget Request Summary By Revenue Sources

B/A #	Agency Name	Unrestricted Cash Balanced Forward	Restricted Cash Balanced Forward	Merchandise Sales	Memberships	Investment Income	Morgan Stanley Investment Account	Treasurer's Interest	All Other Restricted Revenues	All Other Unrestricted Revenues	Total Budget Requested SFY 2020
5033	Museum & History Board Trust	30,538	0	0	0	0	17,288	1,200	0	0	\$49,026
5034	Museum Administrator's Trust	20,847	0	0	0	0	10,997	501	0	18,780	\$51,125
5035	Nevada Historical Society	207,767	1,765,364	14,907	25,010	0	0	25,000	42,224	48,119	\$2,128,391
5036	Nevada State Museum Trust	31,276	250,055	150,000	30,000	0	10,000	12,784	55,000	379,587	\$918,702
5037A	NV State Railroad Museums Trust - CC	263,739	11,607	130,000	0	0	0	10,000	20,000	14,114	\$449,460
5037B	NV State Railroad Museums Trust - BC	55,543	0	36,083	0	0	0	0	10,000	8,559	\$110,185
5037C	NV State Railroad Museums Trust - EE	46,593	0	0	0	0	0	0	0	4,000	\$50,593
5038	Lost City Museum Trust	28,316	0	100,000	5,000	0	0	577	500	1,610	\$136,003
5039	Las Vegas Museum Trust	34,157	20,313	50,000	9,071	0	0	1,500	10,000	9,650	\$134,691
<b>Total Revenue Sources</b>		<b>\$718,777</b>	<b>\$2,047,338</b>	<b>\$480,990</b>	<b>\$69,081</b>	<b>\$0</b>	<b>\$38,285</b>	<b>\$51,582</b>	<b>\$137,724</b>	<b>\$484,419</b>	<b>\$4,028,176</b>

## Summary of SFY 2020 Museums Private Funds Budget Review

Detailed below is a summary by Budget Account, showing enhancements which increase the overall budget for SFY 2020.

### **B/A #5033 – Board Trust Account**

This budget has not requested any enhancements for SFY 2020. Base and Maintenance adjustments only.

### **B/A #5034 – Administrator's Trust Account**

This budget has not requested any enhancements for SFY 2020. Base and Maintenance adjustments only.

### **B/A #5035 – Nevada Historical Society Trust Account**

This budget has two (2) requested enhancements for SFY 2020. Enhancement #1 requests funding for one staff member to attend the Association of Registrars and Collections Specialists Annual Conference expected to be held November 7, 2019 through November 9, 2019 in Philadelphia, Pennsylvania; Enhancement #2 allows for one staff member to attend the Western Museums Association Annual Meeting for 2019 occurring October 4, 2019 through October 7, 2019 in Boise, Idaho. Funds will include conference registration and associated travel costs.

### **B/A #5036 – Nevada State Museum Trust Account**

This budget has three (3) requested enhancements for SFY 2020. Enhancement #1 provides funds for out-of-state travel and registration in Cat 41 Administration for Natural History Curator to participate in Annual Meeting of American Society of Mammologists in Boulder, Colorado June 5, 2020 through June 9, 2020; Enhancement #2 funds four staff members to attend the Nevada Museum Association annual Conference to be held October 2019 in Ely, Nevada. Funds will include conference registration and associated travel costs; Enhancement #3 increases Cat. 45, History for contract assistance to catalog history collections and purchase of supplies for artifact handling and preservation. These activities address critical issues flagged during the last re-accreditation process, and must be addressed in SFY 2020 before the next review.

### **B/A #5037A – Nevada State Railroad Museums Trust – Carson City**

This budget has six (6) requested enhancements for SFY 2020. Enhancement #1 funds one staff member to attend the Heritage Rail Alliance (HRA) Fall 2019 Conference September 18 - 21, 2019 in Squamish, British Columbia, Canada; Enhancement #2 requests funding one staff member to attend the Nevada Museum Association annual Conference to be held in October 2019 in Ely, Nevada. Enhancement #3 provides funds for one Staff member to participate in training, networking, presenting, and resource development at the American Alliance of Museums (AAM) Conference in San Francisco, California, May 17-20, 2020; Enhancement #4 This decision unit provides funds for the Store manager to attend the MSA conference April 23 - 27, 2020 being held in Cleveland Ohio. Funds will include conference registration and associated travel costs. Enhancement #5 provides funding to purchase the materials necessary for the completion of the narrow gauge rail at the Nevada State Railroad Museum in Carson City. Enhancement #6 provides funding to enhance the maintenance of the railroad, rolling stock and associated equipment.

### **B/A #5037B – Nevada State Railroad Museums Trust – Boulder City**

This budget has not requested any enhancements for SFY 2020. Base and Maintenance adjustments only.

### **B/A #5037C – Nevada State Railroad Museums Trust – East Ely**

This budget has not requested any enhancements for SFY 2020. Base and Maintenance adjustments only.

### **B/A #5038 – Lost City Museum Trust**

This budget has not requested any enhancements for SFY 2020. Base and Maintenance adjustments only.

### **B/A #5039 – Las Vegas Museum Trust**

This budget has not requested any enhancements for SFY 2020. Base and Maintenance adjustments only.

**SFY 2020 Summary**  
**Enhancement Units Included In Budget Requests**  
**By Budget Account and In Order of Priority**

<u>B/A #</u>	<u>Agency Name</u>	<u>Enhancement Unit #</u>	<u>Budget Acct Priority</u>	<u>Summary Description of Need</u>	<u>SFY 2020</u>
5033	Board of Museums and History	None	None	N/A	0
5034	Division of Museums and History	None	None	N/A	0
5035	Nevada Historical Society				
		1	1	This enhancement unit requests funding for one staff member to attend the Association of Registrars and Collections Specialists Annual Conference expected to be held November 7, 2019 through November 9, 2019 in Philadelphia, Pennsylvania.	1,835
		2	2	This enhancement unit allows for one staff member to attend the Western Museums Association Annual Meeting for 2019 occurring October 4, 2019 through October 7, 2019 in Boise, Idaho.	1,286
5036	Nevada State Museum				
		1	3	This enhancement unit provides for the Natural History Curator to participate in Annual Meeting of American Society of Mammologists in Boulder, Colorado June 5, 2020 through June 9, 2020. Funds will include conference registration and travel.	2,325
		2	2	This enhancement unit requests funding for six staff members to attend the Nevada Museum Association annual Conference to be held October 2019 in Ely, Nevada. Funds will include conference registration and travel.	3,064
		3	1	This enhancement increases Cat. 45, History for contract assistance to catalog history collections and purchase of supplies for artifact handling and preservation. These activities address critical issues flagged during the last re-accreditation process, and must be addressed in SFY 2020 before the next review.	19,389



5037A Nevada State Railroad Museum - Carson City						
	1	3	This enhancement unit requests funding to allow for one staff member to attend the Heritage Rail Alliance (HRA) Fall 2019 Conference in Squamish, British Columbia, Canada. Funds will include conference registration and travel.		2,715	
	2	4	This enhancement unit requests funding for one staff member to attend the Nevada Museum Association annual Conference to be held in October 2019 in Ely, Nevada. Funds will include conference registration and associated travel costs. Funds in this line item include costs for conference registration fees and associated travel.		1,210	
	3	5	This decision unit provides funds for one Staff member to participate in training, networking, presenting, and resource development at the American Alliance of Museums (AAM) Conference in San Francisco, California, May 17-20, 2020. Funds will include conference registration and travel.		2,057	
	4	6	This decision unit provides funds for the Store manager to attend the MSA conference April 23 - 27, 2020 being held in Cleveland Ohio. Funds will include conference registration and travel.		2,340	
	5	1	This request is to purchase the materials necessary for the completion of the narrow gauge rail at the Nevada State Railroad Museum in Carson City. The system requires three dual gauge frogs for the railway system.		60,000	
	6	2	This request is to enhance the maintenance of the railroad, rolling stock and associated equipment. This establishes a baseline to augment the ongoing necessary maintenance, repair and upkeep of historic rolling stock, equipment and ancillary equipment including track, water tower, switches and the like.		10,000	
5037B	Nevada State Railroad Museum - Boulder City	None	None	N/A		0
5037C	Nevada State Railroad Museum - East Ely	None	None	N/A		0
5038	Lost City Museum Trust Account	None	None	N/A		0
5039	Las Vegas Museum Trust Account	None	None	N/A		0



**Report on the History and Cost Breakdown of Positions Funded from the Museum Dedicated Trust Fund (MDTF)  
SFY 2020**

Agency	Pos. #	FTE	Title	Date Established	Current Status	Salary & Benefits Total Cost	MDT Funds	General Fund/ Tourism	Actual Source of Funding	Purpose of Position
NHS	0013	0.80	Administrative Assistant III	9/11/1990	Eliminated 78th Leg Session	0	100%	0%	Merchandise Sales, Membership Fees, Photo Sales	Approved at the 9/22/89 Board Meeting. Provides management of the Museum Store and Museum Membership Program. Position was laid off effective August 1, 2011 per Board action in June 2011. Position was eliminated by the Legislature effective July 2015.
NSM	0010	1.00	Retail Storekeeper II	11/9/1976	Filled	70,928	100%	0%	Merchandise Sales	Originally approved by the Board prior to 1981 (no minutes prior to 02/05/81) as a contract employee. Provides management of the museum store.
NSM	0032	0.51	Sales and Promotion Rep II	9/11/1990	Filled	43,652	100%	0%	Coin Press/ Merchandise Sales/ Membership	Originally approved by the Board prior to 1981 (no minutes prior to 02/05/81) as a contract employee. Position funding is through multiple MDTF revenue sources to assist in the production, packaging, and sale of the minted coins; museum store back up; membership and fundraising drives; etc.
NSRMCC	0016	1.00	Retail Storekeeper II	9/11/1990	Filled	58,996	100%	0%	Merchandise Sales	Originally approved by the Board prior to 1981 (no minutes prior to 02/05/81) as a contract employee at half time. At the 2/27/98 Board meeting it was approved make this position full-time. At the 6/11/02 the Board reduced this position to 60% for management of the museum store. In SFY 2008 this position was reclassified to a Retail Storekeeper at 100% due to the larger salary savings incurred with the reclass.
NSMLV	0006	0.80	Retail Storekeeper II	7/1/1982	Vacant: Lay off 1/2014	0	100%	0%	Merchandise Sales	Originally approved by the Board as a contract employee 5/14/82. Management of the museum store. PCN increased from .51 FTE to .80 FTE in SFY 2012. Position was laid off effective January 31, 2014 per Board action in December 2013. Position to remain frozen in SFY 2020
NSMLV	0053	0.51	Museum Attendant II	8/1/2011	Vacant (No Recruitment Pending)	29,210	100%	0%	Facility Rentals/ Membership	Position approved in 76th Legislative session (2011) in order to staff and open new museum on campus of the LV Springs Preserve.
LCM	0008	0.80	Career Aid I Museum Attendant I	8/28/1989	Filled	32,120	100%	0%	Merchandise Sales	Originally approved by the Board prior to 1981 (no minutes prior to 02/05/81) as a contract employee. Serves as museum store staff. Original position, Career Aid I, reclassified to Museum Attendant I during 80th Legislative Session effective July 1, 2019.
LCM	0009	0.51	Career Aid III Museum Attendant I	10/18/1989	Filled	28,700	100%	0%	Merchandise Sales	Originally approved by the Board prior to 1981 (no minutes prior to 02/05/81) as a contract employee. Provides for supervision of the museum store. Original position, Career Aid III, reclassified to Museum Attendant I during 80th Legislative Session effective July 1, 2019.

Note: Effective July 2, 1989 pursuant to AB 578, these former contract employees were made non-classified and classified positions within the state system.

For SFY 2020 the Dedicated Trust Fund will have six (6) positions active.

**Board of Museums and History**  
**Membership Committee**  
June 2019 Update

1. Authority is granted in NRS 381.0045 for the Board of Museums and History to establish categories of and fees for membership in museums in the State of Nevada Division of Museums and History.
2. Held committee meeting to discuss membership levels and pricing through Friends of the Nevada Southern Railway (Boulder City). Under discussion:
  - a. Senior Family membership level (only exists in BC)
  - b. Volunteer membership level (only exists in BC)
  - c. Free train ridership included for all membership levels (only exists in BC)
3. Based on discussion, propose the following:
  - a. Modify Membership Policy to create Senior Family membership level system-wide at an annual cost of \$50. Senior Family membership defined as two adults (one must be 62 or older) and their children or grandchildren (maximum of five) younger than 12.
  - b. Make no change or definition of Volunteer membership level at this time. The committee will revisit this topic, along with requests by other Friends organizations, in the second half of 2019.
  - c. Direct FNSRBC to modify train ridership policy to provide a 50% discount on train rides for all members as of July 2020, bringing FNSRBC into compliance with systemwide membership benefits.
  - d. Direct FNSRBC to change Individual Senior Membership cost to \$25 (it is currently \$30) as of July 2020, bringing FNSRBC into compliance with systemwide pricing.
  - e. Direct FNSRBC to change Individual Membership cost to \$35 (it is currently \$45) as of July 2020, bringing FNSRBC into compliance with systemwide pricing.





## MEMORANDUM

**To: Board of Museums & History**

**From: Peter Barton, Administrator**

**Date: May 30, 2019**

**Re: East Ely Depot & Nevada Northern Railway Foundation**

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Throughout the course of the 80<sup>th</sup> General Legislative session the Nevada Northern Railway Foundation made multiple efforts to secure possession and/or operation of the East Ely Depot and the neighboring historic freight building. The Foundation engaged the services of a lobbyist, Argentum Partners, to assist their efforts.

The lobbyist met with several State Agencies including State Lands, Conservation & Natural Resources as well as with many Legislators. I met with the lobbyist to discuss an amendment to section 5 of the Conservation Bond Reauthorization Act at which time the matter of "integration" of the State owned and managed assets was discussed as something that might happen in perhaps "5 or 10 years."

Days later we received a proposed integration plan that would commence on July 1, 2019, with the dismissal of the State's presence, a disingenuous action considering the timeframe of "5 to 10 years" noted during our face-to-face meeting. The plan is critical of the State Public Works Board, accusing them of irresponsible actions related to the historic nature of the property. The State Public Works Board has subsequently responded to the assertions made by the Railway Foundation, and that document is included here as well. Needless to say, I rejected the plan.

Subsequently we received a proposed "Exclusive Use" plan. This proposal is bolder than the proposed integration plan and would allow the Railway Foundation the use of the entire property, requires the collections and exhibits remain in place, and requires the State to continue all insurance coverage on the property and collections. We have not formally responded on this proposal.

The core parties involved in this discussion, including State Lands and representatives from the Attorney General's Office have met and continue to develop a response to these increasingly frequent attempts to divest the Museum's presence in Ely.

Several relevant documents follow in your package.



# NEVADA NORTHERN RAILWAY

A NATIONAL HISTORIC LANDMARK

Refers to  
Agenda item 911



## Nevada Northern Railway Foundation

Depot: 1100 Avenue A, Ely, Nevada 89301

Mailing Address: PO Box 150040, Ely, Nevada 89315

Voice: (775) 289-2085 • Web: [www.nnry.com](http://www.nnry.com) • E-mail: [info@nnry.com](mailto:info@nnry.com)

## Integration Plan

### Nevada Northern Railway Absorbing the East Ely Railroad Depot Museum

#### I. Executive Summary

The Nevada Northern Railway National Historic Landmark in Ely, Nevada covers 56-acres and includes 60 buildings and structures, approximately 30 miles of railroad track, four steam locomotives (two in operation, two under restoration) eleven diesel locomotives (four in operation, one under restoration) and over 100 antique railroad cars with the oldest dating to September 1872.

The complex is managed by two entities, the State of Nevada through the Division of Museum and History's East Ely Railroad Depot Museum (the "State" or "EERDM") and the Nevada Northern Railway Foundation (the "Foundation").

The State is responsible for two buildings: the East Ely Depot and the Freight Depot, which together cover less than an acre of the complex. Of the two buildings, the State actively manages only the second floor of the East Ely Depot (open daily). The public can pay a fee to rent the Freight Depot for special occasions such as weddings, funerals, or tool sales.

The Foundation is responsible for the remaining 58 buildings and structures, the locomotives, railroad cars, railroad track and the operation of the actual railroad. In 2017, over 28,000 tourists came to visit the railroad complex and of that number over 16,000 people rode the Foundation's trains. At the same time, only 6,320 or 22% of the visitors visited the EERDM.

There is an inherent imbalance between the two entities. The Foundation does the vast majority of the advertising, marketing and promotion of the complex. The Foundation's staff greets the tourists, explains what there is to see and do, collects admission and provides a walking tour map that highlights what a tourist should see, including the EERDM. When the EERDM handled all of their own ticketing, only about 800 people per year would visit the State Museum.

To maximize the potential of the Nevada Northern Railway National Historic Landmark, the Foundation is proposing that the Foundation absorb the EERDM into their operations either through an operations agreement or the State deeding the buildings back to the Foundation.

#### **Award Winning Destination**

Best Tour in Rural Nevada – 2017

Nevada State Treasure – 2013 & 2012

Trip Advisor Certificate of Excellence – 2017, 2016, 2015, 2014

Best Preservation Effort in the West • Attraction of the Year – 2012

Best Museum in Rural Nevada – 2017, 2016, 2014, 2013, 2010, 2009, 2008

Best Museum - Special Recognition – 2010 • Favorite Nevada Attraction – 2008

Best Event in Rural Nevada – The Polar Express – 2017, 2016, 2015, 2014 & 2013

Best Place to Take the Kids in Rural Nevada – 2018, 2015, 2014, 2013, 2012, 2011, 2010, 2009, 2008, 2007



## II. History

Starting in the early 1980s it was obvious that Kennecott was considering closing their operations in White Pine County. The copper mine itself closed in the mid-1970s which had a negative economic impact on the community. Kennecott's only remaining operations were the mill and smelter in McGill along with the Nevada Northern Railway. If the mill and smelter were to close, then the railroad would be surplus and closed too.

Realizing that the end was near, the community approached Kennecott to ask them if they would consider operating tourist trains for the economic benefit of the community. Their reply was no. At the same time, it was evident that Kennecott would be terminating their operations in White Pine County and the community would take another substantial economic hit.

Community leaders went back to Kennecott and asked Kennecott for the railroad. Surprisingly, Kennecott agreed to give the community the southern third of the railroad and sell the northern two-thirds of the railroad to the City of Los Angeles. (In 2005, the City of Ely (the "City") and the Foundation purchased the northern portion of the railroad from the City of Los Angeles.)

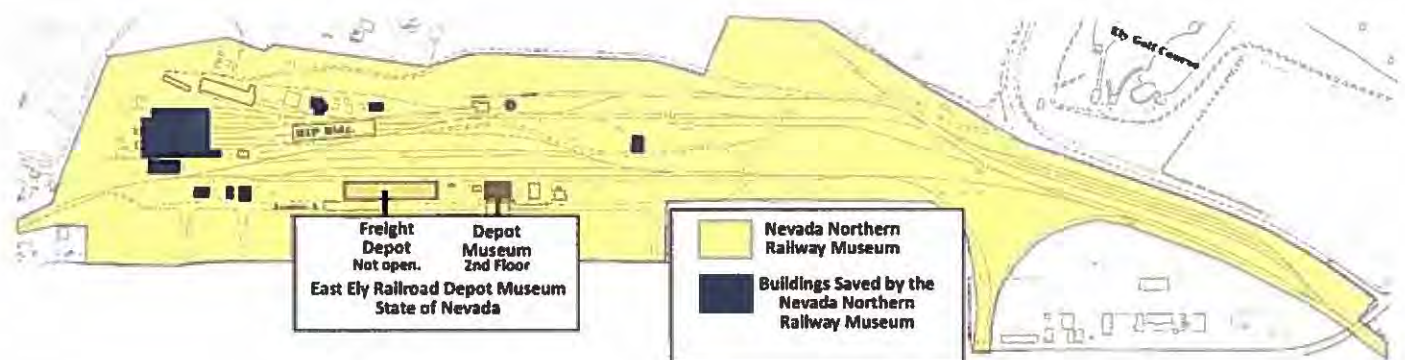
In 1985, the Foundation and the City began receiving the railroad complex from Kennecott. Over the course of three years the entire southern third of the railroad was given.

The gift from Kennecott was extremely generous but, unfortunately, the gift came with no money for preservation or to commence operations. This meant that in a small remote Nevada community that had just suffered losing its largest and major employer, there were no immediate funds available.

Not to be deterred, the community banded together to start planning on how to develop the railroad complex into a major tourist attraction. Their first mission was to look for a source of funding. At the same time, they started working on the steam locomotive that was given to the community, Locomotive 40. Their goal was to start operating tourist trains.

By 1987, the community had succeeded in getting Locomotive 40 back in operation and started running excursion trains. However, operations were still relatively small at the time the Foundation and the City transferred two buildings to the State—the East Ely Depot (the "Depot") and the Freight Depot (the latter also known as the "Freight Barn" or "Red Freight Barn").

In 1992, the East Ely Railroad Depot Museum opened to the public under the auspices of the State of Nevada. At the same time the rest of the railroad complex was being preserved by the Foundation, which also operated the trains.



The Foundation has evolved significantly over the last 29 years and has successfully raised and invested over \$28,000,000 in the complex. This has allowed us to open more of the complex to our visitors. The Foundation saved the following seven historic buildings from collapse and destruction and restored them to use: the Engine House and Machine Shop Building, the Master Mechanic's Building, the McGill Depot, the Blacksmith Shop, the Chief Engineer's Building, the Garage, and the Bus Barn.

### **Nevada Northern Railway National Historic Landmark**

Meanwhile, during the same period, the State has the second floor of the Depot open, but the Freight Depot is not open to the public on a daily basis.

During this same time period the Foundation has used the Depot pursuant to its reserved rights in the transfer deeds, which states:

*RESERVING UNTO the CITY OF ELY, a Municipal Corporation, and the WHITE PINE HISTORICAL RAILROAD FOUNDATION the right to perpetually use the East Ely Depot for the purpose of selling tickets for the White Pine Historical Railroad and for any other business or activities of the White Pine Historical Railroad Foundation or its successors.*  
(Note: In 2016, the Foundation changed its name from the White Pine Historical Railroad Foundation to the Nevada Northern Railway Foundation.)

### **III. Integration of the East Ely Depot Museum - Overview**

In the 29 years the two museums have co-existed, the EERDM has increased its staff from one to 1.5. Meanwhile, the Foundation has gone from four to 18 employees, has over 100 volunteers, and over 3,000 dues-paying members. Our members are in every state and eight foreign countries. Since 1996, our members have contributed almost \$5,000,000 to support the activities of the Foundation.

We have five paramount goals in integrating the EERDM into the Foundation:

1. We will execute an integration that yields a seamless experience for visitors. Currently, the vast majority of our visitors do not realize, nor care that there are two museums on the complex. The vast majority of tourists are coming to visit the Nevada Northern Railway National Historic Landmark.
2. We will increase the hours the Depot and Freight Depot will open each week, which will match the Foundation's hours.
3. We will open the Freight Depot to the public. The top question that tourists ask when they visit the complex is, "Where's the museum?" We will use the Freight Depot as "the museum."
4. We will address the \$918,194 in repairs that the State of Nevada Public Works Division identified in their Facility Condition Analysis Report dated November 16, 2011, by using non-State funds. (With inflation, the cost is now over \$1,000,000 and will only continue to rise.)
5. In addition to addressing the building issues identified in the Facility Condition Analysis Report, the Foundation will create a true museum experience for visitors to the railroad in the Freight Depot.

### **IV. Integration of the East Ely Depot Museum - Phase 1 July 1, 2019 – Dec. 31, 2019**

The Foundation proposes that Phase 1 of the integration of the two museums will start July 1, 2019, and end December 31, 2019 (the end of the Foundation's fiscal year). The two current employees of the East



Ely Railroad Depot Museum, Sean Pitts and Lilli Montoya, will be invited to apply to join the staff of the Foundation.

Starting on July 1, 2019, Michael Hughes, Curator of Education for the Foundation, will move his office to the second floor of the Depot. This will keep the second floor of the Depot open to the public. He will also coordinate our volunteers' schedules to ensure that the second floor of the Depot will be open the same hours as the rest of the Foundation. This will increase the number of hours that the top floor of the Depot will be open from its current 58.5 hours a week to 62 hours a week. During the summer months, the open hours increase to 70 hours per week, an increase of 20% over current operations.

Starting on July 1, 2019, Joan Bassett, Museum Curator for the Foundation, will move her office into the Freight Depot. She will work with Michael Hughes to ensure that there are enough employees and volunteers to allow the Freight Depot to be open on a limited basis through the end of the year.

More than 18 years ago, display cases were moved to the Freight Depot from the State Museum in Carson City. These cases are still empty. The Foundation will use the cases to tell the story of the Nevada Northern Railway and the copper industry in eastern Nevada.



These are some of the empty display cases that are in the Freight Depot. The Foundation will have displays in the cases by 2020.

During Phase I, we will change the existing exterior lights bulbs on the Freight Depot to LED lights and use the already-installed timers in the building to turn on the exterior lights from dusk to dawn. Currently these lights are rarely turned on. Turning on the lights would eliminate a dark area of the complex and have a major, positive impact on the sight line. Secondly, we will start planning displays for the Freight Depot.

The estimated cost to the Foundation for six months of operation, including utilities is \$17,786.

## **V. Integration of the East Ely Depot Museum - Phase 2 Jan. 1, 2020 – Dec. 31, 2020**

We will build on our first-year successes during our second year. Operations on the top floor of the Depot will remain the same, including the extended hours.

We would focus on three capital projects during Phase 2. The first is repairing the baseboard heaters on the ground floor of the Depot and weatherizing the ground floor. Currently, only one of the existing heaters works on the ground floor.

The second project is to repair the gutters and paint the exterior of the Depot. This has been needed for years. The gutters leak on the sidewalk, especially at the entrances to the Depot. This is a mild annoyance in the summer. In the winter, it is dangerous to staff, volunteers, and visitors. The water from the leaking gutters turns to ice in the heaviest traffic area. The Foundation aggressively salts and sands these areas, but conditions can change quickly. Repairing the gutters would address this issue.

The exterior of the building has needed painting for years. The Nevada Public Works Division identified this need in their Facility Condition Analysis Report nine years ago, yet nothing has been done. Obviously, a dingy building with peeling paint has an adverse effect on the visitor's experience, as it lowers the visitors' expectations of their experience.

The third project is a major one - removing the concrete apron that was installed around the Depot by Public Works in 2009. The concrete was installed without consideration for the 1907 sandstone foundation of the building. Additionally, the intent was to provide ADA access on the north side of the Depot where it was not needed nor required.



This is the north side of the depot after a Nevada Public Works Division project. This photo illustrates the principal difference between state ownership and the Foundation's ownership. Projects undertaken by the Foundation are reviewed by the Nevada State Historic Preservation Office (the "SHPO"). Solutions and guidance are provided by the SHPO. Public Works is not required to follow the guidance from Nevada's Preservation Office.

If they had done so, the egregious mistakes made by Public Works as exemplified in this photo could have been avoided. Public Works attempted to install ADA access on the north side of the Depot. This was redundant, as there already was ADA access on the south side of the building. Their attempt to install ADA access created two problems, the sloping pedestrian walkway towards an active railroad track and the installation of a non-historic structure, the black handrail, destroying the century-old sightline. Finally, the leaking gutters were never repaired and still leak to this day.

A partial remedy was implemented when the Foundation secured a grant that removed the sloping walkway and raised the platform. It is only a partial remedy, because now there is a one-foot drop off, where none existed prior to this project.



The installation of the concrete was not done properly and it is deteriorating the sandstone foundation because it is harder than the sandstone.



The above photo shows how the concrete was poured against the 1907 sandstone. This is causing two problems. First, the harder concrete is grinding away at the sandstone. Secondly, water has no place to go, so it is being wicked up in the sandstone, further weakening the building's foundation.

Additionally, during Phase 2, the Foundation will work to have the Freight Depot open the same hours as the rest of the complex. We will accomplish this by hiring a full-time, paid docent to assist with the coverage of the Freight Depot.

Furthermore, the Foundation will start filling the existing display cases already in the Freight Depot with exhibits. The sources for the exhibits will be artifacts that are already in the collection but are not currently on display. One possible exhibit could feature the Edison Batteries that are stored in a non-public part of the Depot, as they lend themselves to interpreting the development of batteries that now power our everyday electronic devices. It is important to show how technology developed and how it impacts our life today.

Traveling exhibits from the Smithsonian Institute or the Union Pacific Railroad are good secondary sources for exhibits. The Union Pacific Railroad has a traveling exhibit called *Move Over* featuring Women in Railroading. The cost of the exhibit is nominal, just a few hundred dollars. Traveling exhibits would keep the displays in the Freight Depot fresh and interesting.



The Foundation's vision for the Freight Depot is to recognize its usage as a public space for local events such as weddings, funerals, and other events such as proms for the local high school. The Foundation would use the existing display cases and create other displays that would be in the center of the Freight Depot but be moveable as illustrated in the following artist renderings.



The cart and velocipede have been moved to the outside walls.





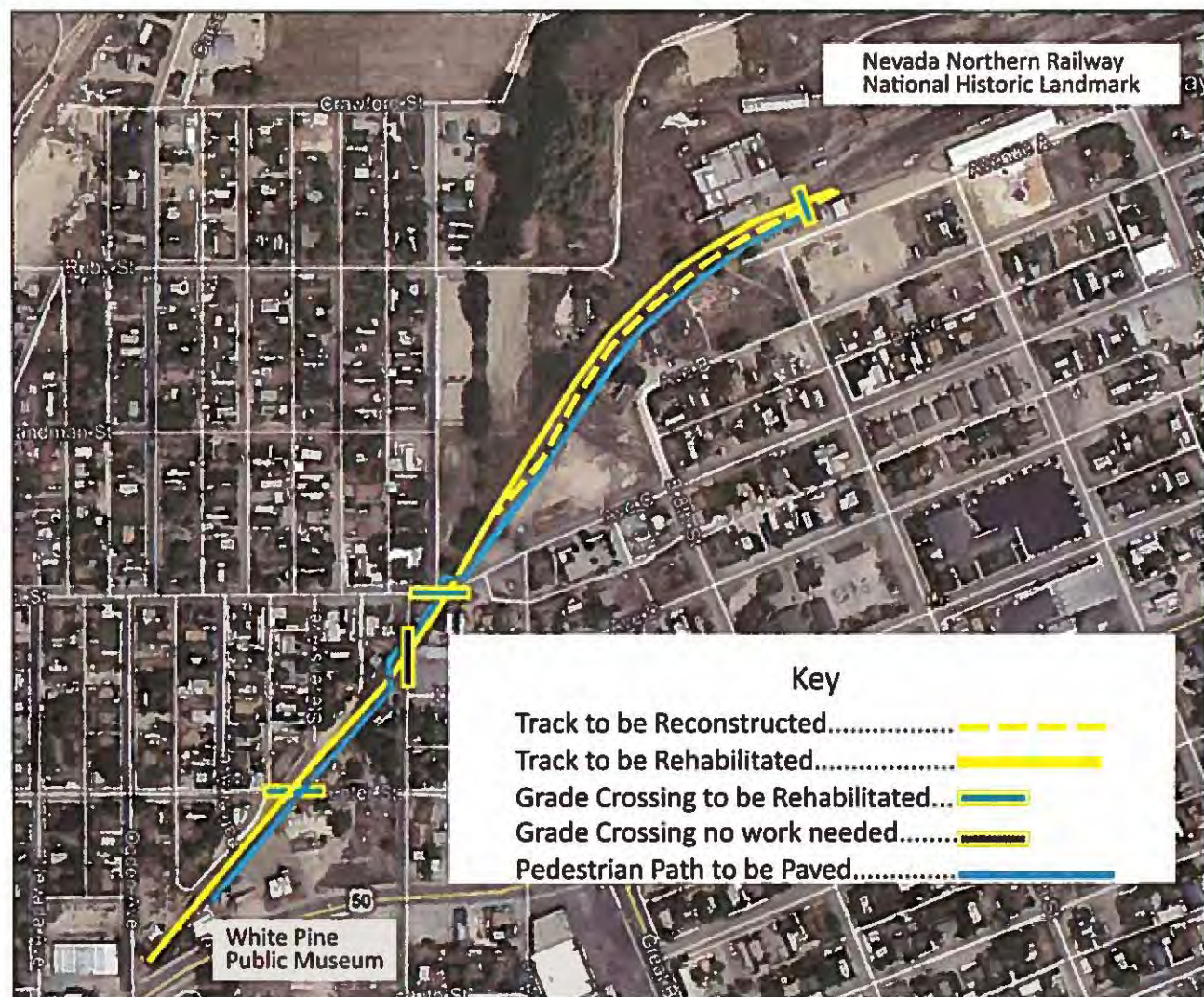
## **VI. Integration of the East Ely Depot Museum - Phase 3 Jan. 1, 2021 – Dec. 31, 2024**

The Foundation has received a large grant that fully funds the opening of the railroad track from the Depot to the White Pine Public Museum, a distance of approximately three-quarters of a mile. This project should be completed in 2021.

The White Pine Public Museum has previously moved the Nevada Northern Railway's Cherry Creek Depot from Cherry Creek to its current location on their grounds. Opening the railroad track will allow the operation of trains that will tie together the Depot Museum, the Freight Depot Museum, the railroad's Machine Shop and Engine House museum complex with the Cherry Creek Depot at White Pine Public Museum.

This unification of the museums is greater than the individual pieces. A visitor to the Nevada Northern Railway Museum will now need to invest either a half day or a full day to explore all of the museums.

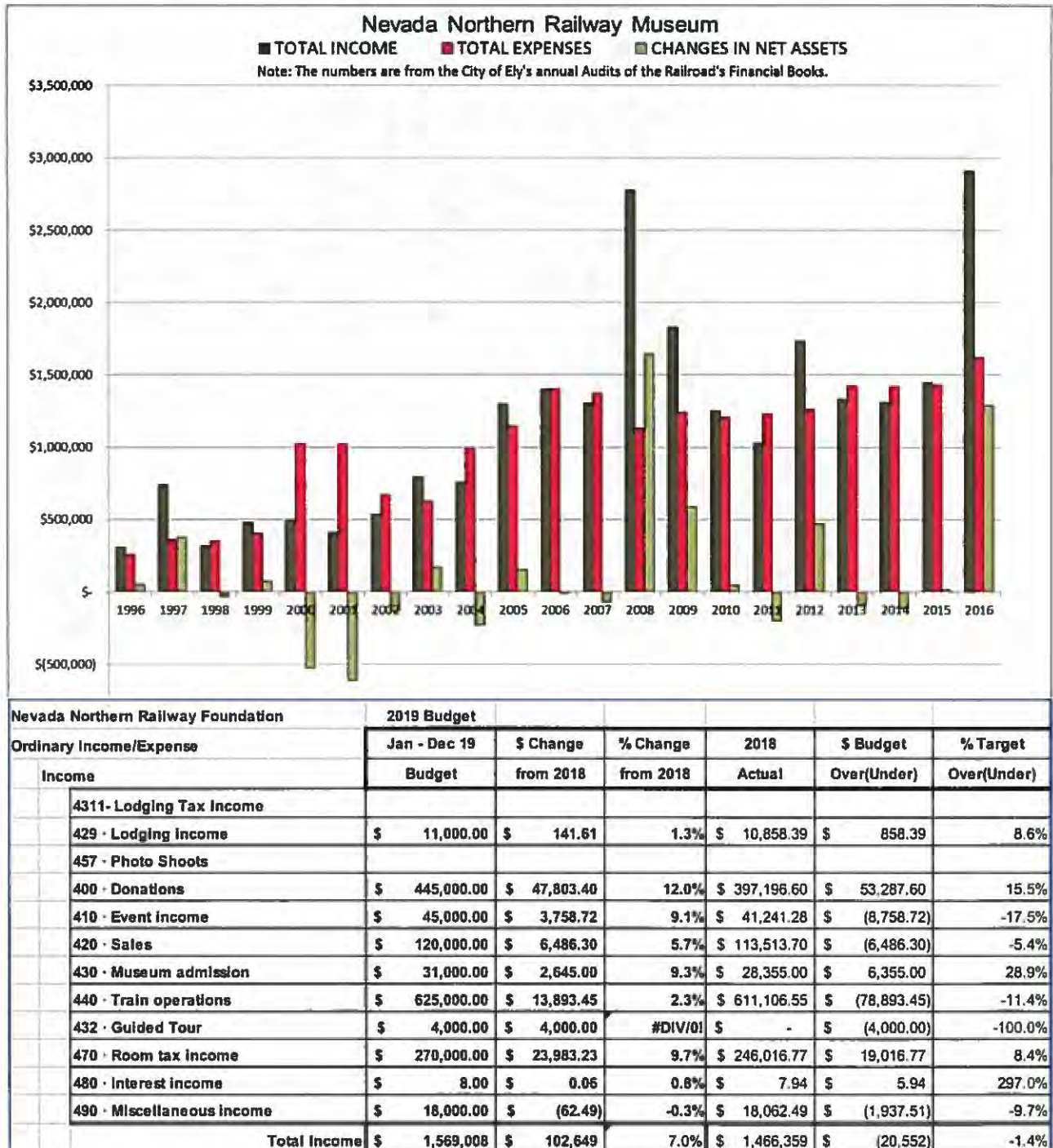
A suggested itinerary would be to start at the ground floor of the Depot. There, a visitor could purchase a train ticket and receive free admission to the joint museums, or the visitor could purchase a museum pass that would give them access to the museums and a ride on a rail vehicle between the Nevada Northern Railway Complex and the White Pine Public Museum.





## VII. Integration of the East Ely Depot Museum - Funding and Budgets

Since 1996, the Foundation has raised \$24,455,509 that has been invested in the Nevada Northern Railway National Historic Landmark. Of this amount, 55%, or \$13,450,529, came from museum operations, 28%, or \$6,927,754, came from grants, and the remaining 17%, or \$4,077,226, came from miscellaneous income sources.



The Foundation raises its own annual budget. We do receive room tax from both White Pine County and the City of Ely. This was implemented in 2002. It recognizes the importance of the railroad to the community. This investment has paid off. Since it was implemented, it is estimated that the railroad generated over \$60,000,000 in economic activity to the State and the community.



In 2019, the Foundation has budgeted for \$1,458,200 in expenses which yields a positive increase in net assets of \$110,808.



The Foundation is constantly and aggressively fund raising. Pictured above is a \$50,000 donation from Kinross Mining that was received in January 2019.

In addition to large donations, the Foundation has also been very successful in receiving large grants. This year we have received a \$1,100,000 Southern Nevada Public Lands Management Act ("SNPLMA") grant that will be invested in restrooms, more walking trails, and more exterior lighting. A previous SNPLMA grant of \$800,000 paid for parking, lighting, and trails. A \$1,300,000 federal grant paid for track improvements in 2016. Since 1996, the Foundation has received over \$12,000,000 in grants and donations.

The Foundation is planning on investing approximately \$2,000,000 in the Depot and Freight Depot to address the issues identified in the State's Facility Condition Analysis Report and create a major museum. The Foundation has identified funding sources to cover those costs.

### **VIII. Conclusion**

A comparison of the actions of the State and the Foundation since the opening of the EERDM illustrates the need to have the Foundation assume either the operations of the State's museum or, more logically, to have the State return the two buildings to the Foundation.

The reality of the situation is that the State has an incomplete museum in Ely, as the EERDM's location and lack of assets makes it an outlier in the otherwise excellent track record of the Division of Museums



and History. In 29 years, the State has not been able to open the Freight Depot on a daily basis to the public. During the same period, the Foundation has flourished and grown into a large operation.

There is precedence for the transfer of historic state buildings. Recently, the State transferred the Belmont Courthouse to the local community. Why? Because the local community could invest more resources in the courthouse than the State could. The local community could build on the investments that the State had already made in the structure.

The same is true in Ely. Yes, the State has made a substantial investment in the two buildings here, but millions more need to be invested to make the two buildings operational. In 29 years, the State has yet to mobilize those resources. The Foundation has proven itself as a dynamic fund raiser, as it has raised over \$24,000,000 that has been invested in the entire complex, including the East Ely Depot building.

The Foundation's proposal will allow the two buildings to develop to their full potential and finally allow the seamless integration of all aspects of one of the most important assets in eastern Nevada—the Nevada Northern Railway National Historic Landmark.

**Furthermore, this Integration Plan allows the State to reassign the budget from the East Ely Railroad Depot Museum to the State Railroad Museum in Carson City. That museum has an international following but is only open five days a week and could be open daily to maximize the visitation potential that it can bring to Carson City.**

This is a win-win situation. Transferring the East Ely Depot and Freight Depot to the Foundation opens another museum in Ely (the Freight Depot). Transferring the Ely Museum budget to Carson City allows the State Division of Museums and History to open that museum daily. This will increase tourism in both locations and allow both locations to develop to their full potential.





## **EXCLUSIVE USE AGREEMENT**

This Exclusive Use Agreement (this "**Agreement**") is entered into effective as of July 1, 2019, by and between Nevada Northern Railway Foundation, Inc., a Nevada non-profit corporation, formerly known as White Pine Historical Railroad Foundation, Inc. (the "**Foundation**") and the State of Nevada, acting by and through the Division of Museums and History of the Nevada Department of Tourism and Cultural Affairs (collectively, the "**State**"), with reference to the following facts:

- A. Nevada Revised Statute ("**NRS**") 333.700 provides that a subdivision of the State may engage the services of an independent contractor, subject to the approval of the Nevada State Board of Examiners (the "**BOE**").
- B. The State holds an ownership interest in two buildings at Nevada Northern Railway National Historic Landmark in Ely, Nevada, and operates the East Ely Depot Museum on the top floor of one of the buildings, known as the East Ely Depot.
- C. The Foundation also operates a museum at the Nevada Northern Railway National Historic Landmark in Ely, Nevada, as well as adjoining areas, the assets of which consist of approximately 30 miles of track, 70 buildings and structures, four original steam locomotives (two of which are in operation), twelve diesel locomotives, and over 100 antique railroad cars.
- D. The Foundation operates on the bottom floor of the East Ely Depot, pursuant to its reserved right of use, set forth in that certain Grant, Bargain and Sale Deed between Foundation and the City of Ely, as Grantor, and the State, as Grantee, dated February 8, 1990, and recorded in the Office of the County Recorder, White Pine County, State of Nevada, on February 15, 1990 as Document No. 265779.
- E. The parties acknowledge and agree that the situation at the Nevada Northern Railway National Historic Landmark has become untenable, and that it would benefit the State and the public for the Foundation to operate one, integrated museum at the Nevada Northern Railway National Historic Landmark.
- F. Over the last 29 years, the Foundation has developed a significant track record of maintaining and operating an extensive museum and historic assets, and the parties agree that the Foundation has the skill, experience, and fund-raising ability to manage the entire Nevada Northern Railway National Historic Landmark.
- G. The State and the Foundation are entering into this Agreement to: (i) benefit the public by allowing the Foundation to exclusively use the Nevada Northern Railway National Historic Landmark, including the property in

which the State has an ownership interest; (ii) improving the local economy of Ely, Nevada by increasing tourism through more efficient operations (iii) improve the State's budgetary outlook by discontinuing the State's operational status of the East Ely Depot Museum; and (iv) strengthen the relationship between the State and the Foundation by providing for synergies through joint marketing and other cooperative efforts between the Foundation and the Division of Museums and History.

Based upon the above, and in consideration of the mutual agreements of the parties set forth in this Agreement, the parties agree as set forth below.

1. Incorporation of Recitals. The recitals set forth above are hereby incorporated by reference as set forth fully herein.

2. Required Approval. This Agreement shall not become effective until executed and approved by the BOE. The undersigned agent of the BOE represents and warrants that he or she has the power and authority to execute this Agreement on behalf of the BOE and that the BOE has approved this Agreement at a duly organized meeting of the BOE.

3. Term & Termination. The term of this Agreement shall commence as of the date set forth above and shall continue for two (2) years (the "**Initial Term**"). The parties may elect to continuously extend the term of this Agreement for subsequent one (1) year terms (each, a "**Renewal Term**") (the Initial Term and each Renewal Term, collectively, the "**Term**"). Either party may terminate this Agreement at the expiration of the applicable Initial Term or Renewal Term, as the case may be, by giving Notice of the party's intent to terminate the Agreement to the other party at least thirty (30) calendar days prior to the expiration of the applicable Initial Term or Renewal Term.

4. Exclusive Use of the Real Property. The parties acknowledge and agree that the State holds an ownership interest in the property in Ely, Nevada, described in the legal description attached hereto as **Exhibit "A"** and incorporated by reference herein (the "**Property**"). The parties acknowledge and agree that the Property consists of: (i) the building commonly known as the "East Ely Depot" (a photo of which is attached hereto as **Exhibit "B"** and incorporated by reference herein); (ii) the building commonly known as the "Freight Barn" (a photo of which is attached hereto as **Exhibit "C"** and incorporated by reference herein); and (iii) surrounding areas. Within thirty (30) days after the effective date of this Agreement, the State shall vacate the Property (the "**Transition Period**") and allow the Foundation full, unfettered, and exclusive use of the Property. Upon vacating the Property, the State shall leave all fixtures and historical personal property (defined below). The State represents and warrants that it has not materially altered any part of the Property or any fixtures associated therewith at any time during the 180 days preceding the date of this Agreement. During the term of this Agreement, the State shall not: (i) encumber, convey, sell, transfer, grant a security interest in, assign, or lease the Property to any other person or legal entity, and any such action by the State shall be void ab initio; (ii) grant a right to use the Property to any other person or legal entity, and any such action by the State shall be void ab initio; (iii) materially alter any part of the Property or any fixtures associated therewith; (iv) or remove any fixtures from the Property.



5. State's Transition Obligations and Personal Property. The parties acknowledge and agree that the State, by and through the Division of Museums and History, entered into a Memorandum of Agreement to Grant Historic Records, Documents, Furnishings and Fixtures to the State of Nevada with the City of Ely, Nevada, dated October 9, 1991, a copy of which is attached hereto as **Exhibit "D"** and incorporated by reference herein (the "**1991 Personal Property Agreement**"). The parties acknowledge and agree that, for purposes of this Agreement, the term "**Historical Personal Property**" means all personal property, of any kind or nature whatsoever: (i) referenced in the 1991 Personal Property Agreement; (ii) used in any display at any time during the past two (2) years by the East Ely Depot Museum; or (iii) of historical nature or significance and stored on the Property anytime during the past two (2) years. For the avoidance of doubt, the parties acknowledge and agree that the term "Historical Personal Property" has the broadest possible meaning under this Agreement. However, "Historical Personal Property" shall not mean personal property that a reasonable person would not understand to have any historical significance, such as modern-day computers, telephones, or other modern-day technological equipment. The State represents and warrants that it has not removed or materially altered any Historical Personal Property in the 180 days preceding the effective date of this Agreement. During the term of this Agreement, the State shall allow the Foundation full, unfettered and exclusive use of the Historical Personal Property. During the term of this Agreement, the State shall not: (i) encumber, convey, sell, transfer, grant a security interest in, assign, or lease any item of Historical Personal Property to any other person or legal entity, and any such action by the State shall be void ab initio; (ii) grant a right to use the Historical Personal Property to any other person or legal entity, and any such action by the State shall be void ab initio; (iii) materially alter any item of Historical Personal Property; (iv) or remove any item of Historical Personal Property from the Nevada Northern Railway National Historic Landmark. The State shall use its best efforts during the Transition Period to provide for the smooth transition of the transfer of the Property and the Historical Personal Property from the State to the Foundation.

6. Foundation's Obligations with Respect to the Property and Historical Personal Property. During the term, the Foundation shall use the Property and the Historical Personal Property in furtherance of its exempt purposes. Specifically, the Foundation shall integrate the Property and the Historical Personal Property in accordance with its integration plan, attached hereto as **Exhibit "E"** and incorporated by reference herein (the "**Integration Plan**"). The Foundation shall use its best efforts to maintain the Property and Historical Personal Property in accordance with the U.S. Department of the Interior's Standards for Historical Preservation and Rehabilitation. During the Term, the Foundation shall pay all costs and expenses associated with the Property, including utilities and maintenance expenses.

7. Nonwaiver/Recognition of Foundation's Rights. The parties acknowledge and agree that the Grant, Bargain, and Sale Deed dated August 12, 1985, attached hereto as **Exhibit "F"** and incorporated by reference herein (the "**Kennecott Deed**"), gave the Foundation a right to exclusively use the Property. Additionally, the parties acknowledge and agree that the Grant, Bargain and Sale Deeds dated February 8, 1990 conveying the Property to the State, attached hereto as **Exhibit "G"** and incorporated by reference herein (the "**Deeds to the State**"), reserved the Foundation's exclusive right of use of the Property. The parties acknowledge and agree that the Foundation is not waiving any rights with respect to the Kennecott Deed or the Deeds to the State

but, rather, that the Foundation is entering into this Agreement to provide stability to the parties' relationship and to compromise with respect to the parties' differing views regarding the Nevada Northern Railway National Historic Landmark.

8. Indemnification. To the fullest extent permitted by law, the Foundation shall indemnify, hold harmless, and defend the State from and against all liability, claims, actions, damages, losses, and expenses of any kind or nature, including, without limitation, reasonable attorneys' fees and costs ("**Claims**"), arising out of this Agreement or any negligent or willful acts or omissions of the Foundation, its officers, employees, or agents. Likewise, to the fullest extent permitted by law, the State shall indemnify, hold harmless, and defend the Foundation from any Claims arising out of a danger on the Property in any way attributable to a structural defect of the Property. If any claim is made, brought, or threatened in writing against an indemnified party under this Agreement, then, upon demand by the indemnified party, the indemnifying party shall, at its sole cost and expense, resist or defend such Claim in the indemnified party's name, if necessary, by such attorneys as the indemnified party shall approve, which approval shall not be unreasonably withheld (attorneys appointed by the indemnifying party's insurer are hereby deemed approved). All settlements of a Claim against the indemnified party must be approved by the indemnified party, whose consent shall not be unreasonably withheld; *provided, however*, that the indemnifying party may settle a Claim without the consent of the indemnified party if: (i) such settlement involves no obligation on the part of the indemnified party other than the payment of money; (ii) any payments to be made pursuant to such settlement will be paid in full exclusively by the indemnifying party at the time such settlement is reached; (iii) such settlement does not require the indemnified party to admit any liability; and (iv) the indemnified party receives an unconditional release from all other parties to such Claim. The indemnified party shall provide prompt Notice to the indemnifying party of any potential Claims required to be indemnified under this Agreement. The indemnified party shall not take any action that may prejudice the indemnifying party's defense of any Claims. The terms of this Section 8 shall survive the termination of this Agreement.

9. Insurance. The State shall insure the Property and the Personal Property from and against all loss, theft, or damage and shall maintain insurance necessary to pay for any indemnification obligations under this Section 9. All insurance policies the State is required to obtain under this Section 9 must be approved by the Foundation, which approval shall not be unreasonably withheld. The Foundation shall maintain all insurance policies necessary to pay for any indemnification obligations under Section 9. All insurance policies the Foundation is required to obtain under this Section 9 must be approved by the State, which approval shall not be unreasonably withheld. The parties shall execute all further instruments and consents necessary to list each other as additional insureds. Upon request from the other party, a party to this Agreement shall provide, within ten (10) days, written evidence of all insurance policies required under this Section 9. **[NTD: State to propose additional insurance language it deems necessary.]**

10. Inspections. The State shall have the right, but not the obligation, to inspect the Property and the Personal Property on reasonable terms and at reasonable times upon forty-eight (48) hours Notice to the Foundation. Reasonable times for conducting inspections pursuant to this Section 10 shall only occur during working hours on days the Foundation is open for business.

11. Joint Marketing and Cooperation. The Foundation shall promote the State's



other museums on the Foundation's website, mobile applications, and social media platforms and provide hyperlinks to the Division of Museum's website on all of the Foundation's digital mediums. Likewise, the State shall promote the Foundation on the Division of Museums and History's website, mobile applications, and social media platforms and provide hyperlinks to the Foundation's website on all of the Division of Museums and History's digital platforms. The parties shall use their best efforts to communicate regularly to find ways to improve their respective museums through other cooperative efforts.

12. Sovereign Immunity. The State will not waive and intends to assert available NRS Chapter 41 liability limitations in all cases.

13. Notices. All notices, requests, consents, claims, demands, waivers, and other communications hereunder (each, a "Notice" ) shall be in writing and addressed to the parties at the addresses set forth below (or to such other address that may be designated by the receiving party from time to time in accordance with this Section 13). All Notices shall be delivered by personal delivery, nationally recognized overnight courier (with all fees prepaid), facsimile, email, or certified or registered mail (in each case, return receipt requested, postage prepaid). Except as otherwise provided in this Agreement, a Notice is effective only if (a) the receiving party has received the Notice and (b) the party giving the Notice has complied with the requirements of this Section. The addresses and contact information of the parties are as follows:

**The  
Foundation**

Address: Maupin, Cox & LeGoy  
4785 Caughlin Parkway  
Reno, NV 89519  
Attn: Christopher Stanko, Esq.

Email: cstanko@mcllawfirm.com

**The State**

Address: State of Nevada, Office  
of the Attorney General  
Boards and Open  
Government Division  
100 North Carson  
Street Carson City, NV  
89701  
Attn: Sarah Bradley,  
Esq., Senior Deputy  
Attorney General

Email: SBradley@ag.nv.gov

14. Choice of Law; Jurisdiction; and Venue. This Agreement shall be governed by and construed in accordance with the laws of the State of Nevada without reference to its choice-of-law rules. For purposes of enforcement of this Agreement, each party consents to the jurisdiction of state courts in the State of Nevada and to service of process by any reasonable means providing actual notice, including mail. Venue for any action relating to or arising from this Agreement shall be in White Pine County, Nevada.

15. Right to Injunctive Relief. The parties acknowledge and agree that (A) the obligations and rights of the parties contained in this Agreement relate to special, unique, and

extraordinary matters, and (B) a violation of any of the obligations or rights of the parties in this Agreement will cause irreparable injury for which adequate remedies will not be available at law. Therefore, the parties agree that they shall be entitled to an injunction, restraining order, or such other equitable relief (without the requirement to post bond) as the Seventh Judicial District Court of the State of Nevada may deem necessary or appropriate to restrain the parties from committing any violation of its covenants, obligations, or agreements set forth herein. These injunctive remedies are cumulative and in addition to any other rights and remedies any party may have.

16. Miscellaneous. No right or obligation under this Agreement may be waived except by an instrument in writing executed on behalf of the party alleged to have waived such right. If a court finds any provision of this Agreement invalid or unenforceable as applied to any circumstance, the other provisions of this Agreement and the same provision as applied to other circumstances will remain in effect to the maximum extent legally permissible. This Agreement will be binding upon and will inure to the benefit of the parties and their respective successors and assigns. This Agreement constitutes the entire understanding and agreement of the parties with respect to its subject matter, and supersedes all prior and contemporaneous understandings and agreements, whether written or oral, with respect to such subject matter. The waiver by any party of any right or remedy under the terms of this Agreement shall not be construed as a waiver of any other provision of this Agreement. As used in this Agreement, the masculine, feminine, or neuter gender, and the singular or plural number, shall each be considered to include the others whenever the context so indicates. This Agreement and any rights or obligations hereunder shall not be assignable or delegable by any of the parties hereto for any reason, and any such purported assignment or delegation shall be void ab initio. The headings of this Agreement are inserted solely for convenience of reference and are not a part of or intended to govern, limit, or aid in the construction of any term or provision hereof. The parties drafted this Agreement without regard to any presumption or rule requiring construction or interpretation against the party drafting an instrument or causing any instrument to be drafted. Each of the signatories represents it has been advised and given adequate opportunity to consult with independent legal counsel with respect to this Agreement and, if such signatory has not consulted with such independent legal counsel, he or she has voluntarily waived that right and opportunity. If any party brings any action or proceeding to enforce, protect, or establish any right or remedy under the terms of this Agreement, the prevailing party shall be entitled to recover reasonable attorneys' fees and court costs. This Agreement is subject to amendment only with the written, unanimous consent of the parties.

17. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which together shall constitute the same instrument. A facsimile or electronic copy of this Agreement or its signature page shall be accepted as an original.

18. Survival. Every provision of this Agreement that, in order to give proper effect to its intent, should survive termination of this Agreement, will survive the termination of this Agreement indefinitely.

WHEREFORE, this Agreement is executed as of the date set forth above.



Nevada Northern Railway Foundation, Inc.

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Mark Bassett, President

Division of Museums and History

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Peter Barton, Administrator

Department of Tourism and Cultural Affairs

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
[Insert Name], Director

Division of State Lands

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Charles Donohue, Director

Department of Conservation and Natural  
Resources

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Bradley Crowell, Director

Board of Examiners

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
[Insert Name], Clerk

Approved and Accepted by the BOE  
on: \_\_\_\_\_

**EXHIBIT A**  
**Legal Description of the Property**

**Freight Barn Legal Description**

All that certain real property situate in the County of White Pine, State of Nevada, and bounded and particularly described as follows, to-wit:

Beginning at a point whence the Street Center Monument at the intersection of 10<sup>th</sup> Street East and Avenue "B" in the Ely City Townsite, bears South 22°17'11" East, a distance of 210.01 feet,

Thence North 22°10'38" West, 81.59 feet,  
Thence North 67°50'34" East, 340.22 feet,  
Thence South 22°10'37" East, 81.25 feet,  
Thence South 67°47'09" West, 340.22 feet

to the point of beginning and containing 27,700.27 square feet more or less of Section 15, Township 16 North, Range 63 East, M.D.B.&M.

RESERVING UNTO the CITY OF ELY, a Municipal Corporation, and the WHITE PINE HISTORICAL RAILROAD FOUNDATION the right to perpetually use the East Ely Depot for the purpose of selling tickets for the White Pine Historical Railroad and for any other business or activities of the White Pine Historical Railroad Foundation or its successors.

APN: 002-021-07

**East Ely Depot Legal Description**

All that certain real property situate in the County of White Pine, State of Nevada, and bounded and particularly described as follows, to-wit:

Beginning at a point whence the Street Center Monument at the intersection of 10<sup>th</sup> Street East and Avenue "B" in the Ely City Townsite, bears South 44°35'17" West, a distance of 533.13 feet,

Thence North 22°12'30" West, 81.41 feet,  
Thence North 67°49'15" East, 100.18 feet,  
Thence South 22°12'30" East, 81.34 feet,  
Thence South 67°47'09" West, 100.18 feet

to the point of beginning and containing 8,152.23 square feet more or less of Section 15, Township 16 North, Range 63 East, M.D.B.&M.



RESERVING UNTO the CITY OF ELY, a Municipal Corporation, and the WHITE PINE HISTORICAL RAILROAD FOUNDATION the right to perpetually use the East Ely Depot for the purpose of selling tickets for the White Pine Historical Railroad and for any other business or activities of the White Pine Historical Railroad Foundation or its successors.

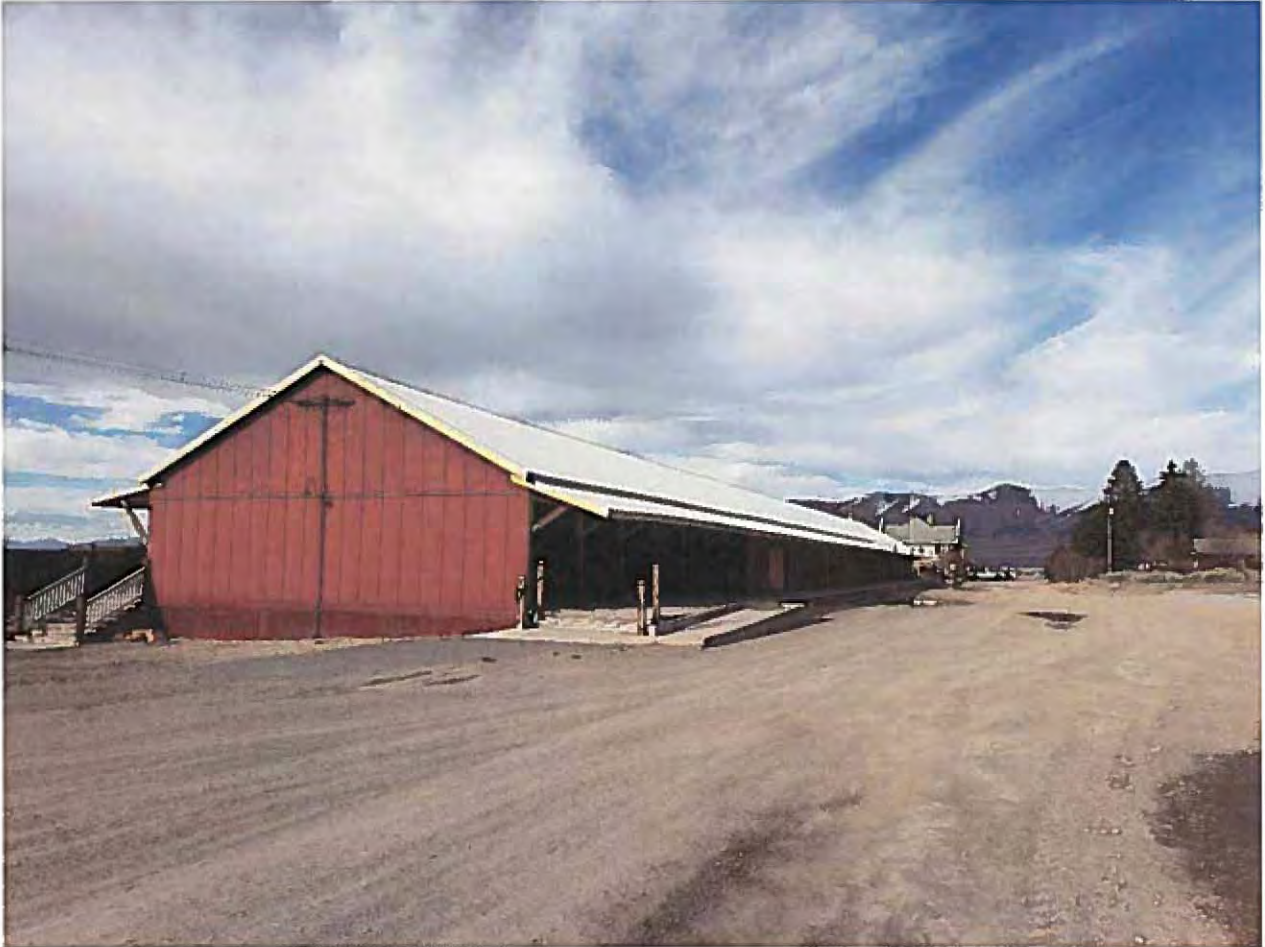
APN: 002-021-08

**EXHIBIT B**  
**Photo of East Ely Depot**





**EXHIBIT C**  
**Photo of Freight Barn**



**EXHIBIT D**  
**1991 Personal Property Agreement**

MEMORANDUM OF AGREEMENT  
TO GRANT HISTORIC RECORDS, DOCUMENTS,  
FURNISHINGS AND FIXTURES TO THE STATE OF NEVADA

THIS MEMORANDUM OF AGREEMENT, made and entered into  
this 9th day of October, 1991, by and between the  
CITY OF ELY, a municipal corporation of the State of Nevada by  
and through its duly authorized Mayor and City Council,  
hereinafter referred to as "CITY", and the STATE OF NEVADA,  
hereinafter referred to as "STATE".

W I T N E S S E T H

WHEREAS, CITY is the owner of the Nevada Northern  
Railway Museum; and

WHEREAS, CITY also, as part of said Museum, has the  
ownership, care, custody and control of a vast number of  
historic records and documents and a large number of  
furnishings and fixtures associated with the former operation  
of the Nevada Northern Railroad; and

WHEREAS, CITY recognizes the historic importance of  
properly preserving the said records, documents, furnishings  
and fixtures for the benefit of future generations; and

WHEREAS, CITY feels a burden of responsibility to  
properly preserve the said historic records, documents,  
furnishings and fixtures; and

WHEREAS, CITY does not have the capability,  
technically or financially, to adequately preserve and protect  
the said historic records, documents, furnishings and fixtures;  
and

WHEREAS, STATE also recognizes the importance of  
properly preserving and caring for the said historic records,

DAVID R. OLSEN  
ATTORNEY AT LAW  
457 FIFTH STREET - P.O. BOX 118  
ELY, NEVADA 89301  
(702) 289-8899



DAVID R. OLSEN  
ATTORNEY AT LAW  
437 FIFTH STREET - P.O. BOX 118  
ELY, NEVADA 89301  
(702) 289-8899

1 documents, furnishings and fixtures; and

2 WHEREAS, STATE, through its Museum and History  
3 Department, can categorize, catalogue and properly preserve and  
4 display the said historic records and documents; and

5 WHEREAS, STATE has expressed interest in committing  
6 financial resources and technical expertise for the benefit of  
7 the citizens of the State of Nevada through restoration of  
8 certain buildings at the Nevada Northern Railway Museum and  
9 through preservation and display of said historic records and  
10 documents; and

11 WHEREAS, CITY is required, pursuant to its agreement  
12 with Kennecott Copper Company, to keep the said historic  
13 records, documents, furnishings and fixtures within White Pine  
14 County for display;

15 NOW THEREFORE, it is agreed by and between the  
16 parties hereto as follows:

17 1. CITY herewith grants to STATE the exclusive  
18 ownership, care, custody and control of all of the historic  
19 records and documents, and furnishings and fixtures currently  
20 housed in the old Nevada Northern Railway Depot, Ely, White  
21 Pine County, Nevada, a substantial, but not all inclusive list  
22 of which is attached hereto as Exhibit "A" and made a part  
23 hereof by this reference.

24 2. STATE shall expend, to the extent feasible, the  
25 financial and technical resources at its disposal in the  
26 categorizing, cataloguing, preserving and displaying of the  
27 said historic records, documents, furnishings and fixtures.

28 3. STATE agrees that once the categorizing,

DAVID R. OLSEN  
ATTORNEY AT LAW  
457 FIFTH STREET - P.O. BOX 118  
ELY, NEVADA 89301  
(702) 289-8899

1 cataloguing and preservation has been accomplished, all of the  
2 said historic records and documents, and many, or most, of the  
3 furnishings and fixtures shall be housed and displayed at the  
4 Nevada Northern Railway Museum, Ely, White Pine County, Nevada  
5 for the benefit of the citizens of the State of Nevada, it  
6 being the clear intention of the parties that STATE shall have  
7 ownership, care, custody and control of the said historic  
8 records, documents, furnishings and fixtures but that the said  
9 historic records, documents, furnishings and fixtures shall be  
10 permanently housed and displayed in White Pine County, Nevada.

11 Nothing in this agreement shall prohibit the  
12 temporary display or loan of any item in the collection outside  
13 White Pine County, Nevada, at the discretion of the Board of  
14 Trustees for the Department of Museums and History.

15 IN WITNESS WHEREOF, the parties hereto have caused  
16 this Memorandum of Agreement to be adopted, ratified and  
17 approved by their respective bodies.

18 CITY OF ELY

19  
20 By George C. Charles  
MAYOR

21 ATTEST:

22  
23 Charles Wood  
24 CITY CLERK

25 STATE OF NEVADA

26  
27 By Frank Miller  
28 Its Administrator for the Department  
of Museums and History



DAVID R. OLSEN  
ATTORNEY AT LAW  
457 FIFTH STREET - P.O. BOX 118  
ELY, NEVADA 89301  
(702) 289-8899

1 STATE OF NEVADA )  
2 County of Carson City ) ss.

3 On the 9th day of October, 1991, personally  
4 appeared before me, Scott Miller, known to me  
5 to be the authorized agent of the State of Nevada, who  
6 testified that he/she freely executed the above document for  
7 the purposes indicated therein.

8   
9 NOTARY PUBLIC

11 STATE OF NEVADA )  
12 County of White Pine ) ss.

13 On the 15<sup>th</sup> day of October, 1991, personally  
14 appeared before me, George C. Chachas, and Charlene Wood,  
15 respectively, known to me to be the Mayor and City Clerk of the  
16 City of Ely, a Municipal Corporation of the State of Nevada,  
17 who testified that they freely executed the above document for  
18 the purposes indicated therein.

20   
21 NOTARY PUBLIC



## DEED OF GIFT

THIS AGREEMENT is made the 8th day of July, 1999,  
between White Pine Historical RR Foundation of Ely  
City or Town  
State of Nevada, donor, AND  
the East Ely RR Depot Museum, a division of the Nevada Department of Museums and  
History, donee.

It is hereby agreed that said donor, for and in consideration of contributing to the purposes for which  
the donee is incorporated, gives, grants, and confirms unto the donee, its successors and assigns, forever,  
the following-described property:

Nevada Northern Railroad Freight Barn Collection  
(See attached list)

as an unrestricted gift, and transfers to the donee legal title and all copyright and literary right in the  
property in so far as he holds them, except as noted below:

Said donor further agrees that any elements of the above-described property which are felt by the  
donee to be inappropriate to its collections shall be transferred or disposed of by the donee as it sees fit, or  
returned to the donor if so requested here.

IN WITNESS WHEREOF, The donor has subscribed his name at Ely  
City or Town  
State of Nevada, on the date first written above.

Samuel Bailey, Executive Dir  
Donor

Witness

The above gift was accepted by the JOINT BOARD OF MUSEUMS AND HISTORY on  
the 8th day of July, 1999.

East Ely Railroad Depot Museum  
Agency  
Samuel Bailey  
Director



#### Freight Barn Collection Contents

- Assorted wooden patterns of locomotive parts
- Assorted office furniture (4 desks, 4 chairs)
- Misc. office equipment
- Rapidograph label machines (5)
- Hoosier cabinet
- Pullman car Railroad Toilets (2)
- awning
- various cabinets
- wood burning cook stoves (2)
- Teletype machine
- Misc. railroad tools, (shovels, cant hook, spike maul, etc.)
- Misc. Building materials (clay pipe, assorted pieces of lumber)
- Freight moving hand truck (4)
- Engine hoist
- Lifting devise (cabled)
- Misc. appliances (2 refrigerators, 2 water heaters, 2 heaters)
- Locker sets (2)
- Baggage Carts (2)
- Other miscellaneous items

## **EXHIBIT E** **Integration Plan**

### **NEVADA NORTHERN RAILWAY** **A NATIONAL HISTORIC LANDMARK**



**Nevada Northern Railway Foundation**  
Depot: 1100 Avenue A, Ely, Nevada 89301  
Mailing Address: PO Box 150040, Ely, Nevada 89315  
Voice: (775) 289-2085 • Web: [www.nnry.com](http://www.nnry.com) • E-mail: [info@nnry.com](mailto:info@nnry.com)

### **Integration Plan**

#### **Nevada Northern Railway Absorbing the East Ely Railroad Depot Museum**

##### **I. Executive Summary**

The Nevada Northern Railway National Historic Landmark in Ely, Nevada covers 56-acres and includes 60 buildings and structures, approximately 30 miles of railroad track, four steam locomotives (two in operation, two under restoration) eleven diesel locomotives (four in operation, one under restoration) and over 100 antique railroad cars with the oldest dating to September 1872.

The complex is managed by two entities, the State of Nevada through the Division of Museum and History's East Ely Railroad Depot Museum (the "State" or "EERDM") and the Nevada Northern Railway Foundation (the "Foundation").

The State is responsible for two buildings: the East Ely Depot and the Freight Depot, which together cover less than an acre of the complex. Of the two buildings, the State actively manages only the second floor of the East Ely Depot (open daily). The public can pay a fee to rent the Freight Depot for special occasions such as weddings, funerals, or tool sales.

The Foundation is responsible for the remaining 58 buildings and structures, the locomotives, railroad cars, railroad track and the operation of the actual railroad. In 2017, over 28,000 tourists came to visit the railroad complex and of that number over 16,000 people rode the Foundation's trains. At the same time, only 6,320 or 22% of the visitors visited the EERDM.

There is an inherent imbalance between the two entities. The Foundation does the vast majority of the advertising, marketing and promotion of the complex. The Foundation's staff greets the tourists, explains what there is to see and do, collects admission and provides a walking tour map that highlights what a tourist should see, including the EERDM. When the EERDM handled all of their own ticketing, only about 800 people per year would visit the State Museum.

To maximize the potential of the Nevada Northern Railway National Historic Landmark, the Foundation is proposing that the Foundation absorb the EERDM into their operations either through an operations agreement or the State deeding the buildings back to the Foundation.

##### **Award Winning Destination**

Best Tour in Rural Nevada – 2017  
Nevada State Treasure – 2013 & 2012  
Trip Advisor Certificate of Excellence – 2017, 2016, 2015, 2014  
Best Preservation Effort in the West • Attraction of the Year – 2012  
Best Museum in Rural Nevada – 2017, 2016, 2014, 2013, 2010, 2009, 2008  
Best Museum - Special Recognition – 2010 • Favorite Nevada Attraction – 2008  
Best Event in Rural Nevada – The Polar Express – 2017, 2016, 2015, 2014 & 2013  
Best Place to Take the Kids in Rural Nevada – 2018, 2015, 2014, 2013, 2012, 2011, 2010, 2009, 2008, 2007



## II. History

Starting in the early 1980s it was obvious that Kennecott was considering closing their operations in White Pine County. The copper mine itself closed in the mid-1970s which had a negative economic impact on the community. Kennecott's only remaining operations were the mill and smelter in McGill along with the Nevada Northern Railway. If the mill and smelter were to close, then the railroad would be surplus and closed too.

Realizing that the end was near, the community approached Kennecott to ask them if they would consider operating tourist trains for the economic benefit of the community. Their reply was no. At the same time, it was evident that Kennecott would be terminating their operations in White Pine County and the community would take another substantial economic hit.

Community leaders went back to Kennecott and asked Kennecott for the railroad. Surprisingly, Kennecott agreed to give the community the southern third of the railroad and sell the northern two-thirds of the railroad to the City of Los Angeles. (In 2005, the City of Ely (the "City") and the Foundation purchased the northern portion of the railroad from the City of Los Angeles.)

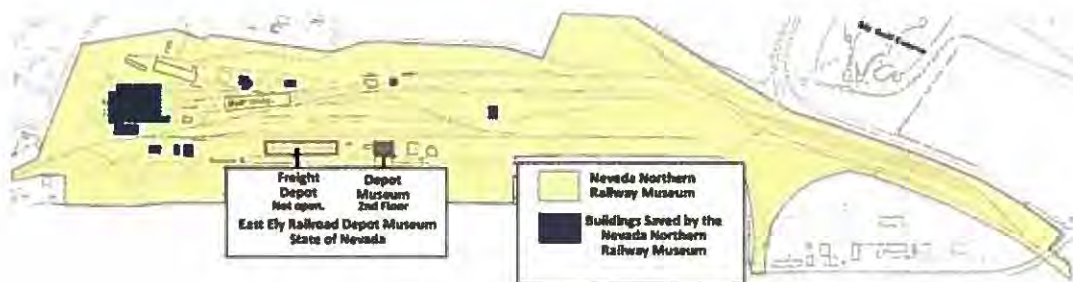
In 1985, the Foundation and the City began receiving the railroad complex from Kennecott. Over the course of three years the entire southern third of the railroad was given.

The gift from Kennecott was extremely generous but, unfortunately, the gift came with no money for preservation or to commence operations. This meant that in a small remote Nevada community that had just suffered losing its largest and major employer, there were no immediate funds available.

Not to be deterred, the community banded together to start planning on how to develop the railroad complex into a major tourist attraction. Their first mission was to look for a source of funding. At the same time, they started working on the steam locomotive that was given to the community, Locomotive 40. Their goal was to start operating tourist trains.

By 1987, the community had succeeded in getting Locomotive 40 back in operation and started running excursion trains. However, operations were still relatively small at the time the Foundation and the City transferred two buildings to the State—the East Ely Depot (the "Depot") and the Freight Depot (the latter also known as the "Freight Barn" or "Red Freight Barn").

In 1992, the East Ely Railroad Depot Museum opened to the public under the auspices of the State of Nevada. At the same time the rest of the railroad complex was being preserved by the Foundation, which also operated the trains.



The Foundation has evolved significantly over the last 29 years and has successfully raised and invested over \$28,000,000 in the complex. This has allowed us to open more of the complex to our visitors. The Foundation saved the following seven historic buildings from collapse and destruction and restored them to use: the Engine House and Machine Shop Building, the Master Mechanic's Building, the McGill Depot, the Blacksmith Shop, the Chief Engineer's Building, the Garage, and the Bus Barn.

#### **Nevada Northern Railway National Historic Landmark**

Meanwhile, during the same period, the State has the second floor of the Depot open, but the Freight Depot is not open to the public on a daily basis.

During this same time period the Foundation has used the Depot pursuant to its reserved rights in the transfer deeds, which states:

*RESERVING UNTO the CITY OF ELY, a Municipal Corporation, and the WHITE PINE HISTORICAL RAILROAD FOUNDATION the right to perpetually use the East Ely Depot for the purpose of selling tickets for the White Pine Historical Railroad and for any other business or activities of the White Pine Historical Railroad Foundation or its successors. (Note: In 2016, the Foundation changed its name from the White Pine Historical Railroad Foundation to the Nevada Northern Railway Foundation.)*

### **III. Integration of the East Ely Depot Museum - Overview**

In the 29 years the two museums have co-existed, the EERDM has increased its staff from one to 1.5. Meanwhile, the Foundation has gone from four to 18 employees, has over 100 volunteers, and over 3,000 dues-paying members. Our members are in every state and eight foreign countries. Since 1996, our members have contributed almost \$5,000,000 to support the activities of the Foundation.

We have five paramount goals in integrating the EERDM into the Foundation:

1. We will execute an integration that yields a seamless experience for visitors. Currently, the vast majority of our visitors do not realize, nor care that there are two museums on the complex. The vast majority of tourists are coming to visit the Nevada Northern Railway National Historic Landmark.
2. We will increase the hours the Depot and Freight Depot will open each week, which will match the Foundation's hours.
3. We will open the Freight Depot to the public. The top question that tourists ask when they visit the complex is, "Where's the museum?" We will use the Freight Depot as "the museum."
4. We will address the \$918,194 in repairs that the State of Nevada Public Works Division identified in their Facility Condition Analysis Report dated November 16, 2011, by using non-State funds. (With inflation, the cost is now over \$1,000,000 and will only continue to rise.)
5. In addition to addressing the building issues identified in the Facility Condition Analysis Report, the Foundation will create a true museum experience for visitors to the railroad in the Freight Depot.

### **IV. Integration of the East Ely Depot Museum - Phase 1 July 1, 2019 – Dec. 31, 2019**

The Foundation proposes that Phase 1 of the integration of the two museums will start July 1, 2019, and end December 31, 2019 (the end of the Foundation's fiscal year). The two current employees of the East



Ely Railroad Depot Museum, Sean Pitts and Lilli Montoya, will be invited to apply to join the staff of the Foundation.

Starting on July 1, 2019, Michael Hughes, Curator of Education for the Foundation, will move his office to the second floor of the Depot. This will keep the second floor of the Depot open to the public. He will also coordinate our volunteers' schedules to ensure that the second floor of the Depot will be open the same hours as the rest of the Foundation. This will increase the number of hours that the top floor of the Depot will be open from its current 58.5 hours a week to 62 hours a week. During the summer months, the open hours increase to 70 hours per week, an increase of 20% over current operations.

Starting on July 1, 2019, Joan Bassett, Museum Curator for the Foundation, will move her office into the Freight Depot. She will work with Michael Hughes to ensure that there are enough employees and volunteers to allow the Freight Depot to be open on a limited basis through the end of the year.

More than 18 years ago, display cases were moved to the Freight Depot from the State Museum in Carson City. These cases are still empty. The Foundation will use the cases to tell the story of the Nevada Northern Railway and the copper industry in eastern Nevada.



During Phase I, we will change the existing exterior lights bulbs on the Freight Depot to LED lights and use the already-installed timers in the building to turn on the exterior lights from dusk to dawn. Currently these lights are rarely turned on. Turning on the lights would eliminate a dark area of the complex and have a major, positive impact on the sight line. Secondly, we will start planning displays for the Freight Depot.

The estimated cost to the Foundation for six months of operation, including utilities is \$17,786.

## **V. Integration of the East Ely Depot Museum - Phase 2 Jan. 1, 2020 – Dec. 31, 2020**

We will build on our first-year successes during our second year. Operations on the top floor of the Depot will remain the same, including the extended hours.

We would focus on three capital projects during Phase 2. The first is repairing the baseboard heaters on the ground floor of the Depot and weatherizing the ground floor. Currently, only one of the existing heaters works on the ground floor.

The second project is to repair the gutters and paint the exterior of the Depot. This has been needed for years. The gutters leak on the sidewalk, especially at the entrances to the Depot. This is a mild annoyance in the summer. In the winter, it is dangerous to staff, volunteers, and visitors. The water from the leaking gutters turns to ice in the heaviest traffic area. The Foundation aggressively salts and sands these areas, but conditions can change quickly. Repairing the gutters would address this issue.

The exterior of the building has needed painting for years. The Nevada Public Works Division identified this need in their Facility Condition Analysis Report nine years ago, yet nothing has been done. Obviously, a dingy building with peeling paint has an adverse effect on the visitor's experience, as it lowers the visitors' expectations of their experience.

The third project is a major one - removing the concrete apron that was installed around the Depot by Public Works in 2009. The concrete was installed without consideration for the 1907 sandstone foundation of the building. Additionally, the intent was to provide ADA access on the north side of the Depot where it was not needed nor required.



This is the north side of the depot after a Nevada Public Works Division project. This photo illustrates the principal difference between state ownership and the Foundation's ownership. Projects undertaken by the Foundation are reviewed by the Nevada State Historic Preservation Office (the "SHPO"). Solutions and guidance are provided by the SHPO. Public Works is not required to follow the guidance from Nevada's Preservation Office.

If they had done so, the egregious mistakes made by Public Works as exemplified in this photo could have been avoided. Public Works attempted to install ADA access on the north side of the Depot. This was redundant, as there already was ADA access on the south side of the building. Their attempt to install ADA access created two problems, the sloping pedestrian walkway towards an active railroad track and the installation of a non-historic structure, the black handrail, destroying the century-old sightline. Finally, the leaking gutters were never repaired and still leak to this day.

A partial remedy was implemented when the Foundation secured a grant that removed the sloping walkway and raised the platform. It is only a partial remedy, because now there is a one-foot drop off, where none existed prior to this project.



The installation of the concrete was not done properly and it is deteriorating the sandstone foundation because it is harder than the sandstone.



The above photo shows how the concrete was poured against the 1907 sandstone. This is causing two problems. First, the harder concrete is grinding away at the sandstone. Secondly, water has no place to go, so it is being wicked up in the sandstone, further weakening the building's foundation.

Additionally, during Phase 2, the Foundation will work to have the Freight Depot open the same hours as the rest of the complex. We will accomplish this by hiring a full-time, paid docent to assist with the coverage of the Freight Depot.

Furthermore, the Foundation will start filling the existing display cases already in the Freight Depot with exhibits. The sources for the exhibits will be artifacts that are already in the collection but are not currently on display. One possible exhibit could feature the Edison Batteries that are stored in a non-public part of the Depot, as they lend themselves to interpreting the development of batteries that now power our everyday electronic devices. It is important to show how technology developed and how it impacts our life today.

Traveling exhibits from the Smithsonian Institute or the Union Pacific Railroad are good secondary sources for exhibits. The Union Pacific Railroad has a traveling exhibit called *Move Over* featuring Women in Railroading. The cost of the exhibit is nominal, just a few hundred dollars. Traveling exhibits would keep the displays in the Freight Depot fresh and interesting.

The Foundation's vision for the Freight Depot is to recognize its usage as a public space for local events such as weddings, funerals, and other events such as proms for the local high school. The Foundation would use the existing display cases and create other displays that would be in the center of the Freight Depot but be moveable as illustrated in the following artist renderings.



The cart and velocipede have been moved to the outside walls.





#### VI. Integration of the East Ely Depot Museum - Phase 3 Jan. 1, 2021 – Dec. 31, 2024

The Foundation has received a large grant that fully funds the opening of the railroad track from the Depot to the White Pine Public Museum, a distance of approximately three-quarters of a mile. This project should be completed in 2021.

The White Pine Public Museum has previously moved the Nevada Northern Railway's Cherry Creek Depot from Cherry Creek to its current location on their grounds. Opening the railroad track will allow the operation of trains that will tie together the Depot Museum, the Freight Depot Museum, the railroad's Machine Shop and Engine House museum complex with the Cherry Creek Depot at White Pine Public Museum.

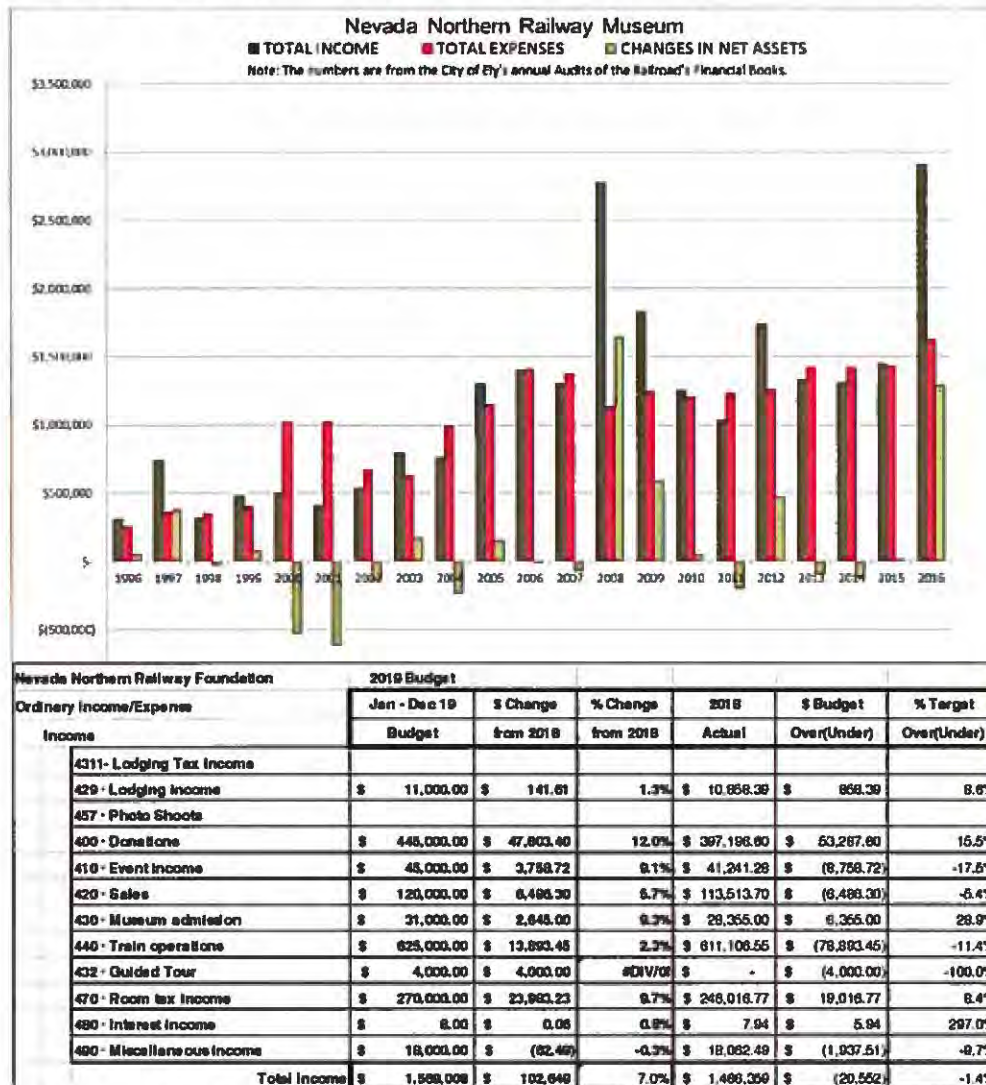
This unification of the museums is greater than the individual pieces. A visitor to the Nevada Northern Railway Museum will now need to invest either a half day or a full day to explore all of the museums.

A suggested itinerary would be to start at the ground floor of the Depot. There, a visitor could purchase a train ticket and receive free admission to the joint museums, or the visitor could purchase a museum pass that would give them access to the museums and a ride on a rail vehicle between the Nevada Northern Railway Complex and the White Pine Public Museum.



## VII. Integration of the East Ely Depot Museum - Funding and Budgets

Since 1996, the Foundation has raised \$24,455,509 that has been invested in the Nevada Northern Railway National Historic Landmark. Of this amount, 55%, or \$13,450,529, came from museum operations, 28%, or \$6,927,754, came from grants, and the remaining 17%, or \$4,077,226, came from miscellaneous income sources.



The Foundation raises its own annual budget. We do receive room tax from both White Pine County and the City of Ely. This was implemented in 2002. It recognizes the importance of the railroad to the community. This investment has paid off. Since it was implemented, it is estimated that the railroad generated over \$60,000,000 in economic activity to the State and the community.



In 2019, the Foundation has budgeted for \$1,458,200 in expenses which yields a positive increase in net assets of \$110,808.



The Foundation is constantly and aggressively fund raising. Pictured above is a \$50,000 donation from Kinross Mining that was received in January 2019.

In addition to large donations, the Foundation has also been very successful in receiving large grants. This year we have received a \$1,100,000 Southern Nevada Public Lands Management Act ("SNPLMA") grant that will be invested in restrooms, more walking trails, and more exterior lighting. A previous SNPLMA grant of \$800,000 paid for parking, lighting, and trails. A \$1,300,000 federal grant paid for track improvements in 2016. Since 1996, the Foundation has received over \$12,000,000 in grants and donations.

The Foundation is planning on investing approximately \$2,000,000 in the Depot and Freight Depot to address the issues identified in the State's Facility Condition Analysis Report and create a major museum. The Foundation has identified funding sources to cover those costs.

### VIII. Conclusion

A comparison of the actions of the State and the Foundation since the opening of the EERDM illustrates the need to have the Foundation assume either the operations of the State's museum or, more logically, to have the State return the two buildings to the Foundation.

The reality of the situation is that the State has an incomplete museum in Ely, as the EERDM's location and lack of assets makes it an outlier in the otherwise excellent track record of the Division of Museums

and History. In 29 years, the State has not been able to open the Freight Depot on a daily basis to the public. During the same period, the Foundation has flourished and grown into a large operation.

There is precedence for the transfer of historic state buildings. Recently, the State transferred the Belmont Courthouse to the local community. Why? Because the local community could invest more resources in the courthouse than the State could. The local community could build on the investments that the State had already made in the structure.

The same is true in Ely. Yes, the State has made a substantial investment in the two buildings here, but millions more need to be invested to make the two buildings operational. In 29 years, the State has yet to mobilize those resources. The Foundation has proven itself as a dynamic fund raiser, as it has raised over \$24,000,000 that has been invested in the entire complex, including the East Ely Depot building.

The Foundation's proposal will allow the two buildings to develop to their full potential and finally allow the seamless integration of all aspects of one of the most important assets in eastern Nevada—the Nevada Northern Railway National Historic Landmark.

Furthermore, this Integration Plan allows the State to reassign the budget from the East Ely Railroad Depot Museum to the State Railroad Museum in Carson City. That museum has an international following but is only open five days a week and could be open daily to maximize the visitation potential that it can bring to Carson City.

This is a win-win situation. Transferring the East Ely Depot and Freight Depot to the Foundation opens another museum in Ely (the Freight Depot). Transferring the Ely Museum budget to Carson City allows the State Division of Museums and History to open that museum daily. This will increase tourism in both locations and allow both locations to develop to their full potential.





**EXHIBIT F**  
**Kennecott Deed**

BOOK 90 PAGE 136

GIFT BY  
GRANT, BARGAIN AND SALE DEED

THIS INDENTURE, made the 12<sup>th</sup> day of August, 1985, between NEVADA NORTHERN RAILWAY COMPANY, a company organized and existing under and by virtue of the laws of the State of Maine, and authorized to do business, and doing business, in the County of White Pine, State of Nevada, party of the first part and hereinafter referred to as "Donor," and the CITY OF ELY, County of White Pine, State of Nevada, party of the second part and hereinafter referred to as "Donee";

W I T N E S S E T H:

That the said party of the first part does hereby give, convey, transfer and set over, unto said Donee and to its successors and assigns forever, the following described lots, pieces and parcels of land, including building improvements commonly known as the East Ely Depot, the East Ely Dispatcher's Office, and the Red Freight Barn, and other improvements situate on the premises so described, lying and being in the County of White Pine, State of Nevada, and bounded and particularly described as follows, to wit:

Beginning at the Northwest Corner whence the Street Center of Avenue B and 10th Street bears S.31°53'30"E. 355.06 feet distant,

Thence N.67°50'00"E., 040.00 feet,  
thence S.22°10'00"E., 140.00 feet,  
thence S.67°50'00"W., 040.00 feet,  
thence N.22°10'00"W., 140.00 feet

to the point of beginning and containing 3.021 acres more or less as shown upon that certain map or plat, entitled "Park Addition to the Ely City Townsite" as filed in the office of the White Pine Recorder, White Pine County, Nevada.

TOGETHER WITH ALL AND SINGULAR, the tenements, hereditaments and appurtenances thereunto belonging and in anywise

1 appertaining, and the reversion and reversions, remainder and  
2 remainders, rents, issues and profits thereof.

3 TO HAVE AND TO HOLD, ALL AND SINGULAR, the said buildings  
4 unto the Donee and to its successors and assigns forever,  
5 subject, however, to the reservations, exceptions, conditions,  
6 covenants and provisions and reversionary clause hereinabove  
7 or hereinafter set forth. The covenants and agreements, all of  
8 which are hereinafter set out, are hereby declared to be  
9 covenants which run with the land and not personal covenants:  
10 said covenants being:

11 The Donor hereby expressly reserves unto itself, its  
12 successors and assigns, all minerals, oils and natural gases  
13 contained in and which may lie within the boundaries of the  
14 premises hereinabove described.

15 That the premises herein conveyed shall not be used by  
16 the Donee, its successors and assigns, for any saloon, bar,  
17 cocktail lounge, gambling hall or any immoral or illegal  
18 purpose. Donee shall be responsible and faithfully discharge  
19 any and all cost and expense incident to the maintenance of  
20 the above described property.

21 The above described premises are donated by Donor to  
22 Donee herein for the express, sole, and only, purpose of use  
23 by the White Pine Historical Railroad Foundation in connection  
24 with and pursuant to the development of an historic railroad  
25 museum.

26 In the event the Donee should, at any time in the future,  
27 fail to use said buildings for purposes of the White Pine  
28 Historical Railroad Foundation program, then in such event  
29 title to the above described property shall thereupon revert  
30 to the Donor, if, at that time, Donor elects to exercise such  
31 reversionary right.

32 IN WITNESS WHEREOF, the said party of the first part has



hereunto caused its corporate name to be affixed by its duly authorized officer, all done as the day and year first above written.

NEVADA NORTHERN RAILWAY COMPANY

ATTEST:

By J. B. Winters 2.  
Its President

State of Neb. )  
County of Fillmore ) ss.

On August 12, 1955, personally appeared before me J. B. Winters, who acknowledged that he executed the above instrument.

John C. Moore  
Notary Public  
Fillmore City, Neb.

2055273

FILED FOR RECORD  
CITY OF ELY  
75 OCT 21 AM 52

90 138-138

Documentary Transfer Tax - Exempt

Documentary Transfer Tax Exempt  
( ) Computed on full value of property conveyed; or  
( ) Computed on full value less liens and encumbrances remaining thereon at time of transfer.

Under penalty of perjury  
J. B. Winters  
Signature of declarant or agent determining tax

Firm Name

**EXHIBIT G**  
**Deeds to the State**

**Freight Barn Deed**

I1279

BOOK 162 PAGE 119

GRANT, BARGAIN AND SALE DEED

THIS INDENTURE, made the 8 day of February, 1990, by and between THE CITY OF ELY, a Municipal Corporation, and WHITE PINE HISTORICAL RAILROAD FOUNDATION, the parties of the first part, and hereinafter referred to as "Grantors", and THE STATE OF NEVADA DEPARTMENT OF MUSEUMS AND HISTORY, party of the second part and hereinafter referred to as "Grantee";

W I T N E S S E T H:

That the said Grantors, for and in consideration of the sum of Ten Dollars (\$10.00), lawful money of the United States of America, and other good and valuable considerations, the receipt whereof is hereby acknowledged, does hereby grant, bargain and sell unto said Grantee and to its heirs and assigns forever, the following described lots, pieces or parcels of land situate, lying and being in the County of White Pine, State of Nevada, and bounded and particularly described as follows, to-wit:

Beginning at a point whence the Street Center Monument at the intersection of 10th Street East and Avenue "B" in the Ely City Townsite, bears S. 22°17'11"E., 210.01 feet distant,

Thence	N. 22°10'38"W.,	81.59 feet,
Thence	N. 67°50'34"E.,	340.22 feet,
Thence	S. 22°10'37"E.,	81.25 feet,
Thence	S. 67°47'09"W.,	340.22 feet

to the point of beginning and containing 27,700.27 square feet more or less of Section 15, T. 16 N., R. 63, E., M.D.B.&M.

RESERVING UNTO Grantors the right to perpetually use the East Ely Depot for the purpose of selling tickets for the White Pine Historical Railroad and for any other business or activities of the White Pine Historical Railroad Foundation or its successors.

TOGETHER WITH ALL AND SINGULAR, the tenements, hereditaments and appurtenances thereunto belonging and in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

TO HAVE AND TO HOLD, ALL AND SINGULAR, the said

Law Offices  
GARY D. FAIRMAN  
A PROFESSIONAL CORPORATION  
737 AVENUE C - P. O. BOX 8  
ELY, NEVADA 89301  
(702) 289-4422



premises together with the appurtenances, unto the said Grantee and to its heirs and assigns forever.

IN WITNESS WHEREOF, the parties of the first part have caused its corporate name to be hereunto subscribed and its corporate seal to be affixed by its Mayor and City Clerk, thereunto duly authorized, the day and year first hereinabove written.

BY Robert O. Bartlett  
MAYOR

ATTEST:

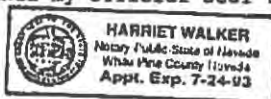
Charlene Wood  
CITY CLERK

WHITE PINE HISTORICAL RAILROAD  
FOUNDATION  
BY Robert O. Bartlett

STATE OF NEVADA, )  
County of White Pine. ) ss.

On this 24th day of February 1990, personally appeared before me, ROBERT O. BARTLETT and CHARLENE WOOD, known to me to be the Mayor and City Clerk, respectively, of the municipal corporation which executed the foregoing instrument, and upon oath did depose and say that they are the officers of said corporation; that the signatures to said instrument were made by officers of said corporation as indicated after their signatures; that the seal affixed to said instrument is the corporate seal of said corporation; and that the said corporation executed the said instrument freely and voluntarily and for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.



Harriet Walker  
NOTARY PUBLIC

LAW OFFICES  
GARY D. FAIRMAN  
A PROFESSIONAL CORPORATION  
737 AVENUE G - P.O. BOX 8  
ELY, NEVADA 89301  
(702) 295-4411

1 STATE OF NEVADA, )  
 2 County of White Pine. ) ss.

3 On this 5<sup>th</sup> day of February, 1990, before  
 4 me, the undersigned, a Notary Public in and for the County of  
 5 White Pine, State of Nevada, duly commissioned and sworn,  
 6 personally appeared ERNEST PLANGAS, known to me to  
 7 be the PRESIDENT of WHITE PINE HISTORICAL RAILROAD  
 8 FOUNDATION that executed the within instrument and known to me to  
 9 be the person who affixed his name thereto as the PRESIDENT  
 10 and who acknowledged to me that he executed the same freely and  
 11 voluntarily and for the uses and purposes therein mentioned.



HARRIET WALKER  
 Notary Public State of Nevada  
 White Pine County-Nevada  
 Appt. Exp. 7-24-93

*Harriet Walker*  
 NOTARY PUBLIC

12  
 13  
 14  
 15  
 16 Documentary Transfer Tax \$ Exempt  
 ( ) Computed on full value of property conveyed; or  
 ( ) Computed on full value less liens and encumbrances remaining  
 thereon at time of transfer.

17  
 18 White Pine Historical Foundation Under penalty of perjury  
1981  
Nevada Northern Railway Museum *Chasman White*  
 Firm Name 1 Signature of declarant or  
 agent determining tax

21  
 22  
 23  
 24 NO. CITY FILE 265778

25 Nevada Northern Railway Museum

26 '90 FEB 15 P1:13

27 162 119-121

28  
 29 Real Property Transfer Tax - EXEMPT



# East Ely Depot Deed

I 1280

162 PAGE 122

## GRANT, BARGAIN AND SALE DEED

THIS INDENTURE, made the 8 day of FEBRUARY, 1990, by and between THE CITY OF ELY, a Municipal Corporation, and WHITE PINE HISTORICAL RAILROAD FOUNDATION, the parties of the first part, and hereinafter referred to as "Grantors", and THE STATE OF NEVADA DEPARTMENT OF MUSEUMS AND HISTORY, party of the second part and hereinafter referred to as "Grantee";

## W I T N E S S E T H:

That the said Grantors, for and in consideration of the sum of Ten Dollars (\$10.00), lawful money of the United States of America, and other good and valuable considerations, the receipt whereof is hereby acknowledged, does hereby grant, bargain and sell unto said Grantee and to its heirs and assigns forever, the following described lots, pieces or parcels of land situate, lying and being in the County of White Pine, State of Nevada, and bounded and particularly described as follows, to-wit:

Beginning at a point whence the Street Center Monument at the intersection of 10th Street East and Avenue "B" in the Ely City Townsite, bears S. 44°35'17" W., 533.13 feet distant,

Thence	N. 22°12'30"W.,	81.41 feet,
Thence	N. 67°49'15"E.,	100.18 feet,
Thence	S. 22°12'30"E.,	81.34 feet,
Thence	S. 67°47'09"W.,	100.18 feet

to the point of beginning and containing 8,152.23 square feet more or less of Section 15, T. 16 N., R. 63 E., M.D.B.&M.

RESERVING UNTO Grantors the right to perpetually use the East Ely Depot for the purpose of selling tickets for the White Pine Historical Railroad and for any other business or activities of the White Pine Historical Railroad Foundation or its successors.

TOGETHER WITH ALL AND SINGULAR, the tenements, hereditaments and appurtenances thereunto belonging and in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

TO HAVE AND TO HOLD, ALL AND SINGULAR, the said

LAW OFFICES  
GARY D. FAIRMAN  
A PROFESSIONAL CORPORATION  
737 AVENUE G - P. O. BOX 8  
ELY, NEVADA 89301  
(702) 289-4433

LAW OFFICE  
GARY D. FAIRMAN  
A PROFESSIONAL CORPORATION  
737 AVENUE G - P. O. BOX 8  
ELY, NEVADA 89301  
(702) 886-4421

1 premises together with the appurtenances, unto the said Grantee  
2 and to its heirs and assigns forever.

3 IN WITNESS WHEREOF, the parties of the first part have  
4 caused its corporate name to be hereunto subscribed and its  
5 corporate seal to be affixed by its Mayor and City Clerk,  
6 thereunto duly authorized, the day and year first hereinabove  
7 written.

8 BY Robert O. Bartlett  
9 MAYOR

10 ATTEST:

11 Charlene Wood  
12 CITY CLERK

13  
14 WHITE PINE HISTORICAL RAILROAD  
15 FOUNDATION  
16 BY Robert O. Bartlett

16 STATE OF NEVADA, )  
17 County of White Pine. ) ss.

18 On this 8<sup>th</sup> day of Feb, 1990, personally  
19 appeared before me, ROBERT O. BARTLETT and CHARLENE WOOD, known  
20 to me to be the Mayor and City Clerk, respectively, of the  
21 municipal corporation which executed the foregoing instrument,  
22 and upon oath did depose and say that they are the officers of  
23 said corporation; that the signatures to said instrument were  
24 made by officers of said corporation as indicated after their  
25 signatures; that the seal affixed to said instrument is the  
26 corporate seal of said corporation; and that the said corporation  
27 executed the said instrument freely and voluntarily and for the  
28 uses and purposes therein mentioned.

29 IN WITNESS WHEREOF, I have hereunto set my hand and  
30 affixed my official seal the day and year last above written.



Harriet Walker  
NOTARY PUBLIC





Harriet Walker  
NOTARY PUBLIC

STATE OF NEVADA, )  
County of White Pine. ) ss.

On this 12 day of February, 1990, before me, the undersigned, a Notary Public in and for the County of White Pine, State of Nevada, duly commissioned and sworn, personally appeared ERNEST FLANGAS, known to me to be the PRESIDENT of WHITE PINE HISTORICAL RAILROAD FOUNDATION that executed the within instrument and known to me to be the person who affixed his name thereto as the PRESIDENT and who acknowledged to me that he executed the same freely and voluntarily and for the uses and purposes therein mentioned.



Harriet Walker  
NOTARY PUBLIC

Documentary Transfer Tax Exempt  
( ) Computed on full value of property conveyed; or  
( ) Computed on full value less liens and encumbrances remaining thereon at time of transfer  
White Pine Historical Railroad Foundation Under penalty of perjury  
Nevada Northern Railway Museum Signature of declarant or agent determining tax  
Firm Name ( )

NOTARY CITY - FILE 265779

Nevada Northern Railway Museum

90 FEB 15 P1:15

162 122-124

Real Property Transfer Tax - EXEMPT

-3 and last-

LAW OFFICES  
GARY D. FAIRMAN  
A PROFESSIONAL CORPORATION  
737 AVENUE OF THE CLOUDS  
ELI, NEVADA 89301  
(702) 889-4122

Steve Sisolak  
Governor



Refers to Agenda  
item 9i3

Deonne E. Contine  
Director

Ward D. Patrick, PE  
Administrator

Carson City Office:  
515 East Musser Street, Suite 102  
Carson City, Nevada 89701  
Phone: (775) 684-4141

**STATE OF NEVADA**  
**DEPARTMENT OF ADMINISTRATION**  
**PUBLIC WORKS DIVISION**

Las Vegas Office:  
2300 McLeod Street  
Las Vegas, Nevada 89104  
Phone: (702) 486-5115

Building & Grounds Section  
Phone: (775) 684-1800

Buildings & Grounds Section  
Phone: (702) 486-4300

Date: June 6, 2019

To: Nevada State Division of Museums & History  
Atten: Mr. Peter Barton, Administrator  
412 E. Musser Street, Suite #2  
Carson City, Nevada 89701

Subject: Northern Nevada Railway Foundation  
Integration Plan Nevada Northern Railway Absorbing the East Ely Railroad Depot Museum

Mr. Barton,

Thank you for allowing us to review the Integration Plan Prepared by the Northern Nevada Railway Foundation. Per our records the history of SPWD East Ely Depot Museum projects are as follows: The primary project "Ely Railroad Museum ADA Upgrades and Depot Site Drainage" had 3 funding sources, Agency funding through 06-A007 and 2005 CIP projects 05-M23 and 05-S02. This project provided new ADA restrooms and ADA accessible concrete walkways and platform on the exterior of the Museum building. Another project, 07-S02-14 "Ely Railroad Museum Sidewalk Replacement" was done after the main project.

Project 07-S02-14 added the platform after the main project was complete. As you can see from the photos below what SPWD constructed (left) and what is currently in place (right) are not the same. SPWD provided a required ADA compliant walkway with a detectable warning strip which is clearly not identified in the photo below as this work has been removed and replaced with a sloping non-ADA compliant sidewalk/platform by others at a later date. The Integration Plan mistakenly indicates that "...ADA access on the north side of the Depot...was not needed nor required."





We did find that the Foundation's Integration Plan incorrectly states that, "Public Works is not required to follow the guidance from Nevada's Preservation Office." State Public Works Division (SPWD) is required to follow guidance from the State Historic Preservation Office (SHPO) and works closely with them to ensure that the guidance is sought and implemented. The projects at the East Ely Depot Museum are no exception as the attached meeting minutes from March 2007 indicate the SHPO was involved in these projects. In addition to being designed and constructed with the involvement of the SHPO a Historical Review document was prepared by J.P. Copoulos Architect which is also attached. Recommendations from these two sources were incorporated into the construction documents and construction.

The Foundation's Integration Plan also indicates that, "The exterior of the building (East Ely Depot Museum) has needed painting for years. The Nevada Public Works Division identified this need in their Facilities Condition Analysis Report (FCA) nine years ago, yet nothing has been done." The SPWD FCA for the East Ely Depot Museum does indicate a "PRIORITY CLASS 2 - Necessary - Not Yet Critical (Two to Four Years)" need for "EXTERIOR FINISHES" which includes painting. Although the exterior finishes are indicated on the FCA the State Administrative Manual (SAM) indicates in SAM 1904 Capital Improvement Program that, "Proposed maintenance work such as painting, carpeting, drapes, are not considered capital improvements and should be requested in the agency operating budgets (SAM 2508)."

We would like to encourage the Foundation to correct these misunderstandings. If they or you would like to discuss further, please let us know and we would be happy to meet with you.

Respectfully,



Ward D. Patrick, PE  
SPWD Administrator

Cc: SPWD Deputy Administrator – Kent LeFevre, RA  
SPWD Chief of Design/Project Manager – Jeff Current, RA, NCARB, LEED AP BD+C  
SPWD Statewide ADA Project Manager – Mike Rife

Attachments: SPWB Ely Depot & Freight Barn Ada Up Grade and Building Rehabilitation  
March 21, 2006 Meeting Minutes

JIM GIBBONS  
Governor

STATE OF NEVADA

GUSTAVO NUNEZ, P.E.  
Manager

Carson City Office:  
515 E. Musser Street, Room 102  
Carson City, Nevada 89701-4283  
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**PUBLIC WORKS BOARD**

**MEETING MINUTES**

**ELY DEPOT & FREIGHT BARN ADA UP GRADE AND  
BUILDING REHABILITATION**

**MUSEUM AGENCY FUNDING, FEDERAL FUNDING,  
06-A007, 05-M23, 05-S02 PROJECTS**

**CONTINUATION OF PROJECTS  
COMBINE FUNDING EFFORTS  
UPDATE**

State Public Works Board  
Conference Room  
515 E. Musser Street  
Carson City, Nevada 89701

**Wednesday, March 21, 2006  
1:10 AM through 2:10 AM**

**Present**

Steve Barron - SPWB ADA Project Coordinator  
Evan Dale - SPWB Deputy Manager  
Sean Pitts - Director East Ely Railroad Museum  
Peter Barton - Director NV State Railroad Museum  
Rebecca Ossa - SHPO  
Kristena Shigenaga - NDOT  
Rick Oxoby - NDOT  
Elizabeth Dickey - NDOT  
Rick Vandiepen - PGAL

- Opened meeting with discussion of funding for project 06-A007. The funds are M425 and considered Tourism money. These funds will expire June 30, 2007. Peter Barton will get information on how funds need to be obligated before expiration date.
- Kristena Shigenaga, NDOT summarized Federal Grant (enhancement funds for structural and foundation work) items that are needed to execute a final agreement. Items needed are:

1. Right-of-way for water line To the Freight Building



a) Option One: A water line already exists and only needs City Council approval. The approval can be gotten with in a one day period.

b) Option Two: A new water line may be laid at a later time within the State owned portion of the road way. This would require right-of-way access to the Freight Building if realized in the future.

A round table discussion incurred regarding the new water line (site map was used) and how best to clear up the right-of-way issues. Since the new water line is not funded at this time it was decided that the current water line should be used and City Council approval will be acquired.

## 2. Section 106 Clearance - Environmental Report of effects on the property

a) A report summarizing the environmental effects on the project property. There should be no issue involving a Native American consultation for this project property.

Rick, PGAL stated that this should take approximately one week to complete. Elizabeth Dickey, NDOT to provide a boiler plate example. The report is to be submitted to Elizabeth, NDOT for review. The report then will be submitted to Ted Bendure, Federal Highway Administration, and Rebecca Ossa, SHPO.

## 3. Deed of Transfer

a) A Deed of Transfer is needed from State Lands.

Peter Barton stated that he would contact Judy Price, State Lands for this documentation.

A round table discussion of a time line until a Notice to Proceed could be obtained, using the schedule in the handout provided by Steve Barron, SPWB. June 4, 2007 is the target date to start construction. If all information is given to NDOT to secure the Federal funding agreement the completion date for NDOT would be around the second week of April.

### Construction Funds Available

\$408,000 - 06-A007 (Agency M425 Tourism Funding - Electrical and Foundation Restoration)

\$117,201 - 05-M23 (CIP - Drainage Restoration)

\$325,173 - 05-S02 (State Wide Fund, ADA - Construction, Foundation Leveling Open Portion)

Agency/Federal Construction (Structural and Foundation Restoration)

See attached e-mail for complete funds available per Kristena Shigenaga dated, March 22, 2007.

To insure proper billing of the Federal funds it is suggested that a spread sheet be used as tracking back up. Funding from Federal source must be approved by the IFC. Invoices can be paid from the source funds already approved and then "repaid" by the Federal fund. This procedure will work until the end of the project when monies are being depleted. Evan Dale stated that there is a way to borrow against ½ of funds due to help off set balance obligated to the project.

Billing should be inclusive of retention and the 5% match as the invoices will be paid at 95% of what is billed.

There was a question posed of including NDOT in the Contract Agreement so that payments can be made directly to the Contractor from NDOT's funds after SPWB paid its portion of invoices. This was not an acceptable solution as NDOT does not have the accounting capability.

Evan Dale, Steve Barron and Peter Barton will meet later and discuss payment options.

▪ Discussed funding proposal to IFC.

IFC will not meet until June 2007 and approval to accept funding from the Federal source must be approved.

IFC approval should be acquired before project bidding.

If IFC is approach with Additional Funds proposal there is a chance for approval earlier than June 2007. Evan Dale and Steve Barron will work on wording for approval.

Steve Barron stated that to stay on the current schedule he would need to advertise to bidders by mid-May. NDOT to secure previous items discussed for the Federal agreement and to obtain certifications would take 4 weeks (if no other issues were encountered). Also, time line of obtaining approval from IFC unsure.

Peter Barton received information that the Agency 06-A007 funding was to expire June 30, 2007 if not encumbered and could not get and extension.

Evan suggested that there may be a way to request a Budget Amendment and would get the information to Peter.

Unless the 06-A007 funding is saved, then the project at its present state will have to be cancelled.

---



Question was posed if there could be an enhancement of the Federal Grant. Only up to approximately \$100,000 could be awarded and would not cover the loss of 06-A007 funds.

Question was posed if there could be materials purchased and stored with the 06-A007 funds. It would be more effective to try and obtain a bi-annual budget amendment.

Question was posed regarding expiration, if any, of obtaining the Federal Grant. Only concern is timing of setup of funds as October draws near.

- Bidding documentation needs to be reviewed by Kristena Shigenaga, NDOT before publication is released.
  - a) Highest prevailing wage must be included.
  - b) Contractor licensing must be addressed. Federal regulations supersede State regulations on who may bid projects.
  - c) Possible other items of concern depending on SPWB bidding requirements would have to be addressed.
  - d) Advertising is to be run three weeks prior to bid opening date.
  - e) Advertising is to be with a large newspaper publication firm.
- Discussion on whether the project could get started by June or July due to weather conditions being dry for the outside work to be completed. All agree that the June 4<sup>th</sup> construction start is to soon. Also, funding approval time line needs to be better addressed.
- Rebecca Ossa, SHPO posed a question of whether there is a procedure stipulated in the specifications in case artifacts were found once construction was started. Would Peter have a person on site in such a case?

Peter Barton stated that an Archeologist can be consulted to define a list of possible artifacts.

Rick Vandiepen, PGAL will include an artifact discovery procedure. This would include any delay and inspection information.

- Designs are complete and SPWB has paid this portion already. There are monies through State Wide ADA fund to continue with the open floor leveling portion. Steve Barron has asked Rick Vandiepen, PGAL to revise the scope of work for this project using the available funds so that work can move forward.

Items to be accomplished:

Steve Barron:

Meet with Evan Dale regarding proposal of additional funding to IFC.

---

Meet with Evan Dale and Peter Barton regarding invoice payment options.

Endorsement to PGAL for JP (historical review purposes)

Follow up on progress on required Federal items.

Evan Dale:

Meet with Peter Barton and Scott Cisco regarding 06-A007 Budget Amendment.

Meet with Steve Barron regarding proposal of additional funding to IFC.

Meet with Steve Barron and Peter Barton regarding invoice payment options

Rick Vandiepen, PGAL,

Complete report summary of environmental effects.

Revise the scope of work for this project using the available funds.

Peter Barton, Sean Pitts

Secure funding

Acquire right-of-way

Deed of Transfer

The above minutes constitute our understanding of what was discussed and agreed upon during this meeting. Please notify the SPWB of any discrepancies by March 29, 2007. If no response is received by the end of business on March 29, 2007 this documents' content will be considered final.

---



**Peter Barton**

**From:** Chase Whittemore <chase@argentumnv.com>  
**Sent:** Tuesday, May 07, 2019 9:37 AM  
**To:** Peter Barton  
**Subject:** Fwd: Museum Budget

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Peter,

See below. Please reconsider our proposal so we can fix these issues. Our community deserves the best. The Foundation is the best steward of the history and complex in Ely. Let's work together.

Best,

**Chase Whittemore** | Attorney | Lobbyist | **Argentum Law**  
 6121 Lakeside Dr. #208 | Reno, NV 89511  
 Direct: [775-235-5114](tel:775-235-5114) | E-mail: [chase@argentumnv.com](mailto:chase@argentumnv.com)

**ARGENTUM**  **PARTNERS**

**Confidentiality notice.** This message is intended to be confidential and directed only to the person/entity as addressed above. Furthermore, the contents of this message and any attachments hereto may be subject to the attorney-client privilege and/or work product doctrine and should not be disclosed to other parties or distributed/copied in any way. If you have received this message in error, please reply by e-mail to inform us and delete any copies from your hard drive. Thank you.

All,

I went through a most embarrassing event Friday morning, concerning the East Ely Railroad Depot Museum. Annually, for years, we have had the Sandy Miller School 4th grade class (8-9 year olds) from Las Vegas visit us. We are responsible for a tour of the complex and a train ride. The State is responsible to allowing the students eat in the Freight Barn and use it for assembly.

The freight depot has no heat, they use portable propane patio heaters to heat the inside of the building. That morning I had 86 students, parents and teachers coming for an 8:45 presentation inside the freight depot. I walk to the freight depot at 8:45 and Joel Jensen (Joel works for the state as a contract employee) passed me going the other way. He said it was cold inside building and they were going to use the open area on the west end of the building. I thought to myself, "Ah why didn't you come down early and open the doors to the building and let the interior heat up or why didn't you turn on the heaters?"

In any case the Principle was OK with the presentation being outside. She said I'll have the students sit against the wall and I said fine. As the 8 & 9 years were beginning to sit down I was horrified to notice that some of the students were beginning to sit down in bird crap! I got the students to move, I don't think the teachers or parents noticed.





Okay that wasn't bad enough, but then the entire class with parents and teachers went into the freight depot for lunch.



The tables and chairs belong to the Foundation. We allow the State to use them in exchange for storing them. Fine. So what do 8 & 9 years need to do around meal times? Use the restroom. Sean did not open the restrooms in the freight depot, instead he forced them to use our restrooms which are a block away from the kids were eating. And of course the kids needed to be chaperoned on the trip to the restrooms. It was a pain for the parents and teachers.

Yes they are short staffed but then so are we. Sean took the day off. The only "historian" in 200 miles wasn't there to give a presentation.



## Peter Barton

---

**Subject:** Museum Budget

**From:** Sean Pitts  
**Sent:** Tuesday, May 07, 2019 4:15 PM  
**To:** Peter Barton  
**Cc:** Daniel P. Thielen  
**Subject:** RE: Museum Budget

Peter,

As has been the case in the past, the facts of this recent complaint are not entirely accurate.

The agreement with Sandy Miller Elementary is to provide a place to eat lunch and dinner on Thursday and lunch on Friday. They showed up at 11:30 on Thursday May 2<sup>nd</sup>. I discussed with their representative (Pam) the cooler than average weather and she was not concerned. I offered the heaters and she declined. We also discussed the one restroom that is under repair (awaiting parts) and said it would not be available. She was fine with that and said it would be better if they sent everyone to the larger restroom anyway. We did have the operational restroom open and ready for use. We had tables and chairs set up for them when they arrived. After their lunch, they left to tour eastern Nevada and returned at 5:00 for dinner. I was present for the entire evening and locked up when they left for their hotels around 7:00 and confirmed they would be returning to the Freight Building at 11:30 the next day.

Their tour was with the Foundation on Friday morning. They confirmed the night before that they were not going to return to the Freight Building on Friday, May 3<sup>rd</sup> for lunch until 11:30. There was never any request for us to open the building before that time. By that time the temperatures were warm enough that heaters were not warranted. We were never asked to participate in the interpretive tour of the complex, nor were we asked to provide the a building for the tour at 8:45. Sandy Miller Staff were specific that they wouldn't be needing the building until lunch time. The location of their tour was entirely up to them.

The tables do NOT belong to the Foundation, they were a donation to the State's Museum. The chairs were surplus property of the White Pine Convention Center and delivered to the NSRM-Ely. We have stored, dusted, and cleaned them for years, regularly loaning them to the Foundation when requested.

We did not receive a single complaint from any parent, student, or staff member. Instead, we received numerous comments of appreciation for providing exactly what they had requested.

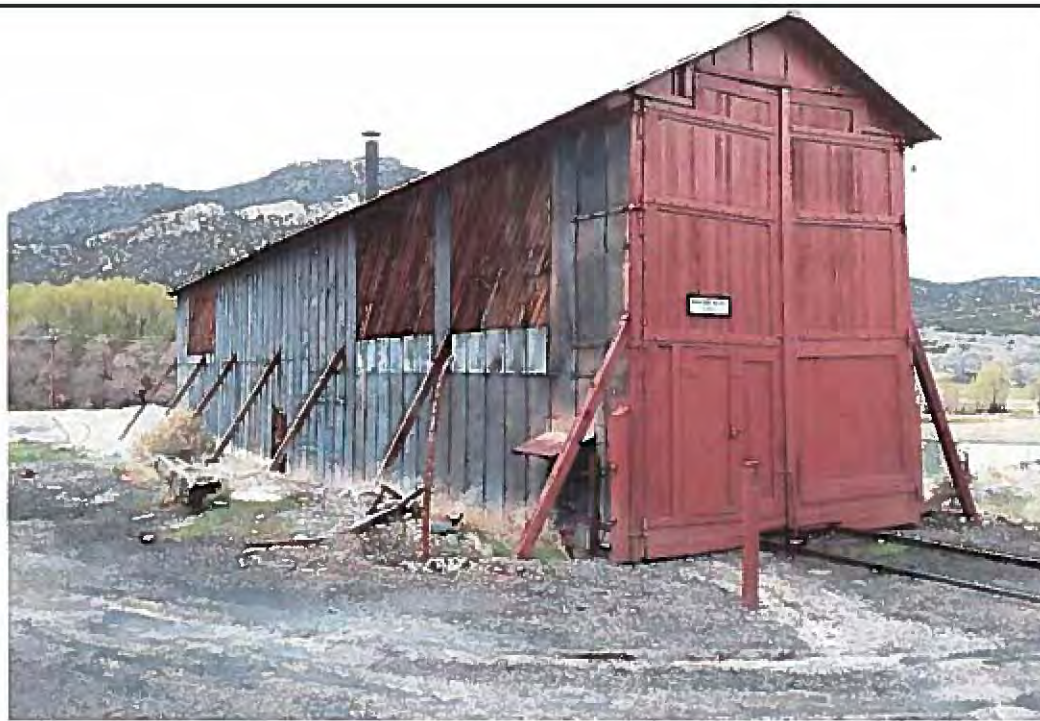
Sean Pitts  
Director Nevada State Railroad Museum-Ely  
Ely Nevada 89301  
[spitts@nevadaculture.org](mailto:spitts@nevadaculture.org)  
Phone (O) 775-289-1663



# Nevada Northern Rail Yards East Ely

April 2019

Wrecker  
outfit shed,  
April 2019





Wrecker outfit  
shed (L); Coach  
house (R). April  
2019



Wrecker outfit  
shed  
foreground;  
locomotives &  
engine shop  
(rear). April  
2019

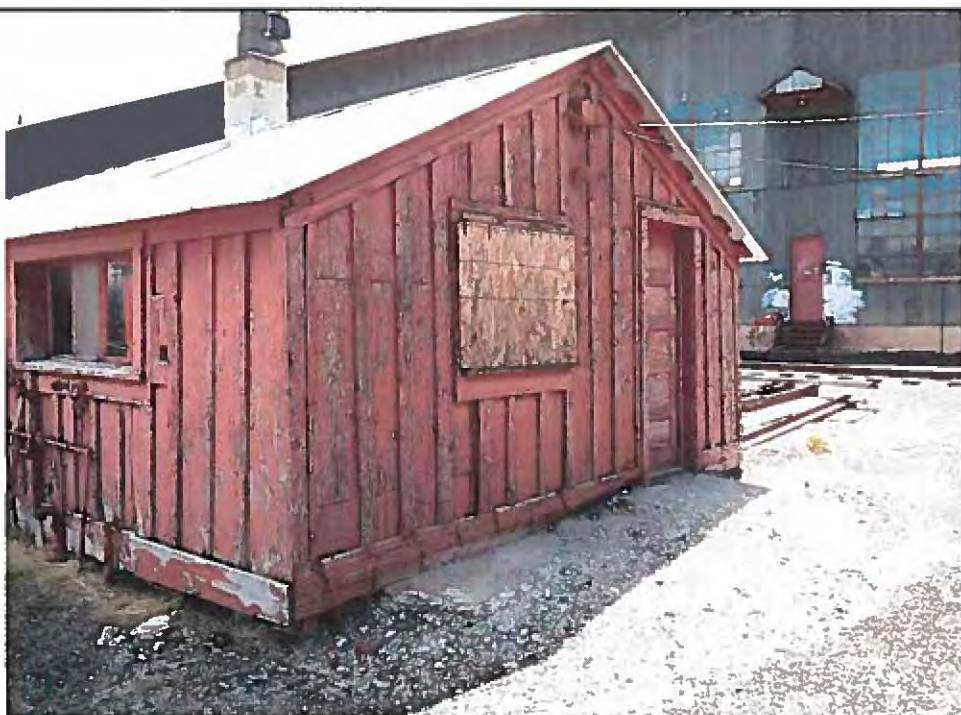




Wash house,  
April 2019.



Air brake  
shop, April  
2019.





Area surrounding  
machine shop  
and enginehouse,  
April 2019



Unidentified  
(L), oil house  
(R), April  
2019.





Northwest side,  
enginehouse, April  
2019.



Area surrounding  
enginehouse,  
April 2019





Area surrounding  
enginehouse,  
April 2019

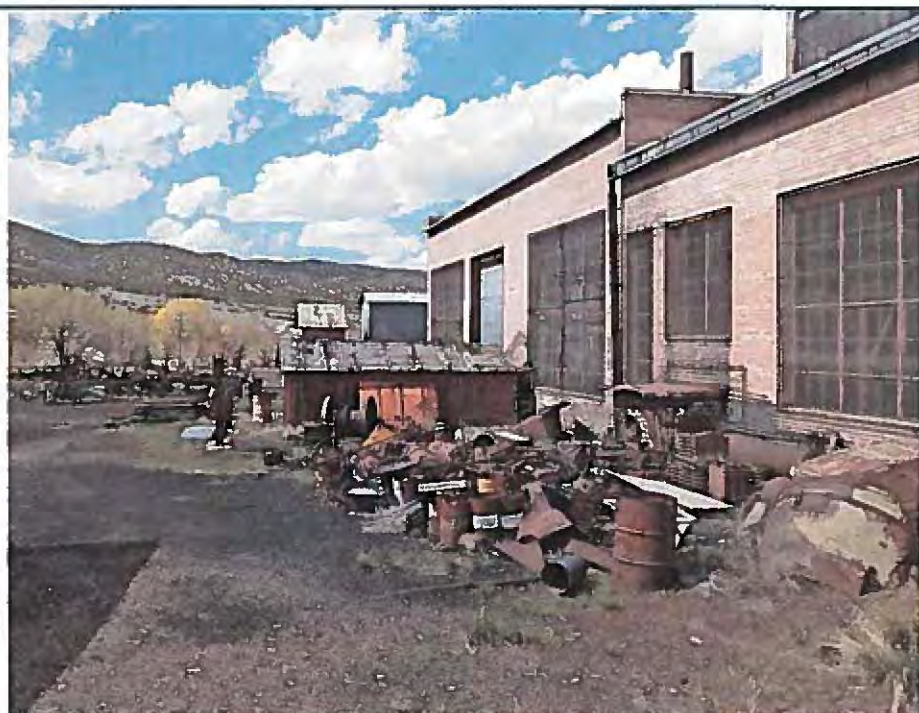


Fire hose station,  
April 2019





Area surrounding  
enginehouse, April  
2019



Backside of  
storage building,  
April 2019.

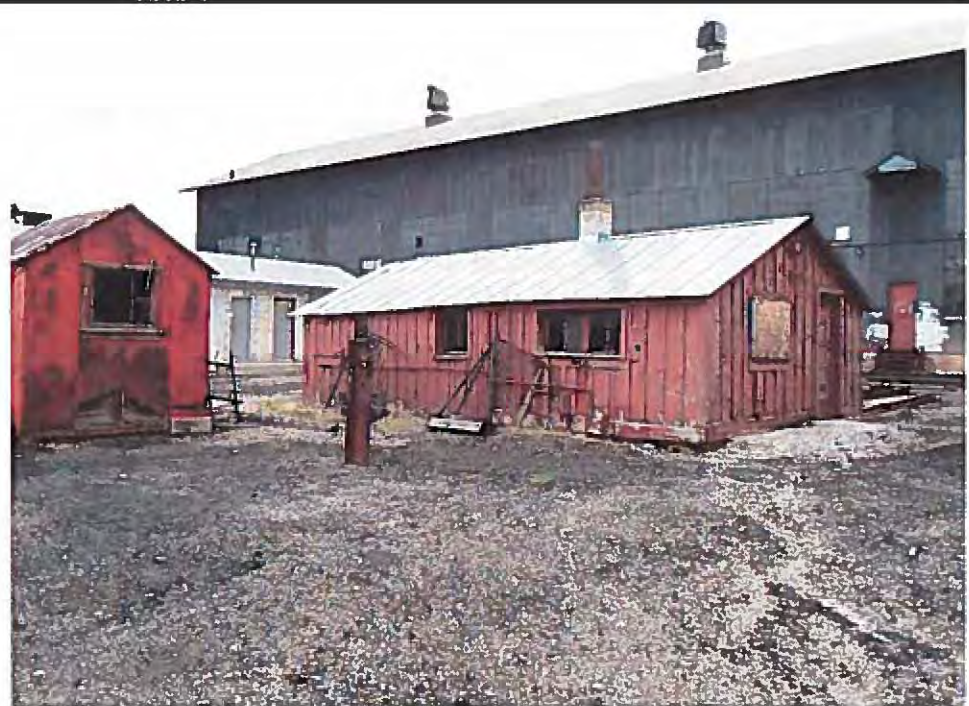




Unidentified  
building, April 2019

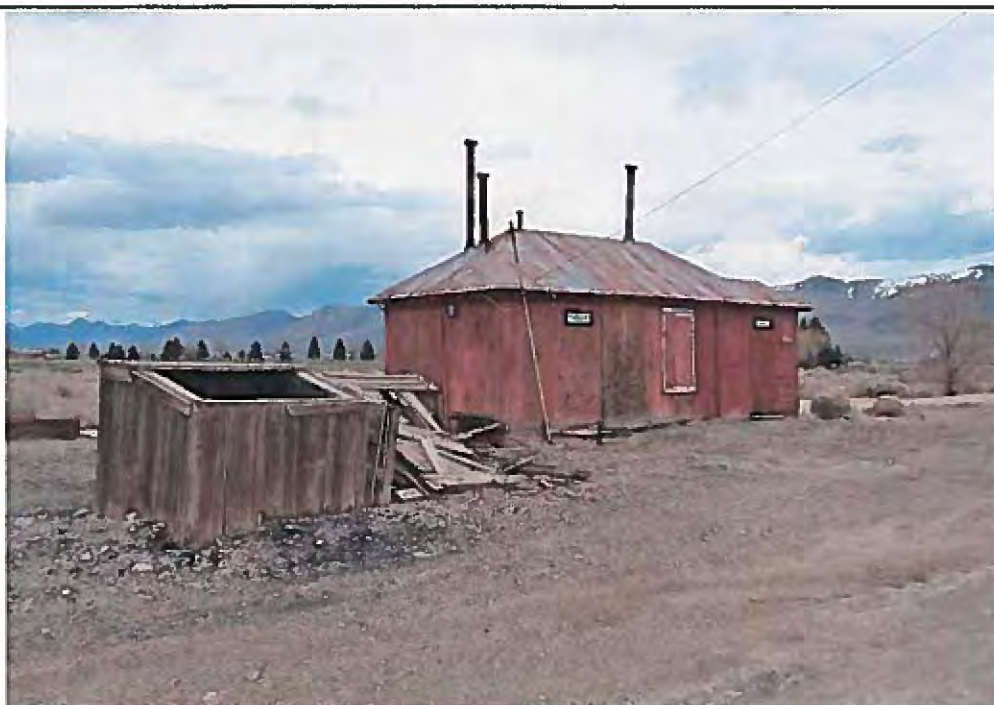


Tool house (L), air  
brake shop (R), April  
2019.





Car  
inspectors  
office (L), oil  
house (R),  
April 2019



Electric  
substation,  
April 2019.





Historic  
maintenance of  
way equipment,  
April 2019.



Collapsed coal  
bunker, April  
2019.



Recreated (?) car  
inspectors night station,  
April 2019.



Freight ramp,  
April 2019.





Rail storage, April  
2019



Electrical shop showing detail of  
recent painting, April 2019



Typical ore care display, rusted  
bottom and side sheets, April  
2019

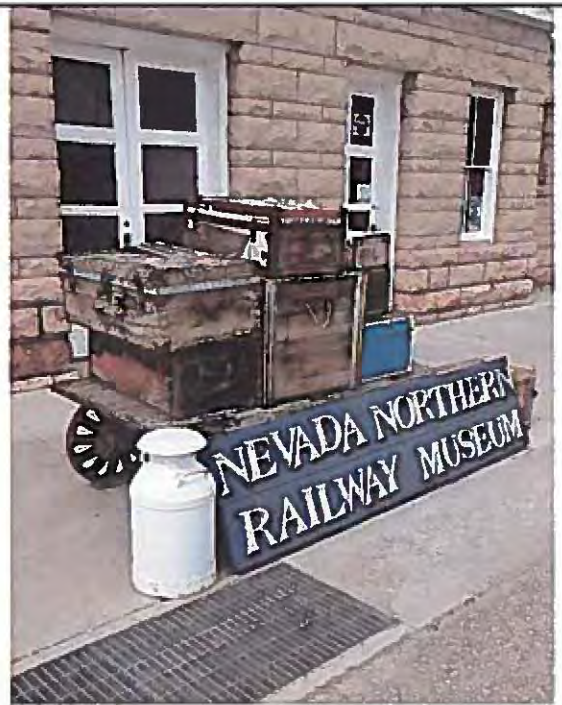


Typical ore car  
display, rusted  
bottom and side  
sheets, April  
2019.





Entrance display, April 2019.



Picnic area, April 2019.



Picnic area,  
landscaping,  
April 2019.



Walkway,  
landscaping, April  
2019





Mainline to McGill,  
April 2019



Track to McGill,  
April 2019.







## MEMORANDUM

**To:** Board of Museums & History  
**From:** Peter Barton, Administrator  
**Date:** May 30, 2019  
**Re:** Nevada State Prison Proposed Conversion

---

There were two relevant actions in the 80th Legislative Session concerning the on-going efforts of the Nevada State Prison Preservation Society to convert the former prison to, and operate it as, a museum.

1. The Society, working with the Governor's Office of Finance was successful in including an appropriation of \$250,000 of State General Funds in the Governor's *Recommended* Executive Budget for the 2019-2021 biennium. These funds would facilitate modest improvements to the closed prison complex, allow for ADA compliance improvements, and enable regular public tours of portions of the prison.

However, during the May 10, 2019 budget closing for the Governor's Office of Finance, the Senate Finance Committee removed this from the budget (Budget Account 1301), reducing the appropriation to zero dollars for the upcoming biennium. The Assembly Ways & Means Committee concurred with this action.

2. Assembly Bill 214, introduced by Assemblyman Al Kramer sought \$250,000 in State General Funds in the upcoming biennium for the Division of Museums and History, in collaboration with other State Agencies and the Nevada State Prison Preservation Society, to complete a feasibility study of the development of the prison property as a museum and report findings to the Director of the Legislative Counsel Bureau for transmission to the 81<sup>st</sup> General Session of the Nevada Legislature.

The Bill, declared exempt, was heard by the Committee on Natural Resources, Agriculture, and Mining on March 13, and a work session and amendment was heard by the Committee on March 27 with a recommendation to "amend, and do pass." The Division Administrator testified at the hearings in support of the feasibility study as a crucial step in determining the future of the prison complex. The Bill died however for lack of it being brought to a floor vote in the Assembly.

No funding or other action came out of the Session to further this effort.





## MEMORANDUM

**To:** Board of Museums & History  
**From:** Peter Barton  
**Date:** May 30, 2019  
**Re:** Relocation of the Nevada Historical Society

---

The attempt to gain Executive Branch and Legislative Branch support for the relocation of the Nevada Historical Society in a land swap with UNR has frustratingly stalled. After meeting in February with Ways & Means Chair Carlton and other members of the Interim Finance Committee (IFC), I made a formal request to the Governor's Finance Office for an item on the April IFC meeting to consider this. That request was not honored and no suitable explanation was offered.

I then made a formal request to add this item to the June IFC meeting. That triggered a meeting with management of the Governor's Finance Office (GFO) at which time they asked me to document the documents I submitted to document the benefits of the planned swap. (Yes, at least a third time I regurgitated what I'd written previously.) The result of the most recent effort is attached.

At the GFO meeting in April it was also noted that this matter would go before the Board of Examiners in June? Recall if you will that this matter was heard and unanimously approved by the BOE last December. Having it heard again, without a substantive change in what we propose, is without precedent. As of this writing however, we do not have confirmation this will be on the June BOE agenda.

Earlier this month the GFO contacted me and asked what the ramifications would be if this were delayed to the August IFC! I consulted with UNR's Real Estate Division and they were obviously disappointed by this news and intended to contact the Governor's Office directly in an effort to understand why this matter is being delayed, now almost a full year! I have no valid explanation to offer.

Letters of support from Reno mayor Hillary Schieve and Senator Catherine Cortez-Masto have gone to the Governor directly.



# **Relocation of the Nevada Historical Society Through a Proposed Land Exchange**

## **Executive Summary**

Following its entering into a 99-year lease with the University of Nevada, Reno, in July 1967, the Nevada Historical Society began operating at the current location, 1650 N. Virginia Street, Reno, in 1968. Over time as the University has witnessed explosive growth, the Nevada Historical Society (NHS) has found that location, limited parking, and no room for physical expansion have adversely impacted its ability to effectively serve the public.

Over a decade ago conversations between the Nevada Historical Society and its parent organization the Nevada Division of Museums & History (DM&H) got underway seeking to find a solution to the limitations that location impose on the future success of the NHS. Those discussions accelerated in July 2017 when the Division and the Nevada Historical Society met with officials of the University of Nevada to explore options.

Coming out of the initial meeting a University-owned property located off the core campus which the University had announced its intention to vacate, was determined to be of interest as a more suitable location and facility for the Nevada Historical Society. The 56,000 square-foot former Warren Nelson building and the adjacent 1905 University-owned former machine shop, located at 401 W. 2<sup>nd</sup> Street in downtown Reno became a possible solution for the University who fervently seeks office space on the campus and for the Nevada Historical Society which would benefit from a more centrally located facility with more space.

Negotiations led by the Division of State Lands on a possible acquisition by a swap of the properties got underway. Appraisals of both properties followed with the Nelson property valued at \$4.5 million and the existing NHS Building at \$2.85 million. The difference of \$1,650,000 represented an equalization amount higher than allowed by Nevada Revised Statutes [NRS 323.100] governing land transfers. The Division of State Lands then offered to add two undeveloped parcels adjacent to University property, valued at \$876,375, to the University which brought the equalization amount down to \$773,625 or 17%, now within the statutory allowable limit.

The Division of Museums & History has proposed to fund the land exchange 100% using private funds available in the Museum Dedicated Trust Fund. \$2,020,000 is available to execute the exchange, pay for modest ADA improvements in the Nelson building, pack, move, and re-establish the NHS in the Nelson building, leaving a reserve for unanticipated needs. Planning and cost estimating by the NHS Director and DM&H Administrator suggest the acquisition, move and reestablishment of public services can be accomplished for approximately \$1.53 million, leaving nearly \$500,000 available as a contingency for unanticipated needs that might arise. (Please reference attached spreadsheet.) While some State funding will be needed to support increased building maintenance, utility and staffing needs, these will not impact the upcoming 2020-2021 biennium.

In September 2018, the Division of State Lands, acting on behalf of the Division of Museums & History made a formal offer to the University for the exchange of properties. The initial offer was accepted and an exchange and boundary line adjustment agreement was developed. The Nevada System of Higher Education approved the transaction at their meeting on November 30,



2018. The Nevada Board of Examiners unanimously approved the transaction at their December 4, 2018 meeting. The Interim Finance Committee however, deferred action when they met to consider the item on December 11, 2018.

In the meantime, the Division of State Public Works, at the request of the DM&H, completed a Facility Condition Analysis (Site # 9781) of the Nelson property. That analysis, akin to a home inspection report, is summarized in the document that follows and led to further review of the proposed land exchange.

### **Current Situation**

The Nevada Historical Society has two primary public functions; first, serving as a public research institution on the history of Nevada and especially Reno; and, second, serving as a life-long center for learning through exhibition galleries and public programming on the history of Nevada and Reno. The Historical Society, founded in 1904, is Nevada's longest serving cultural institution of public history. It manages vast collections of artifacts, nearly 1 million historic photographs, along with thousands of manuscripts, archival documents, newspapers and maps.

The Historical Society building is approximately 22,200 square-feet in size, roughly one-half devoted to public areas and the other half to collection storage and administration. Three off-site locations supplement the limited space available within the main building for storing collection assets. This off-site storage, some of which the Society pays rental fees for, does not generally provide the level of security or environmental control necessary for the Nevada Historical Society to achieve accreditation.

In state fiscal year 2017, the Nevada Historical Society realized \$5,716 in admission revenue from 11,997 visitors and researchers [users of the research library do not pay admission, nor do children under the age of 18]. 1,709 school children, most from Washoe County schools visited in that year.

### **Driving the Need to Relocate**

The lack of adequate parking to facilitate special lectures and public programs, public reluctance to venture onto the University campus, lack of centrality to the Reno tourist audience, accelerated growth of the University, increased popularity of University athletic programs, all combine to suggest that the future growth and sustainability of the Nevada Historical Society depends on its ability to relocate to a larger facility, more central to tourist activity and the growing popularity of Reno's River District. The Warren Nelson property at 401 West 2<sup>nd</sup> Street and in close proximity to the Sands Resort and Casino, addresses and alleviates all these concerns.

To illustrate; home games of the University's football and basketball programs forces closure of the Historical Society as parking reserved for NHS patrons is sold by the University for tailgating. Further when the Society is open during such events, control of crowds entering the NHS to use the bathrooms creates disruption and an atmosphere counter to a professional museum and research library.

It is also worthy to note that the University has a critical need for on-campus space where administrative functions and faculty can be housed. The existing Nevada Historical Society building affords the University a solution for their immediate and growing need for space on campus. As such, the University strongly endorses the land exchange and wishes to move forward expediently.



## **The Warren Nelson Building and Parcel**

The Nelson building, constructed in 1959-1960, has approximately 56,000 square-feet of usable space on two floors plus a finished basement. Until very recently the building serviced University needs for office, classrooms, child and adult day-care. Over 60 parking spaces in a parking lot immediately adjacent to the building are part of the parcel. Also adjacent is a 1905 former machine shop of approximately 5,000 square-feet.

The Nelson building construction period is similar to the current NHS facility [1968] and is comparable in condition. The Nelson building is classified for A-2 occupancy, consistent with the NHS needs for public assembly. The Nelson building contains a fully-featured 200 seat theater with access to a loading dock. Need for modest-sized meeting and performance space such as this in Reno is high.

Further, the Nelson building layout is such that an approximate 7,000 square-foot section on the West end has a separate entry and is segregated from the rest of the building. This introduces the opportunity to consider a tenant in that area, perhaps another State Agency such as the Nevada Arts Council or Nevada Humanities, both having expressed interest in possible co-occupancy, allowing for potential lease cost savings in other Agencies. Initial discussions have been held but cannot productively advance until the building is secured.

The 1905-era machine shop on the parcel is presently utilized by the University's excess property program. While ultimately the Nevada Historical Society would propose to use the machine shop as public interpretive space for its macro artifact collection, in the short term the Historical Society would propose to enter into an agreement whereby the University could retain occupancy of their excess property program for a period of up to five years. This to allow the Historical Society to concentrate efforts and resources on modifying the Nelson building for best use of the Society and its needs.

## **Plan for the Nelson Building**

Museum development is a complex and typically expensive undertaking. In 2019, typical new museum construction, without considering exhibits, runs in the neighborhood of \$400 per square foot. To meet the higher expectations of modern audiences, museums find they must invest far more into interpretive programs and advanced media. It is not uncommon today for a museum to budget \$800 to \$1,000 per square foot for exhibit fabrication and installation alone. Yet often museums and cultural institutions do not address the critical impacts of initial interpretive and design decisions. The need to prioritize audience appeal, attendance, and revenue generation can be overshadowed by excitement or a sentimental yearning to see a historic property or topic preserved.

In mid-2018 the Division sought input from DLR Architects, a Phoenix-based firm specializing in the conversion of existing building stock to serve as public cultural institutions such as museums. (DLR Group is the architect of record for several University of Nevada projects, including the recently completed renovation of the Church Fine Arts Center.) DLR provided two architects to survey the Nelson building and give some early thoughts on how the building could be modified to serve the needs of the Society while creating a series of "wow" moments for visitors. DLR's team provided a very preliminary estimate of what it might cost to achieve the full vision. Further work by the DLR Group or others would not occur until the building is secured and a planned capital campaign develops the resources necessary for full and complete visioning.



A 2020-2021 Nevada Capital Improvement Program application (#19299) was submitted for advance planning for the Nelson parcel. The project, budgeted at \$1,044,000, did not advance, understandably, as the property is not under State control.

Going forward, if the property exchange is approved the Division intends to retain an architectural and engineering firm for the purpose of visioning and planning. This would include first meeting with various stakeholder and interest groups, community leaders, residents and tourists to identify critical needs. A series of planning documents would describe how the building would be modified to best meet the various program needs. Support requirements for administration, collections management, and the public such as a kitchen or café would be explored. An interpretive planner would be retained to determine what sort of gallery space needs would be required. In the end a series of visual renderings would be developed to support a capital campaign.

### **What Will All of This Cost?**

The aforementioned State Public Works Facility Condition Analysis (FCA) report limits its review to the building's present condition and forecasts maintenance needs as immediate-to 2-year, 2-to-4 years, and 4-to-10 years. That report estimates the immediate maintenance needs at \$3,606,204 and an additional \$4,614,045 in mid-range needs, while long term needs add \$1,622,524, totaling \$9,842,773. Estimates of replacement cost for a comparable newly constructed building at \$400 per square foot yield total replacement cost of \$22,400,000.

For comparison, it is with noting that the existing Nevada Historical Society building, at one-third the floor area of the Nelson building, has immediate needs of \$669,350, mid-term needs of \$323,000 and long term needs of \$1,103,350 based on a report prepared eight years ago, in 2011. Looking at the condition of both buildings, they are comparable in terms of age, condition, and maintenance needs.

At first glance, the FCA report might appear to the reader to suggest that the building has considerable needs but a deeper exploration of the report reveals that a significant amount of the issues identified as "immediate" needs are preemptive and not based on current actual problems. For instance, the report identifies that the roofing membrane is 26 years old and at the end of its intended life. It should indeed be scheduled for replacement based on age. However, the on-site inspection conducted for the report found no evidence of current active penetration of water from the roof. By contrast, the roofing membrane at the Nevada Historical Society, replaced in the last decade, has several and significant roofing leaks manifest during rain and snow events.

Similarly, the report on the Nelson building concludes that the HVAC system, installed in 1997, should be considered for replacement, again based on age. Being a significant and complex mechanical system, without question the HVAC will fail at some point and a 20-year cycle of replacement is optimal. The University ran its programs at the Nelson building from 2012 through 2018 using the existing HVAC without atypical maintenance issues.

In terms of the Nelson building's maintenance needs, yes, there are issues to be addressed. A spreadsheet appended to this report details each area identified in the FCA and the proposed mitigation strategy. Without question, if the exchange is approved, the Division will seek funding for high-priority maintenance in future CIP cycles.

While the FCA report limits its focus to building maintenance needs, to fully realize the benefits of the exchange and create a world-class visitor experience considerable renovations to the Nelson



building will be necessary. In its present configuration, the building has numerous small offices and labs and some larger classrooms. Creating engaging interpretive spaces the Nevada Historical Society will find it necessary to remove walls and select ceilings to create a sense of scale that is suitable for modern museum exhibits.

In their very preliminary 2018 analysis of the Nelson building, the DLR architectural group placed an estimate of cost for demolition and build-out, including an allowance for exhibit fabrication and installation at between \$17 million and \$21 million, achieved in three construction phases. Certain issues identified in the FCA report as "maintenance" items, such as asbestos mitigation, ceiling replacement, flooring replacement, and interior painting will become part of the renovation scope and funding plan.

It is important to note however, that the Nevada Historical Society intends to relocate, reestablish the core research library and interpretive exhibit galleries and restore public programming to the level they presently offer at minimal cost. It is not necessary to remove walls and ceilings to open public operations of the Historical Society at the new site. The costs anticipated for reopening are detailed in the appended spreadsheet. Realizing however the full potential of the new site relies on funding described below.

### **Who Pays for it, and How?**

As noted earlier, the cost to equalize the difference in value between the appraised values of the properties is \$773,625. This will be paid at close of escrow using private funds held in the Museum Dedicated Trust Fund for the Nevada Historical Society. Moving and set-up costs in the Nelson property are estimated at \$725,800. This too will be paid from private funds as will the cost for about \$30,000 of high priority ADA maintenance needs.

Earlier in this narrative we advise that the State Public Works Division identified maintenance needs will be addressed through a combination of private funds and future CIP requests but the substantive rehabilitation of the spaces within the Nelson building are intended to be funded through proceeds coming from a capital campaign or through other State bond program funds which may become available.

The 12-member State Board of Museum's & History has committed to supporting this project through the efforts of their Major Donor subcommittee. That subcommittee would lead the effort to reach-out to the northern Nevada community through the many established private foundations who support community cultural and educational efforts, seeking to raise between \$10 and \$20 million to fully realize the potential of the Nevada Historical Society in this new location. Early assessments of interest are showing positive signs for the success of such a campaign.

Two critical elements are necessary to position a capital campaign for success: First, we must have ownership of the property. Donors at the scale we seek to engage want assurance that the project is real and ownership is the key to fulfilling that need. Second, once ownership is finalized, preliminary work by an architect, sufficient to provide visionary renderings of how the final facility would look and function are vital tools for success. Thus a capital campaign would not likely launch for a year or thereabouts after the exchange is complete.

Additionally, operations and programs of the Nevada Historical Society will grow over time, creating a need for additional staffing. Prior to the start of the great recession in 2008, the Nevada Historical Society had ten full-time staff. Workforce reductions during the recession reduced staff



to six full time positions (one has been restored for a current FTE count of seven), and the Society struggles to keep pace with public demand presently. Moving to a larger facility with increased public programming will undoubtedly make it necessary over time to incrementally increase staffing, with future impacts on the State General Fund and transfers from Tourism. Similarly, operation of the facility itself will increase costs, notably for utilities, supplies and general maintenance. However, timing of the exchange is such that no additional State budgetary needs will be required in the 2020-2021 biennium.

Finally, a Bill currently under discussion in the 80<sup>th</sup> General Legislative session could provide modest resources over time for building renovations. Assembly Bill 84 is a bond reauthorization act that in part authorizes expenditures of \$30 million by the Division of Museums & History for projects that include, "the establishment or improvement of any museum in the state system of museums within the Division, including without limitation for: planning, design or construction of such a museum; the improvement of such a museum; moving exhibits within the state system of museums; or creating new or improved existing exhibits." While most of the \$30 million authorization is intended to support the expansion of the Nevada State Railroad Museum in Boulder City, approximately \$5 million would be reserved to make improvements to other existing state museums, including the Nevada Historical Society, subject to bond sales driven by the State's debt capacity limit.

### **Timetable for Implementation**

The proposed timeline for the land exchange is premised on the presumption that the Interim Finance Committee will approve the transaction at their planned meeting on June 20, 2019. Following that the Division of State Lands will work with the University to complete the Title Search and any necessary surveys. Escrow will close no later than March 31, 2020.

After closing the parties intend to execute a Transition Agreement (spelled out in the Exchange and Boundary Line Adjustment Agreement) which allows an additional 12 months for the parties to vacate the properties sold by each entity, reserving the University's right to continue operating their excess property program in the former machine shop on the Nelson parcel, that being memorialized by a separate agreement.

It is proposed that the Nevada Historical Society would close public operations on or about May 1, 2020 and remain closed for a period of 7-9 months while the exhibits are dismantled, artifacts packed, inventoried and prepared for physical relocation. During this time the loss of admission revenue is anticipated at about \$6,000.

Final occupancy of the acquired properties would occur by March 31, 2021 and the Nevada Historical Society would reopen for limited programs soon thereafter. First focus will be placed on restoring the research library and its functions as this is a highly sought program of the entity.

### **How Do You Move a Museum?**

The process of moving a museum is no small undertaking. Especially one that has been in business and collecting for 120 years. Immediately after closing to the public and after months of pre-planning, museum collection curators, trained docents, temporary contract workers, and supervised prison labor will remove all artifacts from cases and exhibit halls. This is painstaking



work as each item must be tracked on the master collection inventory whenever it is moved. These items will be packed, cartons carefully labeled, and staged for moving. This will allow a second crew to come along and secure and wrap casework and exhibit props. Collection storage areas must be packed with the same level of care and attention. Manuscript collections number well into the thousands of volumes and items and must be packed to note shelf location. Artwork and stored 3D collections must also be inventoried and wrapped for moving.

Once all shelving units are emptied, contractors for Spacesaver, a compact storage solutions provider, will arrive and begin the careful disassembly of the existing shelving and compact storage. These units will be moved and reassembled, with some new components in the Nelson building basement and first floor areas. (Spacesaver has confirmed that much of the existing equipment is perfectly suited to reuse though some new shelving components, motors and carriages will be required.) Detailed layouts of the storage units are appended. The Spacesaver estimate to move and reinstall the units ranges from \$275,000 to \$290,000. To this estimate for moving and reinstallation, 30% has been added to provide for select additional new shelving, motors and carriages. (An all new system is estimated by the vendor at \$950,000.) \$229,800 has been budgeted for the cost of Manpower temporary labor and prison labor crews to assist with decommissioning, packing, moving, and unpacking. \$24,000 has been budgeted for truck rental costs. \$15,000 is budgeted for reusable moving materials such as pallets, bins, and padding.

Unpacking and rehousing collections in the Nelson building will be prioritized with first effort given to restoring access to the manuscript, historic photo and map collections. Artwork will be rehoused on specialized shelving once those racks have been rebuilt in the new location.

### **Fiscal Impact on Future Biennia**

As noted elsewhere in this report, the timing of the anticipated move is such that no significant fiscal impact to the State is foreseen in the 2020-2021 biennium. While there will be some modest added utility costs, we believe those can be accommodated either with current budget capacity or through supplementation from the Museum Dedicated Trust Fund.

In future biennia undoubtedly the budget for the Nevada Historical Society will expand. Additional expenses for new staffing and increased costs for operations, maintenance, IT services and utilities are anticipated. The attached spreadsheet tab titled "Impact on Future Biennia" takes a look at what the budget for the NHS might be in the future.

In terms of revenue it is anticipated that the Nevada Historical Society will see a modest increase in the 2022-2023 cycle, increasing 30% the first year and 40% the second year, this attributed to increased visitation. The full benefits of *significantly* increased revenue will not likely be realized until such time as building improvements and new exhibits, funding via the proposed capital campaign are completed, possibly 8 to 10 years out. At that time revenue from admissions and other revenue-generating activities will increase dramatically. Admission fees will be reevaluated and increased based on the experience being delivered and new public programming of all types where admission fees will be charged.

On the cost side, in the 2022-2023 cycle the NHS anticipates requesting seven (7) new FTE positions. Two museum attendants would provide orientation and services to the public in exhibit galleries. Two security officers would guard the entry, collect admission fees and direct guests accordingly. One security officer would periodically walk the building, including secured collection storage areas.



While presently the NHS relies on Building & Grounds to provide maintenance and cleaning services, this move anticipates hiring internal staff to cover janitorial and custodial services as well as facility maintenance supervision. While this will increase the cost of personnel services (two custodial worker II's and a facility supervisor II), having in-house maintenance for a facility this large and complex is seen as critical to better protecting and serving the institution and the public. Costs for B&G services would be avoided. Category 07 is added to this budget account accordingly.

Operating costs in category 04 will increase primarily in GL 7020 and are reflected in the projections.

It is foreseen that utility costs will increase significantly. Presently the NHS averages \$0.83 per square-foot (psf) in annual utility charges for the 22,200 square-foot building. The Warren Nelson building is 56,000 square-feet and we predict \$1.00 psf annually for electric, gas, water and sewer. We've added an additional \$3,000 per year (\$500 monthly) for the cost of garbage service for annual utility costs of \$59,000.

Finally, the cost for capital improvement program requests, based on highest priority needs as delineated in the FCA Strategy tab of the spreadsheet is added to the future biennia impact tab.

### **And Finally, What does the Future Nevada Historical Society Look Like and How Does the Public Benefit?**

Acquisition of the Warren Nelson property brings to fruition the vision of the Nevada Historical Society's trailblazing founder to have a permanent home for Nevada's oldest cultural institution. Jeanne Wier's foresight and gumption is the reason the Nevada Historical Society was created in 1904 and became a state institution in 1907. Recognizing that our shared history of this region was disappearing and being forgotten, Dr. Jeanne Wier tirelessly collected Nevadan's tangible and intangible heritage. The Nevada Historical Society remains a cornerstone of Nevada, the Great Basin, and western history. The Society continues Wier's legacy to preserve and make accessible our heritage for current and future generations.

Expanding educational programming, growing collections, and no permanent home has continually forced the NHS to relocate to larger facilities. In each of four locations, the NHS mission has been to serve the public, provide educational resources and experiences, and ensure access for all. To continue this mission, one goal through time has been to have a permanent, accessible facility.

The Nelson property finally affords the Nevada Historical Society a suitably sized and featured building within which to fully realize its potential – a safe place for community engagement, learning and dialogue. As Reno looks to its future and the growing success that public and private reinvestment in the central downtown area is bringing about, the Nevada Historical Society will lead as a shining star in the constellation of a strong and revitalized community.

To get there will take a great effort and the belief and generosity of the community in which the Nevada Historical Society has been rooted for over a century. Bringing the vision of a modern museum and research facility to life will take an investment of the State of Nevada as well but the rewards are many.

Aside from increased revenue brought by increased attendance, we see the Nevada Historical Society as a center for activity in downtown Reno, from children learning about Nevada through interactive, multi-media, immersive experiences and environments, to a modern digital-platform research library, to performances and programs in the 200-seat Laxalt Theater, the Nevada



Historical Society has all the elements but one to bring the vision to reality. With possible partnerships and occupancy of arts, humanities and other cultural organizations, the Nelson property will come to life as a hub of activity, during the day and into the evening.

Approving this land exchange benefits not only the constituents who today use the resources of the Nevada Historical Society but also the University of Nevada where explosive growth has placed new demands for space to house faculty and the myriad support services needed to keep the University advancing to shape tomorrow's Nevada workforce. Including the proposed undeveloped parcels adjacent to current University property provides a relief valve for future needs and growth of the campus. Failing to approve this transaction leaves both entities with significant issues without obvious solutions.

Peter Barton  
Administrator  
Division of Museums and History  
April 26, 2019





**NHS/UNR Land Exchange  
NHS Budget**

4.25.2019

FUNDS AVAILABLE		
Source - Private	Amount	
Tacchino Trust - Restricted	\$ 1,789,000.00	Secured
Invested Funds - NHS	\$ 231,000.00	Secured
<b>TOTAL</b>	<b>\$ 2,020,000.00</b>	

(\$281,000 as of 3/31/2019)

ACQUISITION/MOVING COSTS		
Acquisition - Cash Equalization	\$ 773,625.00	17% of total exchange
Compact Storage - Moving	\$ 377,000.00	Vendor Quote 12/2018 = \$275,000/\$290,000 + 30%. This assumes a combination of new and reused equip. All new = \$950,000
Moving Trucks	\$ 24,000.00	\$150 per truck/day; assumes 160 truck days
Reusable Moving Supplies	\$ 15,000.00	Pallet racks & padding: U-Line quote
Prison/Contract labor - packing & moving, set-up	\$ 229,800.00	10 person crew @\$1,520/day for 115 days plus Manpower 2 persons for 950 hours each = \$55,000
FF&E	\$ 80,000.00	For immediate relocation needs
<b>TOTAL</b>	<b>\$ 1,499,425.00</b>	

BUILDING REPAIR NEEDS, IMMEDIATE						
Funding Source	Projects					
	ADA Signage Nelson 3555ADA5	Break Room Remodel 3555ADA1	Drinking Fountains 3555ADA4	Seismic Gas Shut Off 3556SFT3	TOTAL PRIVATE	
Private Funds	\$ 3,360.00	\$ 7,500.00	\$ 13,440.00	\$ 4,480.00	\$ 28,780.00	

SUMMARY	Available/Net	Costs
Available Funds	\$ 2,020,000.00	
Acquisition/Moving		\$ 1,499,425.00
Building Repair Needs, Immediate		\$ 28,780.00
Total Anticipated Costs		\$ 1,528,205.00
Net Remaining Available	\$ 491,795.00	

TIMETABLE	
IFC approval	6/20/2019
Title/Surveys	2/28/2020
Close Escrow	3/31/2020
NHS closes	4/1/2020
Transition/Moving Complete	3/31/2021

NHS/UNR Land Exchange  
NHS Budget

4.25.2019

Item from FCA	Index Number	FCA Priority	NHS Private Funds	2022-2023 CIP	Future CIP	Other Funding for Renovations: Capital Campaign, AB 84
ADA signage	3555ADA5	1	\$ 3,360			
Break Room Remodels	3555ADA1	1	\$ 7,500			
Dual Level Drinking Fountain Installation	3555ADA4	1	\$ 13,440			
Exit Sign and Egress Lighting Upgrade	3555SFT1	1		\$ 125,962		
Roof Replacement	3555EXT2	1		\$ 375,000		
Backflow Prevention	3555PLM1	1		\$ 40,000		
Restroom Remodels	3555ADA2	1		\$ 280,000		
HVAC Equipment Replacement	3555HVA1	2		\$ 1,405,825		
Janitor Closet Repairs	3555INT4	2		\$ 12,544		
Exterior Finishes	3555EXT1	2			\$ 562,330	
Elevator Replacement	3555ADA3	1				\$ 250,000
Asbestos Abatement	3555ENV1	1	See note	See note	See note	\$ 1,237,126
Ceiling System Replacement	3555INT2	2	See note	See note	See note	\$ 449,864
Flooring Replacement	3555INT3	2	See note	See note	See note	\$ 393,631
Interior Finishes	3555INT1	2	See note	See note	See note	\$ 629,810
Lighting Upgrade	3555ENR1	2	See note	See note	See note	\$ 503,848
Electrical Upgrade	3555ELE1	3				\$ 1,574,524
Window Replacement	3555EXT3	3			\$ 48,000	
Asphalt Paving Maintenance	97815IT1	2			\$ 425,000	
Exterior Lighting Replacement	9781ENR2	2		\$ 16,800		
Seismic Gas Shut Off Valve Installation	3556SFT3	1	\$ 4,480			
Fire Alarm Installation	3556SFT2	1		\$ 24,385		
Roof Replacement	3556EXT2	1		\$ 73,155		
HVAC Equipment Replacement	3556HVA1	1			\$ 136,556	
Exterior Finishes	3556EXT1	1			\$ 97,540	
Seismic Retrofit	3556SFT1	1			\$ 487,700	
Electrical Upgrade	3556ELE1	2			\$ 97,540	
Flooring Maintenance	3556INT2	2			\$ 24,385	
Interior Finishes	3556INT1	2			\$ 48,770	
Lighting Upgrade	3556ENR1	2			\$ 43,698	
TOTALS			\$ 28,780	\$ 2,353,671	\$ 1,971,519	\$ 5,038,803

This list is constructed with the Nelson building items first, then the site, and lastly the 1905-machine shop. Within each list items are in priority order with highest at top and descending in order of importance.

Shaded area represents the 1905 machine shop and is a lower priority as it is intended that the University will occupy for five years post-closing escrow.

See Note entail items that will be dealt with either incrementally as areas are disturbed through CIP work or larger scale renovations anticipated to result from funding of a capital campaign or AB 84 bonds.



4.29.2019

**Impact on Future Biennia  
SFY 2022-2023**

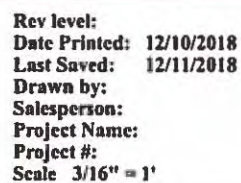
New Personnel Request	Classification	FTE	Grade,Step	SFY 2022 - Projected	SFY 2023 - Projected	Notes
Security Officer	11.263	1.0	27-04	\$ 44,148.00	\$ 60,741.00	year 1 = 9 months
Security Officer	11.263	1.0	27-04	\$ 44,148.00	\$ 60,741.00	year 1 = 9 months
Facility Supervisor II	9.609	1.0	33-04	\$ 54,843.00	\$ 75,294.00	year 1 = 9 months
Custodial Worker II	9.631	1.0	23-04	\$ 38,603.00	\$ 53,146.00	year 1 = 9 months
Custodial Worker II	9.631	1.0	23-04	\$ 38,603.00	\$ 53,146.00	year 1 = 9 months
Museum Attendant II	7.846	1.0	23-04	\$ 38,603.00	\$ 53,146.00	year 1 = 9 months
Museum Attendant II	7.846	1.0	23-04	\$ 38,603.00	\$ 53,146.00	year 1 = 9 months
<b>TOTALS</b>		<b>7.0</b>		<b>\$ 297,551.00</b>	<b>\$ 409,360.00</b>	year 1 = 9 months

Revenue						
	GL	SFY 2020 Gov Rec	SFY 2021 Gov Rec	SFY 2022 - Projected	SFY 2023 - Projected	
Admission Charge	3842	\$ 6,526	\$ 6,526	\$ 8,484	\$ 9,136	
<b>TOTAL</b>		<b>\$ 6,526</b>	<b>\$ 6,526</b>	<b>\$ 8,484</b>	<b>\$ 9,136</b>	projects 30% increase first year; 40% second year

Expenditures	Category	SFY 2020 Gov Rec	SFY 2021 Gov Rec	SFY 2022 - Projected	SFY 2023 - Projected	
Personnel	01	\$ 588,646	\$ 605,735	\$ 883,456	\$ 1,011,411	
In-State Travel	03	\$ 1,793	\$ 1,793	\$ 1,793	\$ 1,793	
Operating Expenses	04	\$ 26,280	\$ 26,259	\$ 16,786	\$ 16,759	adjusted to reflect no B&G
Equipment	05	\$ -	\$ -	\$ 16,681	\$ -	
Maintenance of Buildings & Grounds	07	\$ -	\$ -	\$ 40,083	\$ 40,083	new category in this B/A
Conservation/Acquisiton	13	\$ 682	\$ 682	\$ 682	\$ 682	
NV Humanities Grant	24	\$ -	\$ -	\$ -	\$ -	
Information Services	26	\$ 8,847	\$ 10,915	\$ 22,694	\$ 16,625	
Utilities	59	\$ 18,543	\$ 18,543	\$ 59,000	\$ 60,770	add 3% for year 2
DHRM Cost Allocation	82	\$ 3,019	\$ 3,019	\$ 6,038	\$ 6,038	
Purchasing Assessment	87	\$ 411	\$ 411	\$ 411	\$ 411	
<b>TOTALS</b>		<b>\$ 648,221</b>	<b>\$ 667,357</b>	<b>\$ 1,047,624</b>	<b>\$ 1,154,572</b>	

CIP Request 2022-2023 cycle per FCA Strategy	\$ 2,353,671
--	--------------

120 Sections Re-used shelving  
New frames  
Re-used carriages



**Spacesaver Corporation**  
1450 Janesville Avenue  
Fort Atkinson, Wisconsin  
53538-2798 USA  
PH: 920-563-6362 FAX: 920-563-2702  
[www.spacesaver.com](http://www.spacesaver.com)





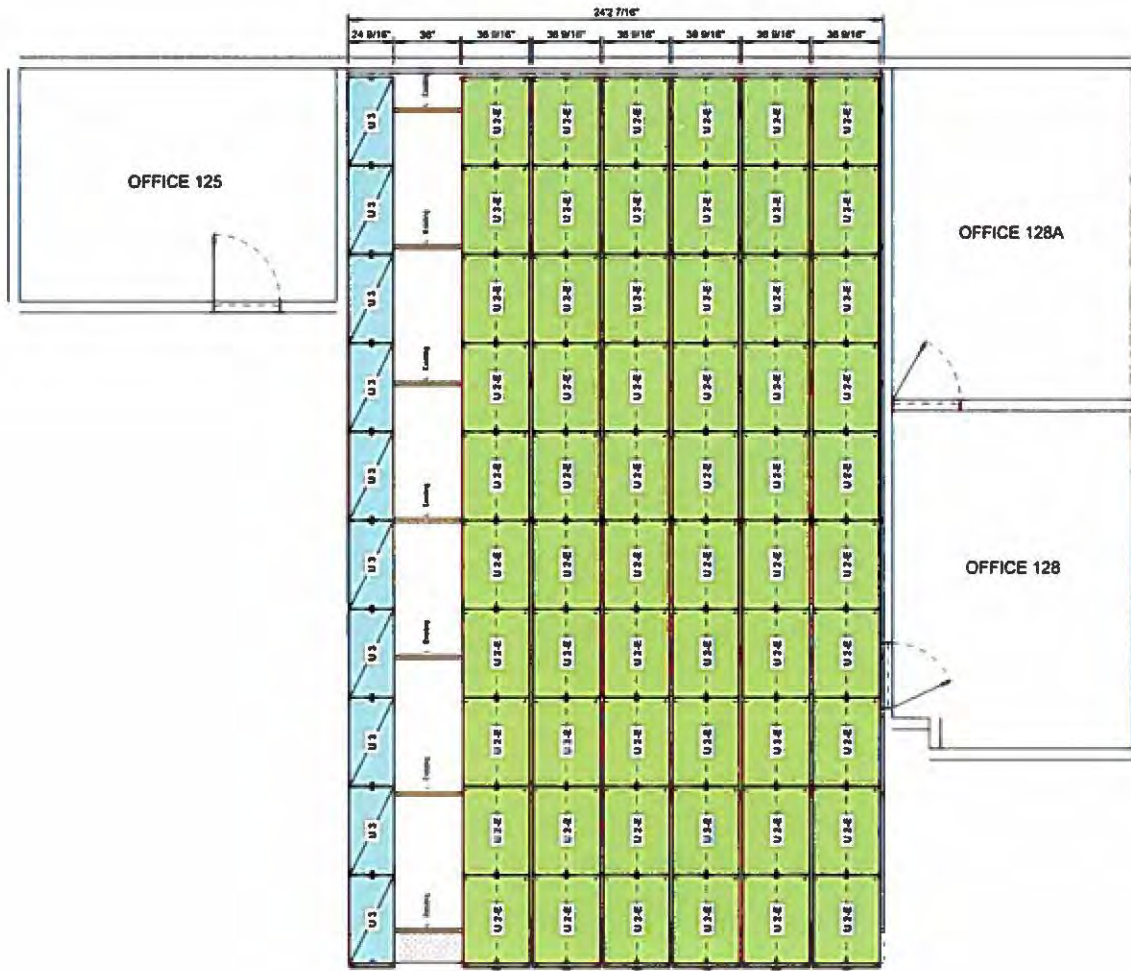
2nd Floor Option

Existing carriages/Re-used shelving  
New carriages/re-used shelving

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1450 Janesville Avenue  
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53538-2798 USA  
PH: 920-563-6362 FAX: 920-563-2702  
www.spacesaver.com

Rev level: 12/10/2018  
Date Printed: 12/11/2018  
Last Saved: 12/11/2018  
Drawn by:  
Salesperson:  
Project Name:  
Project #:  
Scale 3/16" = 1'

**Spacesaver**  
Storage Solutions



First Floor







May 16, 2019

To: Nevada Board of Museums and History

From: Myron Freedman, Director, Nevada State Museum, Carson City

Subject: Request for 3 Free Admission Days in FY 20

To insure the museum is accessible to all Nevadans to experience several unique programs, I respectfully request permission to offer free admission on the following 3 days:

**Day of the Dead** on November 2, 2019; this will be our third consecutive year offering free admission to the Day of the Dead community celebration, produced in collaboration with Western Nevada College. We anticipate receiving sponsorship support for this program, as in year's past, approximately \$1,500.

**Sesquicentennial of the Carson City Mint** celebration on February 4, 2020; a unique one-time event for all Nevadans to commemorate the 150<sup>th</sup> year of the Mint. Event activity planning is underway. We will reach out for sponsorship support.

**Lei Day** will be on a Saturday, to be determined, in late April or early May 2020; this will be our third consecutive year offering free admission to this event. We anticipate support for arts groups to present programs at the museum during the event.

Approval: \_\_\_\_\_  
Chairman, Board of Museums & History

\_\_\_\_\_  
Date

STEVE SISOLAK  
PETER BARTON  
DANIEL THIELEN

Governor  
Administrator  
Director, *Nevada State Railroad Museum, Carson City*

# NEVADA MUSEUMS & HISTORY



May 29, 2019

To: Robert Stoldal, Chairman  
Nevada Board of Museums and History

From: Dan Thielen, Director  
Nevada State Railroad Museum

Re: Admissions Fees Change

Dear Mr. Stoldal,

The Nevada State Railroad Museum requests to change its price structure during all operating periods. In addition, NSRM would like to increase admission to \$8.00, in line with NSM.

I propose that wrist bands be available and priced at

\$5 for children 5 years old and under.  
\$10 for children 6-17 years old.  
\$15 for adults.

Wrist bands will include museum admission and will be used on days that equipment is operating. Currently, we offer wrist bands on selected events and offer unlimited rides. It is anticipated that the price structure will improve the visitor experience and capture some additional revenues.

Further, the Museum requests a formal marketing review to determine the real value of the current admission fee structure and recommend changes that meet the needs of the public, the Museum and values of the Board.

Approval:

\_\_\_\_\_  
Chairman, Board of Museums & History

\_\_\_\_\_  
Date





June 6, 2019

Memo *Catherine E. Magee*

To: Board Members, Peter Barton, Carrie Edlefsen: Division of Museums and History

From: Catherine E. Magee, Director Nevada Historical Society

Re: Free Admission for seniors on Fridays in May

I would like the Board to consider NHS's desire to offer free admission to seniors, 60 and over, on Fridays in the month of May as part of Washoe County's Senior Services efforts to recognize "Older American Month". This would be a yearly event from 2020 forward.

We provided this service in 2018, and 2019.

Thank you,

Catherine Magee

**NEVADA STATE RAILROAD MUSEUMS**  
**BOARD PROPOSED TRAIN RIDE AND RELATED FEES**  
**SFY 2020**

7/1/2019

Rate Category	NSRM-CC: 2019	BOARD PROPOSED SFY 2020	NSRM-BC: 2019	BOARD PROPOSED SFY 2020
<b>Museum Admission</b>				
Adult	\$6.00	\$8.00	N/A	N/A
Children (under 18) (NRS 381.0045(2))	No Charge	No Charge	N/A	N/A
Adult: Special Event: museum admission & unlimited train rides/members	\$15.00/\$9.00	\$15.00	N/A	N/A
Child 6 -17: Special Event: museum admission (free) & unlimited train rides	\$9.00	\$10.00	N/A	N/A
Child 5 and under: Special Event: museum admission (free) & unlimited train rides	\$5.00	\$5.00	N/A	N/A
<b>Steam Train</b>				
Adult (age 12 and older)	\$8.00	\$8.00	N/A	N/A
Children (4-11)	\$4.00	\$4.00	N/A	N/A
Children (3 and younger)	No Charge	No Charge	N/A	N/A
Steam Train 2-hour rental when open	\$1,800.00	\$2,000.00	N/A	N/A
Steam Train 2-hour rental when closed	\$3,000.00	\$3,000.00	N/A	N/A
<b>Edwards Motor Car</b>				
Adult (age 12 and older)	\$4.00	\$6.00	N/A	N/A
Children (4-11)	\$2.00	\$3.00	N/A	N/A
Children (3 and younger)	No Charge	No Charge	N/A	N/A
School Groups (Adult Chaperones)	\$2.00	\$3.00	N/A	N/A
School Groups (Students)	\$1.00	\$2.00	N/A	N/A
Edwards motor car 2-hr rental when open (excludes McKeen car)	\$300.00	\$500.00	N/A	N/A
Edwards motor car 2-hr rental when closed (excludes McKeen car)	\$400.00	\$800.00	N/A	N/A
<b>McKeen Motor Car</b>				
Adult (age 12 and older)	\$8.00	\$8.00	N/A	N/A
Children (4-11)	\$4.00	\$4.00	N/A	N/A
Children (3 and younger)	No Charge	No Charge	N/A	N/A
McKeen motor car 2-hr rental	\$1,800.00	\$2,000.00	N/A	N/A
<b>Hand Car (off-site for up to 4 hours)</b>				
For-profit	\$75.00	\$250.00	N/A	N/A
Non-profit	\$45.00	\$150.00	N/A	N/A
<b>Nevada Southern Railway</b>				
Adults (age 12 and older)	N/A	N/A	\$10.00	\$10.00
Children (4-11)	N/A	N/A	\$5.00	\$5.00
Children (3 and younger)	N/A	N/A	No Charge	No Charge
Military (Blue Star Program)	N/A	N/A	No Charge	No Charge
School Field Trips (Mon-Fri) (minimum 30, per person rate, includes adult chaperones)	N/A	N/A	\$5.00 student & teacher/adult	\$5.00 student & teacher/adult
Groups (minimum of 12 to qualify for this rate)	N/A	N/A	\$7.00	\$7.00
Promotional coupon, "\$1.00 off Adult fare" (results in \$9.00 Adult fare)	N/A	N/A	N/A	\$9.00
"Engineer for an Hour" (CC-steam only program - 2 hours min)	\$500.00	\$500.00	\$250.00	\$250.00
Locomotive Cab Rides	\$25.00	\$25.00	\$35.00	\$35.00
Dining Car Rental (2 runs in regular train, includes 48 tickets)	N/A	N/A	\$500.00	\$500.00
Wedding Train (1 trip includes site rental for 4 hours)	N/A	N/A	\$1,000.00	\$1,000.00
Charter Train (2 hours, 2 runs, includes dining car in train)	N/A	N/A	\$500.00	\$500.00
Charter Train - Community Events (2 hours, 1 run, includes dining car in train - for Service Clubs, Chamber of Commerce, Art Commission)	N/A	N/A	\$250.00	\$250.00
<b>Special Events</b>				
Santa Train - December	\$5.00 per seat	\$5.00 per seat	\$10.00 per seat	\$10.00 per seat
Per passenger fee for "FNSRy" Christmas trains	N/A	N/A	\$6.00 per seat	\$8.00 per seat

Rates effective July 1, 2019



BRIAN SANDOVAL Governor  
PETER BARTON Administrator  
DENNIS MCBRIDE Director, Nevada State Museum, Las Vegas

Refers to Agenda  
item 12a



## NEVADA MUSEUMS & HISTORY

NEVADA STATE MUSEUM, LAS VEGAS

**Date:** April 23, 2019  
**To:** Chairman  
Board of Museums and History  
**From:** Dennis McBride, Director  
Nevada State Museum, Las Vegas  
**Re:** new restricted donation/account

The Nevada State Museum, Las Vegas has received \$1,000 from Mr. Harold Larson to be deposited in restricted account 3905 [Costume and Textiles Collection].

Dennis McBride

Dennis McBride, Director

04.23.2019

Date

Approval: \_\_\_\_\_  
Chairman, Board of Museums and History

\_\_\_\_\_  
Date

*charles* SCHWAB

211 Main Street, San Francisco, CA 94105

Bank Of America  
Commercial Disbursement Account  
Northbrook, IL

No 5794297

70-2328  
0719

Pay:

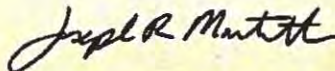
\*\*\*ONE THOUSAND DOLLARS AND NO CENTS\*\*\*

Date: 04/15/2019

To The Order Of:  
NEVADA STATE MUSEUM

PAY

\$1,000.00



Memo:  
COSTUMES AND TEXTILES DEPT  
FROM HAROLD LARSON

Present For Payment Within 180 Days



BRIAN SANDOVAL Governor  
PETER BARTON Administrator  
DENNIS MCBRIDE Director, Nevada State Museum, Las Vegas

# NEVADA MUSEUMS & HISTORY

NEVADA STATE MUSEUM, LAS VEGAS



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Dennis McBride

Dennis McBride, Director

04.23.2019

Date

**Approval:** \_\_\_\_\_  
Chairman, Board of Museums and History

\_\_\_\_\_  
Date