



AMYANNE RIGBY

Contributing Writer, Domestic Engineer (aka wife and mother of five!), Sports Fan, Family History Guru, Wanderer, Avid Volunteer, Blogger, Lover of chocolate, puffy clouds, giggles, and sunshine

Curiosity stirred with wandering tendencies make Amyanne Rigby 'one of those people'. You know that type who just can't pass by an old cemetery or rustic, time-worn building without stopping to explore? That's her.

Amyanne blames her 'distracted by old relics' on her early memories with her grandfathers; one was a farmer and the other a landscape artist. Together their influence had a profound effect upon her as a writer and lover of life.

A native desert dweller, Amyanne enjoys exploring the red dirt and crimson cliffs with her husband, Travis, and their five children. As a blogger, she describes those adventures as well as her love for Veyo Pies and the mouth-watering cookings from Jacob's Lake (near the Grand Canyon) on her blog.

Amyanne is a 1996 Summa Cum Laude graduate of Southern Utah University where she majored in English and minored in Psychology and French. Her work as a contributing writer for *Etched* gives her a pass to hit the road to seek and find. When she's not writing, her favorite pastimes include reading, running, and hanging with her Rigby(s).

barnwoodandtulips.blogspot.com



what is your
'WILD'?

*My husband says it's my temper—Ha!
I say my 'wild' lies within my adventurous spirit ... letting go.
Being free to wander.*

1 THING ALWAYS IN MY BACKPACK:
My camera

WHAT'S IN MY CUP:
Hot chocolate with a spoonfull of sweetened condensed milk and whipped cream on top—absolutely yumilicious!

SECRET HANGOUT:
My room with a book

NEXT ADVENTURE:
Time travel to meet my great grandmother Jennie in the 1920s

FAVE ADVENTURE:
Lake Powell with my family

FAVE SOUTHWEST FLAVOR:
BBQ

WHAT DO YOU STILL NEED TO LEARN:
To dance, swim, play the cello (again), and write a fictional story

WHAT PIECE HAVE YOU AUTHORED THAT BEST REPRESENTS YOUR PASSION FOR YOUR PROFESSION:
Laying Down Tracks
Author's Note: *Laying Down Tracks* allowed me to research and convey a story which I had been chasing for years; the story of my great grandparents, Jennie and Edwin Stoddard. Their story portrayed the type of experience that became common to the many whose main source of transportation for travel was by train. The depot was the gathering place reminiscent of joyful reunions and sombre departures. The great steam horse is so well portrayed in the visual images majestically photographed by Todd Ellis.



Locomotive #40 fires up inside the enginehouse of the East Ely Yard, Ely, Nevada. The massive metal 'iron horse' takes somewhere between four to six hours to heat up before the steam engine can actually power forward.

LAYING DOWN TRACKS

written by **AMYANNE RIGBY** | photos by **TODD ELLIS**

Few images are as striking as the steam engine train. The brawn and grit reflected in this massive metal workhorse of the 19th-century rival none. History would be altered as the tracks of the railroad were laid down, connecting small and large communities across the Southwest. The rail transport of ore and freight was as critical to the area's evolution, as was the transport of people.

Prior to 1913, moving to and fro across the western territory consisted primarily of walking or traveling by horseback. Cars were an anomaly, and flying was strictly for the elite and foolhardy. But the advent of the railway liberated people; it connected life to places previously untouched. The railway from Salt Lake City, Utah to Los Angeles, California brought about development, jobs, travel, and pure adventure for those seeking a glimpse of the alluring landscape witnessed only previously in art and photography.

The railroad in Utah's north brought Edwin and Jennie together ... it is this great iron horse which also tore them apart. Uintah, Edwin's hometown was nestled at the mouth of Ogden Canyon where the tracks met. 'Ed' would become a railway man. The tracks connected Uintah to Jennie's hometown of Logan. The two met on the Bamberger Railroad.

The couple fell in love on the brink of World War I. They married June 24, 1914, four days prior to the assassination of Archduke Franz Ferdinand of Austria. This bullet triggered World War I. The Great War shaped their lives and those of generations to come. Ed and Jennie's story was recorded along the "clickety-clack" of that great steam engine.

The expansion of the railroad in the American West fostered the industrialization of our nation. Prior to 1871, approximately 45,000 miles of track had been laid in the United States. The passing of legislation in 1862 by Congress authorized the construction of a transcontinental railroad. The first rail of this magnitude was complete on May 10, 1869. By 1900, four more rails of this sort would be completed, connecting the east and west coasts of the United States.

This connection provided expansion, settlement, and economic growth for western pioneer towns and communities. The country as a whole was now tied together ... the world grew smaller. As a result, the Southwest opened up. Remote settlements that once existed in isolation became part of an intricate web of rail lines. On May 10, 1869, the Union Pacific and Central Pacific railroad companies merged their rails together tying Sacramento, California to Omaha Nebraska. Travelers could experience the vast prairies, canyons, and deserts of the United States, with connections moving from coast to coast in a week's time.

This railroad brought growth and opportunity; it also brought disease.

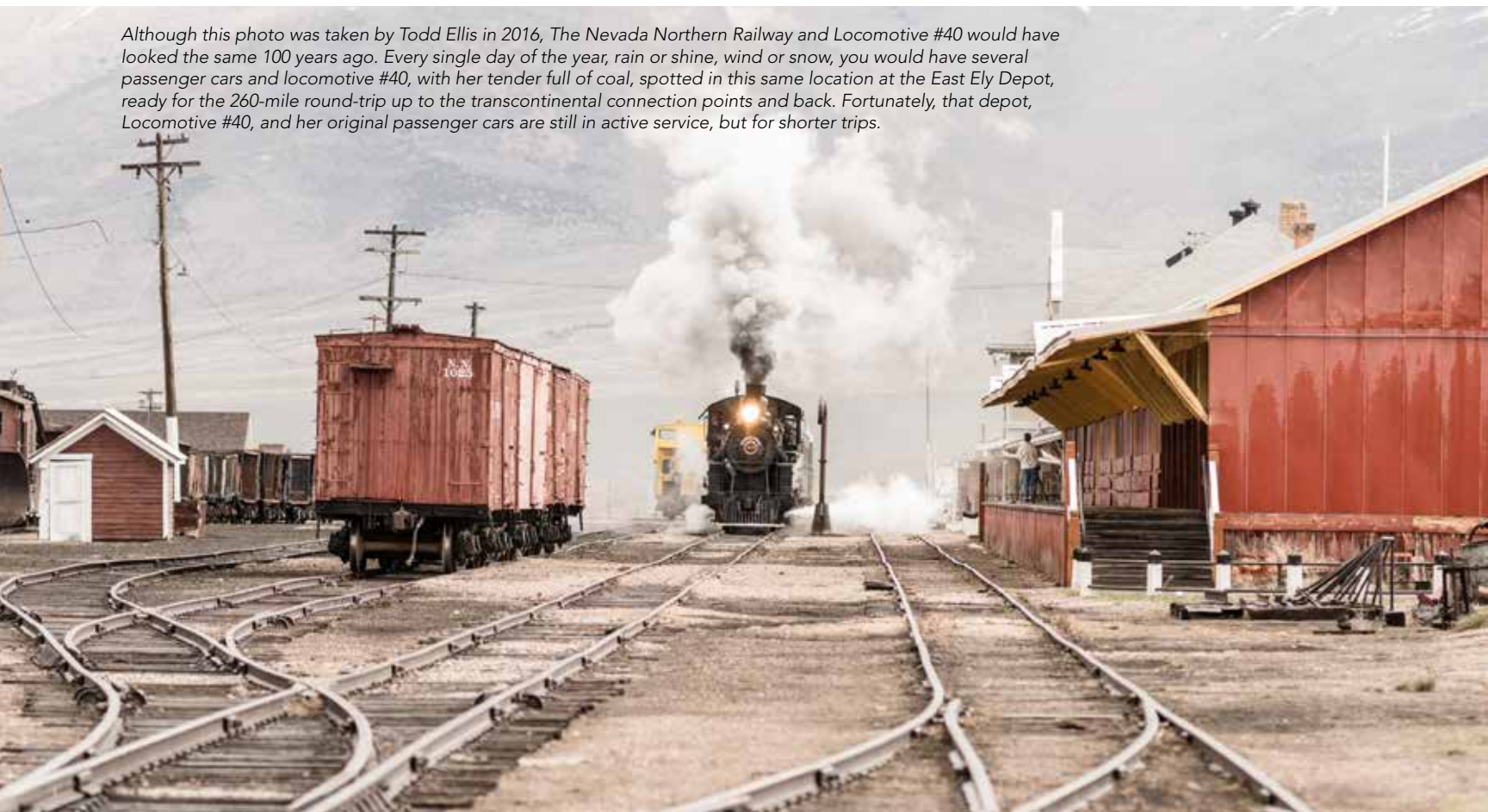
Jennie had fallen for Ed, the eloquent railwayman. They communicated via letters through their courtship, early days of marriage, and the births of two children, Cleve and Ruth. While the war drew to a close in Europe, another disaster struck—"The Great Pandemic." The 1918 Influenza Pandemic was an epidemic of worldwide proportions. The disease spread as quickly as the people themselves traveled. Ed became ill on the railway, unaware of his diagnosis. He returned home for a short visit. During that time, he unknowingly infected Jennie. Ed returned to work, only to receive the news that Jennie had fallen victim to the disease.

A letter dated October 13, 1918, mailed from the Columbia Hospital in Butte, Montana would be their last communication. The echoes from canons of the Great War halted on November 11, 1918. Eleven days later, Jennie lost her own battle to survive, passing away in the silence of the influenza pandemic.

STOPS ALONG THE WAY

It was the visionary Mark Requa who brought the railway to White Pine County, Nevada. In 1902, Requa purchased the mining claims of D.C. MacDonald owned by Dave Bartley and Edwin Gray. Ten miles west of Ely, Requa dug copper out of a mountain triggering the copper boom. The copper boom brought the railroad; the railroad brought the people—both men and women. Immigrants from around the world boarded the train to White Pine County.

Although this photo was taken by Todd Ellis in 2016, The Nevada Northern Railway and Locomotive #40 would have looked the same 100 years ago. Every single day of the year, rain or shine, wind or snow, you would have several passenger cars and locomotive #40, with her tender full of coal, spotted in this same location at the East Ely Depot, ready for the 260-mile round-trip up to the transcontinental connection points and back. Fortunately, that depot, Locomotive #40, and her original passenger cars are still in active service, but for shorter trips.



TELL ME MORE!

The Nevada Northern Railway and Museum
A National Historic Landmark
East Ely Depot, Ely, Nevada

The museum and depot offer an array of truly amazing railway experiences including train rides, overnight stays in the museum, and the opportunity to be the engineer for a day. For more information go to: www.nnry.com

etched MAGAZINE

The Nevada Northern Railroad was brought to White Pine County to move raw ore from the mine in Ruth at Copper Flats to McGill for processing. The ore would be moved by railcars, passing through Ely to McGill. Construction began on the East Ely depot in 1905 and was completed in 1907 and the first train load of raw ore arrived in McGill on April 15, 1908. By August of the same year, the smelter was ready for processing copper.

Communities such as Ely and McGill became 'melting pots' of diverse cultures, all in search of the The American Dream. White Pine County became known as the place, "where the world met and became one."

But it was a different world, subject to rules and both social and cultural mores. The railroad and its depots were no different. In both the East Ely and McGill Depots, sexual segregation existed. Both depots had two waiting rooms where train passage could be purchased, one for men and the other for women and children. Likewise, trains had separate passenger coaches for men and women. The men's passenger train had leather seats and rough brass plates along the walls for striking matches to light cigarettes. However, the passenger trains for women and children only had red velvet seats and "no smoking" signs were clearly posted.

The end of East Ely's operating railway came on June 20, 1983, when the last revenue freight car left to Cobre, Nevada. The engine returned the next day with only its caboose.

Unlike most other rail complexes of the late 20th century, the East Ely Depot escaped 21st century alterations and demolitions due to its geographical remoteness. Smithsonian curators have dubbed the Nevada Northern Railway Complex and Museum as a historical landmark, deeming it as the best "preserved, historic railroad." The depot remains the most complete and least altered railway yard surviving from the steam railroad period. The railway complex still serves the people of White Pine County as a hub for events. Throughout the year the depot offers a host of train related events including the Wild West Limited and the Haunted Ghost Trains experience.

The history of the railroad and the gritty iron horse of the 20th century which ran along its southwest tracks, hold the stories of adventure and heartache like those of Ed and Jennie. Ed remained a railway man the rest of his days. His hard life along the railroad kept distance between him and his two children, only visiting occasionally, when his 'tracks met' in Logan.

With the invention and productivity of the automobile, time rolled on, and with it, the demand and necessity of the passenger and freight trains slowly faded. But its history can still be followed ... somewhere along the lonely tracks of the past.

TODD ELLIS

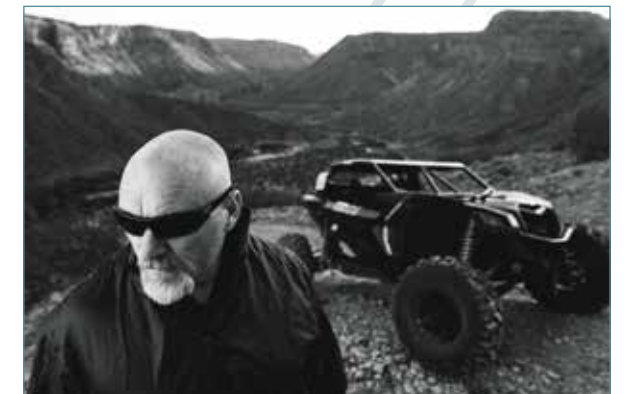
Photographer, Logistics Coordinator at Parke Cox Trucking Company, Avid Lover of Weekend Getaways to the Unknown

At a young age Todd was drawn to camera's. He recalls being 13-years-old and pulling weeds in his grandfather's garden so he could earn money to buy a camera. In high school his best friend's dad worked for the local newspaper who would load the boys up with film and send them off with the newspaper's cameras to photograph the high-school football games. Todd has been photographing sports ever since, including high profile events and athletes. His work has appeared in both national and global publications.

Todd is a desert wanderer. His interest in the history of the indigenous people has him exploring the obvious as well as the remote locations where their history has been left. The seasonal solstice has Todd chasing light across ancient calendars, markers, and petroglyphs which he photographs for his private collection in efforts of documenting and preserving the history of the southwest's Native American tribes.

what is your 'WILD'?

Sitting on a runway with Apache Helicopters posing for me.



CHOICE OF SUBJECT TO PHOTOGRAPH:
Anything military!

FAVORITE SUNDAY DRIVE:
Toquerville Falls - ATV edition

MOST RANDOM ADVENTURE:
Exploring deep old canyons with my drone

GO TO FOOD:
Swedish Fish and Diet Coke!

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EAST MEETS WEST The Extraordinary Art of Yidan Guo

written by AMYANNE RIGBY

How does a traditional Chinese painter come to paint a western themed work of art? "Are there any cowboys in China?" I asked Yidan, whom I had the privilege of watching paint at the Escalante Canyons Art Festival. With her sweet half smile and her kind eyes, she replied, "Maybe the Tibetan Nomads."

So what brings an acclaimed Chinese Artist to Southern Utah University engulfed in the color of the southwest and the cowboy?

"There is a quiet here, a peace that feeds my artistic soul," remarked Yidan Guo in discussing her move from Beijing, China to Cedar City, Utah.

To the onlooker, visiting Professor of Art and Design at SUU, Yidan Guo's demeanor appears to be that of a quiet stream but her reservoir of talent mimics that of a roaring river, both intense and beautiful.

Guo served on the faculty of Art at Renmin University in Beijing, China since 2000 and joined the Staff at SUU in 2013. Southern Utah University President, Scott L. Wyatt, commissioned Guo to create a painting depicting a celebrated moment in the university's history. The result, her work entitled, *The First Load of Lumber* can be viewed at the Southern Utah Museum of Art in Cedar City.

This original work, 46 by 73 inches, painted on silk illustrates traditional Chinese watercolor technique. Silk was used by the Chinese before the invention of Xuan paper or rice paper. Guo's work shares the story depicted in the SUU documentary film, *Back up the Mountain*. It was on a spring day in 1897 that higher education breathed its first breath in Cedar City. English, Welsh, and Scottish descendants of Cedar City comprised the small town's population of 1500. These settlers were visionaries, and they were undaunted. They went "Back up the Mountain" in treacherous conditions to secure the first load of lumber that enabled them to meet the legislature's stiff guidelines for a campus of "higher learning."

Guo's work, "The First Load of Lumber" captures the reunion of the townspeople and the men who braved the mountain to obtain the needed lumber at 10,000 feet in the dead of winter. Guo did her research before beginning this work of art. As a predominantly portrait artist, Guo seeks to identify with her subjects' emotions before beginning to paint. Her painting, "The First Load of Lumber" took a year for her to complete, but that was just the creation process. The research and the recreation of the event had its own journey.

Guo, with the help of friends, staged the scene of the reunion in Cedar City's neighboring hills with local models in period costumes to serve as those in her work of art. Once digital images were taken of the group and of each individual, Guo created a series of thumbnail sketches before she and President Wyatt chose the "right" one. From there Guo hung sketch paper on a thick board which served as her easel. After she was satisfied with the sketch, she then hung silk over the sketch paper and began to draw the lines and then finally began the watercolor process. This final process consisted of layers and layers of color.

"The First Load of Lumber" was created using the Gongbi Style or meticulous style. This style is the oldest form of all Chinese painting techniques. Guo's use of the Gongbi style allows for delicacy and strict attention to detail. While most Western Art focuses on light, shapes, and shadow, Guo chose her native form for this work of art and focused on the lines. The line is the spirit of Chinese Art.

One look at this memorable piece of art is simply not enough. Guo attached her emotions to each character she painted. She sought to "feel" with them as she shared their story. While the creation of this work was an artistic journey, it was also an emotional one for Guo. The use of the Chinese line made this possible as each figure in the piece shares deeper emotion through his/her facial expression and posture.



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