

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Nevada	
COUNTY: Churchill	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	FEB 23 1972

1. NAME

COMMON:
Cold Springs Station

AND/OR HISTORIC:
Rock Creek Stage Station

2. LOCATION

STREET AND NUMBER:
On U.S. Highway 50; 51 miles west of

CITY OR TOWN:
Austin *wic.*

STATE Nevada	CODE 32	COUNTY: Churchill	CODE 001
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input checked="" type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____
			<input type="checkbox"/> Comments <u>Historic</u> <u>roadside</u> <u>display</u>

4. OWNER OF PROPERTY

OWNER'S NAME:
U.S. Bureau of Land Management - Nevada Office

STREET AND NUMBER:
Federal Building - 300 Booth Street Room 3008

CITY OR TOWN:
Reno

STATE: Nevada	CODE 32
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5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
NA

STREET AND NUMBER:

CITY OR TOWN:

STATE:	CODE
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6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Nevada Historical Sites - Mordy

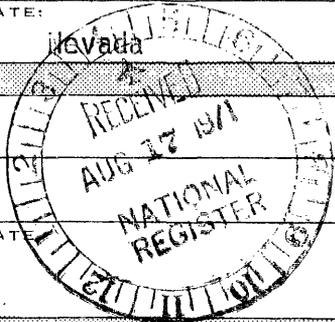
DATE OF SURVEY: 1968 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS: University of Nevada, Desert Research Institute
Center for Western Studies

STREET AND NUMBER:
Stead Facility

CITY OR TOWN:
Reno

STATE: Nevada	CODE 32
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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input checked="" type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Fifty-one miles west of Austin, Nevada, and directly adjacent to present Highway 50, lie the stone ruins of Rock Creek Station on the Overland Stage and Mail Road. It was used as a stage and freight station for 8 years between 1861 and 1869, and later as a freight station only. Available here were fresh horses, blacksmith services, and facilities for major coach and wagon repair - first in the original station, and later on, on a far more extensive scale, in the corral area to the west.

The original Pony Express Cold Springs Station was a short distance east of this location. Consideration of surface and dug remnants, comparisons of early day maps, mileages, and identification of fallen walls with early day descriptions of the construction as given by Sir Richard Burton in his diary of 1860 and by Pony Bob Haslem in his recollections, together with obvious limited occupancy, almost definitely prove that the eastern site was the authentic original Pony Express Cold Springs Station.

A more northern group of ruins, 1,000 feet from the stage foundations, are the stone foundation remains of an Overland Telegraph repeater station. Remnants found at the site indicate a storage of telegraph lines for repairs to the lines. Stock and wagons used in the construction and maintenance of the line was kept and serviced at this location. The original wagon route parallels by highway between the two stone ruins.

Historical marker number 83 tells the history of Rock Creek Station, now know as Cold Springs. Both ruins are protected by a 6' high chain link fence. The Overland Stage Station encloses 1.53 acres, or 66,802 square feet; the Telegraph relay station enclosed .424 acres, or 18,480 square feet. Total area within the chain link fence is 1.954 acres.

SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1861-1880

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify) _____
<input type="checkbox"/> Historic	<input checked="" type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input checked="" type="checkbox"/> Communications	<input type="checkbox"/> Music		
<input type="checkbox"/> Conservation			

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

From the site of Rock Creek Station one can view Edwards Creek Valley, the location of a sequence of history from prehistoric time, through the years of the station's existence, to the present.

Campsites, petroglyphs, and the nearby Eastgate caves indicate a span of habitation of at least 2,500 years of prehistory. Abundant grass and brush found near its spring and intermittent streams were important ecological areas for the Valley's prehistoric inhabitants. Shoshone Indians and their ancestors wandered seasonally to gather wild seeds and small game and settled here in winter camps. In late prehistoric times, Paiute Indians also lived in the valley.

Col. John Reese, a Salt Lake City businessman seeking a shorter route than the more northern Humboldt Trail, passed through the valley enroute from Salt Lake City to Carson Valley in 1854.

Major Howard Egan of the Mormon Battalion, a pioneer journalist, was sent by Mormon leader Brigham Young to scout for an overland route westward from Salt Lake City. In September, 1855, he crossed from Salt Lake City to Sacramento, using a route through the valley which he had previously developed as a cattle trail. It became known as the Egan Route and was used for the next three years solely by pack trains.

In 1859 Captain James Simpson of the Corps of Topographic Engineers, explored and mapped a wide area, searching for a central route with more grass and water. At the conclusion of his work, he recommended the use of the Egan route for the entire distance.

The Pony Express came into being in 1860 to supply the critical need for communication between the east and the gold and silver mining areas in California and Nevada. The pony route crossed Edwards Creek Valley and a station was established at Cold Springs, 3 miles east of Rock Creek Station.

The Central Overland Express Company, providing space for freight and for passengers, began operating the same year and followed a similar route. The nominated site, Rock Creek Station was a stage station on the Central Overland Express route.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Nevada Historical Sites, Brooke D. Mordy & Donald McCaughey, Desert Research Institute, University of Nevada - 1968.

Nevada Ghost Towns, Mining Camps, Stanley W. Paher, Howell North - Published 1970.

History of Nevada, Thompson & West, 1881 - Howell-North

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	39°	23'	43"	117°	51'	28"	39°	'	"
NE	39°	23'	43"	117°	50'	56"	°	'	"
SE	39°	23'	20"	117°	50'	56"			
SW	39°	23'	20"	117°	51'	28"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 120

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE: W.E. Wieprecht, Recreation Park Planner

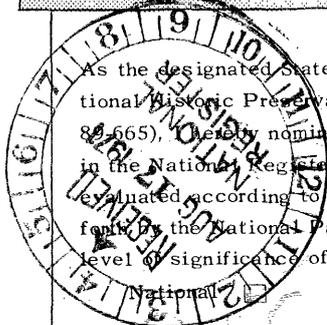
ORGANIZATION: Nevada State Park System DATE: April 27, 1971

STREET AND NUMBER: 201 S. Fall Street, Nye Building, Room 221

CITY OR TOWN: Carson City, STATE: Nevada CODE: 32

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION



As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name W.E. Wieprecht

Title Recreation Park Planner

Date April 27, 1971

I hereby certify that this property is included in the National Register.

Ernest A. Crumley
Chief, Office of Archeology and Historic Preservation

FEB 23 1972

Date _____

ATTEST:

W. Bradford
Keeper of The National Register
Date January 13, 1972

NO
120
CD

SEE INSTRUCTIONS

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(Continuation Sheet)

STATE	Nevada	
COUNTY	Churchill	
FOR NPS USE ONLY		
ENTRY NUMBER		DATE
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(Number all entries)

8. Statement of significance (continued)

The Overland Telegraph, allowing much faster communication, was completed in October, 1861. Ruins of a relay station of this Overland Telegraph line 1,000 feet from the Rock Creek Stage Station.

When gold was discovered in Austin in 1862, thousands of people began using this route, and it continued as the main commercial artery to Austin until 1880 when the Nevada Central Railroad was completed. The large stage companies were abandoned when the railroad assumed their functions.

Although the large stage companies had ceased operation, the road they traveled remained in use. A number of silver strikes in central and eastern Nevada, where there were no railroads, resulted in enormous amounts of passenger conveyance, freight and bullion shipment. Wells Fargo Co. stages and independent freight lines served these booming mining camps as long as there was something to be hauled. Since the Overland route was so convenient to many of these sites, it remained well traveled.

With the coming of the automobile, the Overland road became the first major highway to cross Nevada, the Lincoln Highway. Today, as U.S. Highway 50 is still follows practically the same route as the one laid out by Egan and Simpson over a century ago, and made famous by the Pony Express, the Overland Stage, and the first transcontinental telegraph line.

