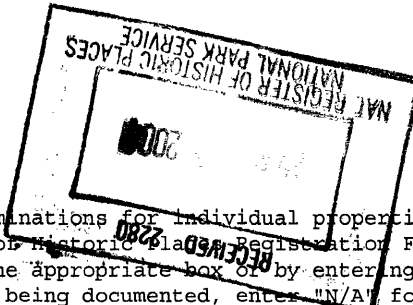


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Central Pacific Railroad Depot
other names/site number: Lovelock Depot

2. Location

street & number 1005 West Broadway Avenue not for publication N/A
city or town Lovelock vicinity N/A
state Nevada code NV county Pershing code 027 zip code 89419

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility, meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Ronald [Signature] Date 3-3-04
Signature of certifying official/Title

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register Edward P. Beall 4/15/04
See continuation sheet.
- determined eligible for the National Register
- See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

[Signature] Date of Action
Signature of Keeper

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Rail-related

Current Functions (Enter categories from instructions)

Cat: COMMERCIAL/TRADE Sub: Restaurant-office

7. Description

Architectural Classification (Enter categories from instructions)

LATE VICTORIAN/Stick/Eastlake

Materials (Enter categories from instructions)

foundation CONCRETE

roof WOOD/shingle

walls WOOD/Weatherboard

other _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.) See continuation sheets.

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance 1880-1954

Significant Dates 1880, 1917

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder ARTHUR BROWN, Superintendent, Bridge and Building Department, Central Pacific Railroad, West Oakland, California

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.) See continuation sheets.

9. Major Bibliographical References

Bibliography (Cite books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: California State Railroad Museum, Sacramento, California

10. Geographical Data

Acreage of Property less than one

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>11</u>	<u>374600</u>	<u>4448550</u>	3	_____	_____
2	___	_____	_____	4	_____	_____
	___	See continuation sheet.				

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Michael A. "Bert" Bedeau, Historic Preservation Specialist
organization State Historic Preservation Office date February 6, 2004
Street & number 100 N. Stewart Street telephone 775-847-0281
city or town Carson City state NV zip code 89701

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name City of Lovelock
street & number P.O. Box 238 telephone _____
city or town Lovelock state NV zip code 89419

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

The Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Section 7 Description

The Central Pacific Railroad Depot is located at 1005 West Broadway Avenue at the northwest corner of Main Street in downtown Lovelock, Nevada. The Stick/Eastlake-style depot was built in the winter of 1879-80 by the Central Pacific Railroad for the newly established village, and served as the principal gateway to the community throughout the nineteenth and much of the twentieth centuries. The structure was originally located across the street on the northeast corner of West Broadway Avenue and Main Street along the Central Pacific (later Southern Pacific) main line. The building was expanded by the railroad in 1917 and abandoned in the early 1990s. The City of Lovelock purchased the depot, moved it a short distance across Broadway Avenue, and rehabilitated for its present use in 1999. The building is painted in traditional Southern Pacific yellow with brown trim, green roof, and white sash.

The depot is a large wood frame structure resting on a poured concrete foundation and is surrounded on the east, west, and north sides by an open wood platform or deck with balustered railings. There are access stairways from ground level to the platform on the south, west, and north elevations, as well as a handicap ramp also located on the north side of the building. This platform was constructed in 1999, but it generally reflects the location and configuration of historic platforms that served the building in its original location. The modern platform in no significant way detracts from the building's ability to convey its historic significance. The roof is clad in wood shingles.

The building can best be described in two parts—firstly the southern portion, which originally contained the baggage room, and secondly the northern portion that contained the passenger waiting rooms, agent's office, and agent's living quarters. The southern portion of the building is a one-and-a-half-story wood frame volume featuring a side gable roof with wide unenclosed eaves finished with boxcar type siding. This portion is entirely clad in decorative weatherboard siding, which is divided by a variety of horizontal and vertical flat board trim elements creating the panel effect common to Eastlake style structures. These include sill boards, door and window surrounds with vertical extensions, cornice boards, and a mid-height belt board on the gable end. In addition there are decorative brackets located in all of the eaves. On the gable end the brackets are simple cross braces while on both longitudinal elevations they consist of two angled braces.

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CONTINUATION SHEET

Section 7 Page 2

The Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Section 7 Description, continued

The west elevation of this portion features two paired and one single 2-over-2 double hung sash windows along with three identical wood doors each with 12-light half-glazing and topped by a 3-light transom. The east elevation of the baggage room has two doors and two pairs of windows identical to those on the west side, and also two 2-light half windows that illuminate and ventilate the restrooms. The south elevation features a single pair of windows identical to those described above at the main floor level and also two 2 light half windows located in the gable end. There is also a white sign board with black letters reading LOVELOCK located directly above the paired windows. The gable peak on the south end is decorated with an elaborate turned and jig-sawn finial.

The northern portion of the depot is a full two stories in height and is joined directly to north end the baggage room. This part of the building features a front- (west) and rear- (east) facing gable and is somewhat more elaborate than the southern portion. Again, the primary siding material is decorative weatherboard. As with the southern portion, the exterior skin is divided into a variety of panels by flat wood trim elements including sill boards, door and window surrounds with vertical extensions, cornice boards, corner boards, and horizontal belt courses. There are three horizontal wood belt courses that gird the middle of the north portion of the depot. The lower two are simple flat boards. Spaced periodically between these two lower courses on the west, north, and east sides are decorative panels consisting of short vertical trim boards and an X-shaped flat board in-fill in imitation of half timbering. The upper belt course features a raised pendant scallop design. The cladding above this upper course is vertical boards with angled battens. As with the southern portions, the eaves on this section are clad in boxcar siding and feature large prominent decorative brackets. The brackets on the northern portion, however, are tripartite in construction and feature a central angled, turned pendant.

On either side of the south side of this portion, looking out over the roof of the baggage room, are two 2 light half windows. The west elevation features an octagonal bay with a shed roof. The bay features a central 6-over-6 double hung sash flanked by a 4-over-4 double hung sash on either side. There is also a pair of solid wood double doors located at the northwest corner of the building, and a single pair of 2-over-2 double hung sash windows on the second floor of the west elevation. The gable peak is topped with a decorative jig-sawn and turned finial and features decorative gable cross-bracing. The north elevation of this section features two single 2-over-2 double-hung sash windows on the first floor and three smaller single 2-over-2 double-hung

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CONTINUATION SHEET

Section 7, 8 Page 3

The Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Section 7 Description, continued

sashes on the second floor. The east side of this portion has a large solid wood sliding door located at the northeast corner, which is topped by a 5-light transom. There is also a small single 2-over-2 double hung sash and a half-glazed 12-light wooden door located on the first floor. On the second level of the east side there is one large single 2-over-2 double hung sash, one small single 2-over-2 double hung sash, and one 2 light half window

Section 8 Statement of Significance

The Central Pacific Railroad Depot located at 1005 West Broadway Avenue in Lovelock, Pershing County Nevada is eligible for listing in the National Register of Historic Places under both Criteria A and C at the statewide level. It is significant under Criterion A as one of the very few structures remaining in the State of Nevada associated with the Central Pacific Railroad (C.P.)--a seminal institution in the development of the State of Nevada in the 19th Century. This structure is also eligible for listing under Criterion C as it is a very rare example of the standardized buildings constructed by railroad companies to serve as a gateway, primary transportation and communication center, and principal corporate symbol in communities across the state and the region. Further it is one of the few remaining examples of the Stick or Eastlake style of architecture remaining in the State of Nevada.

This building is eligible for the National Register of Historic Places despite falling within the purview of Criterion Consideration B. The depot has been moved from its original location on the northwest corner of West Broadway Avenue and Main Street. However this should not effect its eligibility under Criterion A as the move was only to the opposite (northeast) corner of the same intersection and the building retains a close association with its original location and is still proximately (40 feet) to the railroad right -of-way. This should also not effect it eligibility under Criterion C as its architectural character and style were unaffected by the move.

Criterion A

It is difficult from the perspective of the automobile-oriented perspective of the early 21st Century to appreciate what an all-encompassing force and presence the railroad was to 19th

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 4

The Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Section 8 Statement of Significance, continued

Century America. The development of the steam railway in the period from 1830 to 1900 ushered in an incredible change in virtually all aspects American life. Great change was wrought by the construction of rail networks and their companion telegraph lines, and included not only transportation patterns but immigration, community planning and development, communications, the economic relationship between rural and urban communities and even something as basic as how people relate to time in their every day lives (Adkins, 1992, p.4-7).

No greater achievement in rail development in the 19th Century can be found than the construction of the first Trans-continental railroad. Between 1863 and 1869 the combined efforts of the Central Pacific Railroad and the Union Pacific Railroad (supported by generous land grants from the federal government) succeeded in connecting the settled areas of the east with the Pacific Coast. Perhaps no state was more profoundly effected by the development of the Trans-continental line than Nevada. Prior to its construction, Nevada was hardly more than a collection of isolated mining communities and ranches tenuously connected to the population centers of northern California by stage roads, which ran over the Sierra Nevada and were impassable for much of the winter. With the arrival of the Central Pacific in 1868, Nevada suddenly became connected to the greater nation in a much more substantial way. Completion of the railroad across Nevada in 1869 opened up wide areas of the state to development that had previously been isolated. Nevada may not have been a final destination, but it was definitely on the map and along the main route across the nation (Adkins, 1992, p.9).

As a result of railroad construction large areas of northern Nevada were opened for development. The operation of early steam locomotives required frequent water stops and as such stations were established all along the main line from California to Utah. Many of these never developed beyond water stations. However, in areas where there were proper conditions for economic development, larger settlements formed around these stations. For these settlements, the railroad became the lifeblood of their community. The vast majority of people, trade, and information passing into or out of the settlement went via rail and the key structure to this activity was the depot. Indeed, the depot became the center of many such towns and there was not more important time of the day than "train time" (Grant & Bohi, 1986, p 3-10). Residents knew that their community was judged by the size and activity of its depot and railroads were constantly petitioned to build larger and more elaborate facilities in order to convey the greatest sense of prosperity and importance to the visiting public (Grant & Bohi, p.11-15).

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CONTINUATION SHEET

Section 8 Page 5

The Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Section 8 Statement of Significance, continued

Depot buildings were built by the Central Pacific in towns across Nevada. At first, simple utilitarian structures were deemed adequate. However, in the late 1870s, efforts were made by the Central Pacific Bridge and Building Department, under the supervision of Arthur Brown Sr., to standardize depot design (Bender, 1998, p11-12). At about this same time, the area known as the Big Meadows of the Humboldt located in and around the C.P. station, called alternately either Lovelock or Lovelock's, had developed into a prosperous agricultural and mining district. By 1877, a town had been platted at this site and a small village had begun to develop. As traffic through the Lovelock Station increased, the C.P. determined to build and new and expanded combination depot incorporating passenger and freight facilities along with a telegraph office, agents office, and agents living quarters. As such, Lovelock was selected to receive one of the newly standardized combination depot designs drawn by the Bridge and Building Department. Specifically Combination Depot Plan #2 was used as the basis for the new Lovelock depot. This was the only example of this plan constructed in Nevada and one of only six structures built system wide (Bender, p.14-15). Construction was underway by December of 1879, and completed shortly thereafter (*The Silver State*, 3:2, Dec. 2, 1879). It is highly likely that Lovelock is the only remaining example of the six stations constructed from this plan.

The Lovelock depot served the community in its original capacity from 1879 until well into the 20th Century. It was a regular station stop for all trans-continental passenger trains including the Golden Gate Express, the Overland Limited, and the streamlined City of San Francisco. Indeed, business for the C.P., which consolidated with the Southern Pacific Railroad in 1899 (Myrick, 1962, p.24), was so good that the Lovelock depot was expanded significantly in 1917 to accommodate increased passenger and express traffic. A stand alone freight depot was built at the same time. The baggage room was expanded and indoor toilets were added. It is possible that the telegraphers bay on the west elevation was also added at this time (*Lovelock Review-Miner*, 1:1, Aug. 24, 1917). The building was finally closed by the railroad in the early 1990s. It was purchased by the City of Lovelock and moved to its present location in 1999. With the assistance of grants from the Nevada Commission for Cultural Affairs the building was rehabilitated in 2000.

Despite having been moved across the street from its original location, the Lovelock depot retains sufficient proximity to the old Central Pacific main line to meet the integrity requirements for listing in the National Register under Criterion A. As one of last surviving structures in

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CONTINUATION SHEET

Section 8 Page 6

The Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Section 8 Statement of Significance, continued

Nevada to be associated with the Central Pacific and its transformation of the state, the Lovelock depot clearly reaches the required level of significance for listing as a structure associated with important trends in history.

Criterion C

In addition to its historical significance, the Lovelock depot is eligible for listing under Criterion C. Firstly, it is an excellent and increasingly rare example of the wood frame standardized combination depot buildings built across the country by railroad companies in the late 19th and early 20th centuries. It is significant at the state level as one of only three known examples of the two story version of this building type that incorporated living quarters for the station agent. Further, it is the only remaining example in the state that dates from the 19th century. Secondly, this building is an excellent example of the Stick, or Eastlake, style of architecture that was popular in the United States in the 1850s, 1860s, and 1870s. This style is quite rare in Nevada and as such this example rates a state level of designation.

Since the beginning of the American railroad in the 1830s, it has been necessary for railroad companies to create a wide variety of infrastructure to accommodate their operations. Central to rail transport of both passengers and freight was the station or depot. Each stopping point on a railroad line required a building or combination of buildings to provide services related to the coming and going of trains to and from a community. Most railroad companies created a series of utilitarian structures known as depots, often wood frame, that could be erected quickly and inexpensively to serve the needs of a range of small to medium size towns. Each depot design was created to address the particular needs a type of community and incorporated a wide range of features to address traffic requirements (Grant & Bohi, p.17-18).

One of the most typical depot types constructed in the trans-Mississippi west during the 19th Century was the combination depot. This building sought to incorporate all of the rail related services required by a town--including passenger, communication, baggage, freight, and local management functions (Grant & Bohi, p.22). Unlike railroads built in the settled east, many western roads, like the Central Pacific, built their lines through sparsely populated territory. As such, one of the most pressing needs at an undeveloped station stop was for housing. Often an agent could not obtain housing for himself and his family in a newly formed community. As an

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Section 8 Page 7

The Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Section 8 Statement of Significance, continued

incentive for employees, western railroads developed combination station plans, which incorporated living quarters for the agent. These quarters were typically located on a second storey over the agents office and waiting room (Grant & Bohi, p.70). This depot type was pervasive throughout the middle-west and west in the 19th and early 20th Centuries. Thousands of these buildings were constructed by railroads such as the Union Pacific, the Burlington, the Milwaukee Road, and the Northern Pacific. The Central Pacific was no exception. The first three standard depot designs produced by Arthur Brown Sr. of the C.P. Bridge and Building Department incorporated a second storey containing living quarters (Bender, p.13-15). These designs and others like them were utilized well into the 20th century. Yet there are only two intact two-story wood frame combination depots remaining in the state of Nevada--the Lovelock depot and the Fernley & Lassen (SP) depot at Fernley. As such, the Lovelock depot is eligible for listing under Criterion C as a significant and rare example of this once common building type.

The Lovelock depot is also eligible under Criterion C as a fine example of the Stick or Eastlake style of design. Indeed, it is one of the few examples of this style in the state of Nevada (Nicoletta, 2000, p.132). The Stick style originated in the picturesque revival movement of the 1830s and 1840s. It is often referred to as the Eastlake style due to the influence of English architect and writer Charles Eastlake, although he disassociated himself from it. As manifested in the United States, the Stick style is general applied to wood framed and clad buildings that divide their wall surface in to panels separated by narrow vertical and horizontal boards or sticks. These panels can be filled with a wide variety of wood siding materials including weatherboard, beadboard, clapboard, board and batten, cross timbering, tongue and groove, diagonal siding, or shingles. Stick structures often have wide eaves supported by large decorative brackets and can feature both jig-sawn and turned decorative elements. The general emphasis in the Stick style is placed on the vertical, particularly through the use on tall windows (Gebhardt et.al., 1985, p. 559-560).

The Lovelock depot is an excellent example of the Stick design. It possesses all of the defining features of this style. Its wall surfaces are divided into numerous rectangular panels all delineated by narrow flat board trim. The panels feature a variety of siding materials including weatherboard, board and batten, and decorative cross timbering. The roof eaves are indeed wide and feature two different types of decorative brackets. Each gable end is topped by an elaborate

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 8

The Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Section 8 Statement of Significance, continued

turned and jig-sawn finial and the overall emphasis of the building is on the vertical through the use of tall windows and doors accentuated by the use of transoms and the extension of vertical window and door trim elements both upward and downward. It is in every way and excellent example of this mid-Victorian style, and is significant at the state level as one of the few structures of its type in Nevada.

Section 9. Bibliography

Books, Manuscripts, and Periodicals

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1992 *Steel Rails, Desert Vistas: Nevada Railroad Resources*. Division of Historic Preservation and Archaeology, Carson City.

Bender, Henry E. Jr.

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Nicoletta, Julie,

2000 *Buildings of Nevada*. Oxford University Press, Oxford.

Scully, Vincent J, Jr.

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Section 9 Page 9

The Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Section 9. Bibliography, continued

Newspapers

Lovelock Review-Miner
1917 *Lovelock Review-Miner*. August 24, 1917, 1.

Nevada State Journal
1883 Lovelock Notes. *Nevada State Journal*, May 4, 1883, 3.

The Silver State
1879 Lovelock Station. *The Silver State*, December 2, 1879, 3.

Section 10. Geographical Data

Boundary Description

The National Register boundary of the Central Pacific Railroad Depot is the parcel identified as Assessor's Parcel Number 001-136-06, Pershing County, Nevada.

Boundary Justification

Resource boundaries include all land commonly associated with the lot identified as Pershing County, Nevada APN 001-136-06.

**United States Department of the Interior
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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Photographs Page 10 **AMENDMENT**

Central Pacific Railroad Depot, Lovelock, Pershing County, Nevada

Property Name: Central Pacific Railroad Depot
Property Location: 1005 West Broadway Avenue, Lovelock
Photographer: Michael A. "Bert" Bedeau
Date: February 5, 2004
Location of Negative: State Historic Preservation Office
100 N. Stewart Street
Carson City, Nevada

Photograph 1: Front Elevation, facing northwest

Photograph 2: South end, facing north

Photograph 3: North end of front facade showing details, facing northwest