

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

(Type all entries - complete applicable sections)

STATE: NEVADA	
COUNTY: Carson City	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	DEC 18 1973

**1. NAME**

COMMON:  
Virginia and Truckee RR engines No.18, the "Dayton," and No.22, the "Inyo."  
AND/OR HISTORIC:  
Same as above

**2. LOCATION**

STREET AND NUMBER:  
Northeast corner of Colorado and Carson Streets  
CITY OR TOWN:  
Carson City

STATE Nevada	CODE 32	COUNTY: Carson City	CODE 510
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**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input checked="" type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input checked="" 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 checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ <input type="checkbox"/> Comments _____ _____

**4. OWNER OF PROPERTY**

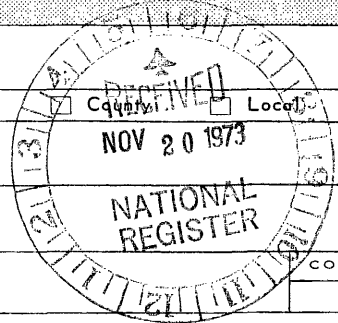
OWNER'S NAME:  
Paramount-Immobiliare Inc.  
STREET AND NUMBER:  
5451 Marathon Street  
CITY OR TOWN:  
Hollywood  
STATE:  
California  
CODE  
06

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Paramount-Immobiliare Inc.  
STREET AND NUMBER:  
5451 Marathon Street  
CITY OR TOWN:  
Hollywood  
STATE:  
California  
CODE  
06

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:  
None  
DATE OF SURVEY:                    Federal    State    County    Local  
DEPOSITORY FOR SURVEY RECORDS:  
STREET AND NUMBER:  
CITY OR TOWN:                   STATE:                   CODE



STATE:	
COUNTY:	
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SEE INSTRUCTIONS

S E E I N S T R U C T I O N S

7. DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Number 18, the "Dayton," of of the American or 4-4-0 type of engine. It was built at the Central Pacific Railroad shops in Sacramento, California and was completed on September 25, 1873 at a cost of \$9,706. It was similar to ten other locomotives built at the shops at about the same time and is the only survivor of some 62 locomotives built there, all the others having long since been scrapped. During a period of intermittent service from 1873 to the turn of the century, the engine received minor repairs and additions. In 1902 it was equipped with a large pilot-type snowplow, a new cowcatcher and automatic couplers. In 1908 it was converted to the use of oil rather than wood.

The boiler is original except for the flues which were changed at ten-year intervals during the period of its active operation. Occasional repairs have been made to the firebox by replacing staybolts etc. over the years. During an overhaul in 1919 the lagging was removed from the outside of the boiler and the shell tested for cracks. After its sale to Paramount Pictures Corp. in 1937 it was put into the Southern Pacific shops in Sparks for repairs and in 1939 it was substantially rebuilt by the Union Pacific, all the wheels except the drivers being replaced, new journey boxes installed and an automatic lubricator put in.

In March of 1969 the engine was completely repainted and relettered "Union Pacific." It was also given the number "119" and the air compressors were removed. The cowcatcher has suffered some damage in loading and unloading operations in transit from Los Angeles, California to the Golden Spike National Historic Site at Promontory Point, Utah where it is currently on display. It is in excellent condition as a museum piece, but needs some renovation of wooden parts, a few repairs to the boiler jacket and perhaps a new coat of paint. It is not in operatable condition at this time because the boiler does not meet ICC standards for common carrier operations.

Number 22, the "Inyo," is of the American or 4-4-0 type of engine. It was built at the Baldwin Locomotive Works in February of 1875 at a cost of \$8,834. Its first complete overhaul was in January of 1899, but the boiler was not replaced. In December of 1910 it was converted to oil. Two flue replacements took place between December of 1910 and June 16, 1924 when it was taken out of service. New flues were installed in September of 1926 and it saw a few weeks of active service before again being placed in storage. After its sale to Paramount Pictures Corp. in March of 1937 it was not rebuilt.

An inspection in February, 1973 at Promontory, Utah indicated that the flues have rusted through the back end of the boiler and the engine could not be operated under steam at the present time under ICC standards for common carrier operations. The cowcatcher is badly deteriorated due to the weather and damage in loading and unloading operations in transit from Menifee, California to the Golden Spike National Historic Site at Promontory Point, Utah where it is currently on display.

In March of 1969 the engine was completely repainted and it was relettered "C.P.R.R., Jupiter." The air compressors were also removed at that time. The original bell was stolen some years ago and has been replaced with a modern one. The engine is otherwise essentially in original condition and would serve as an excellent museum piece.

**4. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" 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) **1870's to 1930's**

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 checked="" 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 checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The "Inyo" and the "Dayton" are of considerable historical importance because they operated as part of the Virginia and Truckee Railroad, one of America's most famous shortlines. Of some twenty-seven engines that operated on the line over the years, only nine are still in existence, seven of them in public museums. These two engines are the only ones currently available to the State of Nevada.

Following its completion in 1870 under the direction of William Sharon, manager of the Bank of California in Virginia City, the V & T operated for some eighty years in Nevada, intermittently hauling ore from the Comstock to the mills on the Carson River, freighting timber from the Sierras and carrying supplies and passengers between Virginia City, Carson City, Reno and Minden.

The 1870's were the V & T's most prosperous years, but with the onset of a decline in mining activity in the 1880's, the line neared bankruptcy and only the interchange traffic over the Carson & Colorado kept it solvent. Some spur lines were abandoned in the '80's, surplus locomotives sold and in the '90's dividend payments were suspended.

Mining developments in Tonopah and Goldfield after the turn of the century created much freight business over the line from Reno to Mound House, but the completion of the Hazen Cut-Off in 1906 ended the boom. Auto and truck competition cut into the V & T's freight revenues in the 20's and it was again near bankruptcy in the mid '30's. Much equipment was sold to collectors and motion picture companies and the line went into receivership in 1946 and was abandoned in 1949, the last excursion run from Reno to Minden being made on May 31, 1950.

Both the "Inyo" and the "Dayton" saw intermittent service between the 1870's and the 1930's, the latter perhaps more so than the former. The "Dayton," after its sale to Paramount Pictures Corp. in 1937, was rebuilt in 1939 for a run to New York to return with a publicity train for a Cecil B. DeMille motion picture. Both engines were acquired by Paramount Immobiliare Inc. in the late 1960's when Paramount Pictures Corp. dissolved its interests. Both were loaned to the National Park Service in 1969 for the celebration of the centennial of the transcontinental railroad and are currently on display at the Golden Spike National Historic Site, Promontory Point, Utah.

In recent years there has been much interest in reviving and restoring the V & T. Many Nevadans feel an obligation to preserve important features of their state's historic heritage through a display of these representative historic items once owned and operated by the V & T Railroad Co. In times of change and troubles this nation seems to look back toward simpler times, the "good old days" if you will, and for many Nevadans and many Americans the railroad heritage of their land is a tangible and important part of their history.

SEE INSTRUCTIONS

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Lucius M. Bebbe and Charles Clegg, Steamcars to the Comstock(Berkeley: Howell-North Books, 1957), and Virginia and Truckee: A Story of Virginia City and Comstock Times(Oakland: G.H. Hardy, 1949); Gilbert H. Kneiss, Bonanza Railroads(Stanford: Stanford Univ. Press, 1941); The Virginia and Truckee Railroad(Boston: Railway Locomotive Historical Society, 1938); David F. Myrick, Railroads of Nevada and California(Berkeley: Howell-North Books, 1962), pp.136-62; Mary Ellen Glass, "Rails in the Mud: Last Years of the V & T," Nevada Historical Society Quarterly, Vol.XV, No.2(Summer,1972), pp.37-44; Letter dated February 8, 1973 from Gerald M. Best, Consulting Engineer to Mr Wm. J. Lopert, Immobiliare Calif.,Inc.,5451 Marathon ,Los Angeles.

**10 GEOGRAPHICAL DATA**

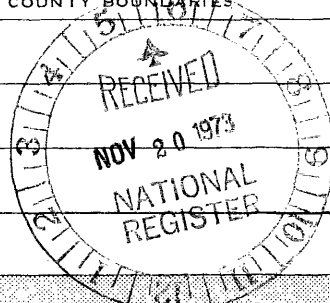
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	39	08	49
NE	°	'	"	°	'	"	119	45	56
SE	°	'	"	°	'	"			
SW	°	'	"	°	'	"			

UTM  
11/26-1072  
45 2540

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **5 acres**

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

STATE:	CODE	COUNTY	CODE
N/A		N/A	
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

**11. FORM PREPARED BY**

NAME AND TITLE:  
**Phillip I. Earl, Curator of Exhibits**

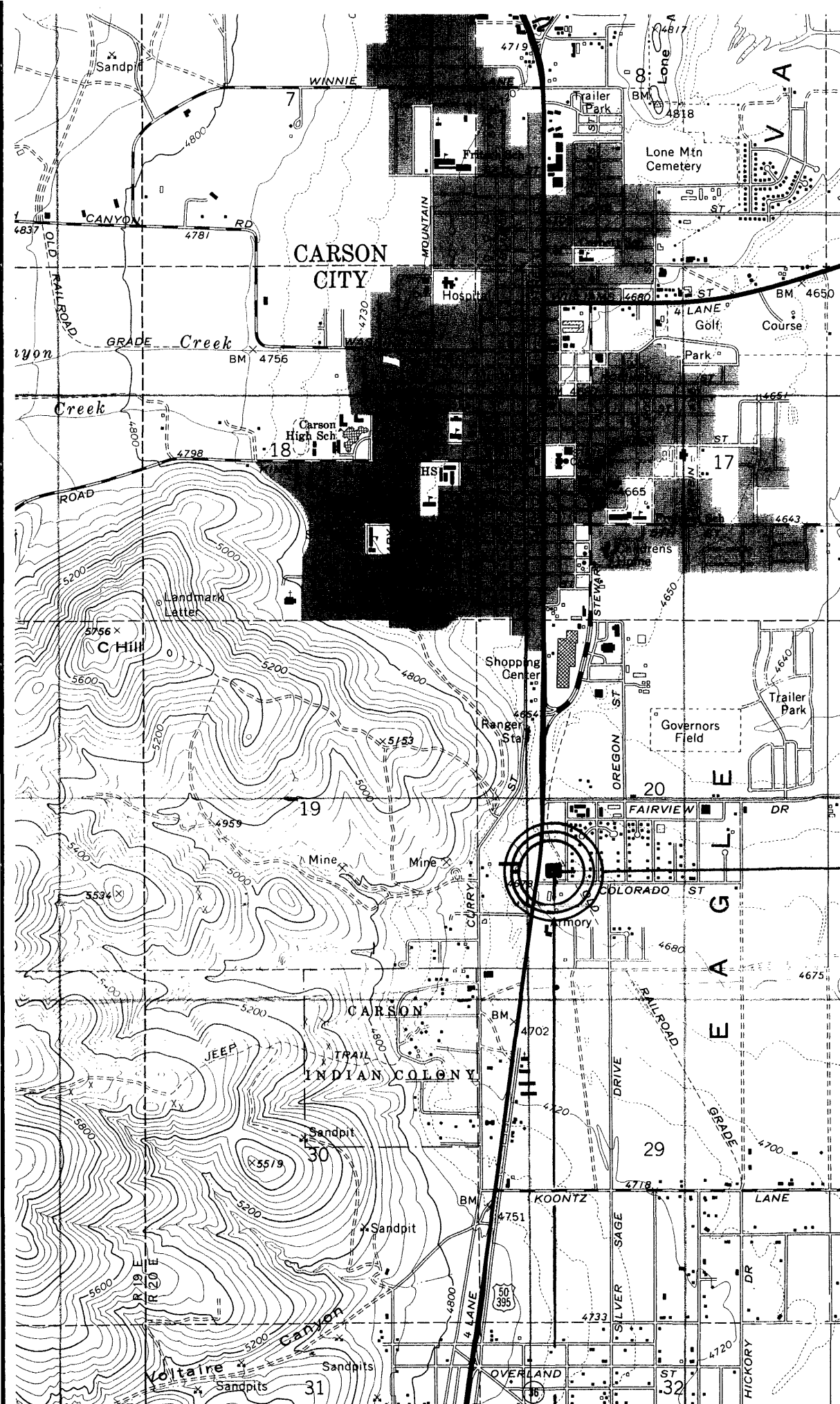
ORGANIZATION: **Nevada State Historical Society**      DATE: **Nov.1, 1973**

STREET AND NUMBER:  
**1650 No. Virginia St.**

CITY OR TOWN: **Reno**      STATE: **Nevada**      CODE: **32**

**12. STATE LIAISON OFFICER CERTIFICATION      NATIONAL REGISTER VERIFICATION**

<p>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:</p> <p>National <input checked="" type="checkbox"/>    State <input type="checkbox"/>    Local <input type="checkbox"/></p> <p>Name: <u><b>Eric Conkrite</b></u> Title: <u><b>Adm. NEV. STATE PARK S.H.P.O. SYSTEM</b></u> Date: <u><b>11-13-73</b></u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p><u><b>Ernest A. Connally</b></u> <del>Chief, Office of Professional Services</del> Associate Director, Professional Services Date: <u><b>DEC 18 1973</b></u></p> <p>ATTEST: <u><b>Connally</b></u> Keeper of The National Register Date: <u><b>12.13.73</b></u></p>
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NEW EMPIRE 1.5 MI.  
FALLON 60 MI.  
STATE PRISON 0.6 MI.

UTM  
11 261 010  
4336510  
C3

39°08'55"<sup>49</sup>



47'30" 259 10 MI. TO NEV. 28 STATELINE 22 MI. MINDEN 12 MI. INTERIOR - GEOLOGICAL SURVEY, WASHINGTON, D.C. - 1972 STEWART 0.8 MI. 262000m.E. 119°45' 39°07'30" 4335000m.N.