

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED JUL 17 1984
DATE ENTERED AUG 30 1984

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

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Wabuska Railroad Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

~~US Highway 395/S. Carson Street~~

n/a NOT FOR PUBLICATION

CITY, TOWN

Carson City

___ VICINITY OF

CONGRESSIONAL DISTRICT

2

STATE

Nevada

CODE

32

COUNTY

Carson City

CODE

025

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH

PUBLIC ACQUISITION

- n/a IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS

ACCESSIBLE

- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM when restored
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER

4 OWNER OF PROPERTY

NAME

Nevada State Museum

STREET & NUMBER

600 N. Carson Street (Capitol Complex)

CITY, TOWN

Carson City

___ VICINITY OF

STATE

Nevada 89710

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Carson City Courthouse

STREET & NUMBER

198 N. Carson Street

CITY, TOWN

Carson City

STATE

Nevada

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

n/a

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE <u>July 22, 1983</u>

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Summary

The Wabuska Railroad Station was erected in 1906 by the Southern Pacific Railroad as a freight and passenger facility serving the Mason Valley region of Lyon County, Nevada. The single story, wood-frame depot was constructed by company carpenters and remained in active service until 1979. The intact station is representative of early twentieth century Nevada depot architecture, few examples of which survive in the state today.

In 1982 the Southern Pacific Transportation Company donated the vacant depot to the Nevada State Museum with the understanding that the station would become part of the Virginia & Truckee Railroad Museum in Carson City. The alternative to moving the depot to Carson City was the demolition of the building. On July 22, 1983, the station was moved to the museum site where it is undergoing restoration for use as an interpretative center which will house the museum's collection of period railroad furnishings.

Site

The Wabuska Railroad Station was originally located in the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 21, Township 15N, Range, 25E, M.D.B.&M., east of US 95 Alternate. The structure was sited south and parallel to the Southern Pacific branch line which ran between Hazen and Mina. The twenty-four by eighty foot building was oriented to the north amid a sagebrush covered plain in the northern portion of Mason Valley. The Wabuska Hotel and Bar (c. 1883) was located to the west of the station. A small, plastic manufacturing complex was situated across the tracks to the northeast. This industrial complex was composed of contemporary metal building constructed c. 1980. Structures in the vicinity of the station included several shacks, a mobile home and the remnants of buildings associated with the modest farming and transportation center of Wabuska.

The Wabuska Railroad Station was moved to the Virginia & Truckee Railroad Museum in Carson City, Nevada, in July of 1983. The museum site encompasses eighteen acres located at the southern end of Carson City and is bounded by South Carson Street/US 395 and South Curry Street. The Wabuska station, which is visible from the highway, is oriented to the north and adjoins the Museum's proposed track bed. The topography and vegetation of the museum site are similar to those of the depot's original site. Other facilities found at the museum are a railroad restoration shop/museum building, a storage yard and a turntable. These facilities are located southwest of the depot and do not affect the immediate depot site.

Exterior Description

The Station is a one story, wood frame building supported by a series of twenty-six inch wood piers. The twenty-four by eighty foot depot terminates in a gable roof sheathed in wood shingles. The roof design includes extended eaves which project approximately four feet from the structure's exterior wall planes. The resulting overhang is supported by brackets located at eight foot intervals. The depot's roof employs a common rafter system incorporating collar ties, purlins and vertical braces.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1906-1979

BUILDER/ARCHITECT Southern Pacific Company

STATEMENT OF SIGNIFICANCE

Summary

The Wabuska Railroad Station is significant as an intact example of early twentieth century Nevada railroad architecture. The depot is among the last surviving railroad stations associated with the Hazen to Mina branch of the Southern Pacific Railroad. Of the seven stations constructed to serve the line in the early twentieth century, only the Wabuska and Mina Freight stations survive.

The Wabuska Railroad Station is also historically significant as the major shipping point for Mason Valley. During the early 1900's, the Wabuska region served as the principal supplier of agricultural products for the mining camps of Tonopah and Goldfield. Wabuska also served as the transfer point for the Nevada Copper Belt Railroad, a major carrier of copper ore which operated between 1910 and 1947.

Historical Associations

The Southern Pacific Railroad Station was the second depot constructed in Wabuska. The first facility was built by the Carson and Colorado Railroad Company; a narrow gauge railroad which operated between Mound House, Nevada and Keeler, California. A modest board and batten Carson and Colorado Station was erected four months after service was established through Wabuska in February, 1881. Although settlement in the Wabuska area can be traced to 1874, development was sporadic until the Carson and Colorado Railroad provided easy access to the region.

Wabuska was an agricultural community until the turn of the century. Initial development was confined to the depot and a hotel complex incorporating a hotel, general store, post office, saloon and Wells, Fargo and Co express office.

In 1900 the Southern Pacific Railroad purchased the Carson and Colorado Railroad Company. Increased freight traffic between Wabuska and neighboring mining camps coupled with the discovery of copper ore in the Mason Valley prompted The Southern Pacific Railroad to improve their Wabuska facilities in early 1900. On August 2, 1906, a crew of eight Southern Pacific carpenters began work on a new Wabuska station. The "Lyon County Times" documented the progress of the depot, noting on August 18th that the structure was "of modern design" and nearly complete by September 8th. The new depot was in use by October 6th of 1906.

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The structure's roof was originally punctuated by a brick stove chimney. This element was later replaced by a metal stove pipe vent.

Exterior walls combine four foot, vertical tongue and groove wainscotting with five inch, rustic channel siding. The east elevation includes a three by ten foot bay window which originally housed the station ticket office. The east elevation bay is defined by double hung windows similar to those found on the body of the building.

Wooden, four panel, sliding freight doors are located on the south, east and west building elevations and provide access to the depot's freight room. Above these doors are found eight-light transoms. Door units are enframed by simple board surrounds. East and west passenger and freight entrances originally included poured concrete platforms. These slabs were not moved to the Carson City site; however, similar platforms will be reproduced during the restoration.

Eight foot station signs, reading "Wabuska" were originally fixed to the building's gable ends. These signs included the distance to San Francisco and Keeler, California, stations located along the Southern Pacific line. These original station signs were later replaced by smaller fixtures, one of which survives in the museum's collection.

The interior of the depot is divided into three major service areas by twelve foot interior partitions. These areas were designed to accommodate freight, the depot ticket office, and passenger facilities. The southern half of the building is occupied by the freight section which adjoins the freight agent's office. The northern end of the structure includes the passenger waiting room, rest rooms and storage areas.

Surviving interior features include the station's original ticket counter found between the waiting room and ticket office. Interior partitions are also original and are characteristic of those used in Southern Pacific stations of the period. These partitions are constructed of five foot, vertical, tongue and groove wainscotting and horizontal, tongue and groove panelling. Lower walls are painted dark green while upper portions are painted a contrasting lighter green as is characteristic of Southern Pacific stations.

WABUSKA RAILROAD STATION
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The Carson and Colorado station was dismantled shortly after the Southern Pacific depot was put in service. The C&C depot was subsequently moved to Churchill, Nevada, where it was reconstructed. The C&C station has not survived.

The Southern Pacific continued to ship agricultural products to the neighboring mining camps through Wabuska during the first years of depot operation. Shipments of agricultural products were supplemented by copper ore by 1910.

In that year the Nevada Copper Belt Railroad was operating between Wabuska and the mining camp of Ludwig. The Nevada Copper Belt linked the Nevada Douglas, Mason Valley and Blue-stone mines with the Southern Pacific Railroad until 1947. Declining freight and passenger traffic forced the Wabuska station to close as of September 1, 1979.