NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 93000693 Date Listed: 7/~~30~~29a/93

Nevada Northrn Railway East Ely Yards and Shops
Property Name

White Pine — NV
County — State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper — Date of Action: 7/30/93

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Amended Items in Nomination:

Statement of Significance: Under Applicable National Register Criteria, Criterion D is removed.

This information was confirmed with Ron James of the Nevada State historic preservation office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

NPS Form 10-900
(Rev. 8-86)

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United States Department of the Interior
National Park Service

JUN 2
NATIONAL REGISTER

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Nevada Northern Railway East Ely Yards and Shops

other name/site number: Nevada Northern Railway Museum

2. Location

street & number: North terminus of 11th Street East (no address)
not for publication: N/A
city/town: East Ely **vicinity:** N/A
state: NV **county:** White Pine **code:** 033 **zip code:** 89315

5 3. Classification

Ownership of Property: public - local and state

Category of Property: District

Number of Resources within Property:

Contributing		Non-contributing
44	buildings	2
	sites	
5	structures	1
	objects	
49	Total	3

Number of contributing resources previously listed in the National Register: 1

Name of related multiple property listing: N/A

34. 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.

___ See continuation sheet. ✓ Statewide significance

Ronald M. James, SHPO — 6/14/93

Signature of certifying official — **Date**

State or Federal agency and bureau:

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

___ See continuation sheet.

Signature of commenting or other official — **Date**

State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this property is:

✓ entered in the National Register — Antoinette J. Lee
___ 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): ____

for — **Signature of Keeper** — 7/29/93 — **Date of Action**

6. Function or Use

Historic: Transportation **Sub:** Rail-related

Current: Transportation **Sub:** Rail-related
Recreation and Culture Museum

7. Description

Architectural Classification:

Late 19th and 20th Century Revivals;
Other

Other Description: Mission Revival; Classical Revival; railroad utilitarian

Materials: **foundation** concrete; wood **roof** wood; metal; asphalt
walls wood; brick; stone; concrete; metal **other**

Present and historical physical appearance.
_X_ **See continuation sheet.**

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: _____.

Applicable National Register Criteria: A, B, C, D

Criteria Considerations (Exceptions):

Areas of Significance: Transportation
Architecture
Commerce
Industry

Period(s) of Significance: 1905-1941

Significant Date(s): 1905, 1908, 1917, 1941

Significant Person(s): Requa, Mark L.

Cultural Affiliation: Euro-American

Architect/Builder: Hale, Frederick; Nevada Northern Railway

Significance of property, and criteria, criteria considerations, and areas and periods of significance noted above.
_X_ **See continuation sheet.**

9. Major Bibliographical References

_X_ See continuation sheet.

Previous documentation on file (NPS):

_ preliminary determination of individual listing (36 CFR 67) has been requested.
X 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:

X State historic preservation office
_ Other state agency
_ Federal agency
_ Local government
_ University
X Other -- Specify Repository: Nevada Northern Railway Museum

10. Geographical Data

Acreage of Property: Forty (40) acres

UTM References:	Zone	Easting	Northing		Zone	Easting	Northing
A	11	683410	4347460	B	11	684300	4347860
C	11	684380	4347710	D	11	683470	4347300

___ See continuation sheet.

Verbal Boundary Description: White Pine County Assessor's Parcels Number 2-032-01, 2-032-02, 2-021-06, 2-021-07, 2-021-08, 2-022-04.

Boundary Justification: The boundary encompasses the platted area that has historically included the Nevada Northern Railway's East Ely Yards and Shops, and that maintain historic integrity.

11. Form Prepared By

Name/Title: John W. Snyder, Co-Principal
Organization: P.S. Preservation Services Date: May 14, 1993
Street & Number: P. O. Box 191275 Telephone: (916) 736-1918
City or Town: Sacramento State: CA ZIP: 95819-1275

The historic district which comprises the Nevada Northern Railway East Ely Yards and Shops Historic District includes those buildings and structures which represent the main yard and shop facility of the former Nevada Northern Railway. With a period of significance encompassing the beginning of construction in 1905 to the cessation of rail passenger service in 1941, it is a complex which includes some 44 contributing buildings, 2 non-contributing buildings, 5 contributing structures, 1 non-contributing structure, and the tracks of the yards themselves which are considered to be contributing. Descriptions of the individual buildings and structures, which are numbered according to a 1950 map of the facility, follow. Historic names are used, with common name in brackets, and map numbers in parentheses.

The District is located in East Ely, Nevada, some three miles from Ely. Set in a valley with the mountains of the Duck Creek Range dominating the skyline in the east, the District is located at the foot of 11th Street East, at its northern terminus with Avenue A. The viewer approaching from the south on 11th Street East travels north down a slight depression, with the District spread out to the north beyond the end of the street. Bounded on the south by Avenue A, the District extends roughly east-west between approximately 14th Street East and 8th Street East. On the northwest it is bounded by the Georgetown Ranch property, now owned by the City of Ely, and on the northeast by the White Pine Golf Course.

The District is roughly rectangular, aligned predominantly east-west, and encompasses approximately 40 acres of flat terrain. The Depot, Coaling Tower and Water Tower dominate the skyline at the north end of East Ely.

Garages (Building #1): Contributing Building

Located on the southeast side of the Shops, parallel to A Street and 50 feet east of the Transportation Building (Building #2), the Garages are two rectangular wood-frame buildings. The original garage, built in 1920 parallel to the southernmost track, measures 15 x 35 feet; a second garage, measuring 15 x 40 feet, was built in 1923 along the south side of the original building. A three-foot airway separates the two buildings, though the roofs are connected.

Both buildings rest on horizontal timber beams. Exterior sheathing is drop rustic siding. Fenestration consists of 2/2 double-hung, wood sash windows on the north- and south-facing walls of each structure; the north-facing windows in the original garage are boarded up. The original garage has wooden, side-hinged double doors on both east and west elevations, while the addition has a similar door in its west elevation, and a wooden sliding door in the east elevation. Both structures have gable roofs of medium pitch, clad in roll composition roofing, and with gable returns which are vernacular references to the Classical Revival style.

The interior walls and ceilings of both garages are sheathed in paperboard. Floors are wooden, and there are no room divisions. The garages are currently unused.

Transportation Building (Building #2): Contributing Building [Communications Building]

Located on the southeast side of the District, parallel to A Street and immediately east of the Depot (Building #3), the Transportation Building, built in 1917, is a two-story building of brick masonry construction, measuring 40 x 50 feet. The building rests on a concrete foundation. Exterior walls are clad in face brick laid up in running bond. Fenestration consists of 2/2 double-hung, wood sash windows. Entrance doors are located on both ends of the north wall, facing the tracks, and an angled bay projects from the north wall of the second story. The hip roof, clad in composition shingles, has open eaves. A pent roof, carried on large brackets, projects from the north wall at first story level to provide weather protection along the entire length of the building.

The first floor interior is divided into two sections, plus a wooden stairway to the second floor. The stairway and landing have a four-foot wainscot of vertical tongue-and-groove boards. There are five rooms in the second story. Much of the original communication equipment is still in place, as are some original light switches. Floor covering is linoleum.

The Transportation Building currently houses a souvenir shop on the first floor, and museum offices on the second.

East Ely Depot (Building #3): Contributing Building

Located on the south side of the District, on A Street at the terminus of 11th Street, the Depot was built in 1907 and received minor alterations in 1918. Architect, Frederick Hale, designed the building in the Mission Revival style, then at the apex of its popularity in the West. The building, measuring 40 x 80 feet, rests on a concrete block foundation, atop an 18 x 45 foot basement that originally housed a boiler for the building's steam heating system. The first story walls are of stone masonry construction, twenty inches thick, with the exterior laid up in rusticated coursed ashlar, alternating wide and narrow courses of stone giving the building a distinctive banded appearance. The second story walls, separated from the first story by a belt course, are of wood-frame construction, faced with cement plaster on metal lath. Fenestration consists of 1/1 and 2/2 double-hung, wood sash windows with projecting wooden lug sills. Three single and two double doors provide entrance in the south elevation, with four single and two double doors in the north (primary) elevation.

The Depot has a steeply-pitched hip roof clad in composition shingles. Its eaves are open, with exposed rafter tails carrying wooden gutters. A pent roof carried on carved brackets extends the full length of the north side of the Depot to provide weather protection at trackside.

The north and south elevations are given rhythm by slightly projecting, cross-gabled center pavilions surmounted by espadaña parapets. Triple, round-headed arched attic vents pierce the parapets, while projecting roundels contain stone letters spelling out the station name: "EAST ELY." In addition, an angled operator's bay projects from both first and second stories of the north elevation. A horizontal iron rail capped with iron projections is fitted along the north

elevation at approximately first story window sill height to discourage patrons from leaning against the building.

The first floor contains nine rooms, while the second floor contains 12 offices. Parts of the first floor, the second floor hallway and staircase, and second floor offices on the north side of the building have a four-foot wainscot. Many original light switches remain in place, as does much original door hardware. Two back-to-back vaults (Herring-Hall Martin Safe Company) are installed in the northwest section of the second floor. The General Manager's office, located in the southeast corner of the second floor, was so designed that when interior doors are opened to the other five offices on the south side, the General manager could see into them without leaving his desk.

Freight House (Building #4): **Contributing Building**

The Freight House, built in 1907, is a one-story, gable-roofed, wood-frame building measuring 40 x 160 feet, and resting on cement piers. Exterior siding is mixed: that on the east end of the building is horizontal drop rustic, while the west end of the building is clad in unbattened vertical boards, and the long north and south sides are sheathed in vertical board-and-batten. Fenestration consists of 2/2 double-hung, wood sash windows with projecting wood lug sills. Five-panel doors in both the north and south elevations give entrance to the express office space in the east end of the building, while large freight doors in the north and south elevations access the freight handling and storage area of the building. The gable roof is clad with standing-seam metal roofing, as are the secondary pent roofs that cover the loading docks on both the north and south sides. A decorative bracket graces the east gable end, while a brick chimney from the office pierces the roof peak near the east end.

As indicated above, the east end of the building contains the express office, which is finished with a wainscot of vertical boards topped with a chair rail, above which are walls paneled in horizontal v-rustic boards. Interior window frames have Queen Anne style bulls-eye corner motifs. The remainder of the interior is unfinished, and part of the freight area is open-sided under the roof.

Fire House (Building #6): **Contributing Building**

Located some 300 feet west of the Freight House (Building #4), and built sometime between 1923 and 1949, the Fire House is a simple 14 x 27 foot, wood frame, gable-roofed building. Exterior sheathing and roof cladding is standing-seam metal. Fenestration consists of one 6/3 double hung wood sash window in the east and west sides, with paired three-panel garage-type doors placed in the south end. The interior is unfinished, with a wooden floor.

Bus Garage (Building #7): **Contributing Building**

Located immediately west of the Fire House (Building #6) on the southwestern side of the rail yard, the Bus Garage is a 40 x 50 foot brick masonry, gable-roofed building built in the 1940s to house the company's buses that replaced rail passenger service. The brick masonry is laid up in common bond, and the roof is clad in sheet metal. Fenestration consists of 20-lite steel sash windows with 6-lite pivotal center sections in the east and west sides and the north end of the building, and a pair of roll-up metal doors in the south end. The interior is unfinished, with a cement slab floor and exposed roof trusses.

Store Room [Bus Garage Store Room] (Building #8): **Contributing Building**

Sited 27 feet west of the Bus Garage (Building #7), and built prior to 1923, the Store Room is a rectangular, 16 x 36 foot wood frame structure with gable roof. Exterior sheathing is drop rustic siding, while the roof is clad in composition shingles. Windows, located in the east and west sides, are 2/2 double-hung in wood sash; the west windows are boarded up. Gable returns constitute vernacular references to the Classical Revival style. The interior is unfinished, with a dirt floor. While the original use of this building remains unknown, a 1950s map depicted its use at that time as a store room for the nearby Bus Garage.

Electric Shop (Building #9): **Contributing Building**

Built circa 1915 with a principal east-west axis, the Electric Shop is located some 75 feet west of the Storage Building (Building #8). Originally rectangular, the building received an office addition between 1923 and 1949 that gave it an L-plan. It now measures 50 feet long by 18 feet wide on the narrow end, and 27 feet wide on the broad end; the cold joint between the original building and the addition is easily discerned. The building, which rests on cement piers, is of wood frame construction, with hip roof. Exterior walls are sheathed in drop rustic siding, while the roof is clad in composition shingles. Windows, many of which are boarded up, are 4/4 double-hung in wood sash, while 5-panel doors give access to the interior. Paired doors open onto a 12 x 20 foot loading platform on the north side of the building.

The interior of the Electric Shop is divided into three offices and a work area. Offices have a wood wainscot surmounted by plaster walls; floors and ceilings are wood. Some early knob-type light switches remain. The Electric Shop played an integral role in the railroad's maintenance and repair facilities.

Store House (Building #12): **Contributing Building**
[Warehouse and Master Mechanic's Office]

Located on the southwest side of the property, and 25 feet south of the Round House (Building #16), the Store House, commonly known as the Warehouse and Master Mechanic's Office, is a

33 x 115 foot structure of masonry construction, with an east-west axis. The building is built of cast concrete blocks with a rusticated face, laid up in ashlar; the hip roof is clad in composition shingles, and its broad eaves provide weather protection. Windows are 6/6 double-hung in steel sash (though one in the east end has had the lower sash replaced by a single pane). A 10-foot wide freight platform extends along the north side of the building, with a series of freight doors giving interior access. Smaller entrance doors are located in the east and west ends of the building. The building has a partial basement that is used for additional storage.

The east end of the building contains two offices with linoleum floors and plaster walls. The storage area has a wood floor, and wooden stairs access both the basement and a loft that lines the perimeter of the warehouse.

The Store House contains maintenance records, parts blueprints dating to 1912, manufacturers' parts catalogs, parts specifications, railroad hardware in original containers, and numerous additional records, representing a wealth of research materials.

Storage House (Building #13): Contributing Building

The Storage House, built circa 1915, is located at the western end of the District, 45 feet west of the southwest corner of the Round House (Building #16). A rectangular 30 x 36 foot, wood frame storage structure, the building rests on a foundation of wood beams. The south half of the east side is open, with lattice bracing for the storage of iron stock, while the north half of the building is enclosed and used for storage of petroleum products. The building, clad in corrugated metal, has a shed roof similarly sheathed. Windowless, the Storage House has a wood door in the east wall. The interior is unfinished, with a dirt floor. Immediately adjacent to the west wall are the concrete foundations for two 25,000 gallon oil tanks; the tanks have been removed.

Oil Pump House (Building #14): Contributing Building

Sited 20 feet west of the Storage House (Building #13) and built circa 1920, the Oil Pump House is a simple 6 x 6 foot wood frame, shed-roofed structure resting on a cement slab foundation. Walls and roof are clad in corrugated metal. A door in the east wall is the only fenestration. Its oil pump removed, the interior today is empty.

The building was used to house an oil pump in connection with the oil storage tanks formerly located adjacent to the Storage House (Building #13), and represented part of the Nevada Northern's maintenance facilities.

Round House [Engine House] (Building #16): Contributing Building

Originally built 1908-15, and altered in 1917 and again after 1941, the Round House was originally a rectangular, 175 x 225 foot masonry building with roof forms including gable, flat, and shed. In 1917, a work-pit and skylight were added to the machine shop. Some time after 1941, extensions were made to the west side, as well as to the northwest, northeast, and southeast corners. Half of the building served to house and service the railroad steam and diesel locomotives, while the other half served as the primary repair and maintenance facility for locomotives and cars.

Founded on a concrete slab that serves as both foundation and floor, the Round House has east and west walls of brick, while the north and south walls are of cement block masonry construction. The coal storage addition at the southwest corner is of cement block construction. The 9 x 27 foot flue rattler abutting the west wall is of wood frame construction. The shower and washroom at the northwest corner continues the same brick masonry pattern as the west wall. The air room, added at the southeast corner, continues the cement block construction of the south wall.

Fenestration consists of multi-lite steel industrial sash windows with pivotal center sections, closely spaced along the north and south sides. The east end of the building has 8 roll-up metal doors providing access for locomotives and cars. Additional pedestrian doors are in the other three sides.

The interior of the round house is divided into 5 work areas. The two largest of these are the machine shop and the engine room, the latter of which occupies approximately 3/5 of the building. The air room (see above) is a one-story extension of the machine shop. West of the machine shop is the boiler room and, behind that, the blacksmith shop. Adjacent to the blacksmith shop are two coal storage vaults. A boiler shop and office occupy the area west of the engine room, while the one-story shower and washroom is an addition at the northwest corner (see above).

The round house is the core of the railroad's maintenance facility, with a majority of the heavy machinery in the machine shop still operable. The round house and its attendant shops handled all maintenance and repair requirements of the Nevada Northern. It is a contributive building within the District.

A number of collateral buildings, also considered to be contributors to the District, are adjacent to the round house. Building #16B, adjacent to the northwest corner (see map) is a 10 x 15 foot wood frame building that houses an acetylene generator; the acetylene was used to fuel locomotive and car lights. The building has a gable roof, and is clad overall in corrugated metal. A 12 x 12 foot metal addition to Building 16B, and a 15 x 21 foot metal building four feet to the east of Building 16B, were added in the 1970s.

Sixty feet south of the round house are three wood-frame buildings with corrugated metal walls and roofs. One is a 12 x 18 foot paint locker. Four feet north of this are two storage buildings, 10 x 12 feet and 8 x 12 feet.

Car Shed [Wrecker Shed] (Building #17): **Contributing Building**

The Car Shed, a rectangular wood frame structure measuring 18 x 100 feet, is sited immediately north of the Round House (Building #16). Exterior walls have standing-seam metal panels covering diagonal wooden sheathing, while the gable roof is also clad in sheet metal. Seven 4 x 6 inch timbers buttress the long walls on the north and south sides. Windowless, the building has a pair of tall wooden doors providing access through the east end. A series of cement piers provides a perimeter foundation. The interior shows only a dirt floor, exposed roof and wall framing, and a single railroad track extending along the center of the Car Shop's axis. Built circa 1920, likely to house the railroad's business car, this building after 1950 served to house the Nevada Northern's wrecker.

Paint Shop (Building #18): **Contributing Building**

Built circa 1915 and slightly altered sometime between 1923 and 1930, the Paint Shop is located east of the Car Shop (Building #17). It is a two story-high, wood frame building measuring 45 x 210 feet, aligned along an east-west axis, its exterior walls and roof clad in standing-seam metal panels. The building, which rests on a concrete perimeter foundation, has a hip roof, capped with a gable-roofed clerestory. Fenestration consists of a series of 44-lite steel sash windows, arranged in pairs along the north and south walls, with 32-lite steel sash windows placed along the length of the clerestory's north and south sides and in its east end. Two pairs of tall doors with diagonally-boarded panels provide access to the two-track interior; a pedestrian door is cut into the lower panel of the southernmost door.

Abutting the north wall, near the east end, and arranged perpendicular to the axis of the Paint Shop is a small, 16 x 27-foot, one-story wood frame addition that serves as the carpenter shop, added between 1923 and 1930. Sheathed in board-and-batten siding, its gable roof showing the tightly clipped eaves typical of the late 1920s and clad in wood shingles, this addition has a combination of 6/6 double-hung windows in wood sash, and 6-lite fixed and casement windows. Three wooden steps lead to the single door in the carpenter shop's north end.

The interior of the paint shop is a large, open work area with no wall sheathing and exposed roof trusses; the west end is used for storage, and cement slabs flank and divide the two tracks. The interior of the carpenter shop has a wood floor, and wood wall paneling.

The Paint Shop, used to paint locomotives and cars, was an integral part of the Nevada Northern's maintenance facility.

Air House (Building #19): **Contributing Building**
[Pipe Shop/Air Brake Testing House]

Constructed in 1915 of stone masonry laid up in ashlar on a concrete slab foundation, this 18 x 36 foot building is roughly two stories in height. Its hip roof, clad in composition shingles, has open

eaves with exposed rafter tails. Eight-over-eight (8/8) double-hung and fixed windows in wood sash are placed in the north and south sides and the east end. A floor-to-ceiling door is located in the west end, facing the Round House that lies 75 feet to the east. Lower, paired doors are located in the north side. The interior of the building is unfinished and unpartitioned, providing a large work area. A wooden storage loft covers roughly half the interior.

The Air House, originally used to service train air brakes, functioned in complement with the air and tool compressor room extension of the Round House. It has also been variously called the Air Brake Testing House, and the Pipe Shop. It was an integral part of the railroad's maintenance facility.

Car Repair Shop (Building #20): Contributing Building

Built between 1941 and 1950, this is a two story-high, steel frame building with gable roof, clad overall in corrugated metal panels. Four large moveable ventilators are placed along the roof's ridge line. Measuring approximately 50 x 320 feet, the building's large, uninterrupted interior working space is lighted by vertically-stacked pairs of 60-lite, steel sash windows that line its long north and south sides, and its west end. Twenty-lite center panels pivot out to provide ventilation. The building rests on a cement block perimeter foundation. Roll-up metal doors provide access in the east and west ends of the building, which lies approximately 150 feet east of the Round House (Building #16).

The building's steel frame is exposed on the interior, as are the steel roof trusses. Clear height within the building is about 50 feet, and a 15-ton overhead crane moves on travelers along the length of the building. The floor is earth, and three tracks provide ample capacity for rolling stock.

Used today to house the museum's active rolling stock, the Car Repair Shop originally functioned as an essential part of the railroad's daily operations.

Carpenter Shop [Woodworker's Shop] (Building #21): Contributing Building

Built in 1915 and slightly altered about 1920, this building is not to be confused with the carpenter shop addition to the Paint Shop. This is a one-story, T-plan, wood frame structure with exterior walls and gable roof clad in standing-seam metal panels; it rests on a post-and-pier foundation with timber sills. Windows are 6/6 double-hung in wood sash, in single and paired configurations, and smaller windows placed in the gable ends light the attic space. Various single and paired, hinged and sliding doors access the interior. The leg of the T-plan measures 24 x 45 feet, while the arms measure 12 x 21 feet. A small office addition of the east side of the building has a shed roof.

The interior is partitioned into four rooms. The easternmost room is an office, accessed only from the exterior. The rear (north) room, with a 4-foot sunken floor, houses the motors and other machinery which power the belt-driven saws and other equipment located in the other two rooms. Interior walls are finished in horizontal boarding, and floors are wood.

The Carpenter Shop, located close by the Car Repair Shop, was fully equipped to handle all repair and refurbishment, and original construction needs of the railroad's cars and buildings. It still contains substantial historical records. It also contains an increasingly rare belt-driven shop, providing a clear picture of an early 20th-century workshop.

Air Shop [Car Foreman's Office] (Building #22): Contributing Building

Located 20 feet west of the Carpenter Shop (Building #21), the Air Shop is a 20 x 42-foot wood frame, gable-roofed building resting on timber sills. Exterior siding is board-and-batten, while the roof is clad in standing-seam metal roofing. The building uses a variety of window types, including double-hung, sliding, and hopper, all in wood sash; a single, five-panel door in the west end gives entrance to the interior. Interior walls are paneled in wood, and the floor is also wood. A combination office and work area comprise the most of the interior area, with a 6 foot-wide storage area at the east end.

Originally used as the railroad's air shop from its construction in 1917 until the construction of the air shop addition to the Machine Shop (Building #16) in 1941, the building has since provided office and shop space for maintenance personnel.

Oil and Waste House (Building #23): Contributing Building

Built circa 1915, this is a simple, 12 x 16-foot wood frame structure with shed roof; the building rests on timber sills. Walls and roof are clad in standing-seam metal panels. The interior, with metal walls and dirt floor, is illuminated by 5-lite steel sash windows in the east and west walls, and is entered through a 5-panel door in the south wall. Located 40 feet north of the Air Shop (Building #22), this building served an ancillary function to that structure.

Blacksmith Shop (Building #24): Contributing Building

Its walls clad in corrugated metal, this circa 1915 wood frame building rests on timber sills, and measures 24 x 24 feet. The building has a gable roof sheathed in roll composition roofing, with a small, gable-roofed, louvered cupola centered on its ridge line. Three 4/4 double-hung windows in wood sash are located in the east and west sides, while a pair of 4-lite sliding windows in wood sash are in the south end, above a pair of diagonally-sheathed wood doors; similar doors are located in the north end as well. The dirt-floored interior is a single, open, unfinished space.

The Blacksmith Shop was an integral part of the railroad's maintenance facility, particularly for as long as steam locomotives were used.

Material House (Building #25): Contributing Building
[Hardwood Lumber House]

This simple structure was built circa 1915 to store finished woods. It measures 25 x 45 feet, is of wood frame construction on timber sills, and has a shed roof. Exterior cladding of walls and roof is standing-seam metal panels. Windowless, the building is accessed by a series of five diagonally-sheathed sliding wooden doors that virtually open the entire south side; small louvered openings in the east and west ends provide ventilation. The open, unfinished, dirt-floored interior has wooden racks for lumber storage.

The Material House served an ancillary function to the Carpenter Shop (Building #21).

Track Scales and Scale House (Building #27): Contributing Building
Contributing Structure

The Scale House, built circa 1915, serves the adjacent track scales, a structure comprising 60-foot long section of track used to weigh freight cars. The Scale House, which rests on a concrete slab, measures 9 x 12 feet, and has a gable roof; walls and roof are clad in standing-seam metal panels. A pair of 6-lite wood frame windows are in the north wall, while a pair of large single-pane windows are in the east and west walls; access is through a wood door in the west wall. The interior has a wood floor, and houses the original scale apparatus.

The Track Scales were an integral structure in the railroad's daily operations, and the Scale House an integral building.

Coaling Tower and Sand House (Building #28): Contributing Building
Contributing Structure

Dating to 1917, and standing approximately 200 feet east of the Material House (Building #25), the 75-foot tall Coaling Tower rises high above the other buildings in the District. Built of reinforced concrete, it is a series of functionally- and physically-interconnected towers housing coal storage bins and elevator machinery used to lift the coal thereto. The towers are gable-roofed, with the roofs clad in metal. Six-lite windows are set in wood casings, high in the north, east, and west walls of the towers, and interior access is gained through wood doors. Immediately adjacent to the Coaling Tower is the Sand House, a wood structure with external heavy timber framing and horizontal timber sheathing, with metal-clad gable roof of very shallow pitch. The Sand House, a structure which is actually a storage bin for sand, is elevated on heavy timber underpinnings that carry it above the engine service track. Both Coaling Tower and Sand House rest on a common reinforced concrete foundation.

A spur track, elevated on fill, runs along the north side of the structures. Hopper cars loaded with coal and sand could be spotted on this spur for off loading to the two service structures. The Coaling Tower and Sand House straddle the engine service track that passes beneath them on the

Coaling Tower and Sand House straddle the engine service track that passes beneath them on the south. In operation, steam locomotives were spotted on this track such that their tenders could be loaded by gravity with coal from the Coaling Tower, while their sand boxes on top of their boilers could be filled with sand from the Sand House. These building which is the Coaling Tower and the structure which is the Sand House were an integral part of the Nevada Northern's daily operations from the time of their construction until the changeover from steam to diesel locomotives in 1948.

Water Tower (Building #29): **Contributing Structure**

Located next to the engine service track some 50 feet east of the Coaling Tower and Sand House, and built circa 1910, the 100,000 gallon cylindrical steel water tank, of riveted construction, is capped with a conical roof. A walkway encircles its base, with a ladder leading to the roof to give interior access to the tank. The tank is elevated on four laced steel girder legs, with laced girder and tension rod sway bracing; the legs are carried on a concrete foundation. A square housing surrounds the standpipe from ground to base of tank, and a small pump house stands next to the standpipe.

The Water Tower was an integral part of the railroad's daily operations for as long as it used steam locomotives.

Ice House [Roadway Machine House] (Building #30): **Contributing Building**

Located northeast of the Transportation Building (Building #2) and today adaptively-reused as a garage, the circa 1915 Ice House is a two-story high wood frame building measuring 27 x 36 feet, resting on a concrete foundation, and with gable roof. Exterior walls are 12 inches thick, fully-insulated, and fully sheathed on exterior and interior; exterior sheathing is two-lap drop siding, while horizontal boards clad the interior. The gable roof is clad in roll roofing. All windows are currently boarded. Two sets of original paired, diagonally-sheathed wooden doors on the west side of the building have been supplanted by modern roll-up
metal garage doors set in the north end. The earth-floored interior is one large, open space, with floor-to-ceiling height measuring about 25 feet. Today used to house the railroad's "Hi-Rail" vehicles, it originally stored ice for use in coolers in the depot, and in passenger cars, locomotives, cabooses, and crew cars.

Chief Engineer's Office (Building #31): **Contributing Building**

Standing 300 feet east of the Ice House (Building #30) is the Chief Engineer's Office, a one-story wood frame building measuring 36 x 48 feet. Resting on timber sills, the building has a board-and-batten exterior, except for the south end that is sheathed in drop rustic siding; a small, gable-roofed addition with entrance door extends from the south end. The gable roof is clad in wood shingles, and has boxed eaves. Virtually the only architectural embellishments on the building are

the short eave returns on the gable ends, a vernacular reference to the Classical Revival. All windows are boarded, but are likely multi-lite double-hung in wood sash. The four-room interior has plasterboard walls and wood floors. This building served as the residence for the railroad's Chief Engineer from its construction, circa 1915, until 1950; since that time it has been used for storage purposes.

Tool House (Building #33): Contributing Building

Built about 1920, the Tool House is the easternmost building on the north side of the District, and sits about 400 feet east of the Car Inspector's Office and Oil House (Building #33). It is a 15 x 18 foot wood frame building resting on timber sills, with hip roof. Exterior walls are clad in drop rustic siding, while the roof, whose eaves are boxed, is sheathed in standing-seam metal roofing. Windows are boarded up, but, judging from their proportions, are likely multi-lite double-hung in wood sash. A wood entrance door is located in the west end of the building. The interior has a wood floor, but is otherwise unfinished.

Car Inspector's Office and Oil House (Building #34): Contributing Building

Located on the northeast side of the District, about 400 feet east of the Motor Car House (Building #35), and built circa 1920, this is a one-story wood frame structure with hip roof. Exterior walls have been altered with plywood sheathing, while the roof is clad in standing-seam metal panels. Tall metal smoke jacks project above the roof. All windows are boarded over, but are likely multi-lite double-hung in wood sash; two wood doors, serving the two separate interior rooms, are set into the south side. Built on a modified L-plan, the building measures about 15 x 30 feet, and rests on timber sills. As mentioned above, the interior is divided into two rooms, with walls of plywood. Serving a utility function, the building has most recently served as crew sleeping quarters and changing room; originally it served as office space for the Car Inspector, and provided storage for lamp oil for switch lamps and marker lamps.

Motor Car House (Building #35): Contributing Building

Built about 1920 and located on the northeast side of the District about 350 feet east of the Chief Engineer's Office (Building #31), this is a pair of related buildings. The Motor Car House itself is a 14-foot square wood frame building rests on timber sills, has exterior walls of v-rustic siding with corner boards, and a gable roof clad in standing-seam metal roofing. Windowless, it has a pair of side-hinged doors in the south end that opened to admit the motor car (or "speeder") which was stored therein. A set of tracks allows the motor car to be rolled into and out of the building.

Immediately adjacent is a 12-foot square, wood frame store house clad in board-and-batten siding with gable roof sheathed in standing-seam metal. The store house, housing track maintenance tools and supplies, has sliding wooden door. Functionally, these buildings would have housed the motor car and track repair tools and supplies of a section gang responsible for the maintenance of a

prescribed portion, or section, of the railroad. The interior of both buildings is unfinished; both have wood floors.

Motor Car House [Car Repair Shop] (Building #36): Contributing Building

Standing about 150 southeast of the Tool House (Building #33), the commonly-named Car Repair Shop was built circa 1920. It is a pair of buildings whose descriptions match those of the Motor Car House and adjacent store house described above, except that these buildings face north.

These buildings would originally have served to house the motor car and track repair tools and supplies of another section gang.

Material House (no building number assigned): Contributing Building

Standing 20 feet north of the Car Foreman's Office (Building #22), the Material House is a 9 x 15 foot wood frame building with gable roof, and rests on timber sills. Windowless, it is clad overall in standing-seam metal panels. A four-panel door in the east end gives entry to the unfinished, wood-floored interior. This building, which was built circa 1915, served as utility storage for the railroad's maintenance facility.

Coach Cleaner's Tool House (no building number assigned): Contributing Building

Located about 30 feet southeast of the Track Scales (Building #27) and built circa 1920, this is a 10 x 12 foot, wood frame building with gable roof. Exterior walls are sheathed in drop rustic siding, while the roof is clad in standing-seam metal roofing. The building rests on timber sills. A 3-lite hopper window is in the north side, while a wood door is located in the west end. The wood-floored interior is unfinished. Its original function is clear from its name.

Boiler Room (no building number assigned): Contributing Building

Sited 15 feet west of the Depot (Building #3), the Boiler House is a circa 1945, 16 x 33-foot cement block building with gable roof clad in corrugated metal. Resting on a cement slab foundation, the building is windowless and has a roll-up, aluminum garage-type door in the west end. The interior is unfinished, and the building houses the boiler for the Depot's "new" heating system, installed about 1945 to replace the original boiler that was located in the basement of the Depot.

Diesel Pump House (no building number assigned): Non-Contributing Building

Located on the north side of the District, immediately adjacent to the diesel fuel storage tank facility, this wood frame building measures 9 x 14 feet and rests on a cement slab foundation. Built circa 1948, its walls are clad in sheet metal, while the gable roof is clad in standing-seam metal roofing. A 4-lite window is in the building's west end, while the entrance door is in the south side. The interior is a single unfinished room. This building housed a pump that moved diesel fuel from tank cars to now-removed cylindrical storage tanks in the adjacent 50 x 57-foot, fenced compound. This facility was required when the railroad transitioned from steam locomotives to diesel locomotives in the late 1940s; prior to that time, this area had been the site of a scrap iron bin.

Shop Washroom (no building number assigned): Contributing Building

Some 200 feet north of the Paint Shop (Building #18) sits the Shop Washroom, built circa 1920, a wood frame building measuring 18 x 25 feet. There are 5-foot square, shed-roofed additions on the east and west sides. The gable-roofed building rests on a cement slab. Exterior walls are clad in drop rustic siding, and the roof is sheathed in wood shingles. Windows have been boarded up, but there are doors in both the north and south ends. Short gable returns mark this building as a very vernacular expression of the Classical Revival style. Interior walls are finished in tongue-and-groove vertical paneling, as is the ceiling. The interior is divided into two rooms: the south room used as a rest room, and the north room as a shower and wash area. Originally there were two adjacent bunkhouses, now removed, for shop personnel.

Switchman's Shanty or Flagman's Shanty (no building number assigned): Contributing Building

The easternmost building on the south side of the District, the original use of this simple wood frame structure remains conjectural. The building, dating from circa 1920, is of wood frame construction with drop rustic exterior walls, has a gable roof clad in standing-seam metal roofing, and rests on timber sills. It is windowless, and has a single entrance door in the west end. A tall metal smoke jack projecting above the roof suggests the building, now vacant with an unfinished, metal-floored interior, was once heated by a coal stove. Its location suggests that it served originally as a switchman's shanty.

Washroom (no building number assigned): Non-Contributing Building

Built circa 1960 of cement block construction with gable roof, and resting on a cement slab foundation, the Washroom has a gable roof is clad in corrugated metal. Windows, set high in the walls for privacy, are aluminum sliders. Two entrance doors are in the west side. This building replaced an earlier washroom on the same site 60 feet east of the Car Forman's Office (Building #22).

South Side Loading Platform (no building number assigned): **Contributing Structure**

Located about 500 feet east of the Garages (Building #1) on the southeast side of the District, this is a 15 x 60 foot, elevated wood platform with ramps at both ends. Located adjacent to the southernmost tracks in the District, it served in the loading and unloading of freight cars.

Spur Track Loading Platform (no building number assigned) **Contributing Structure**

Located about 150 feet northeast of the Chief Engineer's Office (Building #31), this is a U-shaped wood platform with a vehicular ramp at its west end, serving a spur track within the railroad yard. The platform allowed access to freight cars from either side, while the ramp may have allowed loading and unloading of truck trailers on flat cars (piggyback service). Its construction date is unknown.

1. Lorraine Ulibarri, photographer, May 1993, original negative located at Nevada Northern Railway Museum. Overview of District, view to west from second floor of Transportation Building (Building #2), with Depot (Building #3) at left, Car Repair Shop (Building #20) in center, and Roundhouse (Building #16) in distance beyond that. Photograph number 1.

2. Lorraine Ulibarri, photographer, May 1993, original negative located at Nevada Northern Railway Museum. Overview of District, view to southwest from Coaling Tower (Building #28), with corner of Freight House (Building #4) at extreme left; Car Repair Shop (Building #20) at center with Roundhouse (Building #16) beyond that, and Paint Shop (Building #18) visible at right. Photograph number 2.

3. Lorraine Ulibarri, photographer, May 1993, original negative located at Nevada Northern Railway Museum. Overview of District, view to south-southwest from Coaling Tower (Building #28), with Freight House (Building #4) at left, Bus Garage (Building #7) at top right, and Car Repair Shop (Building #20) at right. Photograph number 3.

4. Lorraine Ulibarri, photographer, May 1993, original negative located at Nevada Northern Railway Museum. Overview of District, view to south-southeast from Coaling Tower (Building #28), with Transportation Building (Building #2) at left, Depot (Building #3) at center, 11th Street receding into distance. Photograph number 4.

5. Lorraine Ulibarri, photographer, May 1993, original negative located at Nevada Northern Railway Museum. Overview of District, view to east from roof of Roundhouse (Building #16), with Air House (Building #19) at left, Fire House (Building #6), Bus Garage (Building #7) and Store Room (Building #8) at top center. Photograph number 5.

6. Lorraine Ulibarri, photographer, May 1993, original negative located at Nevada Northern Railway Museum. Overview of District, view to west-northeast from roof of Roundhouse (Building #16), with Coaling Tower (Building #28) in distance at left, Car Repair Shop (Building #20) at left, Depot (Building #3) and Freight House (Building #4) in distance at center, Air House (Building #19) at right. Photograph number 6.

7. Lorraine Ulibarri, photographer, May 1993, original negative located at Nevada Northern Railway Museum. Overview of District, view to northeast from roof of Roundhouse (Building #16), with Paint Shop (Building #18) at left, Carpenter Shop (Building #21) at center, Coaling Tower (Building #28) in distance at upper right, Car Repair Shop at right. Photograph number 7.

8. Thomas Reid, photographer, 1991, original negative located at Nevada Northern Railway Museum. Transportation Building (Building #2), view to southwest. Photograph number 8.

9. Thomas Reid, photographer, 1991, original negative located at Nevada Northern Railway Museum. East Ely Depot (Building #3), view to southwest. Photograph number 9.

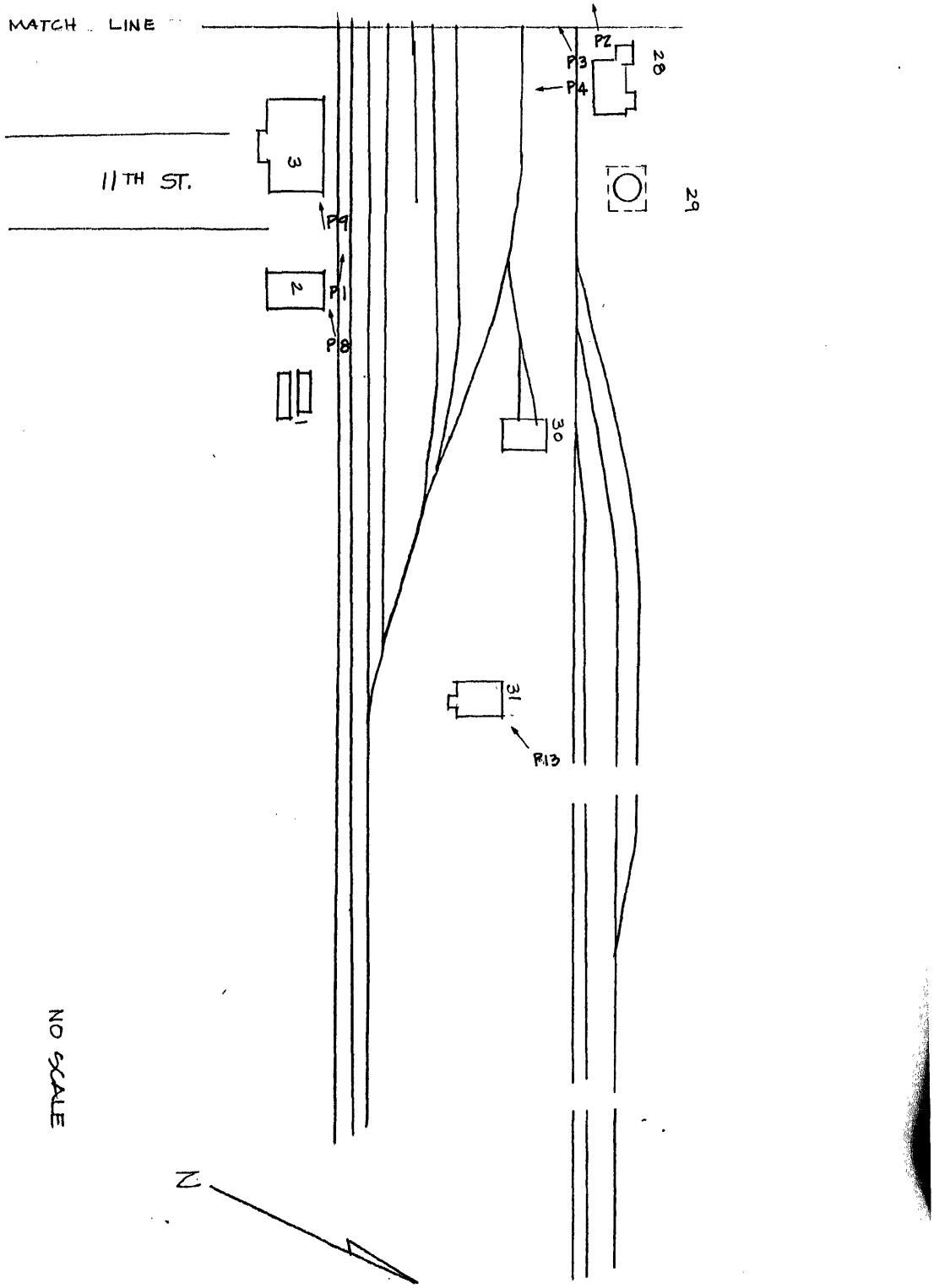
10. Thomas Reid, photographer, 1991, original negative located at Nevada Northern Railway Museum. Store House (Building #12), view to southwest. Photograph number 10.

11. Thomas Reid, photographer, 1991, original negative located at Nevada Northern Railway Museum. Paint Shop (Building #18), view to northwest. Photograph number 11.

12. Thomas Reid, photographer, 1991, original negative located at Nevada Northern Railway Museum. Coaling Tower and Sand House (Buildings #28), and Water Tower (Building #29), view to northeast. Photograph number 12.

13. Thomas Reid, photographer, 1991, original negative located at Nevada Northern Railway Museum. Chief Engineer's Office (Building #31), view to southeast. Photograph number 13.

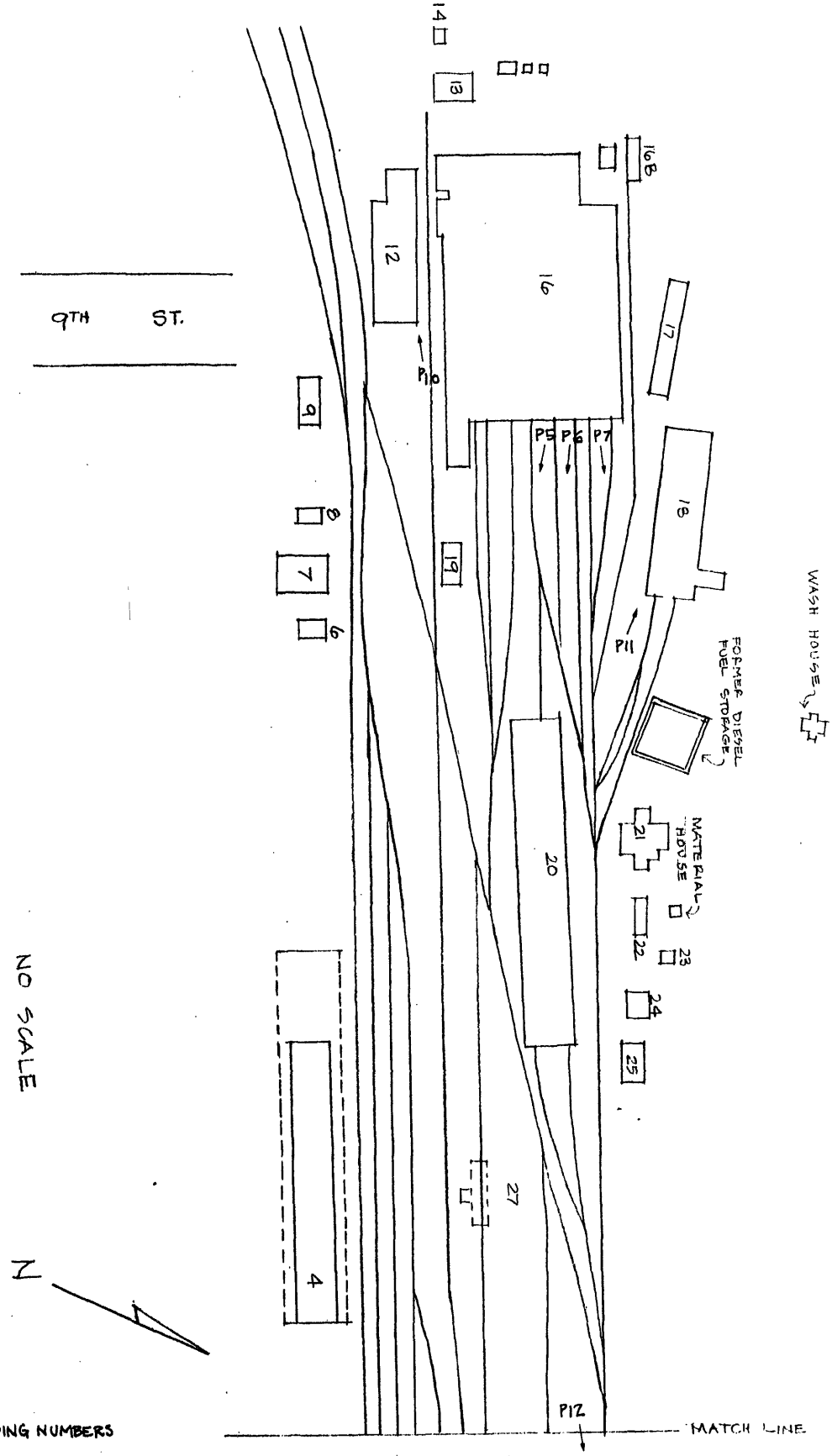
14. Thomas Reid, photographer, 1991, original negative located at Nevada Northern Railway Museum. Motor Car House (Building #35), view to northwest. Photograph number 14.



1 - 36 = BUILDING NUMBERS

P1 - P14 = PHOTO NUMBERS

→ = DIRECTION OF PHOTO



1-36 = BUILDING NUMBERS
P1-P14 = PHOTO NUMBERS
→ = DIRECTION OF PHOTO

The 40-acre Nevada Northern Railway Shops Historic District includes 46 buildings and 6 structures, of which 44 buildings and 5 structures (or 94%) contribute to the District's significance. Included are four buildings containing maintenance and employee records spanning the entire history of the line. The extensive maintenance facilities encompassed by the Shops, combined with period locomotives and rolling stock that are not a part of this nomination, represent a unique, turn-of-the-century railroad resource, the most complete facility of its kind in the state. The District meets National Register criterion A for its association with the copper mining boom of the early 20th century that helped pull Nevada out of economic decline and led to development of much of this part of the state. The District meets National Register criterion B for its association with the life of Mark L. Requa. Under National Register criterion C, the District represents buildings and structures that are characteristic of the various modes of stone masonry, wood frame, concrete block, and poured concrete construction associated with working railroad complexes; while, with the exception of the East Ely Depot, its buildings and structures are architecturally undistinguished, they comprise a significant whole, representing a largely intact turn-of-the-century shortline railroad maintenance and yard facility. Designed by architect, Frederick Hale, the East Ely Depot is a significant example of the Mission Revival style railroad depot, and represents a rare use of stone masonry construction for the execution of that style. Finally, the District meets National Register criterion D for its likelihood to yield information important to history through study of its intact records, through study of the intact buildings and equipment that will lead to a more complete understanding of area history, and both general and specific shortline railroad operational history, and the likelihood for significant industrial archeology.

Dating from the earliest years of the railroad, the Nevada Northern Railway Historic District represents nearly 90 years of shortline railroad transportation. Its history began in the era of steam-powered locomotives with gas lamps on passenger cars, and ended in the 1980s, by which time diesel engines powered longer, heavier trains, and electronic monitoring systems had replaced the caboose at the end of the train. This railroad played an essential role in the economic development of White Pine County, Nevada, and in the impact of copper mining on the state's economy. The railroad was also an integral part of Nevada's transportation network.

To place the Nevada Northern in context, it is necessary to look briefly at the overall history of railroad operations in Nevada, as well as at Nevada's mining history; in Nevada, the two are inextricably linked.

As was true elsewhere in the United States, railroads had economic impacts on Nevada, opening new areas to local, regional, and national markets. They brought the emergence of mass culture through improved communications. Social, cultural and demographic impacts followed as communities oriented themselves towards the railroads. The railroads altered the built environment with tracks, passenger and freight depots, shops, yards, water tanks, workers' housing, and other structures. Railroad building in Nevada both was stimulated by, and stimulated, statewide economic trends, most often mining-associated.

Beginning in the mid-19th century, railroads opened Nevada to settlement, to mining and community development, and to national markets. This began in 1868, when the Central Pacific,

building to its meeting with the Union Pacific at Promontory, Utah, began service between Reno and Sacramento. The railroad's coming affected development of Reno, Wadsworth, Lovelock, Winnemucca, Battle Mountain, Carlin, and Elko, all of which became major trade, cattle, and supply centers due to the railroad. The 1870s saw construction of the Virginia and Truckee Railroad, backed by the Bank of California and funded by county bonds from Storey, Lyon, Ormsby and Washoe Counties, between Virginia City, Carson City, and Reno. The V&T served the Comstock, where Nevada's mining rushes started in 1859. Also during the 1870s, the narrow gauge Eureka and Palisade Railroad was built to serve lead mining developments in the Eureka District. The 1880s opened with the construction of the Carson and Colorado railroad, from near Carson City to Keeler, in California's Owens Valley. The C&C initially served gold mining areas around Candelaria, Aurora, and Bodie, and later the gold districts of Tonopah and Goldfield after the turn of the century. It also carried borax, salt, and soda. The Nevada Central Railroad built a narrow-gauge line between Battle Mountain and Austin to serve silver mining operations. Finally, the Nevada-California-Oregon Railroad, at 275 miles one of the nation's longest narrow gauge lines, connected Reno with Lakeview, Oregon. These opening decades in Nevada's railroad history also brought a number of lesser mining and lumber-hauling shortlines throughout the state.

Just as its 20-year heyday had led Nevada's economic development, the decline of the Comstock in the late 1870s fueled a 20-year economic decline in Nevada The early years of the 20th century brought another surge in railroad activity engendering expansion of existing railroads and construction of new lines, partly stimulated by transcontinental ambitions but, more importantly for Nevada, by mining strikes. Transcontinental railroad construction saw the Western Pacific Railroad build 924 miles of new railroad between Oakland, California and Salt Lake City, while construction of the San Pedro, Los Angeles and Salt Lake Railroad between those named points through Nevada led to the establishment of Las Vegas and Caliente. This latter construction also coincided with gold mining booms in central and southern Nevada, and the S.P., L.A. & S.L.'s backers and others also engaged in mining-related railroad building, bringing into being such lines as the Tonopah & Tidewater Railroad, the Las Vegas & Tonopah, the Tonopah & Goldfield, and the Bullfrog & Goldfield. Other railroads sprang into being to serve the Searchlight, and the White Horse Mining Districts. A simultaneous copper boom brought still other lines into existence. One, the Nevada Northern Railway, was arguably the most important--and certainly the longest lived--of the shortlines fostered by this new mining boom.

For much of the 20th century, copper mining dominated the prosperity of White Pine County and the character of the communities of Ely, Ruth, and McGill; it was not always thus. Ely began life as a gold mining camp in the 1860s, and though miners were aware of nearby copper deposits, conditions prior to the turn of the century precluded exploitation. Miners thought the copper ore to be too low in grade to allow profitable mining, particularly since copper mining and smelting required large initial and continuing investment in equipment. Further, no means existed to transport ore from the mines to a site suitable for smelting, nor from Ely to refineries in the East. Still, a little experimental smelting--unsuccessful--was undertaken in 1873 by the Selby Copper Company of Ohio. But by the close of the 19th century the nation's easily-mined high grade copper reserves were dwindling, while the demands for the metal, fueled by the rise of electrical use, grew. At the same time Utah engineer, Daniel C. Jackling, pioneered mining of low grade

copper ore using steam shovels, and improved extraction methods. The improved demands and technologies sparked interest in Ely's copper resources.

In 1900 two young miners, Edwin Gray and David Bartley, arrived from California. They spent the next two years filing copper claims and conducting tests to determine the extent of the deposits near Ely. Eventually, their efforts attracted the attention of others, among them Mark Requa (1866-1937). Requa, manager of the Eureka-Palisades Railroad since 1897, was impressed enough with what Gray and Davis showed him that he optioned their claims for $150,000. In 1903 he organized the White Pine Copper Company, capitalized at $300,000; a year later he consolidated the company with the Boston and Nevada Copper Company, forming the Nevada Consolidated Copper Company and introducing East Coast backing to his venture. Requa was the son of Comstock mining magnate Isaac Requa, so his involvement in mining activities is not surprising. Requa early recognized the need for rail service to fully exploit the copper claims. His initial plan to extend the narrow gauge Eureka-Palisades line some 75 miles to Ely proved impractical for reasons both topographical (four mountain ranges intervened) and technological (the heavy loads of ore required the larger cars of a standard gauge railroad). These factors led Requa to establish a new shortline railroad to carry Ely's copper, and thus the Nevada Northern Railroad incorporated in 1905 at a cost of $100 per share, and a total value of two million dollars. Requa had managed to convince the Guggenheim mining and smelting interests to invest, and the Eastern capital brought the overall mining-smelting-railroad project to fruition.

Requa had ordered a railroad survey in October 1904, even before Nevada Consolidated had come into being. The survey covered a route from the mine site, seven miles west of Ely, through Ely to a smelter site 13 miles north of Ely, and finally a further 163 miles north to a junction with the Southern Pacific Railroad at a way station named Omar. The station name was changed, and the new junction became Cobre (Spanish for copper). The Nevada Northern awarded the construction contract to the Utah Construction Company, which began work at Cobre on September 9, 1905. By September 29, 1906, the line was complete between Cobre and Ely, laid with rail purchased from the Colorado Fuel and Iron Company in Pueblo, Colorado. In spite of the fact that the winter of 1905-06 was one of the worst on record, and with construction hampered by material shortages caused by the efforts to rebuild San Francisco after the great earthquake of April 18, 1906, the Nevada Northern had completed 176 miles of railroad in little more than a year. Heralded by the local press, and celebrated throughout the county, completion of the line also saw visits from Governor Sparks and U.S. Senator Francis Newlands. Driving a commemorative copper last spike, Requa noted: "I can see in the years to come a population of thousands with happy and contented homes, not nomadic like the inhabitants of so many mining camps, but more akin to the population of agricultural and manufacturing towns...." Requa had gotten his railroad built, but was hardly completed when the Guggenheim interests wrested control from him.

Modern by the standards of the day, the Nevada Northern line between Cobre and Ely had no bridges or tunnels, used 60-pound rail (rail weight is measured in pounds-per-yard, the heavier the rail, the greater its carrying capacity; by comparison, today's railroads use rail exceeding 130 pounds per yard on main lines), and had gentle curvature. In contrast, the remaining seven miles of line from Ely to the mine site at Ruth took two years to complete, and its cost was nearly as great as that of the other 176 miles. Traversing difficult terrain, it included two tunnels, and

required 110-pound rail to carry the heavily-loaded ore cars. Completion of this section on April 16, 1908 gave the Nevada Northern a fully operational railroad of 183.27 miles, under the control of the Nevada Consolidated Copper Company.

Not all welcomed the railroad with joy. Some despaired that the railroad would end Ely's isolation and bring in undesirables. Some property owners objected to condemnation of property for right-of-way: the railroad threatened to run trains through a barn if it was not moved, and resorted to dynamiting a boarding house that lay in its path. Others complained about the railroad's location of its yards in East Ely, a mile east of the town center. That, however, had come about because of right-of-way disputes between the railroad and the city fathers of Ely. Indeed, the railroad's decision to build its yards and shops at Ely City--as East Ely was then known--enabled the promoters of the town to proceed with their development scheme; thus the history of the railroad and the history of East Ely intertwined almost from the beginning of both. By 1908, Ely City had developed into a bustling community, virtually a company town of Nevada Consolidated Copper, and home to the main passenger and freight depots of the Nevada Northern.

Nevada Consolidated established its most important company town at McGill, site of the copper smelter. The town began life as a group of tent houses in 1906, which were followed in 1907 by 50 concrete houses for employees. By 1910, McGill had a population of 1,904. The company's second largest town was at Ruth, the mine site, where the population generally remained at about half that of McGill. The railroad, of course, served both.

The gold and silver camps to the south reached their peaks of production before 1920. But unlike the situation decades earlier when the Comstock played out, Nevada's economy did not collapse with the decline of production at Tonopah and Goldfield, for copper production continued to grow, particularly during the years of World War I when the demand for copper was great. By 1920, copper had clearly replaced gold and silver as Nevada's most important mineral, and Nevada had become the nation's fifth most important copper-producing state. This second great mineral rush had attracted thousands of people to the state, Nevada's population almost doubling between 1900 and 1910. It revitalized many older towns like Ely. As a necessary adjunct of the copper mining industry, the Nevada Northern played a large role. Serving the copper mining industry, the Nevada Northern brought thousands of men and thousands of dollars to Ely.

Beyond its service to the copper mining industry, the railroad benefited White Pine County as a whole, providing freight and passenger service that connected it with the rest of the nation, and stimulating the county's agricultural industry. Cattle, sheep, and wool now had ready shipment to feed lots and markets. The Nevada Northern carried no fewer than 4,661,976 passengers between 1906 and 1941, when passenger service was discontinued. This included service between Ely and East Ely, the transportation of school children from McGill to Ely, carrying workers to and from the mill, and daily runs to Cobre where passengers could connect to trains serving the rest of the nation. The Nevada Northern even offered luxurious parlor car and Pullman service.

In 1933, Kennecott Copper Company took over the holdings of Nevada Consolidated Copper, produced up to five percent of the nation's new copper, and the railroad ran 54 trains per day carrying freight and passengers to and from Ely. Every day, several 50-car trains departed the

mine, each car carrying 70 tons of ore. Loaded cars were spotted at the smelter's concentrator for dumping, and empty cars were returned to the mine. Daily freight trains to the junction at Cobre carried copper from the smelter for transshipment on other railroads to Kennecott's refining plant in Maryland. They also carried wool bound for mills in Pendleton, Oregon, and in Utah, and cattle bound for feedlots.

Prior to World War II, almost all of White Pine County's incoming freight arrived by way of the Nevada Northern, including fuel oil, fresh produce, building supplies, and equipment. Following the war, however, motor freight replaced much of the rail freight service. Still, until June 1983 the railroad maintained a bi-weekly service. Then, on the basis of economic considerations, Kennecott made the decision to terminate its railroad operations. At that time, Kennecott donated the East Ely Depot, shops, yards, and rolling stock to the White Pine County Historical Railroad Foundation, Inc. The foundation formed expressly to receive the property, and is a government-supervised, non-profit educational organization.

The City of Ely oversees the depot and the shops, now operated as a working historical railroad museum. Subsequently, the Museum donated the East Ely Depot and the Freight House to the State of Nevada. In 1984, the East Ely Depot was individually listed in the National Register. Most company records, dating from its inception in 1906, remain in files, cabinets and drawers. The maintenance shops still contain machinery necessary to repair, rebuild, or create customized equipment in support of the railroad's operational requirements. Significant amounts of spare parts for engines, cars, and track remain in storage bins and unopened crates.

In 1987 the Los Angeles Department of Water and Power purchased the railroad right-of-way, exclusive of the Museum property, to transport coal to North Steptoe Valley for the White Pine Power Project. That year also saw the Museum begin steam and diesel train operations during summer months, as an adjunct to the guided tours through the shops and artifact exhibits.

In summary, the Nevada Northern Railway, as an adjunct to the copper mining operations, was an important contributor to the economic success of White Pine County in the 20th century. Nearly 90% of the railroad's freight served the needs of its copper-mining parent company. However, the Nevada Northern operated as an independent shortline serving the transportation needs of the entire community, including school train and commuter train service, and shift train service carrying workers to the mines. Besides the hauling of mining related freight, the railroad also transported livestock, enabling successful cattle and sheep ranching operations along the main line connecting Ely to Cobre. Virtually all the region's incoming freight arrived by rail until after World War II.

The mining industry created its own aforementioned company towns, giving it a direct voice in the development of the area's cultural values, social activities, and economic direction. The Nevada Northern played a major role in the copper industry's economic influence.

The impact of the copper industry and its railroad on the state's economy is immeasurable: the turn-of-the-century copper boom in White Pine County, which both brought about construction of the Nevada Northern and was in turn facilitated by the construction of the railroad, was one of several 20th century mining booms that helped reverse a statewide, 20-year economic slide. Further, the railroad carried more than just copper: between 1903 and 1937, White Pine County mines produced and shipped to processing plants in the East some $337,780,987 in gold, silver, copper, lead, and zinc. The Nevada Northern Railway played a large role in enabling the continuing successful mining of the low-grade copper ores, which was realized by the use of efficient, modern rail transportation.

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