

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

For NCRS use only
received
date entered

**1. Name**

historic Nevada-California-Oregon Railroad Depot

and/or common Sierra Wine and Liquor Co.

**2. Location**

street & number 325 E. Fourth \_\_\_ not for publication

city, town Reno \_\_\_ vicinity of congressional district at large

state Nevada code 32 county Washoe code 031

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name Sierra Wine and Liquor Co.

street & number 325 E. Fourth

city, town Reno \_\_\_ vicinity of state Nevada

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Washoe County Courthouse

street & number

city, town Reno \_\_\_ vicinity of state Nevada

**6. Representation in Existing Surveys**

title Nevada Historic Engineering Site Inventory Has this property been determined eligible?  yes  no

date 8-29-79 \_\_\_ federal  state \_\_\_ county \_\_\_ local

depository for survey records History of Engineering Program, Texas Tech University

city, town Lubbock \_\_\_ vicinity of state Texas

## 7. Description

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved date \_\_\_\_\_

**Describe the present and original (if known) physical appearance**

The Nevada-California-Oregon (N-C-O) Railroad Depot was built in 1910 at a cost of \$35,000. The two-story red brick building is a reflection of the eclecticism of early twentieth century builders, incorporating a variety of design features.

The building's low pitch hip roof is covered in red Spanish tile. The roof's wide eaves are supported by large paired wooden brackets. Shed dormers are found on the sides and front of the roof.

The most prominent features of the lower floor are the Roman arches used around the door and window openings. The doors are flanked by sidelights and topped with fanlights. The fan lights are obscured in most instances by canvas awnings. An arch is also incorporated in the mission style front entrance.

The most striking feature of the building is the extensive use of concrete. There are concrete quoins at all exterior corners. Concrete keystones and imposts are found on door and window openings. The openings also have concrete sills. Concrete also accents the curvilinear gable and impost molding of the front entrance.

The exterior of the building is essentially unchanged from the original, although it has had several owners since 1910.

# 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 1910

Builder/Architect

Burke Brothers Contractor

*Frederick J. DeLongchamps*

## Statement of Significance (in one paragraph)

The Nevada-California-Oregon Railroad Depot is the last vestige in Nevada of what was one of the twentieth century's longest narrow gauge railroads. The depot itself is of a very unusual architectural style for Nevada.

Although only twenty-five miles of the N-C-O Railroad were in Nevada, the impetus to build the line came from Reno citizens. After several false starts, the work was actually begun in 1889 by the Nevada and Oregon Railroad Company. The Nevada and Oregon Railroad and the Nevada and California Railroad became the Nevada-California-Oregon Railroad in 1893. The new company, headquartered in Reno, continued building narrow gauge lines until the company had more than two hundred miles of trackage. The financial history of the railroad was generally unstable, a typical condition of small railroads.

The Nevada-California-Oregon's most lucrative years were from 1906 to 1912, with the full five percent preferred stockholder dividend paid only from 1908 to 1910. It was in this period of prosperity that the Reno depot was erected. The new depot was symbolic of the success of the line, built in the city which had spawned it.

Unfortunately, the railroad took a downward swing by 1914. In an era of increasing competition and growth of large through railroad lines, N-C-O deficits became the rule. By 1917, the railroad was forced to sell sixty-four miles of the main line and all of its Nevada holdings to the Western Pacific Railroad.

On January 30, 1918, the last Nevada-California-Oregon narrow gauge train left the Reno depot. As it left the yards, Western Pacific employees began tearing up the narrow gauge rails. Thus ended, rather ingloriously, another of the lesser railroads in Nevada.

From 1917 to 1937, the Nevada-California-Oregon depot served as a Western Pacific passenger and freight depot, and from 1937 to 1975 as offices for the railroad.

The Nevada-California-Oregon depot is now owned and occupied by the Sierra Wine and Liquor Co. which has adapted the building to their present needs without sacrificing its architectural integrity. The building stands as a symbol of the successes and failures of the many small railroads which once criss-crossed Nevada and contributed to the state's development.

## 9. Major Bibliographical References

Washoe Rambler #1, Spring 1977.

Myrick, David. Railroads of Nevada and Eastern California Vol. 1, 1962, pp. 340-83.

## 10. Geographical Data

Acree of nominated property 0.5

Quadrangle name Reno

Quadrangle scale 1:24000

UMT References

A 

111	251851810	41371921610
Zone	Easting	Northing

B 

Zone	Easting	Northing

C 

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D 

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E 

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F 

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G 

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H 

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Verbal boundary description and justification

The boundaries of this nomination extend out ten feet from the external walls of the nominated structure.

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

## 11. Form Prepared By

name/title Sally Abbe, Research Assistant

organization History of Engineering Program

date 9-19-79

street & number Texas Tech University

telephone 742-3591

city or town Lubbock

state Texas

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

*Mimi Rodden*

title Administrator H. P. A.

date 18 November 1979

For HCERS use only

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

date

Keeper of the National Register

Attest:

date

Chief of Registration