

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED APR - 6 1983
DATE ENTERED

**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

Nevada-California-Oregon Railway Locomotive House and Machine Shop

AND/OR COMMON

now Appliance & Cabinet Center

2 LOCATION

STREET & NUMBER

401 East Fourth Street

n/a NOT FOR PUBLICATION

CITY, TOWN

Reno

n/a VICINITY OF

CONGRESSIONAL DISTRICT

Nevada-at-Large

STATE

Nevada

CODE

32

COUNTY

Washoe

CODE

031

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<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	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	n/a <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

Mr. Jon E. Madsen

STREET & NUMBER

1675 Skyline Blvd.

CITY, TOWN

Reno

n/a VICINITY OF

STATE
Nevada 89509

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Washoe County Courthouse

STREET & NUMBER

P. O. Box 1791

CITY, TOWN

Reno

STATE

Nevada

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

NAER Statewide Inventory Phase II

DATE

1981

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Nevada State Historic Preservation Office

CITY, TOWN

Carson City

STATE

Nevada

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Nevada-California-Oregon Railway locomotive house and machine shop is located in Reno on East Fourth Street. The building was constructed in 1889, after a disastrous fire had destroyed much of the city. It is presently in good condition, although it has undergone some alterations through the years. The building now serves as a kitchen appliance store.

The structure is found in Section 11, Township 19N, Range 19E, oriented in approximately a south to north direction on parcel number 2-307-3 of the Evans North Addition. It is located in one of the oldest industrial sections of Reno.

The N-C-O Railway locomotive house is a one-story rectangular building which in its original form was approximately 35' by 143'. The foundation is constructed of rubble stone. The walls are common-bond brick on three sides; the east wall was built of wood to allow for expansion. Expansion occurred at two points in the building's history, the first a temporary addition in 1901; the second a permanent brick addition in the 1940s. One-third of the west face and all of the brick of the south face of the original building has been covered with brown paint. The gable roof had four monitor skylights with glass plates in the sides, these being situated three feet above the slate-covered roof. The skylights were replaced later with a clerestory type of gable roof. This has also been removed and three air vents have been added to the roof. In addition, a brick chimney was added to the west side.

The structure presently has 8 vertical windows on the west elevation, although the 3 at the south end are boarded up. No windows appear on the 1890 or 1899 Sanborn maps. In 1904 8 are noted on the west elevation. On the south elevation there is presently one boarded up vertical window and one large horizontal window and glass door. The boarded up window does not appear on any Sanborn maps, but does appear on an aerial photograph taken of Reno in 1909. The horizontal window and glass door appear to be a fairly recent alteration.

When it was completed in 1889, the building was used to store narrow gauge locomotives. In 1901, with the construction of a connected wooden carshop 130' by 90' on the east side, the original structure was divided in two - a machine shop being located in the southern half, and the northern portion being kept as a locomotive house. The wooden car shop addition was a temporary one and was removed sometime around 1910. A new eight-stall roundhouse was constructed adjacent to the original locomotive house on the east side. The former locomotive house was then used entirely as a machine shop. In 1917, the Western Pacific Railway purchased the N-C-O line into Reno. Since the narrow gauge terminal facilities could not be used by the standard gauge Western Pacific, the building was leased in 1921 to Crane Company of Nevada for use as a plumbing supply warehouse. In 1940 the eight-stall roundhouse was destroyed by fire.

In the mid-1940s an addition was added on to the east side of the original locomotive house. The one-story brick addition is rectangular, being 40' by 143'. It was built on a concrete foundation and has a sloping 14' down to 8' shed roof with three air vents on top. The addition has five horizontal windows on the east facade, one covered with paint, two large horizontal windows on the east facade and two more on the north. A portion of the brick has also been covered with paint. The building was used as a storage warehouse until 1963.

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 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 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 1889

BUILDER/ARCHITECT Unknown

STATEMENT OF SIGNIFICANCE

The Nevada-California-Oregon Railway locomotive house and machine shop is the oldest extant structure of its type in Reno. It is the second oldest locomotive house in the state, after the Carson City Virginia and Truckee engine house, completed in 1873. Along with the N-C-O Depot (1910), now Sierra Wine and Liquor, which was entered on the National Register in 1980, it is the last remnant in Nevada of one of the twentieth century's longest narrow gauge railroads. Eventually, segments of the N-C-O formed important standard gauge links in both the Western Pacific Railroad and the Southern Pacific Railroad networks.

The N-C-O underwent five changes of title during its forty-nine year history. The railroad was first organized on June 1, 1880, as the Nevada and Oregon Railroad Company. It was projected to run both south to the mining camps near Aurora, Nevada and north to the California-Oregon border at the western shore of Goose Lake. The idea of building south was soon abandoned. Instead construction progressed slowly north, until the northernmost terminus was reached in Lakeview, Oregon in 1912, a total distance of 238 miles.

The original Nevada and Oregon Railroad subsequently ran into financial difficulties and the property was sold on April 17, 1884 to the banking firm of Moran Brothers for \$372,534.21. In January, 1885, the name was changed to Nevada and California, ownership still vested in the Moran Brothers. The name changed for the last time when the Morans formed the Nevada-California-Oregon Railway to take over the property operated in the name of the Nevada and California.

In May, 1889, a major fire destroyed a large section of Reno, including the N-C-O's holdings in east Reno. Damages were estimated at \$15,000. The railroad immediately built a new brick depot, freight house, and locomotive house. Construction on the locomotive house, which is the subject of this nomination, started in June and the structure was completed in September of 1889. The building was designed to allow for expansion. This occurred in 1901, when a temporary wooden car shop was added to the east side of the structure. The original locomotive house was then divided, part being used as a machine shop and part kept to store locomotives. After the wooden car shop was removed and a new eight-still brick roundhouse was constructed adjacent to the original locomotive house, it was used exclusively as a machine shop.

In 1917, the N-C-O decided to sell to the Western Pacific Railroad sixty-four miles of rail line, from Hackstaff Crossing, subsequently called Herlong, to Reno. The price was \$700,000. Included in the sale were the N-C-O terminal facilities in Reno, which included the machine shop, an imposing two-story passenger depot, and a roundhouse, on a block bordered by Surprise Valley Road, Fourth, Peavine, and Sixth Streets.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Sanborn Fire Insurance Maps; 1890, 1899, 1904, 1906, 1918, 1931, 1949 (Reno).

Reno Telephone Directory: April 1920.

Reno City Directories: 1963, 1981

Washoe County Book of Deeds: Book 726, p. 143

Reno Evening Gazette: June 10, 1889 p. 3; September 14, 1889; May 15, 1901, p. 3

Myrick, David P., Railroads of Nevada & Eastern California. (Berkeley), CA: Howell-North Books p 341-383

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.78

UTM REFERENCES

A

1	1	2	5	8	6	9	0	4	3	7	9	3	1	5
ZONE				EASTING				NORTHING						

B

ZONE				EASTING				NORTHING							

VERBAL BOUNDARY DESCRIPTION

Washoe County Book of Deeds: Book 726: page 143 4/26/73. All that certain real property situated in the city of Reno, County of Washoe, State of Nevada, Frac NE $\frac{1}{4}$ being a portion of the NE quarter of Section 11, Township 19 North, Range 19 East, MDB&M. Said portion being described as follows: Commencing at the intersection of the northerly line of East 4th street and the westerly line of Valley Road; thence South 76° 21' 20" west along said northerly line of East 4th Street, a distance of 191.33 feet, to the point of beginning also being the most southerly corner of that certain parcel of land conveyed by the W.P.R. Co to Yancey Company,

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

STATE	CODE	COUNTY	CODE
n/a			

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Robert A. Nylén Project Director NAER Nevada Statewide Survey May 3, 1982

ORGANIZATION

Nevada Historical Society

DATE

STREET & NUMBER

1650 N. Virginia Street

TELEPHONE

(702) 784-6397

CITY OR TOWN

Reno

STATE

Nevada

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 National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

James M. Hamrick

TITLE

ALTERNATE SHPO

DATE

3/23/83

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Melorus Byers

Entered in the
National Register

DATE

5/9/83

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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CONTINUATION SHEET

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Presently, customers enter the building through the south front facade on East Fourth Street. There is a small office located in the older part of the building with a kitchen appliance showroom adjacent to it on the east side. Most of the structure is now used for storage.

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1

The N-C-O shortly thereafter moved its headquarters and shops to Alturas, California, the mid-point of the shortened 171 mile line. The N-C-O became an isolated feeder railroad, beginning in southern Oregon and terminating in eastern California. The Southern Pacific Railroad purchased the rest of the railroad in April, 1925, although the N-C-O kept its corporate identity until September, 1929. Unlike other Nevada railroads, the N-C-O was not dependent upon mining enterprises. The N-C-O relied instead on the cattle, sheep, and lumber industries for its business.

Since the Western Pacific could not use the narrow gauge terminal facilities at Reno, the railroad either leased or sold them. The only exception was the N-C-O Depot, which was used by the WP as their headquarters and station in Reno. The old locomotive house and machine shop was leased in 1921 to the Crane Company of Nevada, a branch of the large plumbing supply firm headquartered in Chicago, Illinois. The Crane Company operated their plumbing supply business out of the structure until 1963. Since then a number of small businesses have operated out of the building.

The Western Pacific sold the old locomotive house and machine shop in 1957 to the Yancy Company of Reno. In 1973, the property was purchased by the present owner.

The old N-C-O Railway locomotive house and machine shop stands today as a notable reminder of Nevada's railroad heritage.

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NATIONAL PARK SERVICE

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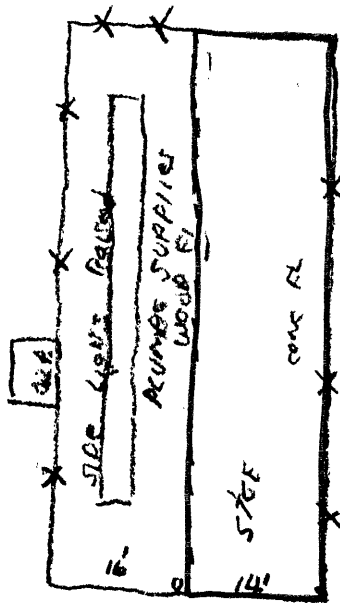
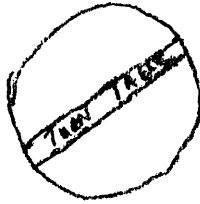
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CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

as recorded November 12, 1957 in Book 460 of Deeds, at page 162, Records of Washoe County, Nevada, thence from said point of beginning continuing South $76^{\circ} 21' 20''$ west along said northerly line of East 4th Street, a distance of 146.45'; thence north $13^{\circ} 38' 40''$ West 230.72 feet; thence North $74^{\circ} 35' 15''$ East, 146.24', to the most westerly corner of said parcel of land conveyed to Yancy Company; thence South $13^{\circ} 42' 45''$ East along the southwesterly line of said parcel of land conveyed to Yancy Company, a distance of 235.23', to the point of beginning.

1949
Reno, NV
Sanborn Map.

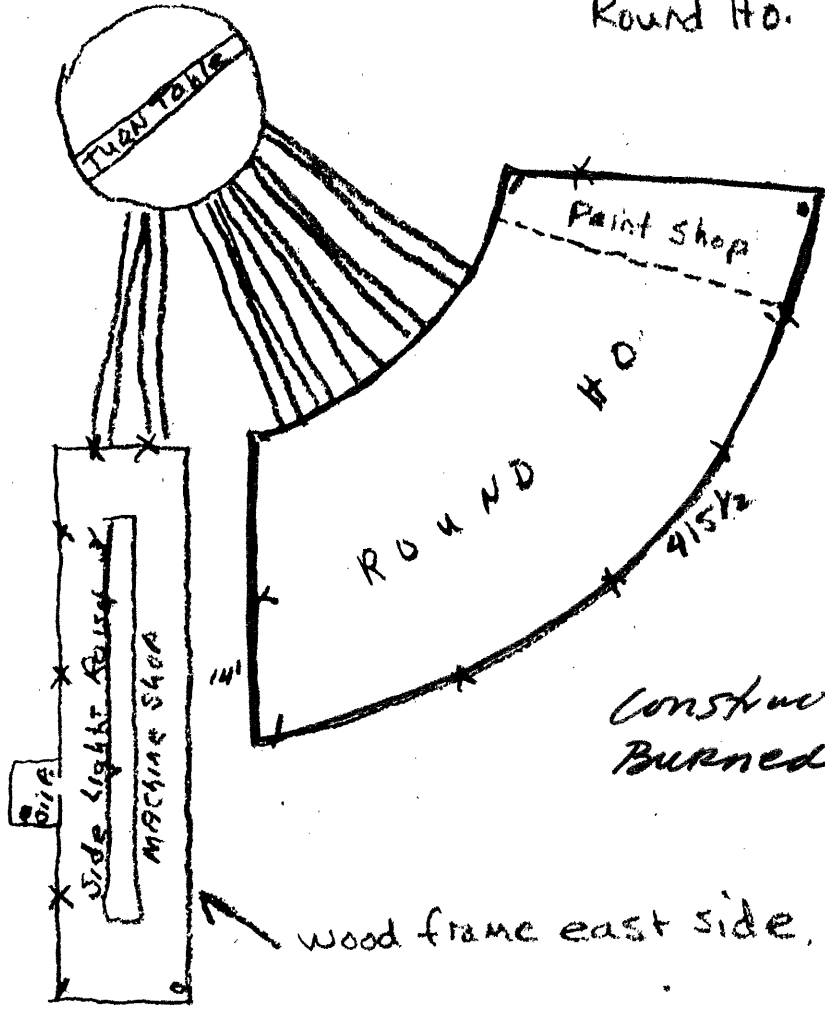


X - Window, Door

Constructed mid-40s
Extant

1918
Sanborn Map

Nevada-California-Oregon Railway Round Ho. Yards & Shops

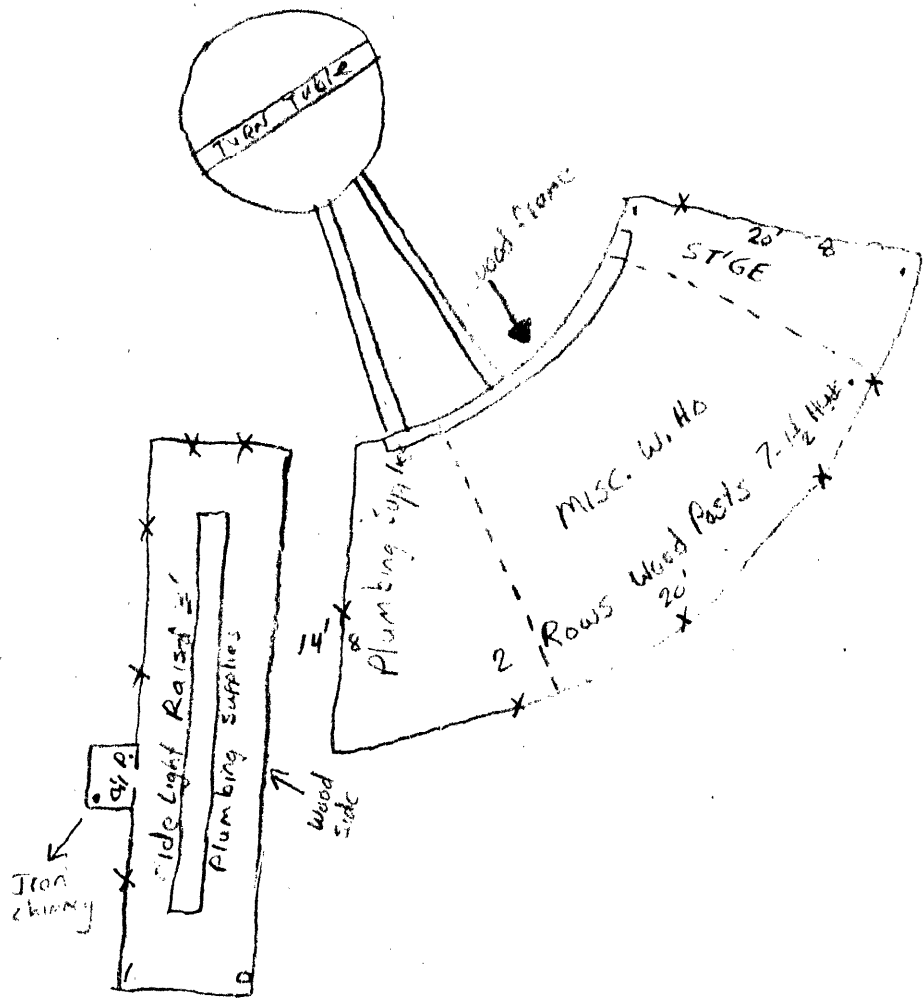


X - Window, Door

Constructed c. 1910
Burned 1940

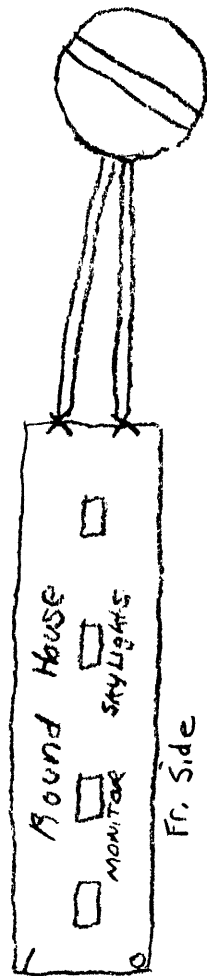
wood frame east side.

Kino NV
193's
Sanborn Map



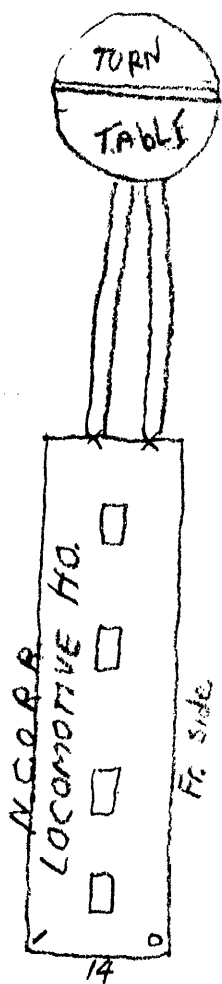
X - Window, Door

April 1899
Reno, NV
Sanborn Map



X - Window, Door

April 1890
Reno
Sanborn Map



X- Window, Door