

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

JUN 27 1978

DATE ENTERED

DEC 1 1978

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

**1 NAME**

HISTORIC

*Second Car No 21 - 1100 1115*  
Virginia & Truckee Mail-Express-Baggage Car Second No. 21

AND/OR COMMON

Same as above

**2 LOCATION**

STREET & NUMBER

2180 South Carson Street

— NOT FOR PUBLICATION

CITY, TOWN

Carson City

— VICINITY OF

CONGRESSIONAL DISTRICT

Nevada-at-Large

STATE

Nevada

CODE

32

COUNTY

NA

CODE

510

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" 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 checked="" 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

State of Nevada Division of State Parks

STREET & NUMBER

201 South Fall Street

CITY, TOWN

Carson City

— VICINITY OF

STATE

Nevada

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

State of Nevada Division of State Parks

STREET & NUMBER

201 South Fall Street

CITY, TOWN

Carson City

STATE

Nevada

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>11/77</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Virginia & Truckee's fourth and last mail carrying car had a wood body and steel reinforced underframe which rode on two four-wheel wood and steel composite trucks. An interior bulkhead divided the car into a 16 foot 9 inch mail section and a 42-1/2 foot long compartment for baggage, express and sacked mail storage; the interior car width and height were both 9 feet 1 inch.

The mail section was designed for occupancy by a single Railway Post Office Clerk while enroute and the amenities included sorting racks, a desk, side windows, originally kerosene lamps, a water closet, fire extinguisher and side car slots for the deposit of mail by depot patrons. The V. & T. was required to install a hot water system in the express section of No. 21 to heat the postal area as simple coal stoves were then not acceptable to the Post Office Department on new installations. A Kohler 32 volt electric generator lighting system from V. & T. Mail & Baggage No. 13 was transferred to the car on December 29, 1941 at Reno. Of a common period design and construction, the wood sheathed car had a full length roof clerestory and no open end platforms.

The car presently rests on its proper trucks in very sound structural condition. It is one of many American Car & Foundry-built cars which exist in the United States today. Vandals set the car afire in 1961 but the only exterior damage was limited to the roof and clerestory windows. Inside, the baggage and express section walls and ceiling are severely burned and most of the necessary fixtures for the mail compartment require replacement or significant attention.

Structurally, Second 21 is in the best condition of all the State's Virginia & Truckee rolling stock; the 64 foot long Railway Post Office (R.P.O.) has a tight appearance and is still solid primarily because of its steel reinforced underframe.

# 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 checked="" 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 checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1907 to 1947 BUILDER/ARCHITECT American Car & Foundry

## STATEMENT OF SIGNIFICANCE

Virginia & Truckee Mail-Express-Baggage Second No. 21 was fabricated in 1907 at the American Car & Foundry Company Shops at St. Charles, Missouri, for the Nevada Northern Railway. With headquarters in New York City, the giant American Car & Foundry Works was organized in 1899 through the consolidation of 13 previously independent car building firms. Known today as AMCAR, American Car & Foundry is still an active major builder of railroad equipment throughout the world. As one of the V. & T.'s most modern passenger type cars, Second No. 21 was the sole A.C. & F. - built car ever owned by the Bonanza Railway.

The Nevada Northern Railway was formed in 1905 to connect prosperous new copper mines west of Ely with distant northern smelting operations and transcontinental rail service at Cobre, Nevada, on the Southern Pacific Railroad. In 1907, the American Car & Foundry Company turned out two red mail-express-baggage cars for the Nevada Northern--Nos. 20 and 21. For some 30 years the similar cars operated over the 140-mile route of the Nevada Northern until passenger train service was discontinued on July 31, 1941.

Early in 1940, the V. & T. was notified by the U.S. Railway Mail Service that their antiquated 1874 Mail Car No. 13 would not be acceptable for service unless it was structurally reinforced. Consequently, during June of 1940, V. & T. Receiver Samuel C. Bigelow began inquiring of Nevada Northern Vice President and General Manager G.L. Hickey for purchase of one of the Northern's two mail carrying cars. As the longer No. 20 had inadequate storage facility for use by the Post Office Department, Bigelow secured N.N. No. 21 for \$1,100, f.o.b. Cobre, after the car completed revenue service on July 31, 1941.

Soon after arrival at the V. & T.'s Carson Shops early in August the 60-foot car was inspected by the Railway Mail Service and following renovation at a cost of \$556.09, it was placed into daily Reno-Minden service. The car retained its Nevada Northern numbering and became V. & T. Second No. 21 replacing Mail-Express first No. 21 which had been sold to Paramount Studios in 1938.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Virginia & Truckee Railroad Equipment Restoration Feasibility Investigation, by Morgan Railcar Company, Inc., for Nevada State Park System 1975.

Railroads of Nevada and Eastern California, Vols. I & II, by David F. Myrick, Howell-North Books, Berkeley, California, 1962.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Not Applicable

QUADRANGLE NAME Carson City

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 11 2610 7610 43 36 610

B                  

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C                  

D                  

E                  

F                  

G                  

H                  

## VERBAL BOUNDARY DESCRIPTION

The object nominated is located within a 150' x 300' railroad equipment display area, bounded by U.S. 395 on the east, South Curry Street on the north and west, and private property on the south.

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

STATE NA CODE COUNTY NA CODE

STATE CODE COUNTY CODE

# 11 FORM PREPARED BY

NAME / TITLE

John B. Richardson

ORGANIZATION

Nevada Division of State Parks

DATE

May 19, 1978

STREET & NUMBER

201 South Fall Street

TELEPHONE

(702) 885-4370

CITY OR TOWN

Carson City

STATE

Nevada 89710

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL   

STATE X

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

*Kimberly Wood*

TITLE

*Administrator*

DATE

6/2/78

FOR NPS USE ONLY

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

DATE

12-1-78

ATTEST:

*Charles R. ...*  
KEEPER OF THE NATIONAL REGISTER

DATE

11-21-78

*W. Ray ...*  
CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

Statement of Significance (cont'd)

From December 1941 until March 1947, Second No. 21 was in six-day-a-week service between Reno and Minden with but two minor damage sustaining derailments on January 21, 1943 at Mill Station and on November 13, 1946, at Washoe City. As the sole authorized mail carrying car on the Virginia & Truckee during this period, routine repairs and needed maintenance had to be performed at Reno on Sundays. During October 1946, the unused mail sorting equipment from the short line's unusual McKen gasoline motor car was placed in the car's mail compartment.

With the arrival of a newer all-steel mail and baggage car, Second 21 was demoted to standby service effective March 7, 1947. Until the final days of the V. & T. in May 1950, the canary yellow coach resided in the Carson City main yards except when needed for temporary back-up duty. Painted Southern Pacific Lines No. 21, the car operated during July 1948 for filming of the motion picture CHICKEN EVERY SUNDAY and again on May 29, 1949, for a large V. & T. railfan excursion. With its side lettering "U.S. Mail Railway Post Office" deliberately painted over, the 43 year old car was hauled in the V. & T.'s last official train on May 31, 1950. Afterward, it was retired to the Carson Shops early in June with an accrued ledger value of \$2,620.17.

Following sale of the railway to the Purdy Company scrappers, the car was among several pieces of V. & T. equipment repurchased at a cost of \$575 by the Carson City Chamber of Commerce early in November of 1950. Late in 1955, Engine 27, Combination-Coach 18 and Second 21 were trucked north of Carson City where they were painted and placed on unprotected static display. Frequently photographed, the display train became a popular attraction and miniature Virginia & Truckee monument until the cars were severely damaged by fire on August 29, 1961.

Early in 1963, the Mail-Express-Baggage was presented to the Nevada Heritage Association; it was moved that summer to the Carson Airport, and then in February 1971 to Mound House for detrucked storage. In the fall of 1972, No. 21 was again trucked to Carson City where it remains on unrestored static display. Ownership of the car was transferred by legislative action of April 20, 1973, to the Nevada State Park System.