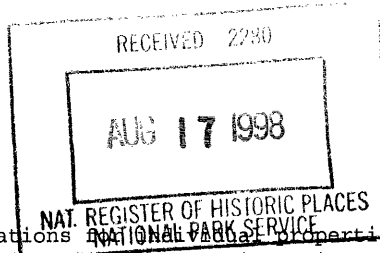


United States Department of the Interior
National Park Service



1208

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for National Park Service properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Virginia & Truckee Railroad Depot - Carson City, Nevada

other names/site number: _____

2. Location

street & number 729 North Carson Street not for publication N/A
city or town Carson City vicinity N/A
state Nevada code NV county Carson City code 043 zip code 89702

510

3. 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Ronald M. Jones, SHPO 8-10-98
Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register Paul R. Jager 9/30/98
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): _____

Signature of Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail related

Current Functions (Enter categories from instructions)

Cat: SOCIAL Sub: meeting hall

7. Description

Architectural Classification (Enter categories from instructions)

Other: Pattern book railroad depot

Materials (Enter categories from instructions)

foundation WOOD

roof WOOD

walls WOOD

other BRICK

WOOD

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance 1872-1948

Significant Dates 1872

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder Virginia & Truckee Railroad Company

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography (Cite books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- 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

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

10. Geographical Data

Acreage of Property Less than one acre.

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>11</u>	<u>260090</u>	<u>4339840</u>	3	___	___
2	___	___	___	4	___	___

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Rebecca R. Ossa, Architectural Historian
organization State Historic Preservation Office date 2/18/98
street & number 100 N. Stewart St. telephone (702) 687-3441
city or town Carson City state NV zip code 89701

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Masonic Lodge - Carson City
street & number 113 E. Washington telephone (702) 882-3931
city or town Carson City state NV zip code 89702

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

Description

The Virginia & Truckee (V&T) Railroad Depot, located in Carson City, Nevada, is a one-story passenger station that accommodated passenger traffic and the V&T's administrative offices. Measuring 31 by 181 feet, it is a rectangular plan, wood frame building that evokes late 19th-century railroad pattern book architecture. Built between September and December 1872 by a Virginia & Truckee Railroad construction crew, it remained in use until 1950 when the Virginia & Truckee Railroad ceased operations. It was eventually bought by the Carson City Freemasons Masonic Lodge #1 in 1952 and has since been in use as a meeting hall and commercial office space.

The V&T Railroad Depot is located immediately east of US Highway 395 in Carson City in Section 17, T15N R20E. It is situated on the extreme northwest corner of the block bounded by East Washington Street, North Plaza Street, East Caroline Street, and North Carson Street (US 395). The depot building is surrounded by asphalt pavement on the north and east sides, an asphalt parking lot on the south side, and US 395 on the west. The V&T tracks, which ran east-west along Washington Street, were removed in the 1950s. Although a number of the depot's windows and doors have been altered, the depot has nevertheless retained a significant degree of architectural integrity that makes it easily identifiable as a V&T railroad depot.

Exterior Features

The V&T depot was divided into passenger and office areas. Arranged from east to west, the V&T's General, Superintendent, and Ticket offices occupied the eastern two thirds of the building. The western third accommodated the passenger waiting area and the baggage room. Additional smaller offices for V&T personnel (conductors and civil engineer) were located next to the baggage area, in the southwest corner of the building.¹ The depot was further expanded in 1874 when another bay was added to the eastern end for additional V&T office space.² A shed addition was constructed sometime after 1948.³ The depot, shed addition and roof soffits are currently

¹ "Local News - New and Beautiful." The New Daily Appeal - Carson City
31 Dec. 1872: 3.

² Adkins, Richard D. Steel Rails, Desert Vistas: Nevada Railroad Resources. (Carson City, NV: Division of Historic Preservation and Archeology, 1992): 30.

³ Beebe, Lucius and Charles Clegg. Virginia & Truckee: A Story of Virginia City and Comstock Times. (Berkeley, CA: Howell-North, 1963): 49.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

Description (continued)

painted a mustard yellow with the window, door and roof trim painted a light brown.

The depot's foundation system is unknown due to asphalt pavement abutting to the base of the depot walls. All of the walls, however, are of wood stud construction. They are sheathed with vertical board and batten siding measuring 5" and 3 3/4" wide, respectively. These vertical boards serve as points of attachment for the multiple roof eave brackets found on the depot.

The depot has a moderate gable roof line with a pent edge on the east and west elevations. The eastern elevation incorporates the shed addition roof line that has exposed rafter tails. The entire depot roof is sheathed with unpainted wood shingles. The open roof eaves have a wide overhang over the depot body and on the east is enveloped by the shed addition. The soffits are composed of tongue and groove wood strips. The eaves are supported by long, slender, chamfered-edge cross brackets at regularly spaced intervals.

On the east and west elevations, in the upper gable ends, is a small, single, centrally-located circular louvered window/vent. The gable ends are sheathed in vertical board and batten, matching the depot walls. These elevations also have a plain fascia board. Old electrical connection hardware is still present on the upper portion of the eastern gable end. There is a single short chimney that protrudes through the top of the shed roof, on the eastern gable to the left of the circular window. (Historically, the depot had 6 brick chimneys that protruded from the top center of the roof. They were removed in 1953, along with a flag pole.)

Two screened wood ventilation openings are positioned approximately two feet below the roof soffits on the south elevation and one on the north elevation - both located near the center of the depot.

Historically, after 1874 the depot had 14 tall paneled doors with a single transom light,⁴ 2 freight doors, and 4 passenger waiting area doors (tall, 3 lights, arranged vertically with a lower wood panel.) All of the original depot doors were removed in 1953 when the Freemasons purchased and renovated the building for their use. The openings were closed and sheathed to match the original painted board and batten vertical siding. Currently, the depot has four modern doors - three steel entrance doors for the meeting hall and a modern single glass pane business door. The two entrances to the meeting hall are on the northern elevation. The main door is centrally located and is framed by simple, fluted Doric pilasters capped by a round pediment with a keystone. Located in the center of the pediment is the Masonic

⁴ Approximation based on various historic photographs of the depot.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7,8 Page 3

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

Description (continued)

emblem. The second door is located to the east of the main door and has a two-step stair due to change in the ground slope. On the southern elevation of the shed addition is the third door that also has a small stair.

After the 1874 addition, the depot had 28 wood frame windows with shallow triangular pediments. They fell into two categories: 26 tall, double hung 6 light windows that corresponded to the offices and the passenger waiting area; and 2 small, double hung 3 light windows in the conductor's office on the south elevation. Per historic photographs of the depot, 3 tall windows were located on the western elevation, 10 tall windows on the north elevation, 3 on the east and 12 on the south elevation (10 tall and 2 small). All had un-molded stick work serving as the exterior window casing.

A high percentage of these windows were altered in 1953. Of the 26 windows, 4 have been unaltered - 2 tall windows on the western elevation and 1 tall and 1 short on the southern elevation. The other 22 windows have either been taken out and replaced with post 1950 medium double hung 6 light wood frame windows, or outfitted with air conditioning units, or completely taken out and the openings re-sided with vertical board and batten to match the original. Faint evidence exists on the board and batten siding that shows where the original windows and doors were once located.

Statement of Significance

The Virginia & Truckee (V&T) Railroad Depot, constructed in 1872, is historically significant under Criterion A, in the area of transportation, for its association with railroad transportation in Carson City, Nevada. The V&T Railroad played a vital role in the Carson City economy and the depot best reflects the presence of the railroad in the community. Due in part to this railroad connection, the mining economy of the Comstock was able to weather lean times and to facilitate the movement of ore, lumber, and supplies from the Comstock to Carson City. To a lesser degree, the depot is also significant under Criterion C, in the area of architecture, as a well-preserved example of a wood-frame passenger depot procured from a railroad company pattern book within the V&T's former sphere of operation.

The Comstock Lode was discovered in 1859 in the Mt. Davidson area on a claim partially owned by H. Comstock, Emanuel Penrod, and James Fennimore (a.k.a. Old

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 4

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

Statement of Significance (continued)

Virginia.)⁵ In the twenty years that followed, the area experienced a phenomenal gold and silver mining boom. Facilities were constructed to mine and process the ore, to house workers, to provide social activities, and to transport raw and manufactured products to and from the mining communities. During the immediate years following discovery, mine operators were forced to pay "discouragingly stiff teamster charges for hauling ore from the mines in Virginia City to the mills along the Carson River, and for the return traffic of wood and timber from the Tahoe region, used to fire the furnaces and erect the square set timbers in the mining operations."⁶ Many attempts were made to establish and build a railroad between the Comstock/Virginia City and Carson City. After several false starts in 1861, 1862, 1865 and 1867, William Sharon, manager of the Virginia City branch of the Bank of California, incorporated the Virginia & Truckee Railroad Company on March 5, 1868.⁷ Construction began the following year.

Built between 1869 and 1872, the V&T Railroad originally operated between Carson City and Virginia City. It would eventually expand south to Minden and north to Reno where it connected with the Central Pacific and later the Southern Pacific Railroad. Centrally located, Carson City was selected to be the main locomotive repair complex for the V&T Railroad. Forecasting increased business and travel opportunities between Virginia City and Carson City, the V&T built a freight house⁸ and a one-story passenger depot in 1872. Built by a V&T construction crew, the depot provided office space for V&T railroad officials. Located a few blocks southwest of the V&T locomotive engine house and shop, it was a convenient location for V&T officials to keep an eye on the various railroad operations.

Construction started in September 1872 and the Carson City newspaper, The New Daily Appeal, kept abreast of its progress. On September 24, 1872, the newspaper described that it would "be high, well lighted and hard finished and used for a passenger depot, ticket office, telegraph and other offices ... and to be built in the approved style of modern railroad buildings. A large number of mechanics are at work and the

⁵ Bancroft, Hubert Howe. History of Nevada 1540-1888. (Las Vegas, NV: Nevada Publications, 1981) 101-102.

⁶ Myrick, David F. Railroads of Nevada and Eastern California (Volume One-The Northern Roads). (Berkeley, CA: Howell-North Books, 1962) 136.

⁷ Myrick, 136.

⁸ "Freight Depot." New Daily Appeal 17 Oct. 1872: 3.

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 5

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

Statement of Significance (continued)

sills for the depot foundation had been laid."⁹ Four days later, "the work was proceeding rapidly on the depot with the frame up and the platform done."¹⁰ By November 2, 1872, gas lines to the depot were being installed from the main in front of the U.S. Mint to supply the gas light fixtures inside and outside the depot.¹¹ Five days later, "extensive preparations were being made about the new depot to plaster that building as soon as possible ... before the cold weather sat in."¹² By December 31, 1872, the depot was completed.

Two years later, in 1874, the depot was expanded. An additional bay was added to the eastern end of the depot for V&T offices. Fifty one years later in 1925, the western end of the depot was destroyed by a fire that had started in the passenger waiting area.¹³ The depot was rebuilt shortly thereafter and placed back into service. It continued to serve railroad needs until 1950 when the V&T ceased operations. The depot remained vacant until 1952 when the Freemasons, Carson City Lodge No. 1 bought the depot.

Between 1953 and 1954, the Masons altered the structure to meet their needs as a meeting hall. A number of the exterior doors and windows were taken out. Some were replaced with modern windows, other openings were boarded up to match the original siding. The six brick chimneys and a flag pole were also removed.

The Carson City V&T Railroad Depot as an example of pattern book railroad architecture

The Carson City V&T railroad depot is typical of the widespread use of railroad pattern book architecture in the late 19th century and of the type constructed along the V&T lines. Built of wood, these one-story passenger stations were designed to house facilities for passengers and provide shelter during the harsh winters and hot summers. These stations usually contained a waiting room, a ticket and other railroad offices as

⁹ New Daily Appeal 24 Sept. 1872: 3.

¹⁰ New Daily Appeal 28 Sept. 1872: 3.

¹¹ "Gas Pipes." New Daily Appeal 2 Nov. 1872: 3.

¹² "R. R. Depot." New Daily Appeal 7 Nov. 1872: 3.

¹³ "Depot at Carson Badly Damaged by Fire." Reno Evening Gazette 15 Oct. 1925: 8.

United States Department of the Interior
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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 6

**Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada**

well as a separate section to receive and store baggage and mail awaiting transport.¹⁴ The depot was also designed with expansion in mind. Composed of modules, or "bays," it facilitated add-ons when demand necessitated it. Characteristic of these pattern book depots were their exterior paint scheme, usually consisting of two colors, one for the body and the other for the doors, windows and trim. In the case of the V&T, the railroad used two sets of color schemes - red/white and yellow/brown.

As far as research has permitted, V&T passenger depot's were located in Virginia City, Gold Hill, Moundhouse, Carson City, Minden and Steamboat. Of these, only three still exist within the former V&T's area of operation. The Virginia City depot has been moved from its original location and is now a private residence. The Gold Hill depot, the smallest of the three, is still being used as a station for the revived V&T Short Line. Used as a meeting hall, the Carson City depot is in its original location and is the largest of the three. It is also the only one that still has the yellow/brown paint scheme. Even though the depot's windows and doors have been altered or removed, this depot has retained enough of its exterior features, such as the original paint scheme, the slender cross eave brackets and the gable and pent edge roof line, to make it readily identifiable as a depot associated with the Virginia & Truckee Railroad.

The Carson City V&T Railroad Depot as the only surviving V&T structure in Carson City

Over the years, a large number of V&T railroad structures in Carson City have been demolished. Among them were tool houses, water tanks, turntables, sand houses, substantial trackage, and the mammoth sandstone machine shop and engine house complex. As a result, the Virginia & Truckee Railroad Depot in Carson City, Nevada is the only surviving *in-situ* railroad structure that remains of this nationally known short line.

¹⁴ Edmonson, Harold A. Railroad Station Planbook (Milwaukee, WI: Kalmbach Books, Inc. 1977): 11.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 7

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

Bibliography

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- Beebe, Lucius, and Charles Clegg. Steamcars to the Comstock. Berkeley, CA; Howell-North, 1957.
- Bernstein, Richard, Ron James, and William White. Nevada Comprehensive Preservation Plan Volume I. Carson City, NV: Division of Historic Preservation & Archeology, and Dept. of Conservation and Natural Resources, 1991.
- Drew, Stephen E. Virginia & Truckee Railroad Carson City Enginehouse and Shops - An Historical Overview. Carson City, NV: Twentieth Annual Virginia & Truckee Symposium, 1990.
- Edmonson, Harold A. Railroad Station Planbook. Milwaukee, WI: Kalmbach Books, Inc. 1977.
- Historic Environment Consultants. Carson City Cultural Resources Inventory - 1980. Sacramento, CA: Historic Environment Consultants, 1980.
- Nylen, Robert A. Inventory of Trail Sites: Kit Carson Trail - Carson City. Carson City, NV: State Historic Preservation Office, 1993.
- Sanborn Fire Insurance Company. Carson City, NV Fire Insurance Maps - 1885, 1890, 1907.

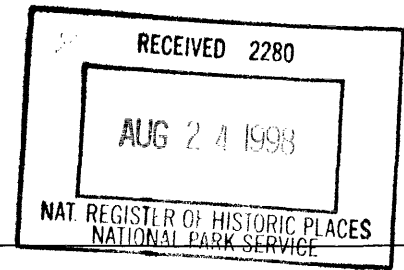
Newspaper Articles

- "Railroad Depot." New Daily Appeal - Carson City 24 Sept. 1872: 3.
- "R. R. Depot." New Daily Appeal - Carson City 28 Sept. 1872: 3.
- "Lively Times." New Daily Appeal - Carson City 10 Oct. 1872: 3.
- "Freight Depot." New Daily Appeal - Carson City 17 Oct. 1872: 3.
- "Local News - Improvements." New Daily Appeal - Carson City 25 Oct. 1872: 3.
- "Gas Pipes." New Daily Appeal - Carson City 2 Nov. 1872: 3.
- "R. R. Depot." New Daily Appeal - Carson City 7 Nov. 1872: 3.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9,10 Page 8



Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

Bibliography (continued)

"Local News - New and Beautiful." New Daily Appeal - Carson City 31 Dec. 1872: 3.

New Daily Appeal - Carson City 19 Apr. 1873: np.

"Paint V & T Station." Carson City Daily Appeal 31 July 1923: 1.

"Waiting Room at V & T Being Repaired." Carson City Daily Appeal 20 Sept. 1923: 1.

Carson City Daily Appeal 15 Oct. 1925.

Carson City Daily Appeal 17 Oct. 1925.

"Depot at Carson Badly Damaged by Fire." Reno Evening Gazette 15 Oct. 1925: 8.

Verbal boundary description

T15N, 20E, Section 17, APN: 4-261-01.

The North 50 feet in Block 1 in the Van Winkle and Proctor Division of Carson City, according to the official plat thereof filed in the office of the County Recorder of Ormsby County, State of Nevada.

(Note: The Municipality of Carson City was formerly known as Ormsby County. The name was changed in 1969.)

Verbal boundary justification

The nominated property (APN: 4-261-01) includes the parcel historically associated with the depot as described above. It does not include the gasoline station to the south, which has a different APN designation.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Photographs Page 9

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

The following information is the same for all of the photographs that are listed below (#1-#9)

Property Name: Virginia & Truckee Railroad Depot
Property Location: 729 North Carson Street, Carson City, NV
Photographer: Rebecca R. Ossa
Photograph Date: May 1998
Location of Negatives: State Historic Preservation Office
100 N. Stewart Street
Carson City, NV
89701

- #1 General location of the V&T depot, corner of Washington Street & North Carson Street/Hwy. 395, looking southeast.
- #2 Depot along Washington Street (former V&T right of way), north elevation, looking southwest.
- #3 East elevation, looking west.
- #4 South and east elevations, looking northwest.
- #5 West and south elevations, looking northeast.
- #6 West elevation, looking east.
- #7 Typical baggage area and conductor's office short window.
- #8 Typical depot tall window.
- #9 Chamfered edge cross roof eave brackets, looking west.

United States Department of the Interior
National Park Service

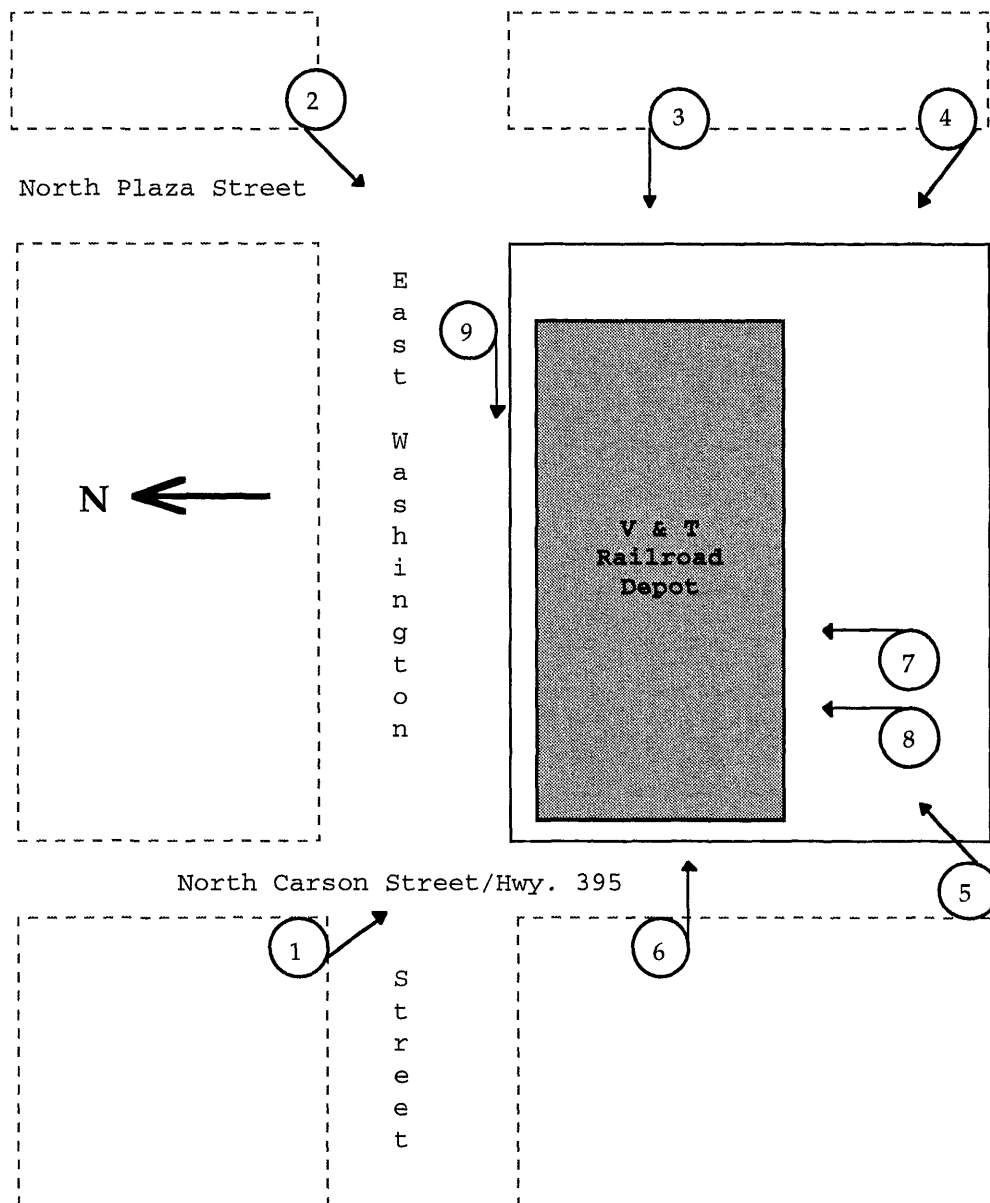
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Photographs Page 10

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

Photograph Information (continued)

Camera position of photographs taken of the depot.

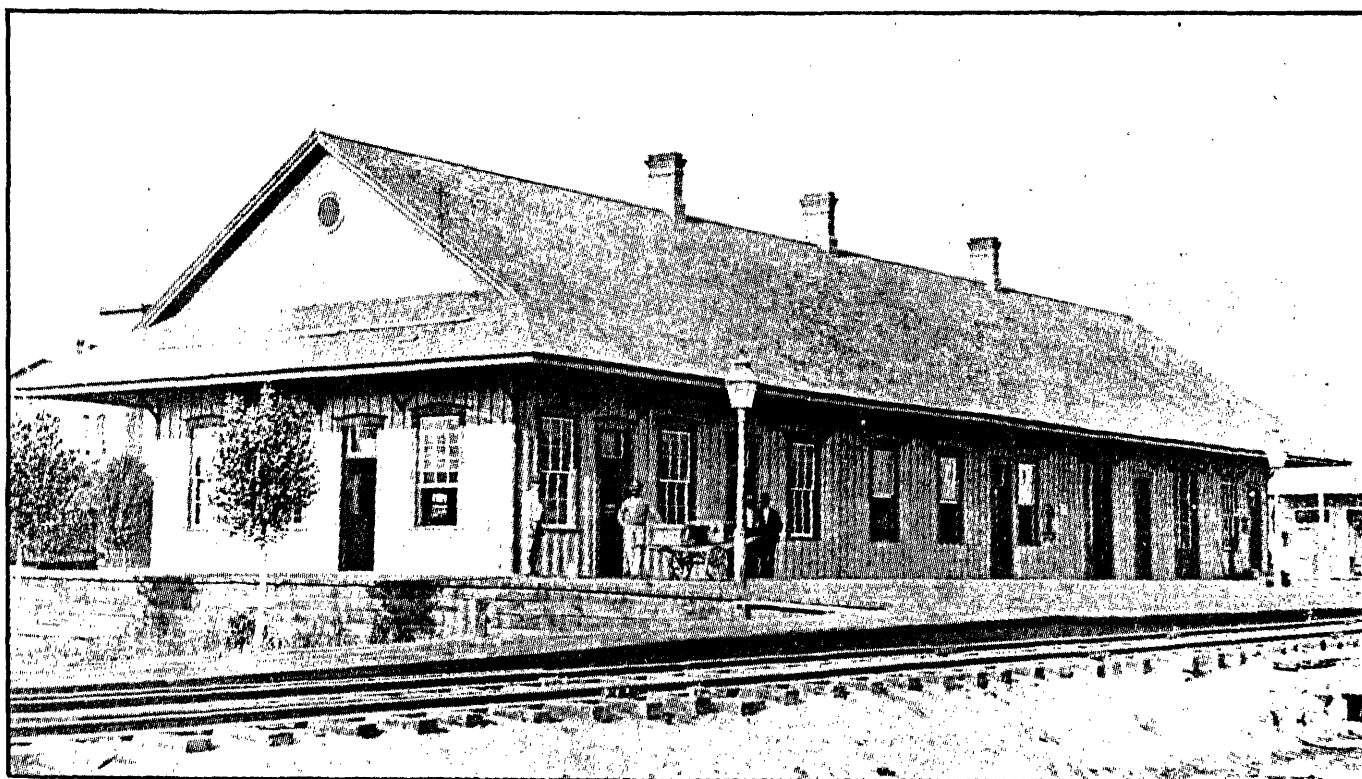


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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Photographs _____ Page 11

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada



Virginia & Truckee Railroad Depot - Carson City, Nevada
Circa 1873
Northeast elevation

Photograph from: Wurm, Ted. The Silver Short Line. (Virginia City, NV:
Virginia & Truckee Railroad, 1988.): 42.

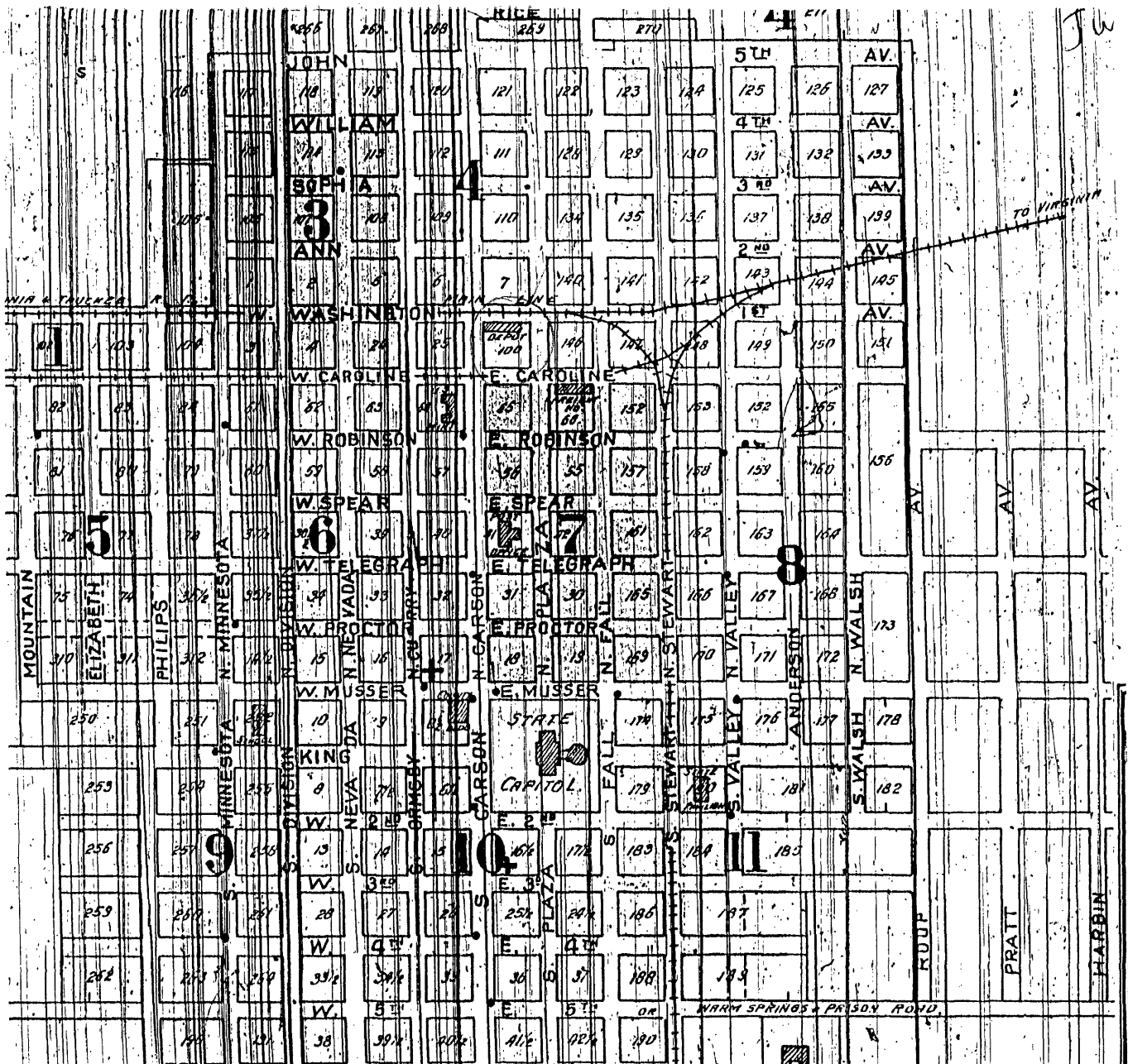
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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Sketch Map Page 12

Virginia & Truckee Railroad Depot - Carson City
Carson City, Nevada

Sanborn Fire Insurance Map - Carson City, NV
June 1907



**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: 98001208

Date Listed: 9/30/98

Virginia & Truckee Railroad

Depot-Carson City

Carson City

NV

Property Name

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.

[Handwritten Signature]
Signature of the Keeper

9/30/98
Date of Action

=====
Amended Items in Nomination:

Significance:
Criterion C and Architecture are deleted from the form. [Although the overall form of the building is still readable as a depot, integrity of design has been compromised by changes to the building after the period of significance. Integrity of materials is intact for the basic shell, but important period details (windows, fenestration rhythms, platforms, interior spaces) are largely gone, significantly impacting the ability of the property to convey under Criterion C, an accurate representative example of period depot design.]

U. T. M. Coordinates:
The UTM coordinate is revised to read -- 11 261090 4338840

This information was confirmed with R. Ossa of the Nevada SHPO.

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