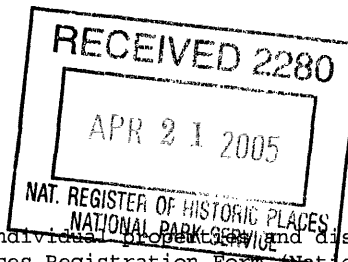


United States Department of the Interior
National Park Service



513

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual 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: Fernley and Lassen Railway Depot - Fernley, Nevada
other names/site number: Southern Pacific Railroad Depot - Fernley, Nevada

2. Location

street & number 675 East Main Street not for publication N/A
city or town Fernley vicinity N/A
state Nevada code NV county Lyon code 019 zip code 89408

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally X statewide locally. (See continuation sheet for additional comments.)

Ronald M. Jones SHPO 4-11-05
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 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: WORK IN PROGRESS Sub: _____

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: RAILROAD PATTERNBOOK ARCHITECTURE

Materials (Enter categories from instructions)

foundation concrete
roof asphalt
walls wood
other brick

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.) See 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 w/in the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance 1914-1955

Significant Dates 1914

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

Cultural Affiliation _____

Architect/Builder Southern Pacific Railroad Company

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.) See 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 1.19 acres

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>11</u>	<u>307970</u>	<u>4386190</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 2/1/2005
street & number 100 North Stewart Street telephone 775-684-3441
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 City of Fernley
street & number 595 Silver Lace Blvd. telephone 775-575-5455
city or town Fernley state NV zip code 89408

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.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

The Fernley and Lassen Railway Depot, Fernley, Lyon County, Nevada

Section 7 - Description

The Fernley and Lassen Railway Depot (F&L) located in Fernley, Lyon County, Nevada, is a two-story combination station that accommodated passenger and freight traffic as well as daily operational activities on the first floor and the stationmaster's living quarters on the second floor. Measuring 187 by 26 feet,¹ it is a wood frame building with a rectangular floor plan based on the Southern Pacific Railroad Company's (the F&L's parent company), Common Standard Station Plan #22 and is a well-preserved example of early 20th century railroad pattern book architecture in Nevada.² Built in 1914 by a Southern Pacific construction crew,³ the depot remained in use until 1985 when the Southern Pacific terminated railroad operations in the building and sold it to the Fernley Preservation Society the following year for use as a visitor's center and museum.

The F&L depot is located parallel to US Highway 95/Main Street in Fernley in Section 13, T20N R24E. It is situated in-between Silver Lace Blvd. and Lois Lane on Parcel #21-103-18, and directly south of the west-east Union Pacific Railroad mainline. The building is bounded by an asphalt paved road (Main St./US Highway 95) to the north, and by a vacant parcels of land to the east, south, and west. Although the depot has been moved approximately two miles southeast from its original location to save it from demolition, the depot retains a high degree of integrity. It is currently in fair physical condition and is gradually being rehabilitated.

Exterior Features – First Floor

Arranged from east to west, the first floor consists of an open porch passenger waiting area, an interior passenger waiting area with a bathroom, an operations office, an employee break room, a baggage storage area, and a large freight area with a wrap-around loading dock. The second floor, located above the operations office and employee break room, accommodated the stationmaster's living quarters, and included two bedrooms, a bathroom, a living room, and kitchen. (Note: although classified as a two-story depot, the second story does not extend the entire length of the building, instead piercing through the central section of the building and first floor roof.) The entire rectangular depot is of wood stud construction and is clad with horizontal drop siding with the west wall broken into sections by vertical wood boards. Each corner is protected by butted corner boards. The open porch on the east end of the depot is supported by three equally-spaced square posts with simple classical capitals that rest on truncated triangular concrete footings. The depot is currently painted a colonial yellow⁴ with the windows and door trim painted a light brown. The loading dock is unpainted.

¹ Lassen Advocate, 8 May 1914:1

² Edmonson, Harold A. Railroad Station Planbook (Milwaukee, WI: Kalmbach Publishing Co., 1977): 15.

³ Bender, Henry. Correspondence to Francis N. Woods. 19 April 1986.

⁴ Southern Pacific Lines Common Standard Plans – Volume 1 (Dunsmuir, CA: Steam Age equipment Company, 1992): 3.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 7 - Description (continued)

The floor rests on a concrete pad poured to fit the footprint of the building when it was moved in 1986. Vertical wood "skirting" protects the lower portion of the loading dock along the north, west, and south elevations. Historically, the foundation may have been similar to other Southern Pacific Common Standard depots of the time, a combination of wood joists, girders, sills and posts. Four square freight doors corresponding to the west freight area are located two each on the north and south elevations, and are flush with the loading dock. Another two freight doors are rectangular, flush with ground level and correspond to the baggage room. All of the freight doors are made of thin, vertical tongue-and-groove boards and are divided into four panels by two centrally-located, perpendicular chamfered battens. The baggage freight doors are divided into three horizontal panels by two equally-located, horizontal chamfered battens, and have a six-light transom window.

The depot has six pedestrian entrances, three each on the north and south elevations. Moving from east to west on the north side, the doors correspond to the interior passenger waiting area, the operations office, and the employee break room. On the south side, the entrances correspond from east to west to the interior passenger waiting area, stair access to the stationmaster's living quarters, and the freight room. The entryways on the north side have the original wood doors - three horizontal panels with a sash in the upper half. All three are missing the glass. The south side entryways consist of two modern doors (passenger waiting area and stair access to the second floor) and one that is missing (freight area). All six entryways have a single light transom sash and are currently either boarded up with plywood, missing glass, or open.

The depot has twenty-five wood windows - thirteen on the first floor and twelve on the second floor. They all have un-molded stick work serving as the exterior window casing. There are three types of windows used: twenty are tall, four-over-one double hung windows detailed with lamb's tongues; one is a single, four-light, medium, square window; and four are small, square, single-light windows.

The north elevation has three tall windows corresponding to the passenger waiting area, the operations office and the employee break room. A rectangular bay, between the passenger waiting area and the break room, has five tall windows, three on the face and one on each side of the bay. This served as the station master's observation post and light source for the built-in desk. All windows are intact and have exterior wire screens. The baggage freight door to the west of the bay (as well as the one on the south elevation) has a six-light transom sash that is incorporated into the wall. The west elevation has no windows.

The south elevation has three tall windows; two placed side-by-side parallel to the operations office and the remaining window parallel with the passenger waiting area. All have exterior screens and are intact. A medium, square, highly-placed bathroom window is located between the passenger waiting area door and tall window, and is boarded up with plywood. The east elevation has two intact, centrally-located, tall windows placed side-by-side corresponding to the passenger waiting area as well.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 3

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 7 – Description (continued)

The depot has a low pitch hipped asphalt-shingled roof with the ridge line extending the length of the building on the first story. The roof eaves have a wide overhang over the body of the depot, however this does not extend beyond the bay window on the north elevation. The eave is boxed with thin boards extending the length of the building. The interior edge of the boxed eave includes a bed molding and cornice board, extending around the building. The roof rafter ends punch through in several areas around the roof edge. The depot signboard hardware, normally located on the top of the north and south ends of the first story roof, are missing.

A wood frame loading dock approximately three feet in height extends outward from the west end of the depot. It narrows considerably on the south elevation ending with a seven step straight-run stair to the west edge of the baggage room door.

Exterior Features - Second Floor

The second floor included the stationmaster's living quarters, which was composed of two bedrooms, a bathroom, living room, and kitchen. As the first floor, this level is also of wood stud construction with horizontal shiplap siding. Starting with the north elevation, the four windows are arranged in pairs. The first set coincides with the large bedroom and the second set with the living room. On the west elevation, there is a single square window located in the upper left-hand corner, coinciding with the living room. The south elevation has four tall windows, each parallel with the four different spaces on that level - the kitchen, the stairway, the bathroom, and the small bedroom. The east elevation is similar to the west with the small square window located on the upper left-hand corner. All of the windows on this level are unglazed.

The second story has a moderately-hipped, asphalt shingled pyramidal roof. Three stuccoed-over-brick paneled chimneys protrude on the north, south and east roof planes, corresponding to the large bedroom, kitchen, and small bedroom.

Significant Interior Features – First Floor

The depot interior is organized from east to west into the passenger waiting area, the operations offices, an employee break room, the baggage room, and the freight room. The wall and ceiling treatment of the first floor of the depot, with the exception of the freight and baggage area, are composed of tongue-and-groove siding arranged horizontally on the walls and continuing east-west across the ceiling with a wide frieze board and cornice mold at the wall and ceiling juncture. All of the original light fixtures have been removed and replaced with modern fluorescent industrial lights. The exception is the ceiling light fixture in the baggage room.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 4

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 7 – Description (continued)

Passenger Waiting Area

The first interior space, the passenger waiting room, is separated from the operations office by a floor to ceiling wall on the west side. The floor is composed of unpainted boards laid north/south. A fixed passenger bench is located along the circumference of the room, starting from the north passenger door and extending the entire width of the east wall. In the southeast corner of the depot is a partition wall enclosing a small bathroom. The bathroom consists of a toilet, sink, bench, and small storage area.

Continuing around the room, the south wall includes a tall window and a door, followed by another tall window. The west interior wall has three square openings (ticket windows) located half-way up from the floor, and have un-molded stick as the casing. Two of the openings are paired off to the south, and the other to the north. A wood counter extends the entire length between the openings and is supported by two wood brackets on the outer ends. Modern HVAC ductwork hangs from the ceiling and punches through the top of the west wall into the operations room and square vents are located at the lower wall corners. The original heating stove wood vent is still present in the upper south portion of the wall. The entire interior has a wide frieze board with a cornice mold and is painted white with the exception of the passenger bench, which is black.

Operations Office

Located next to the passenger waiting room, the operations office served as a ticket, freight, and communications office. The shared east wall is treated similarly as described for the passenger waiting area with the exception of the white, wood-base cabinets abutting the wall. The seven, single-paneled cabinet doors open outward to reveal horizontal shelving and also serve as a counter top. The north elevation includes a doorway and the rectangular bay window. The stationmaster's desk and observation post would have been located here, with the desk composed of wood and directly attached to the base of the windows. It has since been removed, date unknown.

The west wall is similar to the west wall of the passenger waiting area. It has two paired square openings on the northern end and a single opening on the southern end. A white wood cabinet is also located on the southern end of the room, underneath the window and functioning also as a counter. The cabinet is divided into two storage areas; the right hand side is missing the doors and shelving, while the left side retains some of its original shelving, and two of the lower 3/4 hinged doors. To the south of the cabinet is the underside of the stairs leading to the second-floor living quarters. It is covered and includes a small storage closet with access door.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 5

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 7 – Description (continued)

Baggage Room

The south wall contains two tall windows, and to the southeast corner of the room is a storage closet complete with access doors into it (missing the lower three panels) and to the exterior (modern door). Modern ductwork continues from the passenger waiting area and extends half-way into the office. Flooring appears to be a combination of various patchwork pieces of linoleum on a wood floor. Exposed electrical conduit is located throughout the room along with a control box on the west wall, next to the bay window. The paint on the ceiling is peeling throughout the room.

Employee Break Room

Located between the operations office and the baggage room, this room could have been used as an employee break room for station, locomotive, and train crews. It is similarly treated as the other offices. A modern heating unit hangs from the upper northeast corner, facing the room. Two tall windows and a doorway on the north side formerly led trackside. There is a bathroom in the southwest corner. Next to the operations room, the baggage room is a simple rectangular room oriented north/south with baggage freight doors on each end. These doors are abutted to the west wall it shares with the freight room. Flooring is of slightly rougher wood boards than the passenger and office areas, and is oriented east/west. Siding is placed horizontally on the walls and continues across the ceiling in a north-south orientation. Quarter-round wood molding is at the wall and ceiling juncture. Pieces of the siding are missing in the middle of the west baggage wall. Two thirds of the siding (from the floor) is painted black.

Freight Room

Located in the western half of the building, the freight room is a long rectangular space oriented east/west and lacks the interior wall and ceiling treatment of the other spaces. Instead, the structural members, as well as the roof truss system are exposed. Flooring is composed of rough, wide boards arranged north/south. Semi-exposed stud walls support the kings-post roof truss system. Four evenly-spaced horizontal boards are nailed onto the lower two-thirds of the stud wall giving it the appearance of an egg crate, while the upper third is covered.

There are two freight doors, one each on the north and south sides. In the southeast corner of the freight room is the backside of the employee bathroom. The northeast freight area includes a smaller space separated from the rest of the freight area by a wood partition wall approximately 3/4 in height and containing a square centered opening in the upper quarter of the wall.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7, 8 Page 6

The Fernley and Lassen Railway Depot, Fernley, Lyon County, Nevada

Section 7 – Description (continued)

The southwest corner of the depot retains the original built-in cast-iron freight scale. It is composed of two fluted columns with Doric capitals, and has a simple classical lintel extending across the top of the capitals. The weighing mechanism is located between the columns and the lintel, and the scale platform is flush with the floor. The lower two-thirds of the walls are painted black with the remaining upper portion, including the roof trusses, painted white. The floor is unfinished.

Interior Features - Second Floor

Access to the second floor is currently limited; historically, however, the stationmaster entered through the stairs on the south side of the depot. At the top of the stairs, the second floor consisted of (in a clockwise direction): a kitchen, a living room, a large bedroom, a small bedroom, and a bathroom. Slightly visible from the ground floor through the second floor open windows, the interior treatment appears to have been similar the passenger and operations office downstairs.

Integrity

The building is eligible for the National Register of Historic Places despite falling within the field of Criteria Consideration B. The depot was moved two miles south from its original location. However, this should not affect its eligibility under Criterion A as the move was a last resort to save the building from demolition. The building retains a close association with its original location; it is adjacent to the railroad right-of-way (approximately 100 feet to the east). This should also not affect its eligibility under Criterion C as its architectural character and style were unaffected by the move. The building retains six of the seven aspects of integrity—design, setting, materials, workmanship, feeling, and association. The new location has not harmed the building, as it is located along side the main street leading into Fernley.

Section 8 – Statement of Significance

As one of many subsidiaries of the Southern Pacific Railroad Company (SP), the Fernley and Lassen Railway served several purposes. It directly serviced the Red River Lumber Company in Westwood, Lassen County, California; it provided a means for the SP to further unify its system in Oregon, Nevada and California; it limited competition from rival railroads such as the Western Pacific Railway; and last but not least, it provided rail transportation to farming and ranching communities in northeastern California and northwestern Nevada. Fernley, one of the communities located in northwestern Nevada and strategically located along the SPs Overland Route, became a vital connection point between Westwood and SPs mainline. As a result, the F&L Railway depot, constructed in 1914, is historically significant under Criteria A, for its association with railroad transportation in Fernley, northwestern Nevada and northeastern California. In addition, the depot is significant under Criteria C, as a well-

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 7

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

preserved example of a wood-frame railroad passenger and freight depot procured from a railroad company's common standard plans, in this case from the SP. It is also the only remaining intact example of SPs Common Standard Plan #22 combination depot left in Nevada. The F&L depot not only reflects the presence of the railroad in Fernley, but is the only remaining example of any type of railroad architecture in Fernley.

Criterion A

The Southern Pacific Railroad System - Nationally and in Nevada

In operation from 1884 to 1996, the Southern Pacific Railroad Company (SP) evolved to become not only one of the largest providers of rail service in the western United States, but also a significant contributor to the rapid settlement and development of the west. It provided passenger, freight, and inter-modal rail service, along with trucking, real estate, and communication services during its later years.

Created by the Big Four⁵ in 1884, the SP system extended from Portland, Oregon to New Orleans, Louisiana and operated four major routes as well as a number of smaller branch lines and short lines concentrated in the western U.S. The four major routes included: the Sunset Route with service between New Orleans, LA and Los Angeles, CA; the Shasta Route serving communities between Los Angeles, California and Portland, Oregon; the Golden State Route linking Chicago, Illinois (via the Chicago & North Western Railroad) with Los Angeles, California; and the Overland Route, connecting Sacramento, California, and Ogden, Utah (within the SP system) to Omaha, Nebraska and Chicago, Illinois (via the Union Pacific Railroad). Of the four routes, the Overland was the oldest and consisted of the Central Pacific (CP) Railroad's transcontinental line, completed in 1869,⁶ and acquired by the SP in 1899⁷ (Figure 1).

Becoming SPs main west-east line, it connected Sacramento, California with Reno, Wadsworth, Hazen, Fernley, Lovelock, Imlay, Winnemucca, Battle Mountain, Palisade, Carlin, Elko, Wells, and Cobre, Nevada and Ogden, Utah. Throughout the late nineteenth and early twentieth centuries, several short rail lines in Nevada, eastern California and central Oregon were either constructed to connect with the Overland Route or were acquired by the SP to expand their system. These short lines included: the Nevada Central Railway connecting Austin, Nevada with Battle Mountain, Nevada; the Eureka and Palisade Railroad connecting its namesake cities in Nevada; the Nevada Northern Railway connecting Ely, Nevada with Cobre, Nevada; the Carson & Colorado (C&C) Railway, a narrow gauge in southeastern California connecting Keeler, California with Reno, Nevada via the Virginia & Truckee (V&T) Railroad's

⁵ Charles Crocker, Mark Hopkins, Collis P. Huntington and Leland Stanford.

⁶ Myrick, David F. Railroads of Nevada – Volume I. (Berkeley, CA: Howell-North Books, 1962): 29.

⁷ Myrick, 29.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 8

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

connection in Mound House, Nevada; the SP's Hazen Cut-off, connecting the C&C from Churchill Station to Hazen, Nevada; the Nevada-California-Oregon (N-C-O) Railway connecting Reno, Nevada via northeastern California to Lakeview, Oregon;⁸ and last but not least, the Fernley and Lassen Railway, connecting Fernley, Nevada with Westwood, California and forming one leg of the line that would ultimately utilize N-C-O trackage to connect Klamath Falls, Oregon to Reno, Nevada (Figure 2).

Within Nevada in the early 1900s, the SP pursued a multi-faceted approach to strengthen its competitive position, expand, and upgrade their system. In 1900, the SP purchased the narrow-gauged Carson & Colorado (C&C) Railroad, located in western Nevada and eastern California. It later standardized the track and was incorporated into the Nevada & California (N&C) Railway,⁹ another SP subsidiary. This proved to be a fortuitous investment since shortly after its acquisition there were multiple mineral strikes along the route, among them: the discovery of gold in Goldfield, Nevada in 1902; the discovery of silver in Tonopah, Nevada in 1905, considered "Nevada's second great silver bonanza;"¹⁰ and further quartz exploration in Aurora, Nevada in 1906 (Figure 3).

The N&C route also crossed through an area that would be designated in 1902 as an ideal location for a large scale, federally-funded irrigation project. Targeting the Truckee River corridor and the Lahontan Valley, new and already established communities would benefit heavily from such a project.¹¹ Due in part to the pending project, Fernley was established circa 1904 in the fertile Fernley Valley.¹² The SP in anticipation of the federal project and to provide a more direct connection between itself and the N&C, built the 28-mile Hazen Cut-off in 1905, linking Hazen (Overland Route) with Churchill.¹³

Concurrent with the settlement of Fernley, the SP began the re-organization of its multiple and redundant holdings by moving and/or eliminating division points, maintenance yards, and stations. In June 1904, the SP moved the former CP Wadsworth Yard and division headquarters to Sparks, Nevada.¹⁴ The SP also established a siding at Fernley and built a 24-foot-by-32-foot one-story board-and-batten train order office with a hip roof.¹⁵ The siding included a windmill, a 50-foot-tall water tank and a stockyard pen. By January 1905, the siding was listed in The Official Guide of the Railways and Steam Navigation Lines of

8 A narrow gauge railroad purchased by the SP in 1925 and converted to standard rail.

9 Hofsommer, Don. Southern Pacific 1901-1985 (College Station, TX: Texas A&M University Press, 1986): 42.

10 Carlson, Helen S. Nevada Place Names A Geographical Dictionary. (Reno, NV: University of Nevada Press, 1974): 233.

11 Myrick, 179.

12 Carlson, 112.

13 This avoided the bottleneck in Mound House, NV when transferring to the V&T.

14 Myrick, 33-34.

15 Cooper, Jim and Jim Bryant. "A Depot for Susanville." (Publisher, date of publication, and page number unknown); and Bender, Henry. Correspondence to Francis N. Woods. 19 April 1986.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 9

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

the United States, Puerto Rico, Canada, Mexico and Cuba Guide. Traffic gradually increased throughout the region and by early 1907, rumors circulated that large scale development of the pine forests of northeastern California, especially in Lassen County, was about to commence.¹⁶

The Newlands Irrigation Project

Concurrent with SP's expansion and Fernley's early years, the passage of the National Reclamation Act of 1902 led to the creation of the U.S. Reclamation Service.¹⁷ It was empowered to develop irrigation and hydro-electric power projects in seventeen (17) western states. The Act provided that "...the right to the use of water acquired under the provision of this act (to) be appurtenant to the land irrigated and beneficial use shall be the basis, the measure, and the limit of the right."¹⁸ Along with the various railroads, these water projects led to additional homesteading and increased promotion of the economic development of the West.

In Nevada, the Truckee River Canyon, east of Reno, was targeted for development. In March 1903, the Secretary of the Interior authorized the Truckee-Carson Project and the U.S. Reclamation Service began the lengthy process of surveying and mapping the canyon. The project was renamed the Newlands Irrigation Project, after the Nevada Senator who championed the act, Francis G. Newlands. On June 13, 1903, the first contract for the Newlands Irrigation Canal was awarded and by July 1903, the "U.S. Reclamation Service begins laying out water drainage ditches for approximately 200,000 acres of arable land in the Lahontan Valley."¹⁹ (Figure 4).

Enter the Red River Lumber Company from Minnesota

One of the events that influenced the creation of the F&L occurred in the early 1890s, when Thomas Barlow Walker, founder of the Red River Lumber Company from Minnesota, traveled west in search of a new timber supply for his company. At the time, Walker's lumber mills were some of the major producers of finished lumber in Minnesota. Born in Xenia, Ohio in 1840, Walker learned his trade while working as surveyor for the St. Paul and Duluth Railroad during the Civil War.²⁰ As a surveyor for the

¹⁶ Bryant, Jim. Nevada Rails: SPs Fernley Branch - A Time Line (Note: Information obtained from the internet early 1999; web pages have since been removed.)

¹⁷ Currently known as the Bureau of Reclamation.

¹⁸ U.S. Bureau of Reclamation Website (<http://www.usbr.gov>)

¹⁹ John M. Townley. Turn Their Water Into Gold - The Story of the Newlands Project. (Reno, NV: Nevada Historical Society, second edition, 1998): 24.

²⁰ Hanft, Robert M. Red River - Paul Bunyan's Own Lumber Company and Its Railroads. (Chico, CA: Center for Business and Economic Research, California State University, 1980): 10.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 10

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

railroad, Walker quickly noted the location of the white pine forests in northern Minnesota, the more valued of the three different species available in the area. He came to realize that “the key to his success was the purchase of land that was shut out from all markets because the cost of transportation was too high to make its harvest profitable,”²¹ but (that) could potentially reach them in the future. Forests that may have been too costly to harvest, process and transport out at the time, could in the future, with advances in technology and transportation, be exploited. Walker’s tactic was to buy as much forest land as possible and then wait until the right moment presented itself to harvest the lumber.²²

Through a series of investments, Walker created the Red River Lumber Company in 1883 along the Crookston River in Crookston, Minnesota. As the company expanded, larger mills followed in Grand Forks, North Dakota (a town serviced by the Great Northern Railroad) and in Akeley, Minnesota.²³ Each of the new mill sites was selected based on the most available and economical transportation system between the mill and the raw material. Early Red River Lumber Company mills were established near a navigable river so that logs could be floated cheaply from the forest to the mill²⁴ and ultimately within “wagon haul of the market for boards.”²⁵ Later mills tapped into the emerging railroad network that opened up the market for their lumber products. Eventually, the Akeley mill became the largest in Minnesota and “demonstrated that a sizable lumber mill could do more than simply use a railroad to reach markets not attainable by less efficient forms of transportation; it could be *the* cause for a railroad to be built in the first place.”²⁶ The Akeley mill provided the impetus for the Great Northern Railroad to build a line to the mill to haul raw material in and products out. This symbiotic relationship would be repeated in the creation of the F&L.

As with any lumber mill, it remained in operation as long as there was a supply of raw material. Walker, knowing that the lumber resources in Minnesota were finite and the company would soon need to move on to more fertile grounds, began to investigate potential forest sites in Idaho, Montana, Oregon, Washington, and northeastern California in 1889. At the time, northeastern California was a sparsely populated region. Susanville, approximately 80 miles to the northwest of Reno, was the largest community in the area and served as the operational base for Walker’s forest expeditions. Ultimately, Walker decided that northeastern California had the best to offer and selected a location twenty miles west of Susanville to establish the new headquarters, and Westwood, as the company town, for the Red River Lumber Company. Beginning in 1900, Walker started purchasing large tracts of forest land throughout

21 Ibid., 11.

22 Ibid., 11-12.

23 Ibid., 15.

24 Ibid., 13.

25 Ibid., 14.

26 Ibid., 16-17.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 11

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

Lassen, Shasta, and Siskiyou Counties, California. The first acquisition was a 640-acre parcel from H.A. and Ella Hornlein for \$2,240, located in the extreme north-western corner of Lassen County and 60 miles north of what was to become Westwood. An interview with the *San Francisco Bulletin* on June 2, 1905 revealed his plan: “It is my intention to establish three or four mills in the territory I own, and it is my intention to so place these mills that they will be thirty or thirty-five miles from the lines of the Oregon and California (O&C) and the Western Pacific (WP) Railroads.”²⁷

As in Minnesota, Walker bought land selectively and was not constrained by the lack of transportation. Although it prevented him from quickly developing what was to become vast holdings (approximately three quarters of a million acres of timber-land), he was willing to wait for the appropriate time to begin harvesting the lumber. Such an appropriate time came in 1909, when the SP agreed to build the F&L to Westwood and Westwood Junction, five miles away. and the site Walker had selected for his lumber mill.²⁸

The Western Pacific Railway

Another factor influential in the creation of the F&L was the incorporation of the Western Pacific (WP) Railway on March 6, 1903.²⁹ Providing another transcontinental route, the WP operated parallel yet to the north of the SP’s Overland Route. The WP line connected Salt Lake City and Wendover, Utah with Wells, Deeth, Elko, Palisade, North Battle Mountain, Winnemucca, Gerlach, Nevada and Chilcoot/Beckwourth Pass, Quincy, Keddie, Oroville, Sacramento, Stockton, and Oakland, California.³⁰ Constructed through the Feather River Canyon in the Sierra Nevada at an elevation of 5,000 feet, it was a considerably lower and easier route than the CP/SP’s route over Donner Pass. Regular freight operations started on December 1, 1909 and passenger service in August 1910. Geographically, the WP was the closest railroad to the Red River Lumber Company’s holdings³¹ - within 40 miles (south) of the mill site and Susanville³² (Figure 5).

The cash strapped WP suffered a serious setback on May 28, 1912, when the Chilcoot Tunnel burned and was unusable for months due to the intense heat and damage.³³ A temporary shoo-fly track was built in ten days over the summit and used for over a year as the accumulated heat inside the tunnel dissipated and

27 Purdy, Tim S. Correspondence to Linda Sanders. 18 November 1998.

28 Hanft, 18.

29 Hofsommer, 46.

30 Myrick, 317.

31 Hanft, 47.

32 Hofsommer, 47 and 92.

33 Myrick, 41

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 12

The Fernley and Lassen Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

permitted repair.³⁴ Susanville's *Lassen Advocate* quickly pointed out "that this could have been avoided had the WP built its line from Keddie, California to the Nevada boundary via Susanville rather than tunneling under Beckwourth Pass."³⁵ With the Red River Lumber Company relocating to the area, the WP's burnt tunnel, and Walker's recent purchase of 15,000 acres at Mountain Meadows from the John Crouch Land Company (part of the original C.C. Goodrich holdings),³⁶ the Susanville community assumed that the WP would rebuild through Susanville, and take advantage of Red River's lumber traffic.³⁷ Instead, the WP bypassed Susanville, built through Doyle, California and established a stage line between the two communities.³⁸

Creation of the Fernley and Lassen Railway Company

The SP, seeing a plum opportunity to address several goals, worked to establish an arrangement with Walker. The SP proposed to the Red River Lumber Company that if it were to ship exclusively with the SP for five years, the SP would build a line from Fernley to Westwood. Agreeable to the proposition, Walker began the lengthy process of moving his company to California and shutting down operations in Minnesota. Shortly thereafter, the SP began the process of building a new line by incorporating the Fernley and Lassen Railway in October 1909.³⁹ Survey work and acquisition of rights-of-way began and continued through 1913.⁴⁰ The SP had years earlier envisioned a northeastern California route connecting the Overland with their Oregon routes, and at the same time keeping the Great Northern Railroad (via their subsidiaries) from encroaching too deeply into the SP's service area. The F&L was the vital first link toward accomplishing this particular goal. The F&L would be placed in a northwesterly direction from Fernley, Nevada along the western edge of Pyramid Lake, through the Honey Lake Valley, the Susan River Canyon, and McCoy Flat, to Susanville and Westwood, California. If funding permitted, the line would continue on a northerly course to Klamath Falls, Oregon and connect with the Shasta Route to the south and to what was to become the Cascade Line in the north.⁴¹ As completed, the F&L connected Fernley, Wadsworth, Sutcliffe, Zenobia, and Flanigan, Nevada with Amedee, Wendel, Litchfield, Susanville, Devils Corral, Goumaz, Westwood Junction, Mason, and Westwood, California (Figure 6).

³⁴ Ibid., 331.

³⁵ Ibid., 41.

³⁶ Hanft, 47.

³⁷ Myrick, 41,

³⁸ Cooper, Jim and Jim Bryant. "A Depot for Susanville."

³⁹ Hanft, 47 and Nevada Rails: SPs Fernley Branch - A Time Line

⁴⁰ Nevada Rails: SPs Fernley Branch - A Time Line

⁴¹ As initially envisioned by the SP, it would take approximately 20 years to build the entire northeastern line and involve the acquisition of several other short rail lines.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 13

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

Construction of the Fernley and Lassen

Survey work for the F&L line commenced on Nov. 7, 1909.⁴² Between November 1909 and May 1910, the public was regularly updated on the progress of the line⁴³ through articles such as the following from the *Lassen Advocate*, dated May 6, 1910:

From information, it looks like the railroad survey now being made in this section will run through the central part of Big Valley and connect with the survey made south from Klamath Falls to a point a few miles north of Lookout. This survey is being made by the Southern Pacific Company and from information obtained from the assistant engineer, several months will be spent on the survey through the canyon and the valley. A very satisfactory grade had been obtained so far through the Pit River Canyon and after reaching the valley, no obstacles will be encountered from the survey north.

Articles later that summer noted various construction details, among them: the unloading of 100 miles of 90 pound steel at Fernley and construction delays due to “trouble between the company and the U.S. government over the building of culverts and aqueducts over the portion of ground northwest of Wadsworth, an area where the government intends to some day build a big irrigating canal.”⁴⁴ This was most likely the Newlands Irrigation Project.

By late August 1910, rumors circulate that the SP had ceased work on the proposed branch line from Fernley to Klamath Falls. SP officials denied the rumors and reassured the public that several trainloads of steel and other construction supplies were being unloaded daily in Fernley. In addition, the SP stated that the line would be built as fast as possible in order to head-off the WP. SP saw the F&L as an opportunity to have “a line several hundred miles shorter than the Shasta Route” and with easier grades.⁴⁵

By Sept. 1, 1910, a number of construction rail cars were side-tracked at Fernley, and workers began laying the track northward. No longer the division headquarters, Wadsworth was still being used for rail related projects. In this case, as the delivery and storage yard for steel and other material for the construction of the F&L.⁴⁶ On Sept. 3, 1910, the Reno Evening Gazette reports “Fernley line seen as a future artery of traffic to Wadsworth. . . a means of becoming the home of railroad men and the recipient

42 Ibid.

43 “Survey to Run into Big Valley.” Lassen Advocate 1 Apr. 1910: 3,2; and “Engineer Cooper was in town Tuesday.” Lassen Advocate. 29 Apr. 1910: 1,3.

44 “Fernley Construction.” Reno Evening Gazette. 25 Aug. 1910: 2.

45 “Looks Like Business on Road at Fernley.” Reno Evening Gazette. 22 Aug. 1910: 8.

46 “Sparks Will Soon Start Laying Track at Fernley.” Reno Evening Gazette. 1 Sept. 1910: 6.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 14

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

of a handsome payroll. Reno warmly congratulates the neighboring city.”⁴⁷ The Lassen Advocate, out of Susanville, California, reports on Sept. 9, 1910, that “work has officially begun on the ‘Fernley-Lassen Road.’ ”⁴⁸

During the month of September 1910, several SP officials arrived in Reno and Sparks to conduct inspection and fact finding trips throughout the area. J. M. Fulton, a district freight and passenger agent, returned after a week long survey trip to study the district for shipping possibilities and opportunities for Reno. He came back with a favorable opinion, being quoted as saying that “Susanville and the Honey Lake valley are going forward at a wonderful rapid gait. I notice also a great change. . . in the way of additional settlers. . . . Susanville will market thirty or forty carloads of fruit this season, all from orchards planted about 30 years ago.”⁴⁹ SP Superintendent Rowlands from the Ogden Division, arrived in Sparks to inspect the new Sparks shops and roundhouse, and the double tracking of the mainline from Sparks toward Sacramento, California.⁵⁰

By mid-September 1910, the SP contracted with Erickson & Peterson of Ogden, UT to construct the first hundred miles of the new branch line from Fernley to Klamath Falls, Oregon.⁵¹ (Note: the branch line would be shortened in 1913 by SP President William Sproule due to shrinking company earnings.)⁵² Two days later an editorial in the *Reno Evening Gazette* notes that “The proposed line to be built from Fernley to Klamath Falls will for nearly 200 miles be within this county and the taxes paid thereon will be a huge aid to the county’s finances. Inasmuch as Reno pays the bulk of the taxes of Washoe County, the building of the road will prove an immense relief to local property holders.”⁵³

As work continued on the F&L, the *Reno Evening Gazette* closely followed its progress. In a September 22, 1910 article, the Gazette noted:

Rails being unloaded at Fernley that are heavier by 15 pounds than those used on the main line. This is not only indicative but conclusive that the SP plans to make of its new line through this county a trunk road. . . . County will however reap advantages from the new road. First, it will be assessed as a main line and immense tax money will accrue to the

47 “Wadsworth Still On Map.” Reno Evening Gazette. 3 Sept. 1910: 2.

48 “Work Begun - Track Laying in Progress on the Fernley-Lassen Road.” Lassen Advocate. 9 Sept. 1910: 3,2.

49 “Fulton is Back from Trip North.” Reno Evening Gazette. 13 Sept. 1910: 2.

50 “Sparks: Railroad Officials are on a Tour of Inspection.” Reno Evening Gazette. 14 Sept. 1910: 3 and “Sparks: Officials Leave on Inspection of Road.” Reno Evening Gazette. 15 Sept. 1910: 2.

51 “Railroad Lets a Big Contract.” Reno Evening Gazette. 17 Sept. 1910: 2.

52 Nevada Rails: SPs Fernley Branch - A Time Line

53 “How Railroad Will Help.” Reno Evening Gazette. 9 Sept. 1910: 4.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 15

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

county treasury, thus enabling improvements that would otherwise necessitate additional bonds, and lower the taxation of the small property holder.⁵⁴

The article further assured the public that the company will give free side trips to Reno, as it does to Hazen (20 miles away) and that “Fernley will be of almost as great benefit to Reno as Sparks, for it will mean a junction point of vast importance in this county, where there will be a big payroll distributed, a large portion of which will find its way to the city.”⁵⁵

Concurrently, the *Reno Evening Gazette* was also keeping track of SP’s competitor, the WP, however with a slightly biased viewpoint as noted in a September 29, 1910 article on the WP line. It pointed out how every way station between Salt Lake City, Utah and San Francisco, California, is on the WP map, except for Reno, and that the WP has applied to local business men for their “trade.”⁵⁶ The *Lassen Advocate* also published a number of articles between October and December 1910 documenting the progress being made on the F&L.⁵⁷

Between December 1910 and February 23, 1912, rumors surfaced repeatedly regarding the termination of construction of the F&L.⁵⁸ Simultaneous with the repeated stop and go of construction (and quite possibly the cause), was the SP’s legal battle with the federal government to separate the UP from the SP, and the financial drain it placed on the company’s resources. (Note: E. H. Harriman had combined the two companies in 1901.) Perhaps as a means to strengthen their legal position or for tax purposes, the SP allowed the CP, an SP subsidiary to purchase the F&L on February 29, 1912.⁵⁹ Two days later, the SP advertised for additional bids for the continued construction of the F&L.⁶⁰ Six days later on March 6, 1912, SP President Sproule authorized the immediate continuation and completion of the F&L with no further delays. This is the start of a \$30 million program through which the SP would in-trench itself in southern Oregon, northeastern California, and western Nevada.⁶¹ Bids for the construction of the F&L

54 “Fernley Will Help Reno.” *Reno Evening Gazette*. 22 Sept. 1910: 2.

55 Ibid.

56 “Reno is Not on Western Pacific Map.” *Reno Evening Gazette*. 29 Sept. 1910: 2.

57 “Much Steel for Fernley Branch.” *Lassen Advocate*. 14 Oct. 1910: 3,2; “Railroad Activity in the Vicinity of Fernley is Very Marked.” *Lassen Advocate*. 28 Oct. 1910: 3,2; “Actual Work Under Way.” *Lassen Advocate*. 28 Oct. 1910: (supplement 2,1.); and “No Serious Interruption.” *Lassen Advocate*. 23 Dec. 1910: 3,1.

58 *Nevada Rails: SPs Fernley Branch - A Time Line*

59 Ibid.

60 Ibid.

61 Ibid.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 16

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

were opened a month later and the contract was awarded to the Utah Construction Company. By June 1912, construction was fully underway.⁶²

Between June 1912 and early 1913, the roadbed, trackage, tunnels, bridges, depots, maintenance stations, and rail yards were under construction between Susanville and Fernley. Among them: Susanville, a passenger/freight station completed on September 1, 1913,⁶³ and a roundhouse started in 1913 and finished in 1915; Bunnel, a temporary maintenance-of-way station with a car body passenger shelter, completed in 1913; Goumaz, a water station, completed in 1913; the site for the town of Litchfield being cleared and leveled in early 1913; and Wheaton, a station for the use of the Western Timber Treating Co., completed in 1913.⁶⁴ By March 18, 1913, construction had reached Flanigan, Nevada. By April 26, the tracks reached Susanville and a box car served as the first depot while a larger one was under construction. A month later, the first consignment of freight via the F&L was received by Susanville merchants and the first consignment of cattle was shipped over the F&L to Leavitt, California. By June 20, the branch line survey to the Red River Lumber Co. mill site was completed and a month later on July 14, the first carload of Red River lumber was shipped east over the F&L. On October 15, 1913, the first excursion on the F&L pulled out of Susanville on its way to Pyramid Lake in Nevada. The following year, Pullman car service was offered to San Francisco from Susanville via the F&L and the SP. By September 1914, several trains were in operation between Susanville and Fernley, among them a daily pair of freight, passenger, and mixed trains.⁶⁵

Construction of the Fernley Depot

During these two years, the community of Fernley had become vocal in its dissatisfaction with the small depot the SP had built in 1905. On June 12, 1913, the SP was asked by the Lyon County District Attorney to consider a new depot for Fernley. Case No. 247, noted in the 1913 *Nevada Railroad Commission Report*, cited the following:

Station Facilities at Fernley - Complaints received from N.W. Willis, District Attorney from Lyon County against the SP alleging that several serious accidents had occurred at Fernley for the reason of no depot building at that point, and that passenger trains coming in from the SP main line did not make proper connections with trains leaving Fernley, destined to branch line points on the F&L.⁶⁶

62 Purdy.

63 Nevada Rails: SPs Fernley Branch - A Time Line and Cooper, Jim and Jim Bryant. "A Depot for Susanville."

64 Ibid.

65 Ibid.

66 Report of the Railroad Commission of Nevada, 1913: 49.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 17

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

The SP responded a month later to the complaint stating that it was under consideration by the company. Ultimately, on July 17, 1913, the SP informed the Lyon County District Attorney that arrangements had been made for proper train connections at Fernley and the company was considering building a new depot at that point. On December 2, 1913 grading started for the new Fernley station. The *Reno Evening Gazette* reported: "The building will be (of a) standard size with an upper floor for telegraph office, opposite present telegraph office... . Cost \$5000" with the Red River Lumber Company supplying lumber for the building.⁶⁷ By May 1914, foundation work was underway for the new Fernley depot and by the end of the year, the combination passenger and freight depot was completed. Located at milepost 276.1 from San Francisco, California, the two-story wood structure was based on SP common standard plans with paving around it made of 3000 square feet of cobble-stone.⁶⁸

Decline of the F&L

By July 1915, an average of 16 carloads per day of lumber passed through Susanville from the Red River Lumber Company. In October 1915, the SP awarded a construction contract for the Litchfield depot and was completed the following January. In 1918, the Lassen Lumber & Box Company (LL&B) started shipping logs from Facht to Susanville. By July 14, 1920, SP made the switch connection to the Fruit Growers Supply Company. In 1921, heavier rail was being installed in the Susan River Canyon and the Fruit Growers Supply Company started shipping their logs via the F&L from Westwood Junction to Susanville.⁶⁹

In 1923, LL&B Co. built a logging camp and railroad adjacent to the F&L at MP 402.8, named Lasco. By 1924, it started shipping logs from the new camp. The following year, on April 30, 1925, a purchase agreement was finalized between the SP and the N-C-O allowing the SP to purchase the narrow-gauge line, pending ICC approval. About a year later on March 26, 1926, SP road officials discuss a new station for Susanville. In October 1926, the ICC approved SP purchase of the N-C-O and the following summer, the SP began standard gauging of the N-C-O line at Wendel, California. On July 14, 1927, Salal is established for the LL&B Co. Two months later, work on an addition to the Susanville depot got underway. By October 24, 1927, standard gauge operation between Wendel and Alturas, California began on the SP-owned N-C-O. By mid-1928, Fir, was established for the use of the Fruit Growers Supply Company on the F&L⁷⁰ By September 15, 1929, the connection between Klamath Falls, Oregon and

67 "New Station for Fernley." *Reno Evening Gazette* 1913 Dec. 28:2.

68 Datin, Richard C. Correspondence to Linda Sanders. 20 February 1987; and Bender.

69 *Nevada Rails: SPs Fernley Branch - A Time Line*

70 Ibid.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 18

The Fernley and Lassen Railway Depot, Fernley, Lyon County, Nevada

Section 8 – Statement of Significance (continued)

Fernley, Nevada was finally completed via the N-C-O. The following year, the Susanville roundhouse was closed.⁷¹

Throughout the 1930s, rail traffic declined and the SP began to eliminate many of the maintenance of way stations along the F&L. However, one high point occurred in June 1932, when the SP connected at Blair with the Red River Paiute Canyon Logging Railroad, a subsidiary of the Red River Lumber Company. Yet, by the end of 1933 due to the Depression and increased vehicular traffic, Pullman service was discontinued. From August 1940 through March 1943, additional stations were abandoned and buildings sold off, among them: Facht, Lasco, Junction and Blair. By the fall of 1952, the Fruit Growers Supply Company terminated shipping logs via the F&L. In 1956, the Red River Lumber Company closed and service between Susanville and Westwood Junction was terminated. The following year, Goumaz was abandoned. In 1961, the Fernley stockyard was retired and in 1976, the SP filed for abandonment of a 30-mile portion of the line between Susanville and Westwood Junction. Two years later, the ICC granted SP's request. On November 7, 1979, the Susanville depot was closed.⁷²

In 1981, approximately 25 miles of rail were removed between Susanville and Mason stations, making way for the creation of the "Bizz" Johnson Trail, an early rails-to-trails project.⁷³ In September 1985, the SP eliminated the Fernley station masters job and closed the depot.⁷⁴ In early December 1985, local individuals interested in preserving the Fernley depot conducted a walk-through of the depot in an attempt to determine whether it was structurally sound enough for moving.⁷⁵ The following month, the SP sold the depot to the Fernley Preservation Society for one dollar (\$1). Eight months later, on September 3, 1986, the Fernley depot was moved two miles from its original location to a parcel owned by the town of Fernley on Main Street and leased to the Fernley Preservation Society. In 1992, repair work was done on the depot along with the installation of a new wrap around ramp.⁷⁶

Criterion C

In addition to historical significance, the F&L depot is eligible for listing under Criterion C. It is an excellent and increasingly rare example of the wood-frame standardized combination depot built across the country by railroad companies in the late nineteenth and early twentieth centuries. It is significant at

71 Ibid.

72 Ibid.

73 Bizz Johnson Trail. <http://www.ca.blm.gov/eaglelake/bizztrail.html>

74 Sanders, Linda. Unpublished history outline on the Fernley and Lassen line. nd.

75 Schoenfeldt, Melba. "Moving the Historic Fernley Depot." Tri-County Express 10 Sept. 1986:1. (?)

76 Gordon, Lucille. "Fernley Depot Buzzes with Workers." Tri-County Express 6 Mar. 1992: 1.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 19

The Fernley and Lassen Railway Depot, Fernley, Lyon County, Nevada

8. Statement of Significance (continued)

the state level as the only known example of SP's Common Standard Station Plan #22, a two-story building that incorporated living quarters for the station agent. Furthermore, it is the only remaining intact example in the state that dates from the twentieth century.

Starting in the early 1830s, American railroad companies created a wide variety of buildings to accommodate their operations. Each stop on a railroad line required a building or combination of buildings to provide services related to passenger, freight, and operational needs. Central to rail transport of both passengers and freight was the station or depot. Most railroad companies built a series of utilitarian, wood frame depots that were easy to construct, relatively inexpensive to maintain, and served the needs of different sized towns. Depending on traffic volume, these depots incorporated a wide range of features to address needs and could be added onto.⁷⁷

One of the most typical depot types constructed in the nineteenth century was the combination depot. This building sought to incorporate all of the rail related services required by a town and the company, including passenger, communication, baggage, freight, and local management functions.⁷⁸ Unlike railroads built in the settled east, many western railroads, like the SP, built their lines through sparsely populated territory. As such, one of the most pressing needs at an undeveloped station stop was for housing. Often, an agent could not obtain housing for himself and his family in a newly formed community. As an incentive for employees, western railroads developed combination station plans. These incorporated living quarters for the agent typically located on the second level above the railroad agent's office and passenger waiting area.⁷⁹ This depot type was widespread throughout the mid-west and west in the nineteenth and early twentieth centuries. Many of these buildings were built by the SP, the Union Pacific, and the Atchison, Topeka, and Santa Fe Railroads. Some of the more recognizable plans in the west are SP's Common Standard Plan #22 and #23.

The Fernley and Lassen Railway Depot as an example of pattern book railroad architecture

The F&L depot is representative of the widespread use of railroad common standard plans in the construction of railroad depots in the late nineteenth and early twentieth centuries. Designed to house railroad services associated with passenger, freight, and operational activities, this building type became the standard along the SP and F&L lines. Built of wood, these buildings usually contained a passenger waiting room, ticket and other railroad offices, as well as a utilitarian freight section to receive and store baggage, mail and freight.⁸⁰ The multi-story buildings had living quarters on the upper level. into the SP

⁷⁷ Grant and Bohi, 17-18.

⁷⁸ Grant and Bohl, 22.

⁷⁹ Grant and Bohi, 70.

⁸⁰ Edmonson: 11.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8, 9 Page 20

The Fernley and Lassen Railway Depot, Fernley, Lyon County, Nevada

in 1899. This depot, based on CP's Combination Depot Plan #2, appears to be the only remaining example of the six stations that were constructed from that design. Additionally, these depots could be expanded through the addition of modules, or "bays." Characteristic of SP's common standards plan depots were their exterior paint schemes, usually consisting of two colors, one for the body, and the other for the doors, windows, and trim. In the case of the SP, the railroad used the colonial yellow and light brown colors throughout its system.

Currently, there are four wood combination depots in Nevada. The Wabuska depot, built for the SP in 1906, was moved several hundred miles from its original location to the Nevada State Railroad Museum in 1983.⁸¹ It is one story and smaller than the F&L depot and is the last combination station in existence from the SP Hazen to Mina branch. The Fallon depot, built a year later for the SP, is a two-story depot. However, it has been moved twice and severely altered when a large addition was added to the building in 1987. The Lovelock depot was initially built for the Central Pacific Railroad c. 1879-80 and incorporated remaining example of the six stations that were constructed from that design.⁸² This leaves the F&L Railway depot. It is the last remaining example of SP's Common Standard Station Plan #22 in Nevada.⁸³

Within Nevada, the F&L established stations in Fernley, Wadsworth, Sutcliffe, Zenobia, and Flanigan. As far as research has permitted, it was highly likely that all had a depot, except for Wadsworth.⁸⁴ Of these stations, only the Fernley depot exists, thereby making it the last remaining building associated with the Fernley and Lassen Railway in Nevada. Although the building was moved two miles southeast from its original location, it is still within the city limits of Fernley. This depot is the only remaining example of railroad architecture in Fernley.

Section 9. Bibliography

Books

Carlson, Helen S. Nevada Place Names A Geographical Dictionary. Reno, NV: University of Nevada Press, 1974.

Edmonson, Harold A. Railroad Station Planbook Milwaukee, WI: Kalmbach Publishing Co., 1977.

⁸¹ The Wabuska Depot was listed in the National Register of Historic Places on August 30, 1984.

⁸² The Central Pacific Railroad Depot at Lovelock was listed in the National Register of Historic Places on April 15, 2004.

⁸³ http://home.socal.rr.com/coscia/sp_cs22_depots.html (as of 2005.01.28)

⁸⁴ Wadsworth was established in 1868 as a division point for the Central Pacific Railroad. Between 1903 and 1904, most of Wadsworth's buildings were moved to Sparks, Nevada, just east of Reno. The Southern Pacific was engaged in straightening and re-aligning old Central Pacific trackage and moved its shops and headquarters to the new town of Sparks.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9, 10 Page 21

Section 9. Bibliography (continued)

Grant, H. Roger, and Charles W. Bohl. The Country Railroad Station in America. SD: Center for Western Studies, 1988.

Hanft, Robert M. Red River - Paul Bunyan's Own Lumber Company and Its Railroads. Chico, CA: Center for Business and Economic Research, California State University, 1980.

Hofsommer, Don. Southern Pacific 1901-1985 College Station, TX: Texas A&M University Press, 1986.

Myrick, David F. Railroads of Nevada - Volume I. Berkeley, CA: Howell-North Books, 1962.

Townley, John M. Turn Their Water Into Gold - The Story of the Newlands Project. Second edition. Reno, NV: Nevada Historical Society, 1998.

Correspondence

Bender, Henry. Correspondence to Francis N. Woods. 19 April 1986.

Datin, Richard C. Correspondence to Linda Sanders. 20 February 1987; and Bender.

Purdy, Tim S. Correspondence to Linda Sanders. 18 November 1998.

Internet

Bizz Johnson Trail. <http://www.ca.blm.gov/eaglelake/bizztrail.html>

Bryant, Jim. Nevada Rails: SPs Fernley Branch - A Time Line (Obtained early 1999; web pages have since been removed.)

Cosia. http://home.socal.rr.com/coscia/sp_cs22_depots.html

U.S. Bureau of Reclamation Website <http://www.usbr.gov>

Other

Report of the Railroad Commission of Nevada, 1913

Sanders, Linda. Unpublished history outline on the Fernley and Lassen line. nd.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9, 10 Page 22

Section 9. Bibliography (continued)

Periodicals

Cooper, Jim and Jim Bryant. "A Depot for Susanville." (Periodical title unknown).

Gordon, Lucille. "Fernley Depot Buzzes with Workers." *Tri-County Express* 6 Mar. 1992: 1.

Lassen Advocate. 8 May 1914:1

Schoenfeldt, Melba. "Moving the Historic Fernley Depot." *Tri-County Express* 10 Sept. 1986:1. (?)

"Actual Work Under Way." *Lassen Advocate*. 28 Oct. 1910: (supplement 2, 1.).

"Engineer Cooper was in town Tuesday." *Lassen Advocate*. 29 Apr. 1910: 1, 3.

"Fernley Construction." *Reno Evening Gazette*. 25 Aug. 1910: 2.

"Fernley Will Help Reno." *Reno Evening Gazette*. 22 Sept. 1910: 2.

"Fulton is Back from Trip North." *Reno Evening Gazette*. 13 Sept. 1910: 2.

"How Railroad Will Help." *Reno Evening Gazette*. 9 Sept. 1910: 4.

"Looks Like Business on Road at Fernley." *Reno Evening Gazette*. 22 Aug. 1910: 8.

"Much Steel for Fernley Branch." *Lassen Advocate*. 14 Oct. 1910: 3, 2.

"New Station for Fernley." *Reno Gazette Journal* 1913 Dec. 28:2.

"No Serious Interruption." *Lassen Advocate*. 23 Dec. 1910: 3, 1.

"Railroad Activity in the Vicinity of Fernley is Very Marked." *Lassen Advocate*. 28 Oct. 1910: 3, 2.

"Railroad Lets a Big Contract." *Reno Evening Gazette*. 17 Sept. 1910: 2.

"Reno is Not on Western Pacific Map." *Reno Evening Gazette*. 29 Sept. 1910: 2.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9, 10 Page 23

Section 9. Bibliography (continued)

- “Sparks: Officials Leave on Inspection of Road.” *Reno Evening Gazette*. 15 Sept. 1910: 2.
- “Sparks: Railroad Officials are on a Tour of Inspection.” *Reno Evening Gazette*. 14 Sept. 1910: 3.
- “Sparks Will Soon Start Laying Track at Fernley.” *Reno Evening Gazette*. 1 Sept. 1910: 6.
- “Survey to Run into Big Valley.” *Lassen Advocate* 1 Apr. 1910: 3, 2.
- “Wadsworth Still On Map.” *Reno Evening Gazette*. 3 Sept. 1910: 2.
- “Work Begun - Track Laying in Progress on the Fernley-Lassen Road.” *Lassen Advocate*. 9 Sept. 1910: 3, 2.

Section 10. Geographical Data

Verbal Boundary Description

A 1.19-acre lot identified as Assessor's Parcel Number 21-103-18, Fernley, Lyon County, Nevada, located in Section 13, T. 20N, R. 24E MDM, USGS 7.5-minute quadrangle, Fernley, Nev., 1968, photo revised 1974.

Verbal Boundary justification

Resource boundaries includes all land commonly associated with the town lot identified as Fernley, Lyon County, Nevada APN 21-103-18.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Photographs Page 24

Photographs

Property Name: Fernley and Lassen Railway - Fernley Depot
Property Location: 675 East Main Street - Fernley, NV

Photograph 1 Northeast elevation, facing southwest
Photographer: Bernadette Francke
Photograph Date: March 2005
Location of Negatives: State Historic Preservation Office
100 N. Stewart Street
Carson City, Nevada 89701

Photograph 2 Southwest elevation, facing northeast
Photographer: Bernadette Francke
Photograph Date: March 2005
Location of Negatives: State Historic Preservation Office
100 N. Stewart Street
Carson City, Nevada 89701

Photograph 3 Northeast elevation, facing southwest
Photographer: Jack Salika
Photograph Date: February 10, 1999
Location of Negatives: Town of Fernley
595 Silver Lace Blvd.
Fernley, NV 89408

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Figures Page 25

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

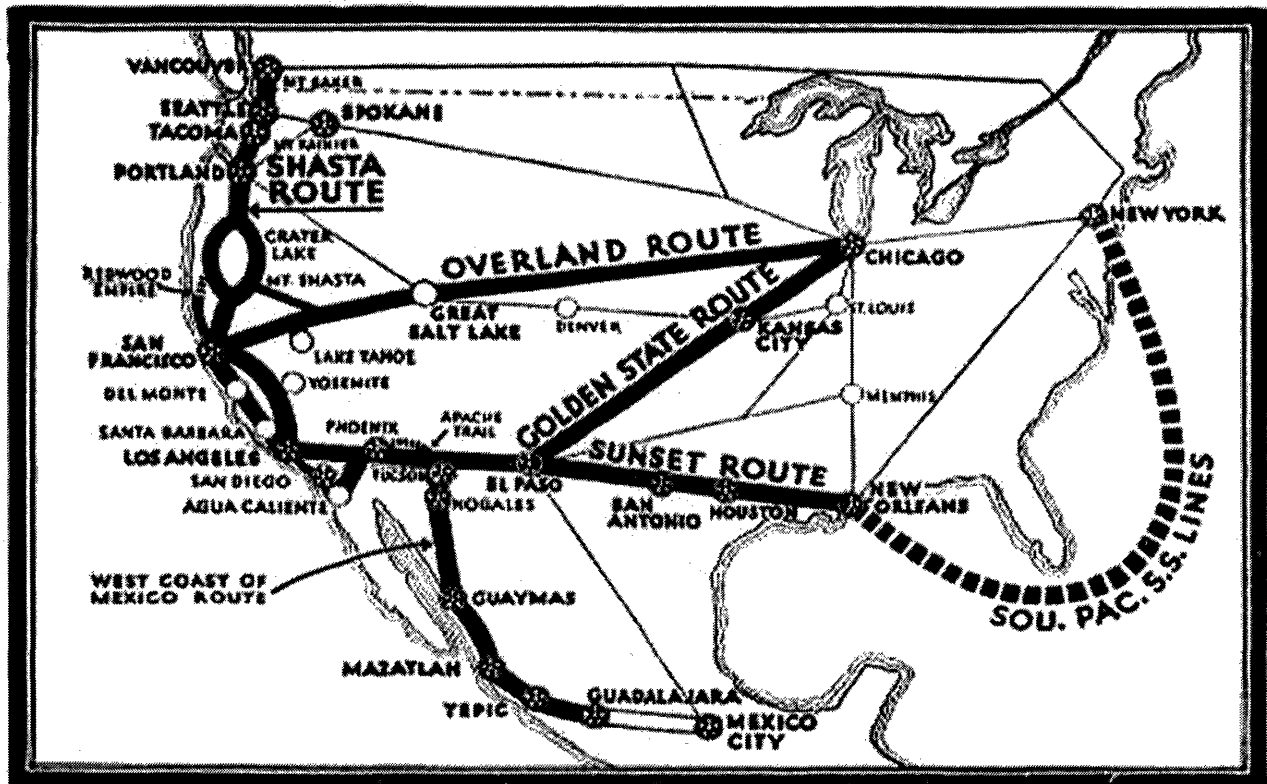


Figure 1: The Southern Pacific's main routes. ("Four Scenic Routes to California" Advertisement. Authors Collection.)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Figures _____ Page 26

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

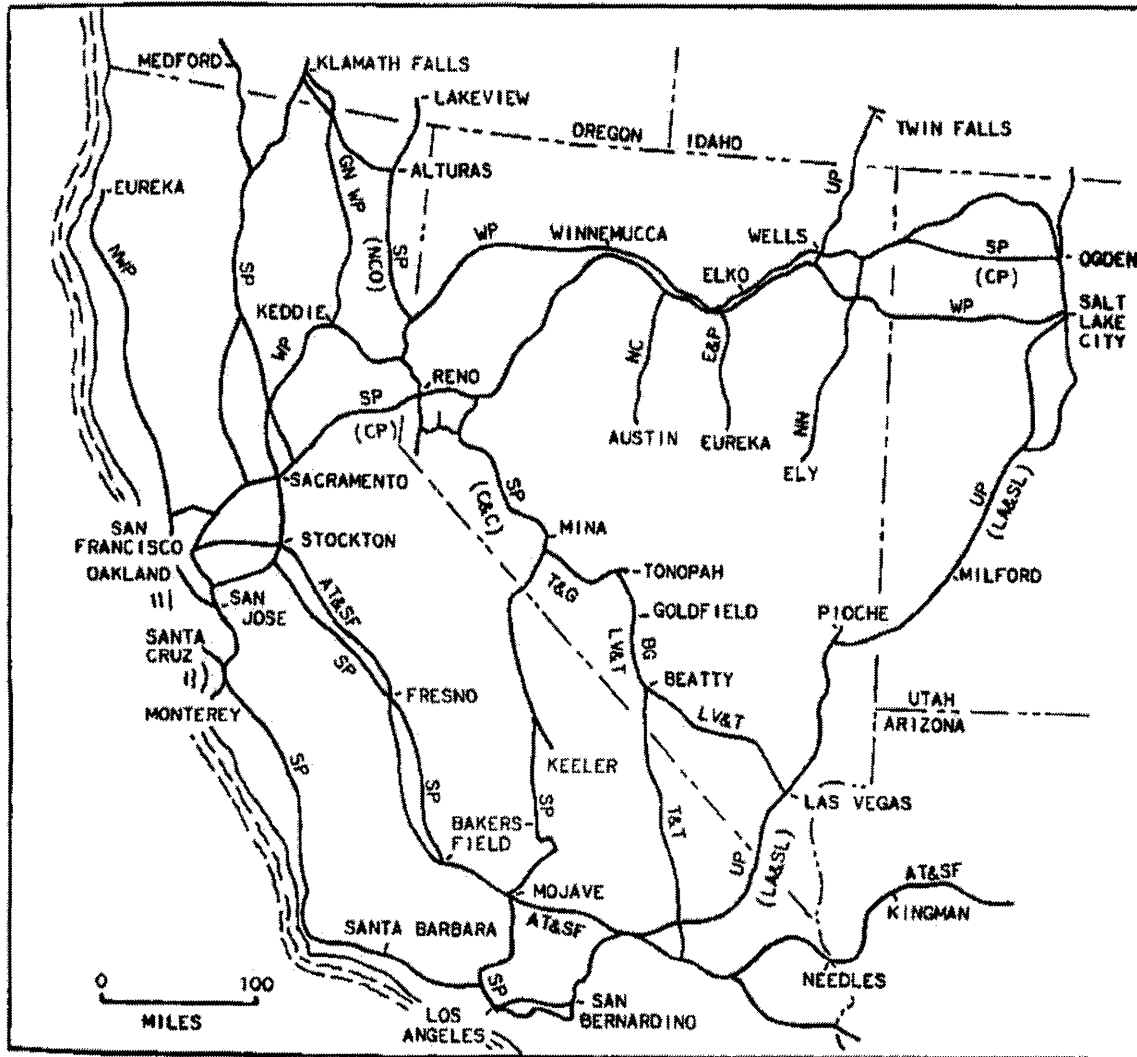


Figure 2: Railroads in California and Nevada. (Myrick, David F. Railroads of Nevada – Volume I. Berkeley, CA: Howell-North Books, 1962: vii.)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Figures _____ Page 27

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

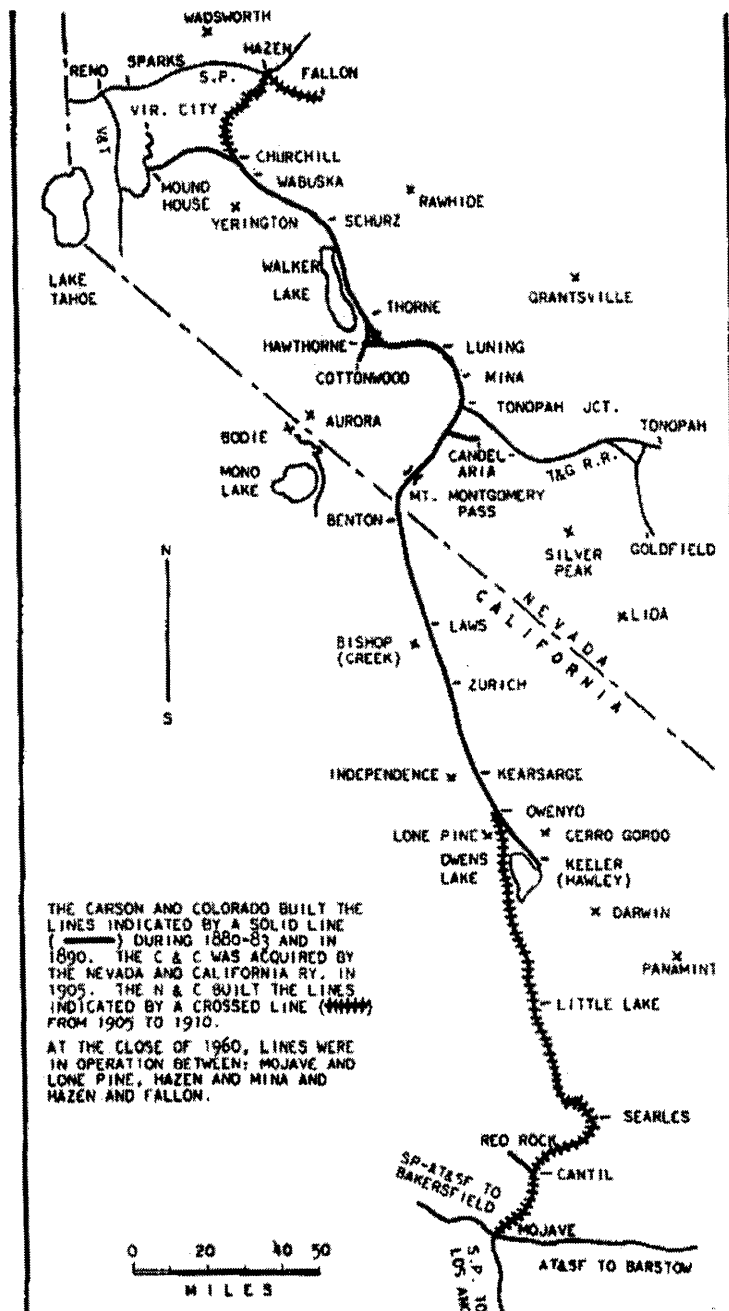


Figure 3: Location of the Carson & Colorado and the Nevada & California Railroads. (Myrick, David F. Railroads of Nevada – Volume I. Berkeley, CA: Howell-North Books, 1962: 169.)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Figures _____ Page 28

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

GENERAL PLAN OF NEVADA'S "GREATEST RECLAMATION PROJECT"

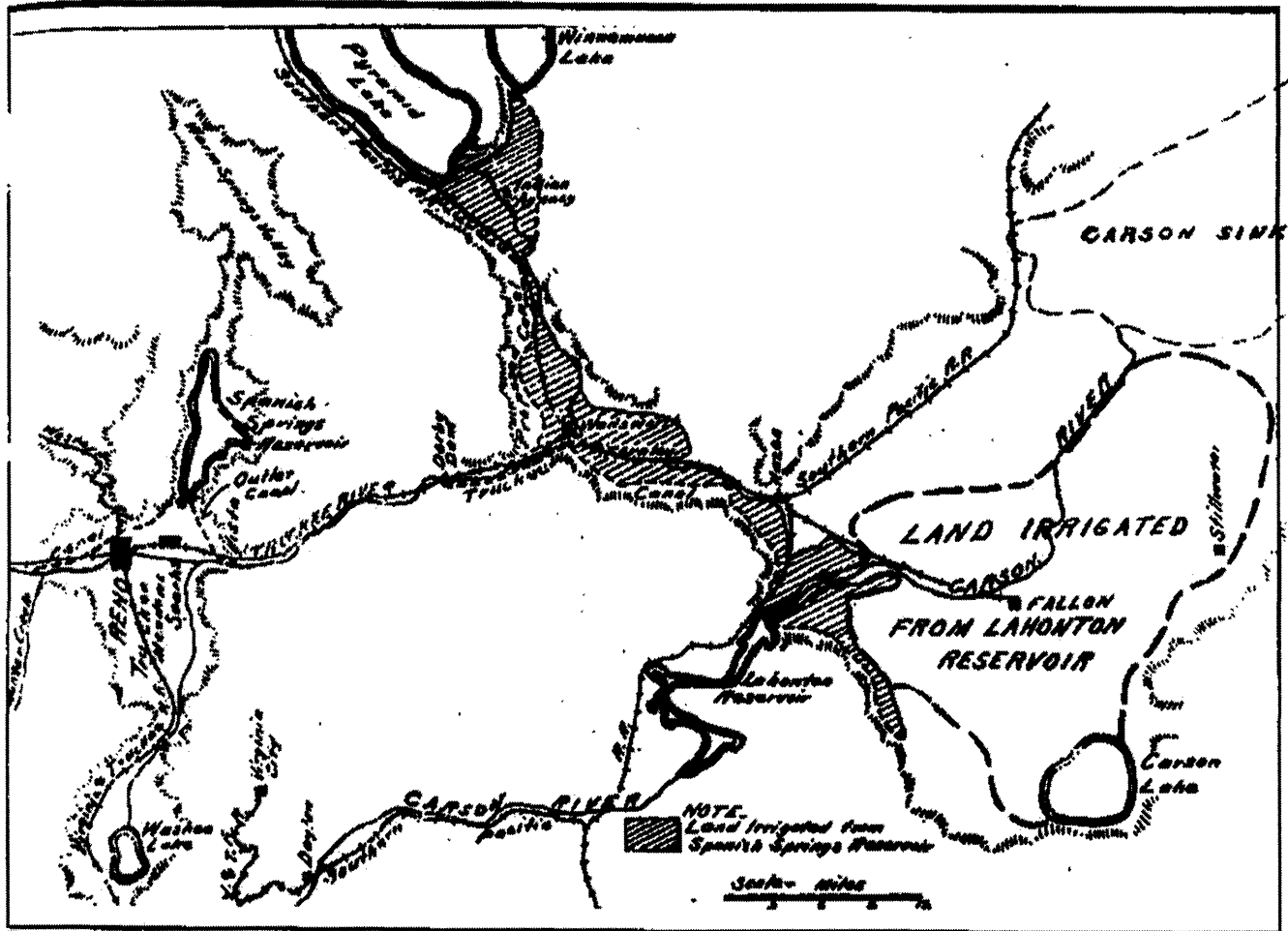


Figure 4: "General Plan of Nevada's 'Greatest Reclamation Project.'" (Townley, John M. Turn Their Water Into Gold - The Story of the Newlands Project. Reno, NV: Nevada Historical Society, 1998: 23.)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Figures _____ Page 29

The Fernley and Lasson Railway Depot, Fernley, Lyon County, Nevada

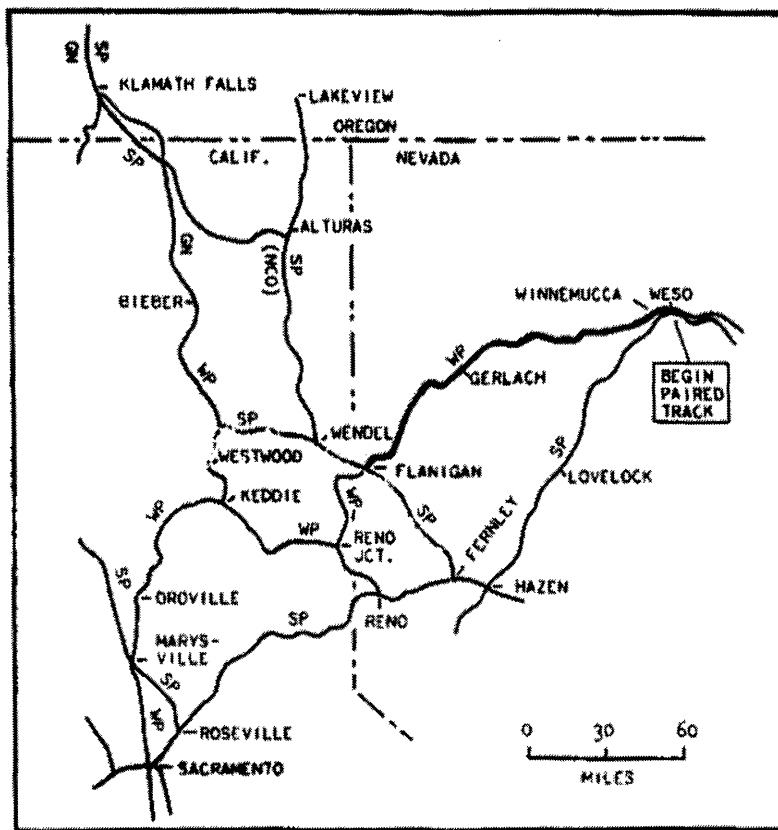


Figure 5: The Western Pacific Railway System. (Myrick, David F. Railroads of Nevada – Volume I. Berkeley, CA: Howell-North Books, 1962: 332.)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Figures _____ Page 30

The Fernley and Lassen Railway Depot, Fernley, Lyon County, Nevada

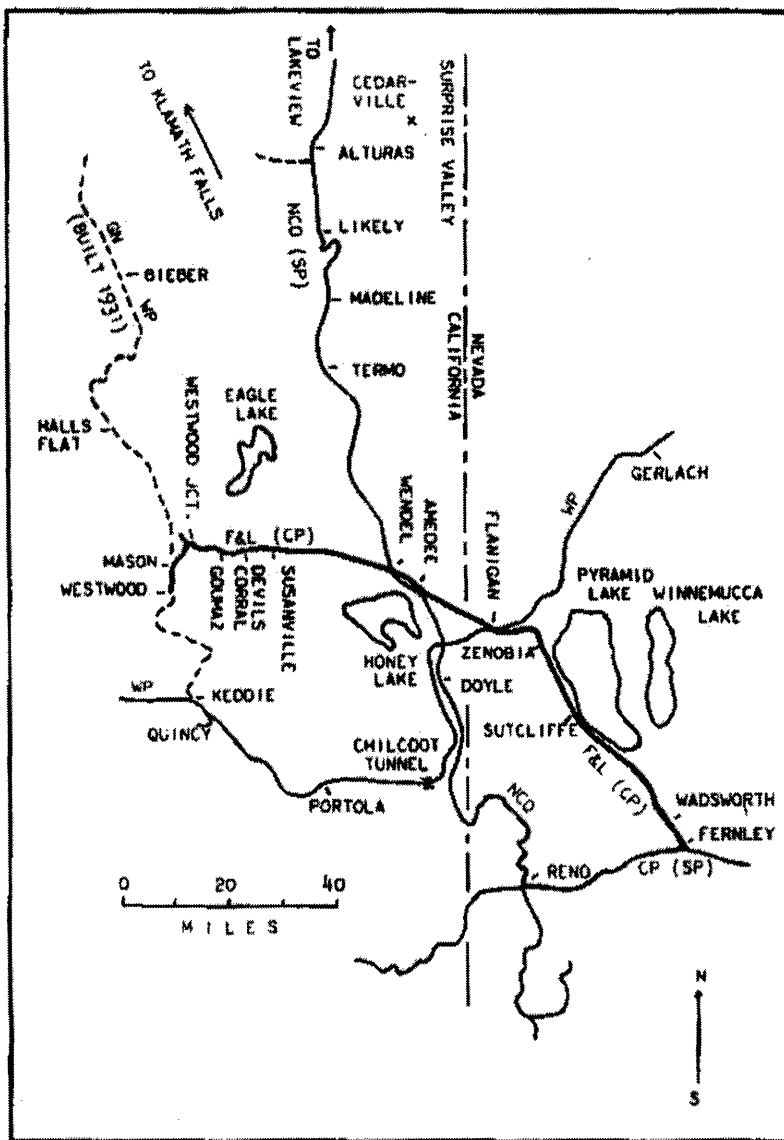


Figure 6: The Fernley and Lassen (F&L) Railway. (Myrick, David F. Railroads of Nevada – Volume I. Berkeley, CA: Howell-North Books, 1962: 40.)