

United States Department of the Interior
National Park Service

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: Virginia and Truckee Railway Locomotive #27
other names/site number: Baldwin Locomotive Works #39435

2. Location

street & number Nevada State Railroad Museum 2180 S. Carson Street not for publication N/A
city or town Carson City vicinity N/A
state Nevada code NV county Carson City code 510 zip code 89703

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 statewide X locally. (See continuation sheet for additional comments.)

Ronald M. James Nv SHPO
Signature of certifying official>Title

9-14-04
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):
for Edison R. Beall

Signature of keeper

Date of Action

10/27/04

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
0	0 buildings
0	0 sites
1	0 structures
0	0 objects
1	0 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: TRANSPORTATION Sub: Rail-related

7. Description

Architectural Classification (Enter categories from instructions)

OTHER/4-6-0 Steam Locomotive

Materials (Enter categories from instructions)

foundation N/A
roof N/A
walls N/A
other METAL/iron
Metal/steel

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 within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

Period of Significance 1913-1954

Significant Dates 1913, 1941, 1950

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

Cultural Affiliation N/A

Architect/Builder Baldwin Locomotive Works, Philadelphia, PA

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: Nevada State Railroad Museum

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	11	260910	4336800	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 Michael A. "Bert" Bedeau
organization State Historic Preservation Office date 03/10/04
street & number 100 N. Stewart Street telephone 775-684-3447
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 State of Nevada
street & number 2180 S. Carson Street telephone —
city or town Carson City state NV zip code 89703

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 Railway Engine #27, Carson City, Nevada

7. Description

Virginia & Truckee Railway Locomotive #27 (Engine #27) is a steam-powered standard-gauge (4 foot 8 1/2 inches) railway locomotive. It was ordered by the V&T in late 1912 and built in early 1913 by the Baldwin Locomotive Works of Philadelphia, Pennsylvania (Class 10-30D, Specification No. C-531). It is a "Ten-Wheeler" or 4-6-0 type--referring to four 2-inch leading truck wheels followed by six 56-inch driving wheels and no trailing truck wheels. It has a total wheel base of 21 feet 7 inches, of which the Drivers account for 11 feet 4 inches. Engine #27 weighs a total of 121,000 pounds and can generate 22,420 pounds of tractive force at a ratio of adhesion of 4.2. It is oil-fired, stands 14 feet 7 inches at its greatest height, and with its eight-wheeled oil tender is over 80 feet in length. Its top speed was estimated at approximately 60 miles per hour, although its typical operating speed was much less.

A steam locomotive is essentially a device for converting water and heat into steam, which is used to transfer energy via a set of cylinders, pistons, and driving gear to drive wheels, which generate forward or backward motion. A steam locomotive is usually controlled from the rear, in the engineer's cab. Engine #27's original cab was typical for its time, being constructed of wood and featuring a seat for the engineer and all of the controls and indicators needed for operating the locomotive.

Heat, essential for producing steam, is generated in a locomotive's firebox located just forward of the engineer's cab. In the case of Engine #27, its fire box is 95 15/16 inches long and 33 3/8 inches wide and has a heating surface of 146 square feet. It is fired by a Baldwin standard oil-burning arrangement with a 2 1/2-inch Von Boden-Ingles oil-burner placed in front of the fire box. Heat generated in the fire box is transferred to the boiler tubes located in the boiler--the main cylindrical portion of the locomotive. The heated tubes convert water pumped from the tender into steam. Engine #27's boiler has an extended wagon top, is 56 inches at the waist and constructed of 1/2-inch and 9/16-inch steel waist plates. Its boiler was designed to operate at 190 pounds per square inch pressure. The boiler contains 228 2-inch-diameter boiler tubes made of charcoal iron and 12 feet 6 inches in length. Smoke and heat from the fire pass out of the boiler tubes and is collected in the smoke box at the front of the boiler and vented via a straight smokestack. In some historical photos, Engine #27 can be seen operating with a faux balloon or sunflower stack. This was fitted out for rail fan excursions in the mid-twentieth century in an effort to evoke the nineteenth-century history of the V&T.

United States Department of the Interior
National Park Service**NATIONAL REGISTER OF HISTORIC PLACES**
CONTINUATION SHEET

Section 7, 8 Page 2

Virginia & Truckee Railway Engine #27, Carson City, Nevada

7. Description, continued

Steam from the boiler is collected in the steam dome on top of the boiler. Using the throttle assembly the engineer directs the steam out of the dome into the cylinders located on either side of the locomotive just above the leading truck. Engine #27 has single high pressure cylinders 18 inches in diameter with a 24 inch stroke. As steam enters and is vented from the cylinders the pistons located inside the cylinders move back and forth. The pistons are in turn connected to the drive wheels via the driving rods. As such, the pistons generate motion in the main drive wheels, which moves the locomotive. Engine #27 has vanadium steel pistons that are attached to hammered-steel main and connecting rods. Engine #27 also features a steam whistle and a bell mounted on top of the boiler and an acetylene head lamp mounted on top of the smoke box. A bronze builder's plate is located on the left side of the smoke box and a bronze number plate reading 27 and Baldwin Locomotive Works, Philadelphia, Pennsylvania is mounted dead center on the front of the smoke box.

Integrity

Engine #27 is serviced by a rectangular double truck tender with eight 33-inch diameter wheels. The tender is of wood construction clad in steel with two steel tanks--a 4000-gallon tank for water and a 2300-gallon tank for fuel oil. During its 37 years of active service on the V&T assorted minor alterations were made by railroad shop crews. The only significant alteration to this engine was made during a refit in 1940 when the original wooden cab was replaced by a surplus Southern Pacific steel cab. Engine #27 has been cosmetically restored to its 1941 appearance but is presently not operable. Both the engine and tender are painted black with lettering and numbers painted in aluminum silver. The engine smoke box has also been painted silver in keeping with its 1941 appearance. For more technical details on Engine #27 please see the attached original specification sheet.

8. Significance

Virginia & Truckee Railway Locomotive #27 is eligible for listing in the National Register of Historic Places under Criterion A for its association with local developments in rail transportation in northwestern Nevada during the period from 1913 to 1950. Specifically, Engine #27 is associated with the final era of prosperity for the Virginia & Truckee Railway (V & T), its decline into un-profitability, its discovery by rail enthusiasts and historians, and its final abandonment. Engine #27 has been restored to its 1941 appearance and though presently inoperable retains a very high level of historic integrity.

The Virginia & Truckee Railroad (renamed the Virginia & Truckee Railway following bankruptcy reorganization in 1904) is perhaps the most famous and mythologized short line railroad in the United States. Indeed, its most eloquent chronicler, the late Lucius Beebe wrote: "the legend of this sparkling railroad to Golconda has so often been invoked by true believers in the faith of steam locomotion that

United States Department of the Interior
National Park Service**NATIONAL REGISTER OF HISTORIC PLACES**
CONTINUATION SHEET

Section 8 Page 3

Virginia & Truckee Railway Engine #27, Carson City, Nevada

8. Significance, continued

there are those who imagine it to be a railroad of elfland, one with Babe the blue ox and the Big Rock Candy Mountain of the drifters and bindle stiffs" (Beebe 1957:9). Much, if not all, of this mythologizing, and the resulting publications, has focused on the nineteenth-century history of the V&T—that of the fabulous Comstock mining boom and subsequent bust. Lesser known is the history of the twentieth-century V&T. This is the era of cattle trains and rail-fan excursions, which marked the service life of Engine #27.

Summary of nineteenth-century V&T history.

From the beginning of mining on the Comstock Lode in what is now Storey County, Nevada, logistics and transportation were of paramount concern. The mines were primarily located in Virginia City and Gold Hill—precariously perched on the treeless slopes of bone-dry Mount Davidson at an elevation of more than 6,000 feet above sea level. The milling of raw ore into relatively pure gold or silver ingots requires a substantial and steady water source that was not available on the Lode. As such, mills were established along the Carson River 15 miles south of, and 1,200 feet lower than, the Comstock region. As the mines exhausted surface diggings and went underground, enormous amounts of timber were needed to shore up the workings. Again there was no timber supply on the Comstock and wood had to be cut and hauled up the hill (Elliot 1973:126-127).

Transportation in 1860s Nevada relied on horse, mule, and ox power. As such, transportation was expensive and capacity was limited. This meant that the costs of extracting ore from ever deeper mines were quite high. So much so that by the mid 1860s the Comstock mines entered their first serious downturn or *borrasca*. At this time, the Bank of California began to consolidate its holdings on the Comstock. Under the direction of William Sharon and the Bank, the Union Milling and Mining Company achieved control of most of the mines and mills on the Lode (James 1998:77-80, 104-106). Along with consolidation, "the Bank Crowd," as it was known, began to consider the need for less expensive and more reliable transportation. If the cost of hauling timber and supplies uphill and the cost of hauling ore downhill could be reduced, profits might rise dramatically. Sharon and his financial partners determined that the only viable solution to the transportation problem was a steam railway linking the mines in Virginia City/Gold Hill with the mills along the Carson River, and to Carson City where logging flumes brought timber down from the Sierra Nevada (James 1998:80-84). The first rail for the Virginia & Truckee Railroad was spiked down in September of 1869. By this time, the scope of the enterprise had expanded to linking Virginia City with the newly completed transcontinental railroad at Reno. The line was completed from Carson City to Gold Hill on November 29, 1869 and to Virginia City on January 29, 1870. The line from Carson City to Reno was completed in 1872 (Wyatt 1997:Sec.1, 1).

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 4

Virginia & Truckee Railway Engine #27, Carson City, Nevada

8. Significance, continued

The reduction in transportation costs had the desired effect and the mines returned to high production and profitability. Indeed, the V&T quickly became profitable (Wurm and Demoro 1983:61-108). Virginia City and the Comstock mines continued to prosper during the 1870s. By 1880, however, mining on the Lode had begun to fall off. The ore quality became too low to mill profitably, particularly with the expense of maintaining a mining infrastructure that in some cases reached more than 3,000 feet below the surface (James 1998:235-257).

The V&T in the early twentieth century

Various attempts to revive the Comstock mines in the latter part of the nineteenth century came to naught and by 1900 the V&T found itself with only a fraction of its former income. The company was also dogged by bad luck. In 1900, the V&T sold the Carson & Colorado—its subsidiary narrow-gauge line. The C&C, also known as the “Slim Princess” was constructed in the 1880s to serve various short lived mining communities in central Nevada. The C&C was never a paying proposition for the V&T. When asked about its prospects V&T President D.O. Mills allegedly stated, “either we have built the railroad 300 miles too long or 300 years too soon” (Beebe 1957:74). As such, the V&T gratefully sold the C&C to the Southern Pacific. One month later, the next “Big Bonanza” the C&C was hoping for materialized in the form of the Jim Butler’s legendary strike at Tonopah. This set off the last great American mineral rush, which in turn made the C&C a paying proposition for its new owners. The V&T did reap a bit of revenue from interchange traffic with the C&C, but it was soon bypassed by a new line built by the Southern Pacific to connect its main line with the C&C (Wurm and Demoro 1983:88).

Revenues continued to decline for the V&T, and in 1904 it was forced into bankruptcy reorganization. V&T directors realized that a new source of traffic was needed in order to return the line to profitability. In 1905, the decision was made to build a new line connecting Carson City with the growing and prosperous agricultural region to the south. Minden, a new town in Douglas County, was platted for the line’s terminus and construction began in earnest in the spring of 1906. The first train to Minden arrived on August 1, 1906, and the new line quickly became the dominant revenue producer for the V&T (Dangberg 1972:120).

This new line also required a reassessment of V&T equipment. In 1901, all of the V&T locomotives were at least 25 years old. They consisted mainly of 4-4-0 (American) and 2-6-0 (Mogul) engines with what, by the turn of the century, would be considered relatively low maximum speeds and hauling capacity. The new Minden line had relatively few sharp curves and much easier grades than the Virginia City line. Anticipated shipment of cattle and sheep also required larger and heavier trains than had previously been handled on the V&T. For their new line, the V&T opted to substantially increase the size and hauling capacity of their new equipment (Ferrell 1999:149).

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 5

Virginia & Truckee Railway Engine #27, Carson City, Nevada

8. Significance, continued

The 4-6-0 or Ten-Wheeler

One of the key factors in determining the power of a steam locomotive is the size of the fire box. In the mid-nineteenth century, the 4-4-0 or American type of locomotive was the most common configuration used in the United States. As demand for heavy freight services expanded with the nation's rail network, the 4-4-0 type proved to be increasingly underpowered. This was a result of the limitations placed on the size of the fire box, and consequently the boiler, which resulted from only having four driving wheels (Solomon 1998:40). The logical solution to this dilemma was to extend the fire box and boiler and support them with six drive wheels rather than four. This new configuration, known as the 4-6-0 or Ten-Wheeler, became increasingly popular for both heavy freight and fast passenger service during the latter part of the nineteenth century (Solomon 1998:34).

By 1900, the Ten-Wheeler had been in use for the better part of 50 years. Indeed, it had proved to be one of the most popular locomotives in North America with more than 17,000 built during the nineteenth century. While other locomotive types supplanted the Ten-Wheeler on twentieth-century main-line operations, it continued to be a favorite mode of power for short line and branch service (Solomon 1998:34).

New V&T locomotives in the early twentieth century and Engine #27.

As stated earlier, the new V&T line to Minden created a demand for heavier and more powerful locomotives. The first of these new locomotives was Engine #25, a Ten-Wheeler built by the Baldwin Locomotive Works of Philadelphia, Pennsylvania in 1905. This engine was not a success, as it had been designed to operate as either a coal burner or oil fired, and neither option worked very well. As a result, Engine #25 spent a large amount of time in the V&T shops in Carson City. Locomotive #26 was also a Ten-Wheeler ordered from Baldwin in 1907 after the difficulties with #25 had surfaced. Locomotive #26 was designed as an oil burner exclusively and soon became the freight work horse on the Minden line (Ferrell 1999:149). Indeed, Engine #26 was so successful that when it came time to buy a new locomotive in 1912 the V&T's directions to Baldwin was that their new engine should be a duplicate of Engine 26" (Baldwin Locomotive Works 1912:1).

By 1912, traffic on the Minden branch had dictated the need for an additional Ten-Wheeler to handle increased freight traffic, particularly livestock and other agricultural products (Wyatt 1997:Sec.2, 1) Engine #27, the last new locomotive to be purchased by the V&T, was ordered from Baldwin on December 23, 1912. Engine #27 was manufactured during the winter of 1913 and cost a total of \$11,875.00. It left Philadelphia for the West on March 26, 1913, was accepted by the V&T on April 22, and made its first revenue run between Minden and Reno on May 1, 1913 (Wyatt 1997:Sec.2, 2).

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 6

Virginia & Truckee Railway Engine #27, Carson City, Nevada

8. Significance, continued

The V&T continued to post modest profits through the 1910s and into the early 1920s. By the mid-1920s, however, improvements in roads and motor transportation began to eat into both the freight and passenger revenue on the line. As a result the V&T posted a loss in 1924 (Dangberg 1972:120). By 1925, Engine #27 had been fitted with an electrical generator so she could provide lighting for passenger cars. This was necessary as the V&T instituted mixed freight and passenger trains as a cost-saving measure (Wyatt 1997:Sec.2, 3). It was also in this period that Engine #27 suffered its only serious accident—a boiler blowout caused by low water level occurred on June 4, 1923 (Wyatt 1997:Sec.2, 4).

Engine #27 and the decline of the V&T in the mid-twentieth century

Engine #27 continued in regular service as the fortunes of the V&T dwindled through the 1920s and into the 1930s. Declining revenues were only accelerated by the onset of the Great Depression in 1929. Indeed, V&T operations in the 1930s were often subsidized with personal funds from V&T president Odgen Mills. With Mills' death in 1937, V&T management could no longer avoid the continued losses. The company entered receivership in 1938 and it was quickly announced that the Virginia City to Carson City portion of the line would be abandoned (Wyatt 1997:Sec. 1, 4). On May 31, 1938, the last regular service run on the Virginia City line left Virginia City. This however was not quite the end of the line. As word spread that the fabled line to the Comstock was to be abandoned numerous excursions and "last trains" were organized. Engine #27 served as a helper engine behind #11 *Reno* on perhaps the most important of these excursions organized by the California-Nevada chapter of the Railroad Historical Society. Held on June 5, 1938, the entire V&T passenger fleet was put into service for the event (Beebe 1957:20).

Engine #27 continued in regular mixed train service on the Minden to Reno run through the 1930s. In 1940, #27 was taken out of service for a Class Three overhaul, which was performed at the Southern Pacific shops in Sparks, Nevada. It was at this time that the original wooden cab was replaced with a surplus steel cab (Wyatt 1997:Sec. 2, 4). World War II brought a reprieve for the V&T as restrictions on gasoline and rubber use increased demand for both freight and passenger service. Following the war the V&T once again was faced with severe losses and lack of demand for services. In addition, its equipment was once again aging to the point where maintenance and repair costs greatly increased operating expenses (Wurm and Demoro 1983:149-186). In 1948, Engine #27 faced the need for another major overhaul in order to maintain operations. Rather than spend scarce funds on #27, the company placed the locomotive in storage at the Carson City shops. Engine #27 was able to be certified for limited use for excursions and was utilized in this capacity in 1949 and 1950 as plans to abandon all operations became known to the public. Engine #27 was again pressed into temporary service in May 1950 following the loss of #26 in a fire at the Reno engine house. Engine #27 hauled the last regularly scheduled train to leave Reno on May 31, 1950 (Wyatt 1997:Sec. 2, 5).

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8, 9 Page 7

Virginia & Truckee Railway Engine #27, Carson City, Nevada

8. Significance, continued

Following abandonment of the V&T in 1950, Engine #27 was placed in storage. In 1952, #27 was donated to the people of Nevada and put on display at the State Museum in Carson City. Engine #27 was moved to an alternate location at the north end of Carson City in 1955 and was stored at the Carson City Airport from 1963 until 1971. In that year, it was moved to Virginia City for outdoor display and remained there until removed to the Nevada State Railroad Museum for cosmetic restoration and static indoor display in 1993 (Wyatt 1997:Sec. 2, 6). It is anticipated that #27 will return to Virginia City for indoor display at the new Comstock History Center in 2005.

As can be seen from the above narrative, Engine #27 played a significant role in the operation of the Virginia & Truckee Railway from its purchase in 1913 until retirement following abandonment of the line in 1950. Engine #27 was a constant, well-loved and much photographed part of the northwestern Nevada landscape for 37 years and participated in the final prosperity, decline, and abandonment of this seminal western railroad. Engine #27 also participated in and benefited from the attention focused on the V&T operation during its final years by historians and railroad aficionados across the nation. Fortunately, #27 and much of the other V&T equipment were preserved for posterity through the publicity generated by the "rail fan" community. For these reasons, Engine #27 is a worthy addition to the National Register of Historic Places.

9. Bibliography

Baldwin Locomotive Works

1912 *Specification No. C-531*. Baldwin Locomotive Works, Philadelphia (in the V&T Engine 27 vertical file at the Nevada State Railroad Museum, Carson City).

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1957 *Steamcars to the Comstock*. Howell-North Books, Berkeley.

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1993 *Guide to North American Steam Locomotives*. Kamlbach Books, Waukesha.

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1973 *History of Nevada*. University of Nebraska Press, Lincoln.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 8

Virginia & Truckee Railway Engine #27, Carson City, Nevada

9. Bibliography, continued

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1998 *The Roar and the Silence: a History of Virginia City and the Comstock Lode.* University of Nevada Press, Reno.

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1962 *Railroads of Nevada and Eastern California, Vol. 1.* Howell-North Books, Berkeley.

Solomon, Brian

1998 *American Steam Locomotive.* MBI Publishing, Osceola, WI.

Wyatt, Kyle K.

1997 *Virginia & Truckee 4-6-0 Locomotive #27 Restoration Feasibility Study.* Nevada State Railroad Museum, Carson City.

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1983 *The Silver Short Line: A History of the Virginia & Truckee Railroad.* Trans-Anglo Books, Glendale, CA.

10. Geographical Data

Boundary Description

The National Register boundary for Engine #27 is the grounds of the Nevada State Railroad Museum, 2180 S. Carson Street, Carson City, Nevada

Boundary Justification

Resource boundaries include all land commonly associated with the Nevada State Railroad Museum, 2180 S. Carson Street, Carson City, Nevada.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Photographs Page 9

Virginia & Truckee Railway Engine #27, Carson City, Nevada

Photographs

Property Name: Virginia and Truckee Railway Locomotive #27

Property Location: State Railroad Museum
 2180 S. Carson Street
 Carson City, Nevada

Photographer: Mella Rothwell Harmon

Date of Photograph: April 29, 2004

Location of Negative: State Historic Preservation Office
 100 N. Stewart Street
 Carson City, Nevada

Photograph 1: Engine #27, facing northwest

Photograph 2: Engine #27, facing west