

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED MAR 18 1981
DATE ENTERED MAY 1 1981

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

1 NAME

HISTORIC

THE "GLENBROOK"

AND/OR COMMON

Carson & Tahoe Lumber & Fluming Co. railroad engine No. 2

2 LOCATION

STREET & NUMBER

600 N. Carson Street

CITY, TOWN

Carson City

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Nevada-at-large

STATE

Nevada

CODE

32

COUNTY

Carson City

CODE

025

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH

PUBLIC ACQUISITION

- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS

ACCESSIBLE

- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

(Independent entry)

4 OWNER OF PROPERTY

NAME

Nevada State Museum

STREET & NUMBER

600 N. Carson St.

CITY, TOWN

Carson City

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Nevada State Museum

STREET & NUMBER

600 N. Carson St.

CITY, TOWN

Carson City

STATE
Nevada

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

none

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE to Carson City
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE 6/17/43
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Constructed in 1875 by the Baldwin Locomotive Works in Philadelphia, Pa., Carson & Tahoe Lumber & Fluming Co's. engine No. 2, the "Glenbrook", carries the manufacturer's boiler construction number of 3712. When new, the narrow gauge steam powered engine, with a 2-6-0 wheel arrangement, was equipped with six 41 inch diameter drivers (the middle set are blind or have no flange), 13 x 16 inch cylinders and a working boiler pressure of 130 lbs. per square inch. The engine itself weighed 46,000 lbs. at time of delivery and was rated a tractive effort of 7,290 lbs. It burned cordwood as fuel.

The "Glenbrook" measures 39'-9" from the front pilot beam to the rear face of the tender beam. It is 11' 5" from the top of the stack to the top of the rail.

Through the years, a number of changes and/or additions have taken place to alter the original appearance of the "Glenbrook". Some time in the 1880's an air pump, presumably a Westinghouse, to power the locomotive's air brakes was added to the right side of the boiler. Since it has been on display in Carson City, all traces of the pump have been removed. Along with the air pump, brake shoes, brake cylinders and associated rods and levers were added which still remain. In addition, a crosshead pump was installed to the right hand side crosshead and is still attached. The original Baldwin iron pilot, or cowcatcher, has been replaced with the present day wooden pilot. The boiler jacket was of green Russian iron and held in place with five wide bands of polished brass.

From early day photos a Baldwin builder's plate, with a star center, was affixed to the smokebox door front. In its place today is a 16 inch circular metal plate bearing the numeral "1". Currently bolted to both sides of the smokebox are two 9 inch diameter brass builder's plates bearing the manufacturer's name with the boiler construction number, but none of the pre 1900 photographs show such a plate.

Portions of the wooden cab and its windows are missing as are many of the back-head components, i.e., gauges, throttles, valves, etc. The whistle, brass bell, diamond stack and square headlight, which appear to be original or very similar, are in place. Although turn of the century photos show the engine equipped with modern knuckle-type couplers, a link and pin coupler is presently attached to the rear of the tender and the front drawbar is only a wooden replica.

The tender, consisting of a "U" shaped riveted tank for water, is mounted on a wooden underframe supported by two 4-wheel wood frame trucks. And except for variations in bolt and handrail quantities and locations, the tender appears to be similar to the original. Hand brakes as well as the brake cylinder are still attached, but the tool box is missing. To carry larger quantities of cordwood a metal rack, fabricated of pipe and fittings, is still mounted on top of the tender.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1875

BUILDER/ARCHITECT Baldwin Locomotive Works, Pa.

STATEMENT OF SIGNIFICANCE

The significance of the "Glenbrook" lies in the fact that this 106 year old narrow guage steam engine and its California-based sister locomotive, the "Tahoe", (now owned by Universal Pictures in Universal City) are two of the few remnants from the Carson & Tahoe Lumber & Fluming Company. Outside of thousands of acres presently continuing a second growth of trees, only traces of the old railbed, several buildings,¹ a few artifacts and memorabilia are left of this vast timber empire that once supplied enormous quantities of forest products to the mines and mills of the Comstock Lode. The "Glenbrook", a diminutive iron horse by today's standards, was one of six steam engines utilized by the firm to haul lumber and cordwood supplies from the sawmills at Glenbrook on Lake Tahoe up to the head of a lumber flume. From Spooner Summit, 7,000 plus feet in the Carson Range, the wood was floated down to Carson City at which point it was taken by rail to the Comstock.

Oldest of the Lake Tahoe lumbering operations, its antecedents date back to 1861, the Carson & Tahoe Lumber & Fluming Co. was formed in 1873 by D.O. Mills, H.M. Yerington and D.L. Bliss. They assumed complete control of the local lumbering industry by acquiring various sawmills, lumber interests and fluming enterprises in the mountains between Carson City and Lake Tahoe.

To haul greater loads per trip and do it with greater frequency and economy than by oxen or mule teams, a survey was conducted to run a railroad from the lake-shore sawmills at Glenbrook to the terminus of the flume. Meanwhile, two engines, the "Tahoe" and "Glenbrook" were ordered from Baldwin Locomotive Works and construction of the line began on April 19, 1875.

It was a monumental task for the large force of men numbering over 250 to erect 11 trestles, dig a 487 foot tunnel, construct two switchbacks--all within 8.75 miles of track between 6,200 and 7,000 elevation. The grade was 129 feet to the mile and in order to climb the steep and rugged mountain side after winding through a rocky gorge, the narrow guage railroad assumed the shape of the letter "Z", through considerably flattened out and standing at an angle of about 45 degrees. Total cost of the road was estimated at \$30,000 per mile.

The "Tahoe" and "Glenbrook" arrived in Carson City in late May of 1875 and together with a number of flat cars, were partially disassembled, loaded on double-teamed logging wagons and hauled up the Clear Creek grade to the company's new shops at Glenbrook.

The road was completed on August 21, 1875 and formal operations, consisting of six daily trips to the summit for each locomotive, began two days later. For the

1.) Lake Shore House is an entry of the National Register of Historic Places.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Nevada State Museum, Carson City.
 Books: "Railroads of Nevada," Vol. 1&2, Howell-North, 1962 & 1963,
 "The Saga of Lake Tahoe," Vol. 1 &2, Sierra-Tahoe, 1957 & 1973.
 "History of Nevada," Thompson & West, 1880.
 Newspapers: Virginia City (Nv) Evening Chronicle, 1875.
 Carson City Appeal, 1875.
 Reno Evening Gazette & Nevada State Journal, 1899 & 1900.

10 GEOGRAPHICAL DATA

ACREAGE NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY -1.0

UTM REFERENCES

UTM NOT VERIFIED

A

1	1	2	6	1	0	0	0	4	3	3	8	8	3	0
ZONE		EASTING				NORTHING								

B

ZONE		EASTING				NORTHING								

VERBAL BOUNDARY DESCRIPTION

The engine "Glenbrook" is located on the northeast corner of the 600 block of North Carson Street and is bounded by Caroline, Robinson and Curry Streets. The Nevada State Museum occupies a majority of the property.

The Nevada State Museum Building (known also as the U.S. Mint) is on the National Register of Historic Places.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Richard C. Datin, Park Interpreter

ORGANIZATION Nevada State Museum

DATE January 29, 1981

STREET & NUMBER 600 N. Carson Street

TELEPHONE 885-4810

CITY OR TOWN Carson City

STATE Nevada

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Trini Redden

TITLE Administrator (SHPO)

DATE 3/5/81

FOR NPS USE ONLY

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

Patricia Ann...
 DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE 5/1/81

ATTEST *Patricia Ann...*
 KEEPER OF THE NATIONAL REGISTER

DATE 5/1/81

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first trainload of lumber, the trip took only 50 minutes. Carrying capacity of the railroad was about 300,000 board feet of lumber a day. As an example of the seasonal output, at the close of 1880 the year's production totalled 20,000,000 feet of lumber and 70,000 cords of wood.

The Glenbrook sawmills continued to be an important factor in the economy of the Lake Tahoe region until the need for timber supplies by the Comstock lessened considerably by the 1880's. These diminishing requirements plus the fact the slopes were nearly logged out by the end of the nineteenth century brought the operations to a conclusion in 1898.

By the end of 1898 members of the Bliss family incorporated the Lake Tahoe Railway & Transportation Co. The new concern acquired the lake vessels, wharves, shop buildings and the old lumber railroad which was dismantled and shipped by barge across to the California side of the lake. Starting at Tahoe City, a new narrow guage line was built northerly to Truckee, 15 miles distant. On May 1, 1900, the road opened for service--not as a lumber hauler--but primarily as a tourist railroad.

Numbered as engine No. 1, the "Tahoe" was later sold in 1900 to the Nevada County Narrow Gauge RR of Grass Valley, Calif. Engine No. 2, the former "Glenbrook" was renumbered as engine No. 1. For the next several decades the 2-6-0 locomotive pulled passenger trains between Truckee and Tahoe City until the Southern Pacific Railroad Co. purchased the Lake Tahoe tourist line in 1925 and standard gauged the track.

The need to keep their old Baldwin-built engines operable, especially the ex-"Tahoe", the Nevada County Narrow Gauge RR acquired the "Glenbrook" with the intention of cannibalizing it for parts. Still lettered as LT. Ry. & Co. No. 1, the engine was stored in the Grass Valley railroad yards until 1942 when the NCNG went out of business and its rolling stock was brought by a scrapping outfit, the Dulien Steel Products Co. of Los Angeles.

Wishing to preserve one of the few vestiges of the Carson & Tahoe Lumbering & Fluming Co., Hope Bliss, daughter of founder Duane L. Bliss, and her nephew Will M. Bliss, secured the "Glenbrook" and most of the missing parts from the scrappers. It was loaded on a flat car at Colfax, Calif. and shipped to Carson City, arriving at the Nevada State Museum June 17, 1943.

On September 11, 1943, Miss Bliss donated the logging engine to the State Museum. Soon after a group of historically minded people and ex-railroaders restored the 68 year-old woodburner to as much of her original appearance as possible. Since then the "Glenbrook" has provided tourists and residents with a unique remnant of Nevada's colorful past.