

NATIONAL HISTORIC LANDMARK NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

NEVADA NORTHERN RAILWAY, EAST ELY YARDS

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United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: Nevada Northern Railway, East Ely Yards

Other Name/Site Number: Nevada Northern Railway Depots, Offices, Shops, Yards

2. LOCATION

Street & Number: 1100 Avenue A (P.O. Box 150040)

Not for publication:

City/Town: Ely (East Ely)

Vicinity:

State: Nevada County: White Pine Code: 033

Zip Code: 89315

3. CLASSIFICATION

Ownership of Property

Private: \_\_\_
Public-Local: X
Public-State: X
Public-Federal: \_\_\_

Category of Property

Building(s): \_\_\_
District: X
Site: \_\_\_
Structure: \_\_\_
Object: \_\_\_

Number of Resources within Property

Contributing

39

75

114

Noncontributing

4 buildings

sites

44 structures

objects

48 Total

Number of Contributing Resources Previously Listed in the National Register: 49

Name of Related Multiple Property Listing:

# NEVADA NORTHERN RAILWAY, EAST ELY YARDS

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## **4. STATE/FEDERAL AGENCY CERTIFICATION**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this \_\_\_\_ nomination \_\_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property \_\_\_\_ meets \_\_\_\_ does not meet the National Register Criteria.

\_\_\_\_\_  
Signature of Certifying Official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal Agency and Bureau

In my opinion, the property \_\_\_\_ meets \_\_\_\_ does not meet the National Register criteria.

\_\_\_\_\_  
Signature of Commenting or Other Official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal Agency and Bureau

## **5. NATIONAL PARK SERVICE CERTIFICATION**

I hereby certify that this property is:

- Entered in the National Register
- Determined eligible for the National Register
- Determined not eligible for the National Register
- Removed from the National Register
- Other (explain):

\_\_\_\_\_  
Signature of Keeper

\_\_\_\_\_  
Date of Action

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**6. FUNCTION OR USE**

Historic: Transportation

Sub: rail-related

Current: Transportation  
Recreation and Culture

Sub: rail-related  
museum



**7. DESCRIPTION**

ARCHITECTURAL CLASSIFICATION: Late 19<sup>th</sup> & 20<sup>th</sup> Century Revivals: Classical Revival; Mission Revival  
Other: Railroad Utilitarian

**MATERIALS:**

Foundation: stone; concrete; wood

Walls: wood; brick; stone; concrete; metal

Roof: wood; metal; asphalt

Other:

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**Describe Present and Historic Physical Appearance.**

The historic district which comprises the Nevada Northern Railway's East Ely Yards includes those buildings, structures, tracks, switches, locomotives, and cars which represent the main yard, office and shop facility. With a period of significance encompassing the beginning of construction in 1905 to the dieselization of motive power on the railroad in 1952, it is a complex which includes 39 contributing buildings, and 75 contributing structures, including the tracks of the yards, and locomotives, passenger, freight and maintenance-of-way cars which are original to the railroad in this era, and except when in service, are housed in the buildings or spotted outside on the tracks of these yards.

The District is located on the north side of East Ely, Nevada, originally a separate (but contiguous) townsite from the City of Ely. The two towns merged in the 1970s to form one. Ely, once Nevada's second-largest city, is in what geologists refer to as the "basin and range" province of the "Great Basin," consisting of alternating north-south valleys between north-south mountain ranges covering Nevada and parts of Idaho and Utah, whose waters have no outlet to the ocean. The whole region is considered arid. Set in a valley with the mountains of the Duck Creek Range (on some maps called the Schell Creek Range) dominating the skyline to the east and the Egan Range running north-south to the west, the Steptoe Valley stretches to the horizon to the north to connect with the Duck Creek and Cherry Creek Valleys extending even further to the north, with other ranges or peaks visible to the north and south in the far distance. The southern boundary of the district is formed, for the most part, by the north side of Avenue A of East Ely, except where the wye track to the east extends to the south along 14<sup>th</sup> Street; Avenue A terminates a short distance west of the wye. The south boundary then parallels the ore yard to its terminus at the northeast extension of Avenue C. Approaching the center of the district from the south, East 11<sup>th</sup> Street descends a gentle slope towards Avenue A centered on the Depot and General Office Building, which terminates 11<sup>th</sup> Street at its north end at Avenue A. To the north, the yards are bordered by the Georgetown Ranch property, now owned by the City of Ely, and on the northeast by the White Pine Golf Course. The yard tracks are generally aligned east-west and dominated by the coal and sand tower and the water tank on the north side, the machine shop and engine house at their west end, and the Depot and General Offices on their south side. To the east, the buildings soon vanish leaving only the tracks of the ore yard and cars stored on them. Visually, the historic district has changed very little in appearance since ca. 1915 or 1920.

**TABLE OF RESOURCES**

<b>Resource Number</b>	<b>Name</b>	<b>Type</b>	<b>Const. Date</b>	<b>Contributing</b>
Bldg. No. 3	East Ely Depot and General Offices	Building	1907	C
Bldg. No. 2	Nevada Northern Railway Office Bldg. [Trans. Bldg.]	Building	1910	C
Bldg. No. 1	Connected Garages	Building	1920	C
Bldg. No. 4	Freight Depot [Freight House]	Building	1907	C

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Bldg. No. 6	Fire House	Building	c.1924	C
Bldg. No. 7	Bus Garage	Building	c.1940	C
Bldg. No. 8	Garage	Building	c.1923	C
Bldg. No. 9	Electric Shop	Building	c.1915	C
Bldg. No. 12	Master Mechanic's Office and Storehouse	Building	1908	C
Bldg. No. 13	Storage House	Building	c.1915	C
Bldg. No. 14	Oil Pump House	Building	c.1920	C
Bldg. No. 16	Engine House and Machine Shop	Building	1908	C
Bldg. No. 16B	Acetylene Generator House	Building	c.1910	C
N/A	Storage (no number assigned)	Building	c.1970s	NC
N/A	Paint Locker (no number assigned)	Building	c.1930s	C
N/A	Storage (no number assigned)	Building	c.1940s	C
N/A	Storage (no number assigned)	Building	c.1940s	C
Bldg. No. 17	Officers' Car Shed, later, Wrecker Outfit Shed	Building	1920	C
Bldg. No. 18	Paint Shop	Building	1914	C
Bldg. No. 19	Air Brake Testing House	Building	1914	C
Bldg. No.20	Car Repair Shop	Building	1944-45	C
Bldg. No.21	Carpenter Shop [Woodworkers' Shop]	Building	1915	C
Bldg. No. 22	Brake Shop [Air Compressor Shop]	Building	1917	C
N/A	Triple Valve Locker and Tool House	Building	c.1920s	C
N/A	Wash House – (No number assigned)	Building	c.1960s	NC

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Bldg. No. 23	Oil and Waste House	Building	c.1908	C
Bldg. No. 24	Blacksmith Shop	Building	c.1915	C
Bldg. No. 25	Material Storehouse [Hardwood Lumber Storehouse]	Building	c.1915	C
Bldg. No. 27	Track Scales and Scale House	Building	c.1909	C
N/A	Coach Cleaner's Tool House (No number assigned)	Building	c.1920	C
Structure. No. 28	Coaling Tower and Sand House	Structure	1917	C
Structure. No. 29	Water Tower [Tank]	Structure	c.1910- 1914	C
N/A	Water Column (Water Crane)	Structure	c.1910- 1914	C
Bldg. No. 30	Ice House [Roadway Machine House]	Building	c.1915	C
Bldg. No. 31	Chief Engineer's Office	Building	c.1908	C
Bldg. No. 35	Motor Car House	Building	c.1920	C
N/A	Store House [Annex to Motor Car House] (No number assigned)	Building	c.1940	C
N/A	Boiler House (No number assigned)	Building	c.1955	NC
N/A	South Side Loading Platform (No number assigned)	Structure	c.1940	C
N/A	Switchman's Shanty (No number assigned)	Building	c.1920	C
Bldg. No. 34	Car Inspector's Office and Oil House	Building	c.1920s	C
Bldg. No. 36	Car Repair Shop [Motor Car House]	Building	c.1920	C

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N/A	Car Repair Shop Storage [Motor Car House] – (No assigned number)	Building	c.1920s	C
N/A	Spur Track Loading Platform (No number assigned)	Structure	c.1984	NC
N/A	Oil Storage House (No number assigned)	Building	c.1920s	NC
N/A	Electric Sub-Station (No number assigned)	Building	c.1940s	C
N/A	Old Wash House or Wash Room (No number assigned)	Building	c.1920	C
N/A	Oil Delivery Facility	Structure	Post 1952	NC
N/A	Yard Tracks	Structure	1906-1950	C
Locomotive No. 40	Locomotive No. 40	Structure	1910	C
Locomotive No. 81	Locomotive No. 81	Structure	1917	C
Locomotive No. 93	Locomotive No. 93	Structure	1909	C
Locomotive No. 13	Locomotive No. 13	Structure	1951	NC
Locomotive No. 105	Locomotive No. 105	Structure	unknown	NC
Locomotive No. 109	Locomotive No. 109	Structure	unknown	NC
Locomotive No. 204	Locomotive No. 204	Structure	1956	NC
Locomotive No. 310	Locomotive No. 310	Structure	1950	NC
Locomotive No. 801	Locomotive No. 801	Structure	1942	NC

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Locomotive No. 802	Locomotive No. 802	Structure	1952	NC
Locomotive No. B-2080	Locomotive No. B-2080	Structure	1953	NC
Locomotive No. B-2081	Locomotive No. B-2081	Structure	1953	NC
Locomotive No. 4303	Locomotive No. 4303	Structure	1954	NC
Electric Locomotive No. 80	Locomotive No. 80	Structure	1937	NC
Electric Locomotive No. 81	Locomotive No. 81	Structure	1941	NC
Coach No. 2	Coach No. 2.	Structure	1908	C
Coach No. 5	Coach No. 5.	Structure	1882	C
Combination Car No. 05	Combination Car No. 05	Structure	1886	C
Combination Car No. 06	Combination Car No. 06	Structure	1886	C
Coach No. 07	Coach No. 07	Structure	1928	NC
Coach No. 08	Coach No. 08	Structure	1928	NC
Car No. 20	Mail/Express/Baggage Car No. 20	Structure	c.1905-06	C
Car No. 23	Excursion Car No. 23	Structure	1975	NC
Car No. 143	Officer's Car No. 143	Structure	1914	NC
Box Car No. 1020	Box Cars No. 1020	Structure	1912	C
Box Car No. 1021	Box Cars No. 1021	Structure	1912	C

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Box Car No. 1022	Box Cars No. 1022	Structure	1912	NC
Box Car No. 1023	Box Cars No. 1023	Structure	1912	C
Box Car No. 1024	Box Cars No. 1024	Structure	1912	C
Box Car No. 1025	Box Cars No. 1025	Structure	1912	C
Box Car No. 23057	Box Car No. 23057	Structure	post 1952	NC
Tank Car No. 5	Tank Car No. 5	Structure	1914	C
Tank Car No. 194	Tank Car NECX No. 194	Structure	late 20 <sup>th</sup> c.	NC
Ingoldsby Bottom Dump Car No. 1005	Ingoldsby Patent Bottom-Dump Ore Car No. 1005	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1009	Ingoldsby Patent Bottom-Dump Ore Car No. 1009	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1034	Ingoldsby Patent Bottom-Dump Ore Car No. 1034	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1039	Ingoldsby Patent Bottom-Dump Ore Car No. 1039	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1042	Ingoldsby Patent Bottom-Dump Ore Car No. 1042	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1048	Ingoldsby Patent Bottom-Dump Ore Car No. 1048	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1067	Ingoldsby Patent Bottom-Dump Ore Car No. 1067	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1068	Ingoldsby Patent Bottom-Dump Ore Car No. 1068	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1069	Ingoldsby Patent Bottom-Dump Ore Car No. 1069	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1079	Ingoldsby Patent Bottom-Dump Ore Car No. 1079	Structure	1910-11	C

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Ingoldsby Bottom Dump Car No. 1082	Ingoldsby Patent Bottom-Dump Ore Car No. 1082	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1089	Ingoldsby Patent Bottom-Dump Ore Car No. 1089	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1097	Ingoldsby Patent Bottom-Dump Ore Car No. 1097	Structure	1910-11	C
Ingoldsby Bottom Dump Car No. 1207	Ingoldsby Patent Bottom-Dump Ore Car No. 1207	Structure	c.1928	C
Ingoldsby Bottom Dump Car No. 1209	Ingoldsby Patent Bottom-Dump Ore Car No. 1209	Structure	c.1928	C
Ingoldsby Bottom Dump Car No. 1212	Ingoldsby Patent Bottom-Dump Ore Car No. 1212	Structure	c.1928	C
Ingoldsby Bottom Dump Car No. 1216	Ingoldsby Patent Bottom-Dump Ore Car No. 1216	Structure	c.1928	C
Ingoldsby Bottom Dump Car No. 1219	Ingoldsby Patent Bottom-Dump Ore Car No. 1219	Structure	c.1928	C
Ingoldsby Bottom Dump Car No. 1223	Ingoldsby Patent Bottom-Dump Ore Car No. 1223	Structure	c.1928	C
Ingoldsby Bottom Dump Car No. 1228	Ingoldsby Patent Bottom-Dump Ore Car No. 1228	Structure	c.1928	C
Bottom Dump Car No. 3A	Bottom Dump Car No. 3A	Structure	c.1907	C
Bottom Dump Car No. 4A	Bottom Dump Car No. 4A	Structure	c.1907	C
Bottom Dump Car No. 5A	Bottom Dump Car No. 5A	Structure	c.1907	C
Side Dump Car No. 6A	Side Dump Ballast Car No. 6A	Structure	1907	C
Side Dump Car No. 7A	Side Dump Ballast Car No. 7A	Structure	1907	C
Hopper Car No. 102	Hopper Car No. WSOR 102	Structure	late 20 <sup>th</sup> c.	NC
Hopper Car No. 128	Hopper Car No. 128	Structure	late 20 <sup>th</sup> c.	NC

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Hopper Car No. 129	Hopper Car No. 129	Structure	late 20 <sup>th</sup> c.	NC
Hopper Car No. 134	Hopper Car No. 134	Structure	late 20 <sup>th</sup> c.	NC
Hopper Car No. 136	Hopper Car No. 136	Structure	late 20 <sup>th</sup> c.	NC
Hopper Car No. 139	Hopper Car No. 139	Structure	late 20 <sup>th</sup> c.	NC
Hopper Car No. 158	Hopper Car No. 158	Structure	late 20 <sup>th</sup> c.	NC
Hopper Car No. 159	Hopper Car No. 159	Structure	late 20 <sup>th</sup> c.	NC
Bottom Dump Car No. 204	Bottom Dump Car No. 204	Structure	1906	C
Air Dump Car No. 215	Air Dump Ballast Cars No. 215	Structure	c.1946	C
Air Dump Car No. 216	Air Dump Ballast Car No. 216	Structure	c.1046	C
Ore Car No. 306	Ore Car No. 306	Structure	1907	C
Ore Car No. 400	Ore Car No. 400	Structure	1908	C
Ore Car No. 2 <sup>nd</sup> 402	Ore Car No. 2 <sup>nd</sup> 402	Structure	1908	C
Ore Car No. 2 <sup>nd</sup> 403	Ore Car No. 2 <sup>nd</sup> 403	Structure	1908	C
Ore Car No. 2 <sup>nd</sup> 404	Ore Car No. 2 <sup>nd</sup> 404	Structure	1908	C
Ore Car No. 2 <sup>nd</sup> 404	Ore Car No. 2 <sup>nd</sup> 405	Structure	1908	C
Side Dump Car No. 423	Side Dump Car No. 423	Structure	c.1946	C
Hopper Car No. 3036	Hopper Car No. 3036	Structure	1908	C
Hopper Car No. 4885	Hopper Car No. 4885	Structure	c.1930s	C
Hopper Car No. 74885	Hopper Car No. 74885	Structure	c.1899-1900	C
Flat Car No. 17	Flat Car No. 17	Structure	c.1910	C
Flat Car No. 22	Flat Car No. 22	Structure	n.d.	NC

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N/A	Flat Car, No. unknown	Structure	early 20 <sup>th</sup> century	C
N/A	Flat Car, No. unknown	Structure	n.d.	NC
N/A	Flat Car, No. unknown	Structure	n.d.	NC
N/A	Flat Car, No. unknown	Structure	n.d.	NC
N/A	Flat Car, No. unknown	Structure	n.d.	NC
N/A	Flat Car, No. unknown	Structure	n.d.	NC
N/A	Flat Car, No. unknown	Structure	n.d.	NC
Flat Car No. 8	Flat Car, N.C.C.Co. No. 8	Structure	1907	C
Flat Car No. 12	Flat Car, N.C.C.Co. No. 12	Structure	1907	C
Flat Car No. 217098	Flat Car No. 217098	Structure	late 20 <sup>th</sup> century	NC
Caboose No. 3	Caboose No. 3	Structure	1909	C
Caboose (2 <sup>nd</sup> ) No. 5	Caboose (2 <sup>nd</sup> ) No. 5	Structure	1923	C
Caboose (2 <sup>nd</sup> ) No. 6	Caboose (2 <sup>nd</sup> ) No. 6	Structure	late 20 <sup>th</sup> century	NC
Caboose No. 22	Caboose No. 22	Structure	1955	NC
N/A	Caboose No. unknown	Structure	c.1910	NC
Wrecking Crane A	Wrecking Crane A and tender. Contributing Structure	Structure	1907	C
Wrecking Outfit Car 3 <sup>rd</sup> No. A-1.	Wrecking Outfit Tool/Block/Boom Car 3 <sup>rd</sup> No. A-1	Structure	1907	C
Rotary Snowplow B	Rotary Snowplow B with tender	Structure	1907	C

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Rotary Outfit Tool Car No. B-1.	Rotary Outfit Tool Car No. B-1	Structure	c.1915	C
Locomotive Crane No. 7	Locomotive Crane No. 7	Structure	late 20 <sup>th</sup> century	NC
Kennecott Flat Car No. 07	Kennecott Copper Company flat car/tender/idler/boom car No. 07	Structure	n.d.	NC
Jordan Spreader No. 360	Jordan Spreader No. 360	Structure	1917	C
Jordan Spreader No. 70	Jordan Spreader No. 70	Structure	1948	NC
Scale Test Car No. 5000	Scale Test Car No. 5000	Structure	1913	C
Storage Car No. 1030	Storage Car No. 1030	Structure	1944	NC
Dormitory Car No. 7047	Dormitory Car No. 7047	Structure	c.1940s	NC
N/A	Locomotive tender	Structure	1907	C
N/A	Maintenance of Way Flat Car, Number unknown	Structure	c.1920s	C
N/A	Maintenance of Way Flat Car, Number unknown	Structure	c.1920s	C
N/A	Maintenance of Way Flat Car, Number unknown	Structure	c.1920s	C
N/A	Maintenance of Way Flat Car, Number unknown	Structure	c.1920s	C
N/A	Maintenance of Way Flat Car, Number unknown	Structure	c.1920s	C

**Buildings and Structures (excluding locomotives and rolling stock)****East Ely Depot and General Offices (Building No. 3), Contributing Building:**

Located on the south side of the District, on Avenue A centered at the northern terminus of 11<sup>th</sup> Street, the

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Depot and General Offices was constructed in 1907 and designed by the Architect Frederick Hale. It is a functional, two-story hip-roofed building to which the architect appended on the north and south sides espadana parapets which lend it a touch of Mission Revival style, at that time at the height of popularity in the West. The building exhibits high design quality and is individually listed on the National Register of Historic Places for architectural, cultural and historical significance. The 40 by 80-foot building rests on a concrete block foundation atop a basement which originally housed a boiler for the building's steam heating system. The first story walls are of stone construction, 20 inches thick, with the exterior laid up in rusticated coursed ashlar, alternating wide and narrow courses of stone giving the building a distinctive banded appearance. The second story walls, separated from the first story by a belt course, are of wood frame construction faced with cement plaster on metal lath. Fenestration consists of one-over-one and two-over-two double-hung, wood sash windows with projecting wooden lug sills. Three single and two double doors provide access to the south elevation, with four single and two double doors in the north (primary) elevation, facing the tracks.

The building has a steeply-pitched hip roof clad in composition shingles. Its eaves are open with exposed rafter tails carrying wooden gutters. A shed roof carried on carved brackets extends the full length of the north side of the Depot to provide weather protection at trackside for passengers awaiting a train.

Triple, round-headed, arched attic vents pierce the espadana parapets. Projecting roundels on the south side contain stone letters spelling out the current station name - EAST ELY. At one time they read ELY CITY and at another, just ELY. On the north elevation, a bay window extends out from both the first and second stories, a typical feature to house a dispatcher or telegraph operator who by means of the bay would look up and down the tracks which passed the depot.

Some minor alterations were made to the depot in 1918, when the express room was remodeled to add additional counters and shelving, and in subsequent years. It was found that passengers awaiting trains on the north side, many of them miners with steel tools in their Levis, leaned against or sat on the stone window lintels, chipping and damaging the stone. Consequently, a horizontal round iron rail, painted black and capped with continuous sharp pyramidal projections or "sharks' teeth," was fitted along the north elevation at window sill height to discourage patrons from leaning against the stonework. These alterations are considered historic, a part of the building's early history.

The first story contains nine rooms, including a ticket office and separate women's and men's waiting rooms and a baggage and express room with a scale, while the second floor contains twelve offices. Parts of the first floor, the second floor hallway, the staircase, and second floor offices on the north side of the building have a four-foot high wainscot of dark, varnished wood to match the doors, door frames, and window frames. Many original light switches remain in place as does much original brass door hardware, not to mention pebbled glass windows in many of the interior doors, only a few having been broken and replaced with a modern frosted glass. The principal changes to the interior are electric baseboard heating and modern ceiling lights and storm windows on the south side. The significance of the buildings at East Ely extends in almost every case to the interior details and to the original furnishings within. Except for the gift shop in the northeast corner of the ground floor, the rooms in this building have their original furnishings intact, so that stepping into almost any of them is like stepping back into time seventy-five to a hundred years ago. Wooden desks, tables, chairs, filing cabinets, wall cabinets, and the like, abound. Within wall cabinets are two or three generations of typewriters, adding machines, and other office devices; the railroad apparently neglected to discard old models it had replaced by simply putting them in storage. In the northwest room, back to back vaults by Herring-Hall-Martin Safe Company, still serve as storage. One room marked "Private" on the north side upstairs was the railroad's "Stationery" or "form" storeroom, whose bare wood shelves contain stacks of unused old railroad forms, as

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they have had for nearly a century. The interior throughout this building is as interesting and evocative of a past long gone as is the exterior, and the significance and integrity extends not only to interior architectural details but to original furnishings as well.

The Depot and General Office Building was one of the two most important buildings in the District (along with the Engine House and Machine Shop). It is now owned by the State of Nevada and administered as the East Ely Railroad Depot Museum, which is subordinate to the Nevada State Railroad Museum in Carson City, a part of the Nevada state park system under the Department of Cultural Affairs.

Nevada Northern Railway Office Building [Transportation Building] (Building No. 2), Contributing Building:

A short distance to the east of the Depot and General Office Building is a second office building, built in 1910 apparently when the need for office space exceeded that provided by the Depot and General Offices, and now generally referred to as the Transportation Building.<sup>1</sup> It was also known as the Dispatcher's Office, a function probably originally located in the depot. Situated between Avenue A and the Team Track, this is a two-story building of yellow brick construction measuring 40 by 32 feet. The building rests on a concrete foundation. Exterior walls are clad in face brick laid up in running bond. Fenestration consists of two-over-two double-hung, wood sash windows. Entrance doors are located near both ends of the north wall, facing the tracks, and a lone angled bay window projects from the north wall of the second story believed to serve the Dispatcher's Office. The hip roof, clad in composition shingles, has open eaves. A shed roof carried on large brackets, projects from the north wall at first story level to provide weather protection along the entire track side of the building. On the back side along Avenue A, a single door leads into a records vault, still full of railroad records, the records now owned by the Nevada State Railroad Museum.

North of the back end of the records vault, the first floor interior is divided into two rooms plus a wooden stairway that leads to the second floor along the west side. The main room on the north side of the main floor and the stairwell and landing, have a four-foot high wainscot of vertical tongue-and-groove boards stained a dark color and varnished. On the second floor, similar wainscot has been altered by being painted white, along with other woodwork. The second floor features five rooms. Much of the original communications equipment of the dispatcher's office is still in place as are some original light switches. Floor covering is linoleum. The building contains most of its original wooden furniture, mostly desks, chairs, and tables. Significance and integrity extend to original interior architectural details and furnishings. This building currently houses an exhibit room on the ground floor and railroad offices on the second floor.

Connected Garages (Building No. 1), Contributing Buildings (2):

Two red, wood frame garages, gable roofed with gable returns reflecting Classical Revival architecture, stand about 50 feet east of the Office Building along Avenue A, but not, as one might expect, at right angles to Avenue A so as to be entered from the street. Rather, they are constructed with their longer axis parallel to Avenue A with entrances on both their east and west ends. Built in 1920, the original one on the north side measures roughly 15 by 35 feet. The second garage built in 1923, measures 15 by 40 feet. A three-foot space separates the buildings although they are lightly connected via a shared rain gutter placed where the two rooflines run in tangent.

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<sup>1</sup> The "Nevada Northern Railway East Ely Yards and Shops," National Register of Historic Places Registration Form identified this building as built in 1917, but current railway General Manager Mark Bassett, indicates that it was built in 1910.

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Both buildings rest on horizontal timber beams. Exterior sheathing is drop rustic siding. Fenestration consists of two-over-two, double-hung, wood sash windows on the north and south facing walls of each structure; the north facing windows in the original garage are boarded up. The original garage has wooden, side-hinged, double doors on both east and west ends, while the second garage has a similar door on its west end and a wooden sliding door on its east end. Both structures have gable roofs of medium pitch clad in roll composition roofing, and with gable returns they are attractive little buildings. The interior walls and ceilings of both garages are sheathed in paperboard. Floors are wooden and there are no room divisions. The garages are currently not in use. The Nevada Northern Railway treats the joined garages as a single building, but the superficial nature of their connection dictates that they be counted as two separate buildings for resource count purposes.

Freight Depot [Freight House] (Building No. 4), Contributing Building:

The Freight Depot, or Freight House, built in 1907, is a single story, gable-roofed, wood-frame building measuring 40 by 320 feet, resting on concrete piers, with its longer axis parallel to Avenue A, along which it stands on the north side a short distance west of the Depot and General Office Building. Exterior siding is mixed: that on the east end of the building is horizontal drop rustic; the west end of the building is clad in un-battened vertical boards; and the long north and south sides are sheathed in vertical board-and-batten. Fenestration consists of two-over-two, double-hung, wood sash windows with projecting lug sills. Five panel doors in both the north and south elevations provide access to the express office space in the east end of the building, while large freight doors in the north and south elevations access the freight handling and storage area of the building. The gable roof is clad with standing-seam metal roofing, as are the secondary shed roofs that cover the loading docks on both the north and south sides. A decorative bracket graces the east gable end, while a brick chimney from the office pierces the roof peak near the east end. The building is red with white trim.

As indicated above, the east end (closest to the Depot and General Offices) houses the express office, which is finished with a wainscot of vertical boards topped with a chair rail, above which are walls paneled in horizontal v-rustic boards. Interior window frames have a Queen Anne-style bulls-eye corner motif. The remainder of the interior is unfinished and part of the freight area on the west end is open-sided under the roof.

The freight depot handled the shipping of freight, but not baggage. All the paperwork on freight shipments whether l.c.l. (less-than-car-load)<sup>2</sup> or whole cars or groups of cars, was handled in the freight depot. This building, like the Depot and General Offices, is owned by the State of Nevada and is part of the East Ely Railroad Depot Museum under the Department of Cultural Affairs. The rest of the buildings, structures, tracks, motive power and rolling stock at East Ely are owned by the City of Ely and operated through the White Pine Historical Railroad Foundation.

Fire House (Building No. 6), Contributing Building:

Located some 300 feet west of the Freight House along Avenue A and built some time after 1923, (probably during the 1920s), this red, one-story, gable-roofed, wood-frame garage for a fire truck or hose cart is 14 by 27 feet, with the longer axis running north-south. The exterior sheathing and roof cladding are both standing-seam

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<sup>2</sup> The initials "l.c.l." stand for "less-than-car-load" or "less-than-car-lot" which means a freight shipment which will require less space than a full car, i.e., the remainder of the space being available for one or more other "l.c.l." shipments.

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metal. Fenestration consists of one six-over-three, double-hung wood sash window in the east and west sides with paired three-panel garage-type doors placed in the south end opening on Avenue A. The interior is unfinished with a wooden floor.

Bus Garage (Building No. 7), Contributing Building:

Located immediately west of the Fire House, facing on Avenue A on the southwestern side of the railroad yards, the Bus Garage is a 40 by 50-foot brick, gable-roofed building built in the early 1940s to house the company's highway buses that replaced rail passenger service upon its discontinuance in 1941. The masonry is laid in common bond and the roof is clad in sheet metal. Fenestration consists of 20-light steel sash windows with 6-light pivotal center sections in the east and west sides and at the north end, and the building has a pair of roll-up metal doors in the south end. The interior is unfinished with a concrete slab floor and exposed roof trusses.

Garage (Building No. 8), Contributing Building:

Built no later than 1923, this red, wood frame, gable-roofed garage later served simply as storage, but it matches architecturally the two small garages east of the Transportation Building, its north-south gable roof having Classical Revival gable returns. Located 27 feet west of the Bus Garage, it is a rectangular, 16 by 36-foot building with a pair of three-panel garage doors placed in the south end opening on Avenue A. Exterior sheathing is drop rustic siding, while the roof is clad in composition shingles. Windows, located in the east and west sides, are two-by-two double-hung in wood sash, those on the west side boarded up for protection against vandals. The interior is unfinished with a dirt floor.

Electric Shop (Building No. 9), Contributing Building:

Built about 1915 with a principal east-west axis, the Electric Shop is located approximately 75 feet west of the aforementioned garage (No. 8). Originally rectangular, the building received an office addition some time after 1923, which gave it an L-shaped floor plan. It now measures 50 feet long by 18 feet wide on the narrow end, and 27 feet wide on the wide end. The joint between the original building and the addition is easily discerned. The building, which rests on cement piers, is of wood frame construction with a hip roof. Exterior walls are sheathed in drop rustic siding, while the roof is clad in composition shingles. Windows, many of which are boarded up for protection against thieves and vandals, are four-over-four, double-hung in wood sash, while five-panel doors give access to the interior. Paired doors open onto a 12 by 20-foot loading platform on the north side of the building.

The interior of the Electric Shop is divided into three offices and a storage and work area. The offices have a wood wainscot surmounted by plaster walls; floors and ceilings are wood. Some early knob-type light switches remain. The storage room has small wooden bins for electrical parts storage. Two amazing antique mercury rectifiers, featuring fascinating glass tubes or globes reminiscent of equipment from Edison's New Jersey laboratory, are in one room on the north side. The rectifiers, original furniture, and architectural features of the interior are an important element of this resource. The Electric Shop played an integral role in the railroad's maintenance and repair facilities, and the interior is unchanged.

Master Mechanic's Office and Storehouse (Building No. 12), Contributing Building:

Located on the southwest side of the property near its west end, and 25 feet south of the Machine Shop and

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Engine House (Building No. 16), sometimes called the Master Mechanic's Office and Warehouse, this 30 by 100-foot structure is of masonry construction with an east-west axis. The building is built of cast concrete blocks with a rusticated exterior face laid in ashlar and the hip roof is clad in composition shingles with its broad eaves providing weather protection. Windows are six-over-six, double-hung in steel sash (though one in the east end has had the lower sash replaced by a single pane). It was built in 1908. A 10-foot wide freight platform extends along the north side of the building, with a series of freight doors giving interior access. Smaller entrance doors are located in the east and west ends of the building. The building has a partial basement that is used for additional storage.

The east end of the building contains two offices with linoleum floors, plaster walls, and apparently all the original furniture and cabinets except for one modern metal swivel chair. The storage area has a wood floor and wooden stairs access both the basement and attic. The store room is full of machine parts stored in wooden bins of various sizes. The storehouse also contains maintenance records, parts blueprints dating to 1912, manufacturers' parts catalogs, parts specifications, spare railroad hardware in original containers, and numerous additional records representing a wealth of research material.

Storage House (Building No. 13), Contributing Building:

The storage house, built about 1915, stands 45 feet west of the southwest corner of the Engine House and Machine Shop (Building No. 16). A rectangular 30 by 36-foot wood frame building, it rests on a foundation of wood beams. The south half of the east side is open with lattice bracing for the storage of iron stock, while the north half of the building is enclosed and used for the storage of petroleum products. The building, clad in corrugated metal, has a shed roof similarly sheathed. Windowless, the Storage House has a wood door in the east wall. The interior is unfinished with a dirt floor. Immediately adjacent to the west wall are the concrete foundations for two 25,000 gallon oil tanks; the tanks have been removed.

Oil Pump House (Building No. 14), Contributing Building:

Sited 20 feet west of the Storage House (No. 13), and built about 1920, the Oil Pump House stands as the westernmost building in the District. A simple six-by-six-foot wood-frame, shed-roofed structure, it rests on a concrete slab foundation. Walls and roof are clad in corrugated metal. A door in the east wall is the only opening. Its oil pump removed, the interior today is empty. The building was used to house an oil pump which fed oil storage tanks formerly located adjacent to Building No. 13, and represents part of the Nevada Northern Railway's maintenance facilities.

Engine House and Machine Shop (Building No. 16), Contributing Building:

Constructed in 1908, this building was altered in 1917 and enlarged and altered again in 1941. Originally, this was a rectangular concrete block Engine House and Frame Machine shop with a mixture of gable, flat and shed roofs. In 1917, a drop pit and skylight were added to the Machine Shop. In 1941 the building was further altered and enlarged into its present form, and concrete block or brick walls replaced the frame section.<sup>3</sup> After the 1941 remodeling, the building consisted of a 166 by 52-foot Machine Shop and a 166 by 107-foot Engine House. The two track stalls at the south end constitute the Machine Shop separated by a wall from the six track stalls to the north which constitute the Engine House. (Often, railroad machine shops and engine houses were

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<sup>3</sup> Photographs before, during, and after the remodeling of the Engine House and Machine Shop, appear on pp. 36 and 37 of *Nevada Northern Railway and the Copper Camps of White Pine County, Nevada*, a pictorial history.

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separate buildings; at East Ely they were combined into a single building though separated by an interior wall).<sup>4</sup>

Erected on a concrete slab that serves as both foundation and floor, the Engine House and Machine Shop has east and west walls of brick while the north and south walls are of concrete block masonry. The coal storage addition at the southwest corner is of concrete block construction. The 9 by 27-foot flue rattler abutting the west wall is of wood frame construction. The shower and washroom at the northwest corner continues the same brick masonry pattern as the west wall. The air room, added at the southeast corner, continues the cement block construction of the south wall. Fenestration consists of multi-light steel, industrial sash windows with pivotal center sections, closely spaced along the north and south sides. The east end of the building has eight roll-up metal doors providing access for locomotives and cars. Additional pedestrian doors are located in the other three sides.

The interior of the building is divided into several work areas. The two largest are the Machine Shop on the south and the Engine House, about 60 per cent of the building's floor space, to the north, both on the east side. The air (brake) room is a one story extension of the Machine Shop portion to the southeast. West of the Machine Shop is the boiler room, and behind that, still further west, the blacksmith shop, dating from before welding superseded blacksmithing during the 1920s. Adjacent to the blacksmith shop are two coal storage vaults, which provided coal to the blacksmiths' forges. A boiler shop and office occupy the area west of the engine house portion of the building, while the single-story shower and washroom occupies the northwest corner of the building. Rows of smokejacks penetrate the roof with interior, rectangular, funnel-like vents located above the tracks where locomotives were spotted inside with their stacks below the funnels, so as to vent coal smoke through the roof to the outside.

The Engine House and Machine Shop, one of the largest buildings on the property, was the core of the railroad's maintenance facility as well as its motive power housing facility, with a majority of the heavy machinery in the machine shop still operable and still used (although a few machines are so old that their function has become obscure). Three second-hand nineteenth-century coal stoves cast in iron for the Denver & Rio Grande Railway before 1886 are inside this building, antiques in their own right. The Engine House and Machine Shop handled all the maintenance and repair requirements on Nevada Northern steam locomotives as well as Nevada Consolidated Copper Company locomotives, and probably encompassed some work on cars as well.

Acetylene Generator House (Building No. 16B), Contributing Building:

Near the northwest corner of the Engine House, this is a 10 by 15-foot building which houses a carbide acetylene generator. The building has a gable roof, and is clad overall in corrugated metal. The date of construction is not known but it appears to date from the first third of the twentieth-century. A 12 by 12-foot section was added to the building in the 1970s.

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<sup>4</sup> A question of terminology arises here - buildings used to house railroad locomotives are termed either a "roundhouse" or an "engine house." There are those who argue that the terms are interchangeable and mean the same thing; indeed, whereas the November 1923 Nevada Northern Railway yard map describes this building as a "roundhouse," the undated ca. 1915 Nevada Northern yard map termed it an "engine house," so there is historical precedent for calling it either. To the nomination preparer, however, a roundhouse is a building erected to house locomotives which are built on an arc of part of a circle, or if a very large one an entire circle, generally, although not always, with tracks radiating into stalls from a turntable in the middle of the arc. A rectangular building, whether housing a single track or many parallel tracks, according to the author's interpretation, is an engine house thus the East Ely building is referred to as an engine house. Furthermore, the Nevada Northern Railway never had a turntable which is typically associated with a roundhouse.

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Storage (no number assigned), Non-contributing Building:

This 15 by 21-foot metal building, four feet to the east of Building 16B, was added in the 1970s, and is non-contributing.

Paint Locker (no number assigned), Contributing Building:

West of (behind) the Engine House and Machine Shop this 12 by 18-foot wood frame building with corrugated metal walls and roof, serves for paint storage. It is believed to date from the 1930s.

Storage (no number assigned), Contributing Building:

West of (behind) the Engine House and Machine Shop, this wood frame building, 10 by 12-feet, clad in corrugated metal, serves as miscellaneous storage. Date of construction is unknown, but it is believed to date from the 1940s.

Storage (no number assigned), Contributing Building:

West of (behind) the Engine House and Machine Shop, this wood frame building 8 by 12 feet with corrugated metal walls and roof, serves as additional storage. It is believed to date from the 1940s.

Officers' Car Shed [Wrecker Outfit Shed] (Building No. 17), Contributing Building:

The Private Car or Officers' Car Shed, originally built to house the cars used by the railroad's executives, is a rectangular, wood frame structure measuring 18 by 100 feet, with a single track down its center, sited immediately north of the Engine house, not parallel to it but rather at an angle running northwest to southeast. It has large, tall, side-hinged double doors at its east end. Exterior walls have standing-seam metal panels covering the diagonal wooden sheathing while the gable roof is also clad in sheet metal. Seven four by six inch timbers buttress the long walls on the north and the south sides. The building is windowless. A series of concrete piers provide a perimeter foundation. The interior only has a dirt floor and exposed roof and wall framing. Built about 1920 to house the railroad's business car, after about 1950 it housed the railroad's wrecking derrick and tool or outfit car.

Paint Shop (Building No. 18), Contributing Building:

Begun in October 1913 and completed in January 1914 at a cost of \$5,082.09, and enlarged some time between 1923 and 1930, the Paint Shop, also known as the Coach Shed, is located east of the Officers' Car Shed (Building No. 17). It is a two story high wood frame building originally 40 by 150 feet, but measuring now 45 by 210 feet, aligned along a generally east-west axis but at a slight angle to the nearby Engine house. Its exterior walls have standing-seam metal panels. The building, which rests on a concrete perimeter foundation, has a hip roof capped with a gable-roofed clerestory. Fenestration consists of a series of 44-light steel sash windows arranged in pairs along the north and south walls, with 32-light steel sash windows placed along the length of the clerestory's north and south sides and on its east end. Two pairs of tall doors with diagonally-boarded panels provide access to the two-track-interior at its east end. A pedestrian door is cut into the lower panel of the southernmost door.

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Abutting the north wall, near the east end, and arranged perpendicular to the axis of the Paint Shop, is a small 16 by 27-foot, one-story wood frame addition that serves as a carpenter shop, added between 1923 and 1930, and not to be confused with the main carpenter shop which is located in a separate building farther east. Sheathed in board-and-batten siding, its gable roof showing the tightly clipped eaves typical of the late 1920s and clad in wood shingles, this addition has a combination of six-over-six double-hung windows in wood sash, and six-light fixed and casement windows. Three wooden steps lead to a single door in the carpenter shop's north end.

The interior of the Paint Shop is a large, open work area with no wall sheathing and exposed roof trusses; the west end is used for storage, and cement slabs flank and divide the two tracks. The interior of the carpenter shop has a wood floor and wood wall paneling. Used to paint locomotives and cars, the Paint Shop was an integral part of the Nevada Northern Railway's maintenance facilities.

Air Brake Testing House (Building No. 19), Contributing Building:

Constructed in 1914 of stone masonry laid in ashlar on a concrete slab foundation, this 16 by 32-foot building is roughly two stories high. Its hip roof clad in composition shingles, has open eaves with exposed rafter tails. Eight-over-eight, double-hung and fixed windows in wood sash are placed on the north and south sides and the east end. A floor-to-ceiling door occupies the west end facing the Machine Shop/Engine House near its southeast corner 75 feet to the west. Lower paired doors are located in the north side. The interior of the building is unfinished and un-partitioned providing a large work area. A wooden storage loft above covers roughly half the interior.

Sometimes called the "Air House," the building originally found use servicing air brakes on rolling stock and functioned along with the air and tool compressor room extension of the Machine Shop. It was an integral part of the railroad's maintenance facilities.

Car Repair Shop (Building No. 20), Contributing Building:

Built in 1944 and 1945, this is a two-story-high, steel frame building with gable roof clad overall in corrugated metal panels. Four large, moveable ventilators are placed along the roof's ridgeline. Measuring approximately 50 by 320 feet, the building's large, uninterrupted interior working space houses three tracks, and is lit by vertically-stacked pairs of 60-light steel sash windows that line its long north and south sides and its west end. Twenty-light center panels pivot out to provide ventilation. The building rests on a concrete block perimeter foundation. Two roll-up metal doors provide access to the two outer tracks through the east end of the building, and a smaller centered door provides a single track access to the west end, which lies approximately 150 feet east of the Engine House and Machine Shop Building (Building No. 16). The building lies at a slight southwest-northeast angle parallel to the yard tracks, and was positioned to cover car repair tracks Nos. 1 and 2 which are similarly aligned and which determined the building's alignment. Prior to the mid-1940s, car repairs were done out in the open on those tracks, apparently in all kinds of weather. Nearly forty years after its founding, the railroad finally erected a building to enclose the two car repair tracks; the tracks within the building are nearly four decades older than the building itself.

The building's steel frame is exposed on the interior as are the steel roof trusses. Clear height within the building is about 50 feet, and a 15-ton traveling crane moves the length of the building within. The floor is earth and the three tracks provide sizeable capacity for rolling stock. Today the building is used to house some of the railroad's active rolling stock, especially passenger equipment, as well as for making repairs on that

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rolling stock. Originally it functioned as an essential part of the railroad's maintenance operations.

Carpenter Shop [Woodworkers' Shop] (Building No. 21), Contributing Building:

Built in 1915 and slightly altered in 1920, this main carpenter's shop is a single-story, T-shaped, wood frame structure with exterior walls and gable roof clad in standing seam metal panels. It rests on post-and-pier foundation with timber sills. Windows are six-over-six, double-hung in wood sash, in single and paired configurations. Smaller windows are placed in the gable ends to light the attic space. Various single and pair hinged and sliding doors access the interior. The leg of the T-plan measures 24 by 25 feet, while the arms measure 12 by 21 feet. A small office addition on the east side has a shed roof.

The interior is partitioned into 4 rooms. The easternmost room is an office accessed only from the exterior, having been added as an afterthought. The rear (north) room with a 4-foot sunken floor, houses the motors and other machinery which power the belt-driven saws and other equipment which amazingly are still in place, located in the other two rooms. Interior walls are finished in horizontal boarding and floors are wood. The Carpenter Shop, just north of the Car Repair Shop, was fully equipped to handle all repair, refurbishment, and original construction needs of the railroad's wooden cars and buildings. It still contains substantial historic records. It also contains a belt-driven shop largely intact, providing a clear picture of an early twentieth-century workshop. The building and its interior are rare survivors.

Brake Shop [Air Compressor Shop] (Building No. 22), Contributing Building:

Located 20 feet east of the Carpenter Shop (Building No. 21), the Brake Shop, also housing the Car Foreman's Office, is a 20 by 42-foot wood frame, gable-roofed building resting on timber sills built in 1917. Exterior siding is board-and-batten, while the roof is clad in standing-seam metal roofing. The building uses a variety of window types, including double-hung, sliding, and hopper, all in wood sash, with a single, five-panel door on the west end. Interior walls are paneled in wood with a 6-foot wide storage area at the east end. Originally used as the railroad's air-compressor shop from its construction in 1917 until the construction of the air compressor shop addition to the Engine House and Machine Shop in 1941, the building has since provided office and shop space for brake repairs.

Triple Valve Locker and Tool House (No number assigned), Contributing Building:

Located behind the brake shop, this simple 14 by 16-foot wood frame building with gable roof whose ridge runs east-west features walls and roof clad in standing-seam metal panels. It has a door on its east side. (Triple-valves are a key component of the brake system of railroad cars.) It was probably built in the 1920s.

Wash House (No number assigned), Non-contributing Building:

Located east of the brake shop and west of the blacksmith shop, this concrete block building is rectangular in plan, roughly 12 by 30 feet. The building has two doors on the west side, and two-light horizontal sliding metal sash windows, two each on the east and west sides, and one on each end. The gable roof is clad in corrugated metal with a gutter extending below about two thirds of the west edge above the doors. It has four roof vents, the two largest at the peak of the gable and capped with rotating wind vanes. The longer axis of the building and the ridge of the roof run north-south, at right angles to the track. The building has small, two-light horizontal sliding windows in metal frames, two each on the east and west sides, one each on the north and south ends, and two doors on the west side. It is believed to have been built in the 1960s to replace the old wash room, farther

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northwest.

Oil and Waste House (Building No. 23), Contributing Building:

Built around 1908, this simple 14 by 16-foot wood frame building with shed roof located behind the wash room rests on timber sills. Walls and roof are clad in standing-seam metal panels. The interior, with metal walls and dirt floor, is illuminated by 5-light steel sash windows in the east and west walls, and is entered through a 5-panel door in the south wall. Located 40 feet north of the Car Foreman's Office (Building No. 22), this building served the railroad's maintenance forces.

Blacksmith Shop (Building No. 24), Contributing Building:

Its walls clad in corrugated metal, this building erected about 1915 rests on timber sills and measures 24 by 24 feet. The building features a gable roof sheathed in roll composition roofing with a small, gable-roofed, louvered cupola centered on its ridgeline as an exhaust vent. The ridge of the gable runs north-south, at right angles to the tracks. Three four-over-four, double-hung windows in wood sash are located in the east and west sides, while a pair of 4-light sliding windows in wood sash are in the south end above a pair of diagonally-sheathed wood doors. Similar doors are located in the north end as well. The dirt-floored interior is a single, open, unfinished space. The Blacksmith Shop was an integral part of the railroad's maintenance facilities prior to the advent of electric welding during the 1920s, and may have been used as a welding shop thereafter.

Material Storehouse [Hardwood Lumber Storehouse] (Building No. 25), Contributing Building:

This simple structure, built about 1915, housed finished hardwoods used especially in passenger and some freight cars. It measures 25 by 45 feet, is of wood frame construction on timber sills, and has a shed roof. Exterior cladding of walls and roof are of standing-seam metal panels. Windowless, the building is accessed by a series of five diagonally-sheathed sliding wooden doors that virtually open the entire south side to access; small louvered openings in the east and west ends provide ventilation. The open, unfinished, dirt-floored interior has wooden racks for lumber storage. This storehouse was an ancillary facility to the nearby Carpenter Shop (Building No. 21).

Track Scales and Scale House (Building No. 27), Contributing Building:

The 60-foot track scales designed for weighing empty or (more frequently) loaded freight cars were an integral structure in the operation of the railroad. The Scale House, built about 1909 (one source says 1915), houses the instrumentation which is a part of the scales and rests on a concrete slab.<sup>5</sup> It measures 9 by 12 feet, has a gable roof and access is through a wood door in the west end. The interior has a wood floor and houses the original scale apparatus.

Coach Cleaner's Tool House (No number assigned), Contributing Building:

Located about 30 feet southeast of the Track Scales and Scale House, presumed to have been built about 1920, this is a 10 by 12-foot wood frame building with a gable roof. Exterior walls are sheathed in drop rustic siding, while the roof features standing-seam metal roofing. The foundation consists of timber sills. A three-light

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<sup>5</sup> The National Register of Historic Places Nomination Form by John Snyder notes on p. 10 that they were built around 1915, but the Interstate Commerce Commission's Bureau of Valuation Engineering Report on Station and Office Buildings, notes on p. 13 that they were built in 1909.

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hopper window penetrates the north side, while the entrance is through a wood door in the west end. The wood-floored interior is unfinished.

Coaling Tower and Sand House (Structure No. 28), Contributing Structure:

The concrete Coal Tower and Sand House was built in 1917. Standing about 200 feet east of Building No. 25, the 75-foot high Coaling Tower and Sand House rise high above the other buildings and structures in the district, exceeded in height only by the water tank standing a short distance to the east of it. The coaling tower consists of both a concrete tower and bin and, on an extension of its concrete foundation to the east, a wooden bin or hopper, which apparently was built later to expand its capacity for holding and loading coal. The concrete structure houses not only the bins but elevator machinery used to lift the coal and sand into the bins. The structure has gable roofs on the concrete structure, and a shed roof over the wooden bin, with the gable roofs clad in metal. Six-light windows in the concrete portion of the structure are set in wood casings, high in the north, east and west walls of the structure, and interior access is gained through wood doors. Structurally part of the Coaling Tower is the Sand House, consisting of a concrete bin for fine, dry sand. The later coal bin addition featured heavy timbers and planks. The Coaling Tower and Sand House rests on a reinforced concrete foundation, and the later wooden coal bin to the east is attached to the concrete coaling tower. Coal was loaded into locomotive tenders through chutes in either the concrete or wooden portion. Sand was fed into locomotive sand domes through a pipe and hose. The coal, of course, fueled the locomotives, and still does; the dry sand, stored in sand domes on top of each steam locomotive, provided additional traction on slippery track when applied by the locomotive engineer using a control in the locomotive cab.

A spur track elevated on a fill runs along the north side of the structures. It was here that hopper car loads of coal were dumped through a grate into a sub-grade bin from which a bucket lift carried it up into the coal bins; sand was similarly dumped to be loaded in the sand bin. A track on the south side of the structure ran beneath the two coal chutes and a pipe which loaded sand into sand domes on locomotives. This structure was a key part of railroad operations until the advent of diesel-electric locomotives in 1952 and stands unchanged today. At one time another track, no longer present, ran directly beneath the coal bins.

Water Tower [Tank] (Structure No. 29), Contributing Structure:

Erected according to one source in 1914, the concrete foundation carries a date of "8-22-10."<sup>6</sup> This 75-foot tower, located just north of the locomotive service track and approximately 50 feet east of the Coaling Tower and Sand House, has a 100,000 gallon cylindrical steel water tank of riveted steel construction which is capped with a conical steel roof. A walkway encircles its base, with a ladder leading to the roof to give access to the interior of the tank. The tank is elevated on four laced steel girder legs, with laced girder and tension rod sway bracing. The legs are mounted on a concrete foundation. A square wooden housing surrounds the standpipe from the ground to the base of the tank to insulate the standpipe from freezing winter weather. A small pumphouse stands between the legs to the south of the standpipe.

Water Column [Water Crane], Contributing Structure:

Along the north side of the locomotive service track a short distance east of the Water Tower, is the last of several water columns, also called water cranes, which once graced the East Ely Yards at various locations.

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<sup>6</sup> The National Register of Historic Places Nomination Form by John Snyder notes on p.11 that it was built around 1915, but the Interstate Commerce Commission's Bureau of Valuation Engineering Report on Water Station notes on p. 21 that it was built in 1914.

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This ca. 1910 structure consists of an upright iron standpipe capped by a horizontal pipe designed to swing out over a locomotive tender's tank, the horizontal pipe turning at its far outer end into a downspout to direct water into the water tank of locomotive tenders. A lever on top of the horizontal pipe controlled the flow of water. The fireman climbed on top of a locomotive tender and employed a hook to catch the swiveling pipe and pull it to swing over the tender tank as the engineer spotted the engine with the tender alongside the Water Column. The base casting of the Water Column reads "SP 570" and "Sheffield Car Co., Manufacturing, Three Rivers, Mich. Fairbanks Morse and Co. 1899 Design Shop No. 4605." The bottom of the horizontal pipe leading to the spout is rusted out and needs repair or replacement in kind.

Ice House [Roadway Machine House] (Building No. 30), Contributing Building:

Located northeast of the NNRy Office Building (No. 2) and southeast of the Water Tower (No. 29), and today adaptively reused as a garage, the Ice House, built about 1915, is a two-story, wood frame building measuring 27 by 36 feet. Designed in years before refrigeration machinery was developed, it housed blocks of ice cut during the winters and used in coolers in the depot, in passenger cars, in cabooses, and perhaps occasionally in a visiting refrigerator car (the Nevada Northern apparently had none of its own). Once refrigeration equipment as well as air conditioning equipment became common, probably during the 1940s, two small doors were cut into the west side of the building, the paired doors diagonally-sheathed, and the building was used to house railway motor cars employed principally in track maintenance. At a still later date when no longer needed for that purpose, roll-up metal garage doors were installed in its south end and the building was used as a garage for "high-rail" motor vehicles (vehicles such as small trucks equipped with railroad wheels in addition to their rubber-tired wheels). The building rests on a concrete foundation and features a gable roof clad in roll roofing. Exterior walls of the building are 12 inches thick and fully insulated to preserve ice once stored within. The building is fully sheathed on both interior and exterior; exterior sheathing is two-lap drop siding, while horizontal boards clad the interior. All windows are currently boarded over. The earth-floored interior is one large open space, about 25 feet from floor to ceiling.

Chief Engineer's Office (Building No. 31), Contributing Building:

The Chief Engineer of the railroad was not a locomotive engineer but a civil engineer in charge of all the engineering involved in track, bridges, and structure construction, which required civil engineering expertise. Standing 300 feet east of the Ice House (No. 30), the Chief Engineer's Office actually had two brief careers before assuming that function. The railway built it in late May or early June, 1906, at Currie, as a temporary depot, since freight was being unloaded at that end of the track, and some structure was needed on an emergency basis to handle the freight business. But track construction moved on rapidly south from there to Ely. Meanwhile, the railway also built a branch line to McGill, site of a future smelter. While a temporary depot was being constructed in downtown Ely, and a permanent depot was being constructed at Currie, a temporary depot was needed at McGill. In November 1906 the temporary depot at Currie was loaded on railroad flatcars, probably cut into two pieces, and hauled up to McGill, where it was put back together as a temporary depot for McGill. When in 1908, the Nevada Northern finally got around to building a permanent masonry depot at McGill, which still stands, it moved the temporary depot, again probably cut in two, down to East Ely, and put it back together to form a one-story wood frame building, 30 by 40 feet, which the railway's Chief Engineer occupied as his office. (See Photographs 40 & 44) Resting on timber sills, the building has a board-and-batten exterior painted red with white trim, except for the south end that is sheathed in drop rustic siding. A small, gable-roofed addition with entrance door, essentially a storm entrance, extended from the south end. The gable roof is clad in wood shingles and has boxed eaves. Virtually the only architectural embellishment on the building consists of eave returns on the gable ends, reflecting vernacular Classical

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Revival. All windows currently are boarded over, but were very likely multi-light, double-hung in wood sash. The four room interior has plasterboard walls and wood floors. At one time a records vault extended from the east side of the building but it has been demolished. The building served as the office of the railroad's Chief Engineer from 1908 until 1950, and since then has been used for storage purposes. The roof was reshingled in kind in 2004.

Motor Car House (Building No. 35), Contributing Building:

Characteristic of any railroad yard are a number of very small, generally wooden buildings which serve various purposes and contribute to the overall character and ambience of the property. This Motor Car House is one of that type. Built about 1920, it is a small, wood-frame building on the north side of the district about 350 feet east of the Chief Engineer's Office. It has a gable roof, and a pair of wooden side-hinged, garage-like doors in front with wooden rails running out from them at right angles to the track which passes in front, allowing a motor car or "speeder" stored within to be wheeled out to the track where a section crew would manhandle it onto the track. It is about 14 feet square, rests on timber sills, has exterior walls of V-rustic siding with corner boards, and the roof is clad in standing-seam metal roofing. It has no windows, the interior is unfinished, and has a wood floor.

Store House [Annex to Motor Car House] (No number assigned), Contributing Building:

A few feet to the west of the Motor Car House stands a 12-foot square, wood frame store house clad in board-and-batten siding with a gable roof sheathed in standing seam metal. Housing track maintenance tools and supplies used by the section crew using the motor car, the store house has a sliding wood door. The interior of this building is unfinished and has a wood floor. The date of this building is unknown but it appears to have been built about 1940.

Boiler House (No number assigned), Non-Contributing Building:

Sited 15 feet west of the Depot and General Offices, the boiler house was built about 1955 and is a 16 by 33-foot concrete block building with gable roof clad in corrugated metal. It stands on a cement slab foundation. It has no windows and a roll-up aluminum garage-type door in the west end. The interior is unfinished. The building housed the boiler for a new steam heating system for the depot to replace the original boiler in the basement of the depot. The system is no longer used. Although physically located between the two buildings owned by the State of Nevada, this is not owned by the state, but owned by the city. The two state-owned depot buildings are separate parcels within the railroad yards.

South Side Loading Platform (No number assigned), Contributing Structure:

Located about 500 feet east of the paired garages, this loading platform has a ramp up from each end and stands alongside the team track. It is a wood structure built of heavy beams and planks, and about 15 by 60 feet in size. The date of this structure is unknown but it dates ca. 1940.

Switchman's Shanty (No number assigned), Contributing Building:

The easternmost building on the south side of the district, this simple wood frame structure dates from about 1920. It has drop rustic exterior walls and a gable roof clad in standing-seam metal roofing and it rests on timber sills. It has two windows in the back, or east side, and a single entrance door in the west end. A tall

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metal smokejack projects above the roof, suggesting that the now-vacant building once had a small coal stove to warm the switchman who took refuge within when not throwing switches. It has a metal floor.

Car Inspector's Office and Oil House (Building No. 34), Contributing Building:

Located on the far north side of the yard near the west end of the Ore Yard, just east of the north-south road that crosses the yard, this little red wooden building with white trim features a hip roof clad in standing seam metal with three tall cylindrical pipe stacks secured by guy wires on top. The building featured two doors, each with three horizontal panels on the south (front) side, flanking a centered window, planked over to deter vandalism with a very small "L" addition at the southeast corner which has a small square window on the front. The east end has horizontal siding with corner boards, the front vertical planks. This building dates from the 1920s. It was used by car inspectors checking cars coming down the hill on the bypass main line from the mines to the west. Various small car components used in car repairs were kept within.

Car Repair Shop [Motor Car House] (Building No. 36), Contributing Building:

This car repair shop or motor car house dates from about 1920. It stands about 250 feet southeast of the Car Inspector's Office. It is 11 by 18 feet in size of wood frame construction on timber sills. It features walls of V-rustic siding and corner boards, and has a gable roof finished with roll roofing. On its north side it has a pair of side-hinged wooden doors and tracks from the interior to the track outside although at right angles to it, to harbor a motor car or "speeder." On each of the other three sides the building has inward swinging casement windows currently boarded over.

Car Repair Shop Storage [Motor Car House] (No assigned number), Contributing Building:

Associated with and immediately east of the Car Repair Shop which later housed a motor car, is another small wood frame building to house a motor car. Its walls are wood frame finished in board and batten on timber sills and it has a sliding wooden door on the north side to admit a motor car on tracks at right angles to the yard tracks, with which they connect. The interior is unfinished, except for a wooden floor. The building has a gable roof finished in standing seam metal panels. It has no windows.

Spur Track Loading Platform (No number assigned), Non-contributing Structure:

Believed to be of comparatively recent construction (since 1984), located about 150 feet northeast of the Chief Engineer's Office, this U-shaped wood platform with vehicular ramp at its west end served a spur track allowing access to freight cars from either side while the structure's ramp allowed loading and unloading of truck trailers on flat cars (TOFC) known colloquially as "Piggyback" service.

Oil Storage House (No number assigned), Non-contributing Building:

This small, rectangular, hip-roofed wood frame building with horizontal siding and a standing seam metal roof stands a short distance east of the garages adjacent to the NNRy Office Building, and is no longer on its original site. Its original location was beyond the present east end of the East Ely Yards, east of the northeast extension of Avenue C. This portion of the yards had to be cut back about two city blocks when the highway at the east end of the Ore Yard was rebuilt eliminating an overpass and the subsequent shortening of the eastern end of the Ore Yard. Consequently, the building had to be either moved or demolished and the railway decided to move it for continued use elsewhere. It is typical of the small buildings which characterize any railroad yard, and is

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considered contributing even though no longer on its original site. The building has a door in its west end and a six-light window, boarded over, on its south side. Like all the other small wood frame buildings in the yards, it is painted red. Built probably during the 1920s, this housed not fuel oil for diesel locomotives, but machine oil used on moving parts of steam locomotives and in the bearings of railroad car axles. It is non-contributing because it was moved into the proposed NHL district after the period of national significance.

Electric Sub-Station (No number assigned), Contributing Building:

Located north of the Paint Shop, the Electric Substation consists of a 16 by 19-foot, rectangular, fireproof yellow brick building with a north-south gable roof clad in corrugated metal featuring a small centered square vent. Adjacent to the west side are outdoor electrical apparatus including transformers, wiring, insulators, and other items hung within frameworks of steel beams within an enclosure of a chain-link fence topped with barbed wire. The station is no longer functional, and wiring to the rest of the yard and buildings has been disconnected, but historically this substation supplied all the electrical current used within the railroad yard. The building has a door on the south end and a window on the east side. This electric sub-station dates from the 1940s or earlier.

Old Wash House or Wash Room (No number assigned), Contributing Building:

Used in recent years for storage since construction of the new wash house, the old wash house built about 1920 stands east of the electric sub-station and north of the dirt road along the north side of the yards. Its floor plan is in the shape of a cross. The longer axis of the building runs north-south, and it is 13 feet wide except where in the middle of each side a bay extends 4 ½ feet beyond. The bays are 4 feet, 11 inches wide. The building is about 25 feet, 4 inches long. It is of wood frame with plank walls and a shake roof. It has three windows on each side and one door on each end.

Oil Delivery Facility, Non-contributing Structure:

Located east of the connected garages (Building No. 1) is a pipe structure for delivery of oil. Built after dieselization of the railroad in 1952, it is considered non-contributing.

Yard Tracks<sup>7</sup>, Contributing Structure:

The NHL Program and the National Register of Historic Places count railroad tracks in a railroad yard as a single structure or system although the convention for railroad inventories is to assign names or numbers to each separate track, beginning with the switch with which it departed from another track. For NHL purposes, therefore, the yard tracks at East Ely may be counted as one structure; but for purpose of description, they will be discussed as 46 separate tracks, starting with the southernmost track in the yard which runs along the north side of the passenger and freight depots and the office building.

Tracks are complex structures. Track consists of a prepared earthen grade or roadbed, wooden or concrete crossties (in this case wooden), ballast (generally gravel or crushed rock spread between the rails and ties to hold them in place), rails, spikes, tie plates, track bolts, nuts, bridle rods, angle bars to connect rails using bolts

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<sup>7</sup> The discussion of the East Ely Yards tracks is based upon careful examination of the complex as it exists today in conjunction with study of an undated Nevada Northern Railway yard map believed to be from about 1915, and another dated November 1923, both in the state park offices, and the Interstate Commerce Commission Valuation Maps of April 1918, together with a new map of the East Ely Yards compiled by Bear Engineering on March 14, 2005, based on aerial photography accomplished June 20, 2004.

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and nuts, in places (particularly on curves) rail braces, in places gauge bars, switch frogs, and switch stands. In the East Ely Yards, the land is largely level eliminating the need for any cuts and requiring but few fills or embankments in the grade on which the tracks were laid.

The switches in the East Ely Yards are all knife switches as opposed to “stub” switches, and probably always were of that type. Each switch had a switch stand, generally a cast steel device attached to the tracks which allowed switchmen to “throw” or turn the switch from one track to another. At least three basic types of switch stands are in use in the East Ely Yards: (a) “ground throw” switch stands of at least two variant designs, which as the name implies are very low; (b) “low” switch stands of several styles which feature an upright steel post with round targets attached a couple of feet high; and (c) “high” switch stands of at least three different designs. One of the “high” switch stands had cast into its metal in raised letters and numbers, “No. 6 Star Stand, Pettibone Mullikan Co., Pat. 1-22-24;” this is the type that Pettibone Mullikan Company called its “High Star” stand. One of the low switch stands had cast into its metal, “17 c RACOR [enclosed in a diamond] S-650 Patent 1,964,721.” This stand had no date on it. One of at least two different designs of “ground throw” switch stands examined at the east end of the Ore Yard had no visible markings, while another north of the car shop had cast raised letters and numbers: “Pettibone Mullikan Co. Chicago ‘HUD Safety’ Pat. Mar. 26, 1921.” Since the track system including the switch stands is considered a single structure, it was not deemed necessary to inventory and describe each and every switch stand.

Most if not all of the rail in the East Ely Yards seems to be 65 pound (per yard) steel rail rolled by the Colorado Fuel and Iron Company in Pueblo, Colorado. When the Nevada Northern was built, the track was laid in 1905 and 1906 with Colorado Fuel and Iron steel rail weighing from 60 to 90 lbs. per yard, the heaviest no doubt being placed in the main line through Robinson Canyon to the mines. Later, some of the main line outside the yards was laid with heavier 110 lb. rail. While railroad rails are regularly replaced over the years as they wear out, it is unlikely that there has been major relaying of rail on the Nevada Northern since 1950, and virtually all of the yard track system is believed to date from before then, some perhaps going back to 1906.

Some tracks enter and are associated with buildings, such as the Engine House and Machine Shop, the Car Repair Shop, the Paint Shop, etc., and in some instances, the track system undoubtedly dictated the placement of buildings, for example, where the Car Repair Shop was built and how it was oriented. Track measurements do not include the portion of tracks within buildings.

No recent Nevada Northern Railway map has been found assigning numbers to all the yard tracks, but the historic ca. 1915 and November 1923 maps use a combination of names and numbers to designate the tracks. Therefore, the numbers assigned tracks in the following description are arbitrary and created for use only in this NHL nomination, although historic numbers and names assigned to tracks in the vicinity of the Engine House and Machine Shop and a few tracks elsewhere which had historic numbers or names, are also referenced.

Vernacular roads, ungraded and unimproved, pass through the railroad yard in various directions, used originally by wagons and later by motor vehicles. At various locations they cross one or more tracks, and at one time crossing signs probably posted these crossings. Only one such feature is left, a crossing buck on the north side of Tracks 1, 2, and 3 a short distance east of the NNRy Office Building. It consists of a 4 by 4 upright post about 8 feet high which near the top has two planks affixed to it in an “X” pattern which carry the words “RAIL ROAD CROSSING” and a smaller horizontal plank below which once indicated how many tracks the road crossed, though the number is now worn away. The post and sign are white, the lettering black. This feature is considered a part of the track system.

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- (1) The first track north of the buildings along Avenue A was termed the “team track,” and passengers and freight were loaded and unloaded from cars or trains parked on that track since it passed along the north side of the passenger and freight depots. It has also been termed the “house track” and it connected at both ends via switches with the main track. This track extends about 2,715 feet.
- (2) The second track north of the depot buildings was the Main Track of the railroad extending roughly 150 miles all the way from Cobre at the north end to Ruth, Kimberley and as far as Veteran on the southwest, passing through East Ely and Ely en route. West of the railroad yard it curved south through the city streets of Ely, crossing the principal thoroughfare (Aultman Street) and then moving a block south to Clark Street before passing out west of town through Robinson Canyon to the open pit copper mines near Ruth, Veteran, and Kimberley. East of the depot and office building, it curved southeast, forming the base of the wye track at Fourteenth Street, and eventually passed beyond the parallel ore yard immediately to the north. It then curved back north to head to the smelter and concentrator at the company town of McGill, reached by branches. From there it led up the valley to Shafter where it met and crossed the Western Pacific Railroad and to Cobre where it met the Southern Pacific Railroad (both the Southern Pacific and the Western Pacific have in the last three decades been swallowed up by and become part of the Union Pacific Railroad). This track is included from the throat of the ore yard on the east where it passes out to Cobre and Shafter, to the boundary east of the Machine Shop on the west where it passes out toward Aultman Street. Roughly 4,425 feet of this track is within the NHL boundary.
- (3) North of the main track stood 1,875 feet of the passenger passing track, connected at both ends with switches onto the main track, and used to allow passenger trains to pass trains stopped at the depot, or for two trains to stop opposite the depot at the same time.
- (4) North of the passenger passing track stood the freight passing track, connected at both ends with the main track and used to allow freight trains to pass trains stopped at the depot. This track extends about 1,350 feet.
- (5) North of the freight passing track is the site of the former private car spur, used for parking or spotting the private or business cars that belonged to railroad or copper company executives when in use and when they needed to be spotted in proximity to the depot and offices. It was connected only at its west end by a switch to the freight passing track, and thus was a dead-end track at its east end. This track was dismantled after the last private cars were sold off, and no longer is in existence.
- (6) North of the site of the private car spur and parallel to it was another through track connected at both ends with switches called the coach cleaning track, because passenger coaches were spotted (parked) on the track to be cleaned by car cleaners between runs. The coach cleaner’s tool house, already described, stood next to it. This track extends about 1,350 feet. (Misidentified on the Sellers map dated 2000 as the “Coach clearing track.”)
- (7) North of the coach cleaning track, the next parallel track was the scale track, again connected at both ends with other tracks so that it was a through track, and north of the Freight Depot it featured a car scale for weighing either empty or loaded freight cars. This track is about 1,110 feet long.
- (8) North of the scale track stood the No. 1 Center Yard Track, connecting with switches at both ends. This track extends about 780 feet.

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(9) North of the No. 1 Yard Track stood the No. 2 Center Yard Track, also connecting at both ends with other tracks. This track extends about 2,100 feet.

At the west end of the yard the main track originally, accompanied by two side tracks, curved southwest to head into downtown Ely en route to Robinson Canyon and the mines beyond. Anticipating the passage of a large number of heavy ore trains daily en route from the mines west of Ely to the concentrator and smelter 12 miles east of Ely through downtown streets, causing great disruption, the railroad built a bypass around the north side of Ely. From here the track headed from Robinson Canyon up along the hillside north of town, then curving around the north side of the railroad yard to connect with the Ore Yard east of the depot. For a number of years, both tracks remained in service, the one through town handling passenger traffic and local freight, the bypass to the north handling ore, but as the need for passenger service declined the line between East Ely and Robinson Canyon through Ely was dismantled and relocated to the north side of the Aultman Street Crossing. There, its present terminus is at the county museum, a few blocks west of the East Ely Yards. So the "main track" now terminates approximately a half mile southwest of the Engine House and Machine Shop and the two sidings once alongside it in that vicinity no longer exist. All through main line trains must now use the bypass along the north edge of Ely. Most of the bypass track and the main track west of the yards extending to the north side of Aultman Street were beyond the yard limits and are beyond the boundaries of this nomination. Incidentally, the wood frame, single story downtown Ely depot, now without adjacent tracks, survives as a senior citizens' center and is not within the proposed boundary.

(10) North of the No. 2 Center Yard track east of the depot was a separate ash pit track. The ash pit is where ashes from steam locomotive fireboxes were dumped when too much ash had accumulated in the firebox. The ash pit had been filled in after discontinuance of steam locomotives but it has recently been dug out and is being restored. Basically the structure is still all there although it is in-filled with earth. Rather than being handled as a separate structure it will be considered a part of the track system and counted as a part of it. The ash pit track is about 1,350 feet long.

(11) North of the ash pit track there was apparently a depressed parallel track probably used for the periodic cleaning out of the locomotive ash pit; it has been removed.

(12) North of that was the No. 3 yard track, parallel to the other yard tracks (now removed).

(13) North of the No. 3 yard track was a dead-end caboose spur track which has been removed.

(14) North of that is an elevated coal pocket track which runs behind (north of) the Coaling Tower for the purpose of unloading hopper cars of coal into the Coaling Tower where bucket lifts would carry the coal up into the bins. This track is about 1,650 feet long.

(15) North of the coal pocket track is a coal siding roughly 730 feet long.

(16) North of the coal pocket track siding was a coal yard with coal storage track No. 1, which has been dismantled.

(17) North of the coal pocket track was a coal storage yard with coal storage track No. 2, which has been dismantled.

(18) North of coal storage track No. 2, actually switchbacking eastward off of it, was a gravel pit spur track

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which has been dismantled.

Opposite and west of the Freight Depot and extending west of there to the end of the yard, were a number of additional tracks that did not extend east past the north side of the passenger depot.

(19) Most important of these was a so-called "ladder track" which was not parallel to the majority of yard tracks but began at No. 2 Center Yard Track. It then switched off to the southwest and ran at an angle to all the other yard tracks, intersecting and connecting with and thus terminating on their west end Center Yard Track No. 1, the Scale Track, the Coach Cleaning Track, and finally connecting with the main track, extending roughly 1,125 feet. All of these connections were on the southeast side of the ladder track. A number of additional tracks, parallel to the main track, also switched off the northwest side of the ladder track or from Center Yard Track No. 2. These included, from south to north:

(20) Store House Track – extending west from a switch off the ladder track to run between the Master Mechanic's Office/Storehouse and the Machine Shop, parallel to the main track. This track is about 615 feet long.

(21) Machine Shop Track No. 1, switching off a lead from the ladder track and terminating inside and at the west end (back side) of the Machine Shop. This track is about 315 feet long outside the building.

(22) Machine Shop Track No. 2, switching off a lead from the ladder track and terminating inside and at the west end of the Machine Shop. The Engine House and Machine Shop were essentially a single building, though separated by an interior wall, with the Machine Shop portion south of that wall. This track is about 412 feet long outside the building.

(23) Engine House Track No. 1, switching off a lead from the ladder track and terminating inside and at the west end (back side) of the Engine House. This track is about 330 feet long outside the building.

(24) Engine House Track No. 2, switching off a lead from No. 2 Center Yard Track and terminating inside and at the west end of the Engine House. This track is about 525 feet long outside the building.

(25) Engine House Track No. 3, switching off a lead from No. 2 Center Yard Track and terminating inside and at the west end of the Engine House. About 230 feet of this track extends outside the building.

(26) Engine House Track No. 4, switching off a lead from No. 2 Center Yard Track and terminating inside and at the west end of the Engine House. About 330 feet of this track extends outside the building.

(27) Engine House Track No. 5, switching off a lead from No. 2 Center Yard Track and terminating inside and at the west end of the Engine House. About 375 feet of this track extends outside the building.

(28) Engine House Track No. 6, switching off a lead from No. 2 Center Yard Track and terminating inside and at the west end of the Engine House. About 210 feet of this track extends outside the building.

(29) Standing Room, Wrecker and Snow Plow Track (Track No. 7) switching off a lead from No. 2 Center Yard Track and parallel to the Engine House tracks but outside and alongside the north wall of the Engine House. This track extends about 780 feet.

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North of Track No. 7 (No. 29 in this nomination) three more tracks headed west, switching off a lead from No. 2 Center Yard Track, but rather than being parallel to the Engine House tracks, took off at an angle to the northwest.

(30) A single track which entered and terminated at the west end of the long narrow car shed used for officers' cars and later the wrecking outfit which stood north of the Engine House but at an angle to it. This track extends about 285 feet.

(31) The First of two tracks (No. 10 on the 1915 map) which entered and terminated at the west end of the long narrow Paint Shop building, which, like the tracks, stood at an angle toward the northwest rather than parallel to the Engine House. This track is about 310 feet long outside the building.

(32) The second of two tracks (No. 11 on the 1915 map) which entered and terminated at the west end of the long narrow Paint Shop building. This track is about 225 feet long outside the building.

Within the yard, some distance east of the Engine House and Machine Shop, stood three more tracks that originated and terminated in the middle of the yard:

(33) Between the lead off the Ladder Track to Machine Shop Tracks Nos. 1 and 2 and Engine House Track No. 3, and the lead off Center Yard Track No. 3 to the rest of the Engine House tracks and the tracks north of the Engine House, stood Car Repair Track No. 1, which ran at an angle slightly toward the southwest between the otherwise mostly parallel tracks, coming to a dead end at its west end. This track is about 165 feet long outside the building.

(34) Parallel to Car Repair Track No. 1, next to the north was Car Repair Track No. 2. Repairs to cars were carried out in the open air in all seasons and in all kinds of weather on these two tracks for the first forty years of the history of the railroad. In 1944 and 1945, these two tracks were enclosed in the long, narrow Car Repair Shop, so that work on cars could be done indoors, both tracks terminating inside the west end of the new Car Repair Shop. The location of these two long-existing tracks determined the positioning of the new building which enclosed them. This track is about 240 feet long outside the building.

(35) Between Car Repair Tracks Nos. 1 and 2, a third track entered the Car Repair House, but from a door centered in its west end rather than the east end, and terminated inside the east end of the Car Repair Shop, originating from an eastbound switch off the north side of Engine House Track No. 3. This track extends about 195 feet west of the building.

(36) Parallel to the other yard tracks, a short spur track which switched off westbound from the track which ran along the south side of the Coaling Tower extended behind the carpenter shop to a dead end. Labeled, "Standing room, old locomotives," this is apparently where obsolete or worn out locomotives once rested until they were scrapped. This track extends about 735 feet.

(37) Passing around the north side of the East Ely Yard and connecting into it east of the depot and office building at the west end of the Ore Yard, the Ely bypass track or ore track (called the "Branch ore Line" on a 1907 map) became the new main track when the old main track was dismantled west of the Ely Yard beyond the north side of Aultman Street. It was, in effect, a second main track. It allowed trains from the mines west of Ely to pass around Ely to the concentrator and smelter at McGill so that such heavy freight trains would not cause congestion in the streets of Ely. The approximately 780 feet of this track that is located within the

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proposed NHL boundary is contributing.

East of the Depot and Office Building were a number of other important tracks.

(38) A track wye for turning locomotives and short trains exists, with the stem or tail of the wye extending southward some distance up 14<sup>th</sup> Street, to the south side of East Aultman. The Main Track (Track No. 2 in nomination) formed the base of the wye along its north side, and this number, 38, is assigned to the track which formed the west or "south" leg of the wye continuing onward to the south forming also its tail or stem, extending about 1,725 feet. (East and west are the actual compass locations of the two legs of the mentioned wye but in terms of the overall north-south direction of the whole railroad, they would be considered the north and south legs.)

(39) This number is assigned to the track which formed the east or "north" leg of the wye track, from the switch off the main track to the switch joining Track No. 3, about 750 feet long.

Actually near the east end of the wye but within it, the new main track around the north side of Ely came down from the northwest and coupled to the old main track. That portion of Track No. 37, this "new" main track, that is within the yard limits in this vicinity and within the nomination boundaries is considered part of the system of yard tracks.

(40) Just prior to where the new main track tied into the old main, a passing track switched off the north side of it eastbound and paralleled the old main track until terminating in a switch on the old main track just west of the grade crossing at the present east end of the yard, extending about 1,150 feet.

(41) North of the main track east of the Depot and Office Building and beginning north of the wye was a four-track yard known as the Ore Yard. From the term it may be inferred that strings of ore cars were sometimes spotted here, either awaiting movement on to the concentrator and smelter at McGill 12 miles to the northeast with their loads, or if empty, awaiting movement back to the mines west of Ely near Veteran, Ruth, and Kimberley. This number, 41, is assigned to the southernmost track of the Ore Yard. All four tracks had switches at both ends. This southernmost track of the ore yard switched eastbound off the north side of the new main track at its west end and switched onto the north side of the old main track just short of the grade crossing at the present east end of the yard. This track extends about 1700 feet in the NHL boundary.<sup>8</sup>

(42) Second of four tracks in the Ore Yard, switching at both ends off Track No. 41, and extending about 1,560 feet.

(43) Third of four tracks in the Ore Yard, switching at both ends off Track No. 42, and extending about 1,350 feet.

(44) Fourth, northernmost, and shortest, of four tracks in the ore yard, switching at both ends off of Track No. 43, extending about 1,140 feet.

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<sup>8</sup> As mentioned, the East Ely Yard including the Ore Yard originally extended about two city blocks farther to the east but a highway realignment at that point, involving demolition of an old overpass and installation of a grade crossing, resulted in the yard being cut back about two city blocks to the west edge of a new northeastern extension of Avenue C, the removal of a small oil house to a new location farther west, and incidentally rendering all existing maps including the USGS quadrangle wrong in their depiction of the tracks and crossings in this vicinity. The shortening of the yard by about two city blocks did not alter its essential character or integrity.

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(45) Bad Order Track – this is a track which switches off at a westbound switch off of Track No. 37, the New Main Track, and runs westbound to a dead end at a loading ramp. It was originally a track where “bad order” rolling stock, i.e. cars that were badly in need of repair and essentially unusable until repaired, would be stored, pending either repair or sale or scrapping. This track is about 1,140 feet long.

(46) Alongside the new main track a passing track paralleled it for a short distance out the north side of the yard towards the hill north of Ely and the mines to the west. This track is outside the NHL boundary.

Except for the tracks entering the Engine House and Machine Shop, the Private Car Storage Shed, the Paint Shop and the Car Repair Shop, a majority of the tracks in the East Ely Yards connected with other tracks at both ends, forming a through track. Only a small number of tracks were “spur tracks” or dead end tracks with a switch at only one end.

### **Motive Power and Rolling Stock**

#### **Steam Locomotives**<sup>9</sup>

Out of nineteen steam locomotives once owned by the Nevada Northern Railway, three survive and are on the property today.

#### **Locomotive No. 40, Contributing Structure:**<sup>10</sup>

This locomotive is a 4-6-0 “ten-wheeler” type of coal-burning passenger locomotive, with a rectangular tender and rather large 69-inch diameter drive wheels. It was out-shopped in July 1910 by the Baldwin Locomotive Works of Philadelphia, construction number 34942, and cost the Nevada Northern Railway \$13,139. It had 19-inch diameter pistons with a 26-inch stroke. Weight of the locomotive and tender was 102,500 pounds. Around 1915 it was converted to piston valves and received a superheater. It served principally on passenger trains between Ely and Cobre until the railroad discontinued scheduled passenger service in 1941. Later it served on passenger excursion trains. Upon discontinuance of passenger service in 1941, No. 40 was tested on freight trains, but its large 62-inch drivers, excellent for speed, did not provide enough tractive effort (pulling power) for use on freight trains, so it was retired except for use on passenger excursions.<sup>11</sup> Beginning shortly after 2000, it received a thorough inspection and four-year overhaul in the East Ely Machine Shop having new flues installed in its boiler, a routine but fairly major renovation, and other regular maintenance work was accomplished. It was finished on February 12, 2005, and test-fired the next day. A minor problem with a safety valve was repaired the following day and it was fired up again on the morning of February 14. It returned to service February 15, 2005, giving the railway a second operable steam locomotive. When not in service it rests in the Engine House.

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<sup>9</sup> Inventories or “rosters” of the steam locomotives of American Railroads are easily found in a number of places, similar rosters of passenger cars are less readily obtainable, rosters of freight equipment are still harder to compile, and maintenance-of-way equipment are the hardest of all to acquire. Nevada Northern steam locomotive rosters used are found in Jack Wagner, *Short Line Junction: A Collection of California & Nevada Railroads* (Fresno: Academy Library Guild, 1956), pp. 241-243; Gary Allen, *Nevada Northern: Sagebrush Short Line* (Los Angeles: Trans-Anglo Books, 1964) 47; David F. Myrick, *Railroads of Nevada & Eastern California*, vol. 2 (Berkeley: Howell-North Books, 1963), 896-899; and Keith Albrandt, (<http://www.railfan.com>).

<sup>10</sup> Established National Register of Historic Places and National Historic Landmark practices classify locomotives, rolling stock, and other such resources as “structures,” a convention not commonly employed by most railroad officials and historians.

<sup>11</sup> Allen, *Nevada Northern*, 43-44.

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Locomotive No. 81, Contributing Structure:

This locomotive is a 2-8-0 “consolidation”-type coal-burning freight locomotive with a rectangular tender, outshopped by the Baldwin Locomotive Works in March 1917, construction number 445351, and it cost the Nevada Northern \$23,700. It has 51-inch diameter drive wheels, a 21-inch diameter piston with a 26-inch stroke, and weighs 155,500 pounds. It features an automatic stoker for feeding coal from the tender into the firebox, so the fireman did not have to manually shovel coal as he did on No. 40. It has the typical appearance of consolidation-type locomotives, generally freight workhorses of both major railroad systems and short line railroads, sometimes the latter was used to haul mixed freight and passenger trains on branch lines. It is currently stored in the Engine House in East Ely, temporarily out of service pending reflueing and other routine maintenance.

Locomotive No. 93, Contributing Structure:

This locomotive is a 2-8-0 “consolidation”-type coal-burning freight locomotive with rectangular tender outshopped by the American Locomotive Company at its Pittsburgh, Pennsylvania, Works, construction number 44604, in January 1909, at a cost of \$17,610, which makes it the oldest of the three surviving steam locomotives of the Nevada Northern Railway. Like No. 81 it was built with 51-inch diameter drive wheels, and it has 21-inch diameter pistons with a 30-inch stroke. Its appearance is a little unusual in that it has two single cylinder brake air pumps mounted on the front of the smokebox, one on each side flanking the centered number plate, rather than the usual practice of having the air pumps mounted on one side of the boiler. This gives it a markedly different appearance from No. 81. In May 1920, the Nevada Northern Railway sold this and seven other consolidations in the series “90” to the Nevada Consolidated Copper Company, which after all owned the railway itself, and it was relettered “NCCC” accordingly, for direct operation by copper company employees rather than railway employees, in order to save some labor costs. After 1942, the name on it was changed to reflect the Kennecott Copper Corporation, “KCC,” but it still operated over the same trackage and the same railroad principally hauling ore from the mines to McGill, and empty cars back to the mines.<sup>12</sup> The transfer was in fact a legal technicality in railroad operation, the benefits of which were undone in a famous regulatory case. This locomotive is in good condition and operational in 2005. When not operating, it rests in the East Ely Engine House.

Diesel-Electric Locomotives<sup>13</sup>Locomotive No. 13, Non-contributing Structure:

BHP Nevada Railroad RS-3, built by the American Locomotive Company (Alco), Schenectady, New York, in October 1951, Builder’s Number 79244, as Lehigh and Hudson River Railway No. 13. It was sold to the San Manuel Arizona Railroad in February 1972, and resold to BHP Nevada Railroad in 1997. It is now used for spare parts.

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<sup>12</sup> “Finds Power to Fix Status of Workers; New I.C.C. Disclaimer of Labor Act Authority Shows Brotherhoods Another Way,” *Railway Age* 114, no. 128 (May 1, 1943): 882-883.

<sup>13</sup> This roster of diesel-electric and electric locomotives is almost entirely from Keith Albrandt’s web-site, (<http://www.railfan.com>), compiled by Albrandt with contributions by Steve Swanson, Richard Wilkins, and others, especially BHP Nevada Railroad officials. Additionally, reviewing an earlier draft of this NHL nomination, Kyle Wyatt of the California State Railroad Museum provided some data that is included.

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Locomotive No. 105, Non-contributing Structure:

RS-2 diesel-electric B-B type locomotive built by Alco. Date of construction is currently not known.

Locomotive No. 109, Non-contributing Structure:

RS-3 diesel-electric B-B type locomotive built by Alco. Date of construction is currently not known.

Locomotive No. 204, Non-contributing Structure:

BHP Nevada Railroad SD-9R, built by the Electro-Motive Division of General Motors Corporation in February 1956, Builder's No. 21293, as Southern Pacific No. 5468, renumbered 3942 in 1965, rebuilt in May 1977 and renumbered 4426, retired by the Southern Pacific in July 1995. It was sold to Progress Rail Service, a dealer in used locomotives, in November 1995. It became BHP Nevada Railroad No. 204 in 1996.

Locomotive No. 310, Non-contributing Structure:

Kennecott Copper Corporation 150 horsepower General Electric Class B50/50-1 diesel-electric locomotive, Builder's No. 30588, built in November 1950 for Kennecott's Nevada Mines Division, and used at McGill, often to switch the Treadwell slag car at the smelter. It is non-contributing because it was used in the smelter yard at McGill and not on the Nevada Northern Railway itself.

Locomotive No. 801, Non-contributing Structure:

Kennecott Copper Corporation 1000 Horsepower Baldwin diesel-electric locomotive, a rare model VO-1000 built in December 1942, Builder's No. 64731. Weight, 236,000 lbs., tractive effort, 70,500 lbs. It was built as Bingham & Garfield Railway No. 801 and used as a yard switcher at Magna, Utah. It was transferred to Kennecott's Chino Mines Division in New Mexico as No. 80 in 1949, then transferred to Kennecott Nevada Mines Division No. 801 in 1963, and used as a switcher at the McGill plant until 1983. Representing a railway which no longer exists, and as a rare Baldwin diesel-electric locomotive, it may be National Register eligible but is non-contributing to this NHL because it was not used on the Nevada Northern Railway during its historic period.

Locomotive No. 802, Non-contributing Structure:

This 1200 horsepower supercharged Baldwin-Lima-Hamilton Model S-12 diesel-electric locomotive, was built in June 1952 as New York Central Railroad No. 9313. In a corporate merger it became Penn Central No. 8097. It was sold to Chrome Crankshaft Co., a used locomotive dealer, then to Kennecott Copper Corporation No. 802 in 1969. It was used as a switcher at the McGill plant until 1983. It is non-contributing because it was not used on the Nevada Northern Railway during its historic period.

Locomotive No. B-2080, Non-contributing Structure:

U.S. Army Transportation Corps diesel-electric MRS-1 locomotive built by Alco in 1953, Builder's No. 80396. It was used as a military road switcher. Non-contributing as it was acquired in the last ten years.

Locomotive No. B-2081, Non-contributing Structure:

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U.S. Army Transportation Corps diesel-electric MRS-1 locomotive built by Alco in 1953, Builder's No. 80397. It was used as a military road switcher. Non-contributing as it was acquired in the last ten years.

Locomotive No. 4303, Non-contributing Structure:

This Southern Pacific SD-9E was built by the Electro-Motive Division of General Motors Corporation in March 1954, Builder's No. 19443, and originally was S.P. No. 5354. It was renumbered 3814 in 1965. After being rebuilt in August 1970 it was renumbered 4303. Southern Pacific retired it in 1994. In November 1995 it was sold to Progress Rail Service, a dealer in used locomotives, and then it was sold to BHP Nevada Railroad and became No. 201. It is not operational due to a short in the main generator and used for spare parts. It is non-contributing because it was not associated with the Nevada Northern during its historic period.

**Electric Locomotives**

Electric Locomotive No. 80, Non-contributing Structure:

Electric locomotive, class B + B type 150/150, 4GHM818A-750, Builder's No. 12233, 750 volts, 75 ton, built new by General Electric in September 1937 for Kennecott Copper Corporation, Nevada Mines Division, No. 80, for use with an overhead wire on a mile or so of electrified track at the McGill Smelter. Never used on the Nevada Northern Railway, although it now sits in the East Ely Yards. It was last used in 1976. Electric locomotive No. 80 is non-contributing to this NHL but potentially eligible for listing in the National Register. At one time this was the only standard gauge electric locomotive operating in the State of Nevada.

Electric Locomotive No. 81, Non-contributing Structure:

Electric 85 ton Serial No. 13039, 750 volts, locomotive built by General Electric in 1941, probably for Kennecott's Chino Mines Division in New Mexico, moved in 1963 to Nevada Mines Division at McGill. It is non-contributing because it was never used on the Nevada Northern Railway.

**Rolling Stock**

Those freight, passenger, and maintenance-of-way cars which the railway used before 1950 whether new or second-hand, generally are considered contributing, and cars acquired for either common carrier or excursion use after 1950 are not considered contributing to the Nevada Northern Railway NHL. Although some of them, especially among those older than 50 years of age may possess sufficient significance and integrity to merit National Register listing for qualities other than those required for inclusion in this NHL. Even cars which have alterations are considered contributing if they were used before 1950 and if those alterations were prior to 1950 as a part of operation of the railway.

**Passenger Cars**<sup>14</sup>

Coach No. 2, Contributing Structure:

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<sup>14</sup> The principal and most reliable source of information on Nevada Northern passenger cars is Keith Albrandt's web-site, <http://www.railfan.com>. See also, Logan S. Garner, "Appraisal of the Market Value of Kennecott – Nevada Mines Division Antique Rolling Stock and Work Equipment and Nevada Northern Railway Company Antique Rolling Stock and Work Equipment," December 30, 1986; and Richard Wilkens, "Roster of Equipment, Nevada Northern Railway Company," no. 4, September 17, 1990.

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Built for the Nevada Northern Railway in 1908 by the St. Louis Car Company, it had a wooden body and frame with open end-platforms, clerestory, four-wheel trucks, and 36-inch diameter wheels. It was rebuilt with wide vestibules in place of the open end platforms in 1912. It was converted into a cook and bunk car, No. A-2, for the maintenance-of-way wrecking outfit in July 1938. After 1986 it was restored as a coach, principally having coach seats reinstalled, to serve on excursion trains. On June 17, 1995, it was damaged in a collision of its train with a runaway freight car while on excursion train service; the impact broke about 75 windows, ripped most of the seats from their anchorage to the floor, damaged the trucks and couplers, and did other damage. The car currently rests in the East Ely paint shop pending expensive repair and restoration. It is a classic old passenger car which should be restored, but even in its damaged condition it contributes to the significance of this property.

Coach No. 5, Contributing Structure:

Previously numbered 03, this car was built in June 1882 by the Pullman Car Company's Chicago Works as the all-wooden sleeping car, "Silesia," for the Pullman-Union Pacific Association, according to Plan 93B, Lot 38. It was a 12 section/drawing room Pullman car with clerestory. It was withdrawn from the Pullman-Union Pacific Association's use in April 1898 and sold to Hotchkiss, Blue and Company in July 1913. The Nevada Northern Railway purchased the car from Hotchkiss, Blue & Co. on July 9, 1913, for \$1,500. The Nevada Northern Railway apparently designated it Coach No. 03 until converting it to Chair Car No. 5 with smoking and non-smoking sections some time between December 31, 1917, and May 31, 1918, at a cost of \$8,900. A "chair car" was a step up from a coach, a slightly more elegant car which often required a higher-priced ticket than a coach. Like Coach No. 2, it was damaged on June 17, 1995, when the excursion train in which it was in service, was hit by a runaway freight car. While it suffered damage to the draft gear, trucks, and couplers, remarkably not a single window, including original leaded art glass transom windows, was broken, although the collision ripped some of the seats from their anchorage to the floor. The car was restored to operating condition at a cost of approximately \$300,000. When not in use this beautiful nineteenth-century passenger car rests in the Engine House.

Combination Car No. 05, Contributing Structure:

Built by Pullman in Chicago about 1886, the nineteenth-century history of this combination baggage/coach car has not yet been found in surviving railroad records. The Nevada Northern Railway purchased this car at least second-hand from the Atlantic Equipment Company of Harvey, Illinois, a dealer in second-hand railroad rolling stock, in January 1909. It is 59 feet, one inch long, with a wooden body, composite underframe, six-wheel wood frame trucks, steam heat, clerestory, and features open end platforms. It has a baggage compartment at one end with baggage doors on each side and a longer passenger compartment occupying more than half the car, with coach seats and paired windows. From the end of passenger service in 1941 until the arrival of second Caboose No. 5 in 1945, it was used as a spare caboose. It is currently undergoing restoration utilizing a few parts from sister Combination Car No. 06 as needed. It resides in the Paint Shop building during restoration.

Combination Car No. 06, Contributing Structure:

The history of this combination baggage/coach car is the same as No. 05 except that it was purchased on June 30, 1909, and near the end of scheduled passenger service on the railway, in May 1940, it had the seats removed and was converted to maintenance of way outfit car No. 06. It was then used by the Nevada Northern wrecking crane outfit, and it remained in that service until the end of operations in 1983. One truck pedestal is marked

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“GTR” presumably for Grand Trunk Railway, suggesting it might once have been owned by that Canadian-owned American railway. This car eventually will be restored. The principal alteration to it was removal of the seats so the space could be used for other purposes.

Coach No. 07, Non-contributing Structure:

Coach “Ely,” an all steel coach, was acquired from the Illinois Central Railroad. Built in 1928 by Pullman (Builder’s lot no. 6193) as standard commuter trailer No. 1433 for suburban electric railroad service near Chicago, this car had 33-inch multi-wear steel wheels, 50 ton friction bearings, 34 walkover (reversible) and four bench seats. The car is 72 feet, 10 inches in length, 10 feet, 6 inches in width, and 13 feet high, weighing 90,200 lbs. It contains vintage electric lighting fixtures. In service until 1972, the Illinois Central then sold it to American Rail Heritage Limited of Marion, Illinois, for use on a tourist railroad known as the Crab Orchard and Egyptian Railroad, which used it from May 29, 1973, until October 29, 1978, in tourist train service, after which the C.O. & E. became a freight-only railroad. This car was named “Williamson” on the C.O. & E. after a local southern Illinois county, and was used as a part of a Whistle Stop Special for the reelection of incumbent governor Jim Thompson on the Illinois Central Gulf main line from Cairo to DuQuoin, Illinois, on September 23, 1978. After excursion use ceased, the car sat unused from October 29, 1978, to March 12, 1981, when it was sold to the Magnolia State Railroad at Amory, Mississippi, where it operated from about 1983 to 1986 behind Mississippian Railroad Locomotive No. 77. It was sold in April 1989 to the Lewis & Clark Railway at Battle Ground, Washington, for partial restoration and use. In July 1993 it was moved to the Willamette & Pacific Railroad at Albany, Oregon, and used occasionally. The Nevada Northern Railway acquired this car with the help of Magma Nevada Mines Company and used it for the first time on August 12, 1995, as a replacement for one of the two coaches damaged in the June 1995 collision. The car was renumbered 07 and named “Ely” when sent temporarily to Heber, Utah, for use during the 2002 Olympic Games, after which it returned to the Nevada Northern Railway.<sup>15</sup> It is non-contributing due to its use on this railroad after the period of national significance.

Coach No. 08, Non-contributing Structure:

Coach “Nevada” has the same history as Car No. 07 except that it was originally No. 1439, and was named the “Franklin” after a southern Illinois county when in service on the Crab Orchard & Egyptian Railroad. It has no history of common carrier use on the Nevada Northern Railway.

Mail/Express/Baggage Car No. 20, Contributing Structure:

This Railway Post Office Car was purchased used, supposedly second-hand, on May 31, 1907, from Harlan and Hollingsworth in Chicago, it may have been built by American Car and Foundry about 1905-1906; no builder’s plate or other marking have been found which document its builder. This is an excellent early twentieth-century example of wooden cars of its type. It has a composite frame and four-wheel trucks, and was rebuilt in 1912 with dummy closed vestibules to match the appearance of other Nevada Northern passenger rolling stock. The exceptional feature of this car is that its interior is quite complete, especially the postal compartment in which mail was sorted. A railway mail clerk of 1915 could step into this car ready to go to work. One ceiling lamp has been removed and is in storage.

<sup>15</sup> Information on this coach and the one which follows was supplied by Kyle Wyatt of the California State Railroad Museum.

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Excursion Car No. 23, Non-contributing Structure:

The excursion car made from former flat car No. 23 is an all-steel flat car built by the Nevada Northern Railway at the shops at East Ely during the first half of 1975. It was converted into an open bench passenger car and was in use on passenger trains in 2005. It is non-contributing because it post-dates the period of national significance.

Officer's Car No. 143, Non-contributing Structure:

Built as El Paso & Southwestern Railroad Car No. 1053 in 1914 by Pullman Standard, this was a business or private or "officer's" car. The Southern Pacific took over and absorbed the El Paso & Southwestern, and in 1929 remodeled the car, assigned it the number 143, and named it "Sierra Nevada." This car is 78 feet long, not including vestibules or platforms, and has 6-wheel heavyweight trucks with 5 by 9-inch journals. On the Southern Pacific it was documented in floor plan drawing No. 1005, and assigned to the Assistant General Manager as his official car. It has a Waukesha-powered air-conditioning system and is equipped with radio-telephone equipment. It was later acquired by the Santa Fe Southern Railway, and still later owned by Bryan Whipple, president of the Northern Nevada Railroad, who sold it to Mark Bassett, present General Manager of the Nevada Northern Railway. This is a historically significant car due to its design and associations, a car from an Arizona and New Mexico common carrier railroad owned by the copper mining Phelps Dodge Corporation, which depending on the extent of its alterations may qualify for listing in the National Register, but is non-contributing to this property because it has no historical association with the Nevada Northern Railway.<sup>16</sup>

Freight Cars<sup>17</sup>

The Nevada Northern Railway is notable for, among other things, having a number of largely unaltered early twentieth-century freight cars, which rarely survived on other American railroads as more modern cars were introduced and replaced earlier models. In the preservation of railroad motive power and rolling stock, individuals and organizations interested in such preservation focused primarily on steam locomotives and secondarily on passenger cars. Ordinary freight and maintenance-of-way cars were generally overlooked by railroad preservationists until most had been destroyed and then, when it was almost too late, railroad preservationists began to preserve old freight cars where they could be found. Due to its remoteness and other factors, the Nevada Northern Railway did not dispose of all of its early freight cars, and an unusual number of them have survived. Some of these cars were purchased new from car builders while others were bought second-hand from other railroads. If acquired and used before 1950 and still possessing integrity, they are

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<sup>16</sup> Data on this car was supplied by its current owner, Mark Bassett, and by Kyle Wyatt of the California State Railroad Museum in Sacramento. The Nevada Northern Railway had during its history a considerable stable of private or officers' cars for a railroad of its size. Apparently two survive today. The first No. 100, later renumbered the second No. 101 and named "Ely," currently is exhibited in the Illinois Railway Museum. The second No. 100 was privately owned as of July 2001 and is stored reportedly in operable condition at the Minerva, Ohio, yard of the Ohi-Rail Corporation. If either of these cars ever return to the Nevada Northern Railway and possess sufficient integrity, they should be treated as contributing to this NHL.

<sup>17</sup> The roster of freight rolling stock which follows is based upon the following: Interstate Commerce Commission, "Inventory of Rolling Stock, Nevada Northern Railway, 1917," typescript; Logan S. Garner, "Appraisal of the Market Value of Kennecott—Nevada Mines Division, Antique Rolling Stock and Work Equipment, December 30, 1986," 48 pp. typescript prepared under contract by Short Line Enterprises; Richard Wilkens, "Roster of Equipment, Nevada Northern Railway Company," Issue 4, September 17, 1990; John West, "Yard Check" (Inventory of Motive Power and Rolling Stock in the East Ely Yard), May 23, 2003, with comments by Keith Albrandt, August 3, 2005; Personal observation and notes made by the author of this nomination on several visits to East Ely in 2003-2005, including an examination of some of the cars in the company of Steve Swanson, a former employee of the railway.

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considered contributing.

Box Cars Nos. 1020, 1021, 1022, 1023, 1024, and 1025, Contributing (5) & Non-contributing (1) Structures:

These are double-sheathed wooden-body and roof box cars with steel underframe, built in October 1912 by American Car & Foundry for the Nevada Northern Railway. These cars are 37 feet long over the end sills and 9 feet wide over the side sills, with steel “fish-belly” underframe, wood superstructure, and arch bar trucks, capable of carrying 80,000 lbs. These six cars are typical of cars once used by virtually every railroad in the country during the first half of the twentieth-century, but very few of them have survived largely unaltered like these to the present day. They received brake upgrades long ago. The manufacture of wooden box cars seems to have been superseded by construction of all steel cars beginning in the 1930s. It is rare to find several wooden box cars in one place today. The railroad still has all six, which are considered contributing except for No. 1022 which was set afire by vandals and suffered serious fire damage. No. 1022 may be used to supply parts for maintenance and repair of the other cars, and is therefore considered non-contributing, unless a decision is made to restore it by replacing in kind the burned wooden planks.

Box Car No. 23057, Non-contributing Structure:

Former St. Louis Southwestern (Cotton Belt) all steel insulated box car, built after the period of national significance.

Tank Car No. 5, Contributing Structure:

All steel tank car, capacity 10,000 gallons, or 80,000 lbs., built for the Nevada Northern Railway by the German-American Car Company in 1914, one of six (including two built in 1913). This is the only one surviving, a rare early twentieth-century example of an unaltered tank car in reasonably good condition, a once-typical early tank car of which there are few survivors today. Cars of this type have been superseded by progressively larger tank cars. It is also a rare product of its builder under the builder’s original name. Shortly after it was built, the company which built it was forced to change its name to General American Car Company to avoid use of the word “German,” which became anathema due to World War I. This car was used in later years as a water car in maintenance-of-way service with the number W-5, which did not change its physical character.

Tank Car NECX No. 194, Non-contributing Structure:

Originally used to haul caustic soda, this is a modern, late twentieth-century tank car formerly owned by Mid-Am Equipment, Inc. This insulated tank car has a capacity of 154,000 lbs. It was acquired by the BHP Nevada Railroad in the late 1990s, and was redesignated IMCX No. 194.

With respect to the ore cars, dump cars, ballast cars, and hopper cars which follow, it should be noted that ownership passed back and forth between the Nevada Northern Railway and the Nevada Consolidated Copper Company, and later the Kennecott Copper Corporation, but that these cars were used on the railway even if owned by one or the other copper corporations and were regularly seen in the East Ely Yards. Some cars originally used to haul ore were later used in maintenance-of-way service to help ballast track. Thus cars which may today have copper company lettering, may once have been railroad owned. Regardless, they were used on the railroad during its historic period and thus are considered contributing.

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Ingoldsby Patent Bottom-Dump Ore Cars Nos. 1005, 1019, 1034, 1039, 1042, 1048, 1067, 1068, 1069, 1079, 1082, 1089, and 1097, Contributing Structures (13):

These are all-steel cars. Ingoldsby patent dump cars, a particular type of bottom dump car popular with certain mining railroads, are comparatively rare survivors today; they probably have not been manufactured since the 1920s. This particular batch of cars was built by the Pullman Car Company in 1910 and 1911 originally for the Ray & Gila Valley Railroad, an Arizona line owned by the same copper syndicate that owned the Nevada Northern. These cars were probably shipped up to East Ely in the 1930s, when no longer needed at Ray, Arizona, and after the Nevada Northern cars of a similar type were ruined by having ore dumped into them from too great a height, breaking their backs.<sup>18</sup> These are rare survivors; few Ingoldsby dump cars exist in the country today.

Ingoldsby Patent Bottom-Dump Ore Cars Nos. 1207, 1209, 1212, 1216, 1219, 1223, and 1228, Contributing Structures (7):

These cars were built by Koppel Industrial Car & Equipment Company about 1928 for the Ray & Gila Valley Railroad, owned by the Ray Consolidated Copper Company, which became the Ray Mines Division of Nevada Consolidated Copper Company about 1926 and the Ray Mines Division of Kennecott Copper Corporation in 1943. These cars were moved to the Nevada Northern Railway when no longer needed at Ray, and the original Nevada Northern Ingoldsby dump cars had been damaged and ruined by having ore dumped into them from too great a height.

Bottom Dump Cars Nos. 3A, 4A, 5A, Contributing Structures (3):

Kennecott Copper Company, Nevada Mines Division, wood-sided bottom dump cars with ballast spreaders attached to their bottoms. While not much is known about them, these cars date from about 1907 and according to a 1986 inventory by Short Line Enterprises may be the last of the original ore cars acquired when Mark Requa owned the railroad.<sup>19</sup> They have been somewhat altered over the years by the Nevada Northern (the addition of ballast-spreaders, for example) for use in maintenance-of-way service.

Side Dump Ballast Cars Nos. 6A and 7A, Contributing Structures (2):

Kennecott Copper Company, Nevada Mines Division, side dump ballast cars, short steel-framed cars with wooden sides. They feature a pair of chutes with side dump doors actuated by metal levers on one side only. They are believed to have been built in 1907.

Hopper Cars Nos. WSOR 102, 128, 129, 134, 136, 139, 158 and 159, Non-contributing Structures (8):

These are modified modern, late twentieth-century all-steel hopper cars, used as ballast cars, acquired in recent

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<sup>18</sup> In 1926 the Nevada Consolidated Copper Company absorbed the Ray Consolidated Copper Company of Arizona, which had just recently absorbed the Chino Copper Company of New Mexico. The Ray & Gila Valley Railroad was a subsidiary of the Ray Consolidated Copper Company. Thereafter, railroad motive power and rolling stock was often traded around among the companies. E. D. Gardner, C. H. Johnson, and B. S. Butler, *Copper Mining in North America* (Washington: Government Printing Office, 1938); this was U.S. Bureau of Mines Bulletin no. 405, 24.

<sup>19</sup> Logan S. Garner, Short Line Enterprises, Inc., "Appraisal of the Market Value of Kennecott-Nevada Mines Division, Antique Rolling Stock and Work Equipment and Nevada Northern Railway Company Antique Rolling Stock and Work Equipment, prepared for Kennecott-Nevada Mines Division, December 30, 1986," typescript.

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years (the late 1990s) by BHP Nevada Railroad from the Wisconsin & Southern and later transferred to the Nevada Northern.

Bottom Dump Car No. 204, Contributing Structure:

This all-steel bottom dump hopper car was purchased new in 1906 from the Pressed Steel Car Company by the Nevada Northern Railway. It was sold in August 1915, to the Nevada Consolidated Copper Company for use at the smelter at McGill for \$350.13.

Air Dump Ballast Cars Nos. 215, 216, Contributing Structures (2):

Kennecott Mines Corporation Westin Austin all-steel side/bottom air-dump ballast cars built c. 1946, equipped with roller bearing trucks.

Ore Car No. 306, Contributing Structure:

National Dump type wooden ore car, composite body, metal underframe, capacity 100,000 lbs., purchased new from American Car & Foundry Corporation in 1907 for \$1184, one of the series 300-306.

Ore Cars Nos. 400, 2<sup>nd</sup> 402, 2<sup>nd</sup> 403, 2<sup>nd</sup> 404, 2<sup>nd</sup> 405, Contributing Structures (5):

Short all-steel bottom dump "possum belly" ore cars, part of a series of 100 built by the Pressed Steel Car Company of Pittsburgh in June 1908 for the Nevada Northern Railway at a cost of \$1166 each. Capacity, 100,000 lbs., load limit, 132,000 lbs., light weight, 36,400 lbs., length 28 feet, 3 inches over the end sills, 9 feet, 5 inches wide over the side sills, with four dump doors. The dump doors were removed from 2<sup>nd</sup> Nos. 404 and 405 converting them into gondola cars in August 1961.

Side Dump Car No. 423, Contributing Structure:

This Kennecott Copper Company all-steel side-dump car was built about 1946 and used to transfer overburden to the waste dumps at the mines.

Hopper Car No. 3036, Contributing Structure:

Nevada Consolidated Copper Company all-steel hopper car with wood extensions to the top to increase capacity, originally Nevada Northern Railway No. 407, built in 1908 by the Pressed Steel Car Company.

Hopper Car No. 4885, Contributing Structure:

Nevada Consolidated Copper Company all steel hopper car. No data on it found, but this conforms to a type of car in use in the 1930s.

Hopper Car No. 74885, Contributing Structure:

Great Northern Railway hopper car built ca. 1899-1900 by the Pressed Steel Car Company, eventually renumbered 85621, sold to Nevada Consolidated Copper Company, later Kennecott, renumbered 1, still later renumbered 120, once used at the McGill Smelter.

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Flat Car No. 17, Contributing Structure:

Acquired second-hand from the Central Pacific Railroad on which it was No. 213 early in the twentieth-century. A very old car, it has a plank platform and stake pockets.

Flat Car No. 22, Non-contributing Structure:

Steel frame flat car, built by the Nevada Northern Railway Shops at East Ely, date unknown. This car has broken sills (a part of the frame). It's considered non-contributing due to its condition.

Flat Car, No. unknown, Contributing Structure:

This car is carrying a load of rail. It has a wood deck and stake pockets. It is a very old car, possibly from the Central Pacific Railroad second-hand early in the twentieth-century.

Flat Car, No. unknown, Non-contributing Structure:

Loaded with ties. Non-contributing at this time due to lack of available data on its history.

Flat Car, No. unknown, Non-contributing Structure:

Non-contributing at this time due to lack of available data on its history.

Flat Car, No. unknown, Non-contributing Structure:

Non-contributing at this time due to lack of available data on its history.

Flat Car, No. unknown, Non-contributing Structure:

A short flat car, non-contributing at this time due to lack of available data on its history.

Flat Car, No. unknown, Non-contributing Structure:

A short flat car, non-contributing at this time due to lack of available data on its history.

Flat Car, N.C.C.Co. No. 8, Contributing Structure:

Former Southern Pacific (Central Pacific) Class F-50-2 flat car, built June 1907 by the Standard Steel Car Company, S.P. No. 78177, sold to Nevada Consolidated Copper Company No. 8 before 1942 and used on the Nevada Northern Railway.<sup>20</sup>

Flat Car, N.C.C.Co. No. 12, Contributing Structure:

Former Southern Pacific (Central Pacific) Class F-50-2 flat car, built in June 1907 by the Standard Steel Car

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<sup>20</sup> Additional data supplied by Kyle Wyatt of the California State Railroad Museum.

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Company, S.P. No. unknown, sold before 1942 to the Nevada Consolidated Copper Company, which assigned it No. 12.<sup>21</sup>

Flat Car No. 217098, Non-contributing Structure:

Union Pacific center sill car of recent design, with damage to one end from a runaway collision during operation by the Northern Nevada Railroad in June 1995. Car reportedly has defective brakes.

Caboose Cars

Caboose cars were cars coupled to the end of freight trains to serve as office and living quarters for the freight conductor and brakeman or brakemen. They typically contained bunks for sleeping, a desk for the conductor, and a coal stove. They had elevated cupolas on top accessible from the interior with seats and windows from which a trainman inside riding the cupola, could keep an eye on the train ahead of the caboose, watching for signs of hot journal boxes or derailments of cars. On rare occasions they carried ranchers, cowhands, or sheepmen accompanying stock car loads of cattle or sheep to assure that they were watered and fed, if needed. In some cases other non-railroaders or one or two passengers, were carried in cabooses.<sup>22</sup>

Caboose No. 3, Contributing Structure:

This is a classic, all-wood caboose, in need of a fresh coat of yellow paint and lettering, and perhaps other minor repairs, but currently operational and clearly an early Nevada Northern Railway caboose. This car was bought new from the Mount Vernon Car Company on February 13, 1909, at a cost of \$1,256. It features two four-wheel diamond arch bar swing motion trucks, each with a wheel base of 4 feet, 10-1/2 inches. The journals are 4-1/4 by 8 inches. The caboose body is 30 feet long, and 9 feet wide, with a length over the platform end sills of 35 feet, 2-3/4 inches. It featured a passenger compartment 9 feet 11-1/4 inches, and a baggage compartment 13 feet, 8-1/2 inches, and originally had side baggage doors, long ago removed.

Caboose (2<sup>nd</sup>) No. 5, Contributing Structure:

Caboose No. 5 is a wood-sided caboose with an exterior that has been covered over with plywood. It was built in 1923 by the Magor Car Company and purchased second hand from the Utah Copper Company (No. 018) by the Nevada Northern Railway in 1945. It is in need of a fresh coat of yellow paint.

Caboose (2<sup>nd</sup>) No. 6, Non-contributing Structure:

Caboose No. 6 is an all-steel, modern caboose. Caboose cars have been obsolete for roughly a decade. It features a wide-vision cupola. It was purchased new from the International Car Company in 1972. It's non-contributing because it post-dates the period of national significance.

Caboose No. 22, Non-contributing Structure:

Caboose No. 22 is a Kennecott Copper Corporation, Nevada Mines Division, modern all-steel caboose. It was built in 1955 by Kennecott itself, either at East Ely or Magna, Utah, and is painted orange with black Kennecott

<sup>21</sup> Ibid.

<sup>22</sup> The sole roster of Nevada Northern cabooses available is Keith Albrandt's web-site, <http://www.railfan.com>, and the data on the cabooses which follows is from that source.

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lettering and number.

Caboose No. unknown, Non-contributing Structure:

This is a 4-wheel caboose, lacking wheels, journals, axles, couplers, etc. This is one of a series of six 4-wheel cabooses, Numbered 9, 10, 11, 12, 14, and 15, originally owned by the Nevada Northern Railway early in its history and subsequently sold in May 1920 to the Nevada Consolidated Copper Company. It has a steel underframe. It was retired and sold off without its hardware to serve as a hunting cabin. The Nevada Northern bought it back recently and intends to eventually restore it. At present, it is non-contributing to this NHL; if accurately restored, it may be appropriate to reevaluate it as contributing.<sup>23</sup>

Maintenance-of-Way Rolling Stock

Wrecking Crane A and Tender, Contributing Structure:

Built by Industrial Works, Builder's No. 1789, in 1907, this machine was purchased new by the Nevada Northern Railway. This 100-ton, steam-powered crane with tender was repaired and returned to serviceable condition in 1983 by the Western Pacific Railroad to help clean up a major derailment on their line. The crane was apparently used during construction of the McGill Smelter about 1908. Subsequently, it was used to retrieve wrecked locomotives and cars on the railway or at the mines, such as mine locomotive 0-4-0T No. 334 after it derailed over the side of the Riepetown dump. In 1952, locomotive No. 80 was scrapped and its tender, originally from Rotary Snowplow B, was converted for use with Wrecking Crane A. The crane has been restored to serviceable condition and is operable.

Wrecking Outfit Tool/Block/Boom Car 3<sup>rd</sup> No. A-1, Contributing Structure:

This is the tool car coupled normally to wrecking crane A. It is essentially half a steel gondola car which serves as an idler beneath the boom of the crane, as well as carrying blocks, tools, etc., and half a box car, and the box compartment for crew and tools. It was rebuilt by the Nevada Northern Railway in 1938 from wood-bodied Ore Dump Car No. 305, which had been purchased new in 1907 as one of seven such cars.

Rotary Snowplow B with Tender, Contributing Structure:

Built in 1907 by the American Locomotive Company, Cooke Works, Builder's No. 44596, for the Nevada Northern Railway. A Rotary Snowplow was essentially a steam engine within a housing, but instead of the power generated by the steam being used to move the engine, it was transferred to a huge wheel on the front of the plow. This wheel featured adjustable "blades" for cutting into snow and ice and throwing it to one side or the other, clear of the track, through adjustable vents at the top of the wheel depending on whether the wheel was turning in a clockwise or counterclockwise direction (it could be operated in either direction). Rotary snowplows could not move by themselves, and had to be pushed from behind by one to five locomotives. An ordinary locomotive-type tender is permanently coupled to the snowplow to supply fuel and water to the firebox and boiler. Rotary snowplows are generally no longer used and those surviving are historic; this is a fairly early one. Rotary Snowplow B is one of the last wood-bodied standard gauge rotary plows in existence, if not the only one. This plow has not been used for many years but is restorable to operable condition with a boiler inspection and minor repairs.

<sup>23</sup> Caboose Nos. 9, 12, 14, and 15 had steel underframes, the others, wood; presumably, this is one of those four.

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Rotary Outfit Tool Car No. B-1, Contributing Structure:

This tool car was converted from a freight car for carrying small tools and supplies used for keeping the Rotary operating, and generally was coupled behind the locomotives pushing the rotary snowplow in a track clearing operation.

Locomotive Crane No. 7, Non-contributing Structure:

Kennecott Copper Corporation Brown Hoist diesel-electric crane with 8-wheel, 80-ton capacity is a modern crane. No builder's plate has been found on this crane and its date of construction is unknown.<sup>24</sup>

Kennecott Copper Company Flat Car/Tender/Idler/Boom Car No. 07, Non-contributing Structure:

The date of construction of this car is unknown. Used with the locomotive crane, this is a steel frame car used as a boom car for the crane and in serviceable condition.

Jordan Spreader No. 360, Contributing Structure:

Built in 1917 by the O. F. Jordan Company, builder's No. 110360, for Nevada Northern Railway.

This Jordan Spreader is one of the oldest machines of its type in existence. It has been identified in descriptions as being built in "1910" or "the 1910s", but stenciled in faded white paint on the right side of the frame of the machine itself beneath the cab is the unequivocal statement, "Built 1917." It has been modified over the years, especially by having corrugated metal sheets mounted over the side of its wooden cab and housing, although the latter apparently is still intact beneath the protective sheeting. It has its original cast iron builder's plates in place. The builder's plate reads: "110360 / O.F. Jordan Co. / Spreader / Flanger / Scraper / Bank Builder / and / Snow Plow / Chicago." This is an important specimen of an early maintenance-of-way machine.

Jordan Spreader No. 70, Non-contributing Structure:

This Jordan Spreader was built in 1948 and is air operated, equipped with roller bearing trucks. This is a much more modern example of such a machine. Originally designated Chino Mines No. 2 and used in New Mexico, it was purchased from Kennecott Copper Corporation in 1964.

Scale Test Car No. 5000, Contributing Structure:

This 35,000 pound car was built at East Ely by the Nevada Northern Railway in 1913. During a rebuild of Locomotive No. 5 into No. 80, parts removed from No. 5 were employed in construction of this Scale Test Car. The Nevada Northern Machine Shop used the 42-inch wheels, axles, brake hanger, and parts of the leading and trailing truck frames, adding a cast lead weight. Featuring four spoked wheels, this car was used to calibrate the car scale at the East Ely Yard to assure that the light and loaded weight of freight cars was accurately recorded. Built by the Nevada Northern Railway, this old car is unlike any other scale test car in the country. It is in reasonably good condition.

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<sup>24</sup> Nevada Northern General Manager Mark Bassett examined this crane thoroughly and could find no date; nor could he find any record in the files which had a date of construction for this crane.

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Storage Car No. 1030, Non-contributing Structure:

This was built as a World War II U.S. Army hospital kitchen car (No. 8733) from a lot of forty ordered in August 1943 and delivered by American Car and Foundry between March and September 1944 (Numbers 8731 to 8770). Similar in design to troop kitchen cars, this was an all-steel car, 54 feet, 2 inches long over the bumpers, with no vestibules, featuring 4-wheel high-speed friction bearing trucks, and weighing 77,500 lbs., equipped for operation in regular passenger train service. It was declared surplus in 1946.<sup>25</sup> All original fittings and furnishings have been removed. It's considered non-contributing because it was not associated with the Nevada Northern during its historic period.

Dormitory Car No. 7047, Non-contributing Structure:

This gray, non-clerestory all-steel passenger car was built by American Car and Foundry during the early 1940s as a U.S. Army Hospital Car. Subsequently it was sold to Southern Pacific and used as baggage-dormitory car (No. 7047), then downgraded to a work train car in the Carlin, Nevada, wreck train. It was moved to Ely in the 1990s. It's non-contributing due to lack of association with the Nevada Northern Railway during its historic period.<sup>26</sup>

Locomotive Tender, Contributing Structure:

This was originally an American Locomotive Company (Alco) Cooke Works tender from Rotary Snowplow B, used as a tender for Nevada Northern Locomotive No. 80 when it was rebuilt from 2-8-2T No. 5 in April 1913. After Locomotive No. 80 was scrapped in 1952, this tender was mated with Wrecking Crane A.

Maintenance of Way Flat Cars, Nos. unknown, Contributing Structures (5):

Five unnumbered small four-wheel flatcars, history undocumented but appearing to date from around the 1920s, and believed by present management of the railway to have been used for maintenance-of-way purposes, possibly with motor cars.

Integrity

The Nevada Northern Railway's East Ely Yards have an unusually high degree of integrity in terms of location, design, setting, materials, workmanship, feeling, and association. To put it simply, this railroad complex has changed little since the era of the steam locomotive passed roughly a half century ago. Furthermore, this integrity applies not only to the architecture and the exterior appearance of the complex but to the interior architecture, furnishings, equipment, tools, and other contents of the buildings and structures, down to the stationery and forms stacked on shelves in the railroad's stationery supply room as they were a half century ago. It has a phenomenal degree of integrity and is more complete than any standard gauge railroad property in the nation. It is simply a railroad physical plant that never really passed out of the era of steam railroading; when the company, as was inevitable, did acquire several diesel-electric locomotives, it did not demolish or eliminate the facilities used by steam locomotives or remodel the railroad yards. Major repair of those diesel-electric locomotives was farmed out to other railroad shops elsewhere, so that the East Ely Shops were not modified in

<sup>25</sup> Additional data supplied by Kyle Wyatt, California State Railroad Museum.

<sup>26</sup> Ibid.

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any important way to accommodate the new era of diesel-electric motive power. The East Ely complex of the Nevada Northern Railway is the epitome of historic integrity.

It should also be noted that the East Ely Yards never had a building destroyed by fire and the only building demolished throughout its history was the records vault annex to the Chief Engineer's office. A few short yard tracks no longer needed were removed, as noted in Section 7, and a water crane near the Machine Shop was removed. That the changes over time in this yard complex were so minimal is phenomenal.

# NEVADA NORTHERN RAILWAY, EAST ELY YARDS

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## 8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:

Nationally: X Statewide: \_\_ Locally: \_\_

Applicable National

Register Criteria: A\_\_ B\_\_ C\_\_ D

Criteria Considerations

(Exceptions): A\_\_ B\_\_ C\_\_ D\_\_ E\_\_ F\_\_ G

NHL Criteria: 1 and 4

NHL Criteria Exceptions: N/A

NHL Theme(s):

- V. Developing the American Economy
  - 3. transportation and consumption
- VI. Expanding Science and Technology
  - 2. technological applications

Areas of Significance: Commerce

Transportation

Period(s) of Significance: 1905 - 1952

Significant Dates: 1905, 1941, 1952

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Nevada Northern Railway

Historic Contexts: XII. Business

L. shipping and transportation

XIV. Transportation

E. railroads

XVIII. Technology (Engineering and Invention)

B. transportation

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**State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.**Summary Statement of Significance

In developing the American economy (Theme V in NHL Thematic framework), the railroad played a key role in the nineteenth and twentieth centuries. Until the 1820s, the fastest a man could move on land was as fast as the horse carrying him could run. Then with the development of the steam-powered railroad in the 1820s and the decades which followed, the speed that a person could move on land increased from roughly 15 miles per hour or less, to 100 by steam railroad. Furthermore, in its capacity to carry large loads, the railroad became the prime mover of freight and passengers in the nation, and continued in a key role even after motor vehicles began to make inroads in freight and passenger traffic. The railroad industry had an enormous impact on America and its economic development and continues to play a key role today. The impact was largely made during the era of the steam locomotive from roughly 1820 to 1955. During the mid-twentieth-century railroads rapidly shifted to diesel-electric locomotives, and both freight and passenger cars rapidly experienced modernization as a result. Thus few railroads today retain the integrity of the steam railroad which helped build this nation.

The Nevada Northern Railway's Depots, Offices, Shops, Yards, Motive Power and Rolling Stock at East Ely, Nevada, including the contents of buildings and offices, from furniture to office equipment to tools and parts and shop machines, as well as the tracks, switches, switch stands and other facilities, comprise the best-preserved, least-altered and most complete main yard complex of a historic standard gauge, common carrier steam-powered railroad in the United States today.

Historical Background of the Nevada Northern Railway

The discovery of gold in California in 1848 spawned the great Gold Rush of 1849 which continued into the 1850s. But as the California mines either changed from placer mining and evolved into industrial mining or played out, prospectors ranged farther and farther afield discovering the fabulously wealthy Comstock Lode in Nevada consisting of at first gold, then even richer lodes of silver. Its boom time extended from the 1860s into the 1870s. Prospectors and miners who had not succeeded in taking part in the Comstock boom ranged still farther afield, establishing mines and mining towns throughout the Great Basin of eastern California, Nevada, and Utah, one of which was the mining camp of Eureka in central Nevada. Mining magnate Isaac Requa had moved on from Comstock into the mines of the Eureka area. Completion of the first transcontinental railroad across Nevada farther to the north in May 1869 soon spawned independent "short line" feeder railroads, and Requa and his son Mark soon became involved in one of these, the Eureka & Palisade, a narrow gauge mining railroad built in 1873 to connect Palisade, Nevada, on the Central Pacific, with Eureka and its mines far to the south. Over the next quarter of a century, the mines around Eureka first produced wealth, then declined, and along with them, the fortunes of the Eureka & Palisade Railroad, whose new general manager, appointed in 1897, was Isaac Requa's son, Mark Requa. Mark's assignment was to find a new mining bonanza to revive the profits of the railroad, and casting an eye around central Nevada, Requa soon sent a mining engineer 75 miles east to investigate promising mines a short distance west of the mining camp of Ely, a gold and silver town dating from the 1860s. But the mines Requa's man found were not gold or silver, but copper, located at a site called Copper Flat. The reports were so promising that in 1902 Requa himself moved to a shack there, spent 18 months investigating the copper prospects, proceeded to acquire the Ruth and other mines, and in 1903

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incorporated the White Pine Copper Company to exploit them.<sup>27</sup>

Copper, a beautiful metal, had always had its uses but was also mined in traditional ways, using tunnels and shafts, and of course using those expensive mining techniques. Only the richest of copper veins, containing ores such as native copper, bornite, and chalcopyrite, running around 20 percent copper or more, proved profitable to mine. But two things changed the whole character of copper mining around the end of the nineteenth century. The first of these was the electrical revolution, primarily the development of electric lights and telephones and electric motors and generators, not to mention the whole range of electrical appliances and devices, all of which called for not hundreds, but millions of miles of copper wire. The advent of electricity made copper extremely profitable. Second, a way was found to mine extremely low grade bodies or loads of copper ore that until this time had been impossible to mine profitably. Around most rich copper veins lay large bodies or lodes of very low grade copper ore, so low it would not be profitable to mine using traditional tunnels and shafts. But a Utah mining engineer named Daniel Jackling carried out sophisticated calculations which led him to believe that massive strip mining, using huge steam-powered earth moving machines of types that had come into play in construction of the Suez and Panama Canals, could prove profitable if done on a large enough scale. This method incorporated digging down from the surface to the top of low grade copper lodes, and then excavating the whole lode using such machines in a great pit with mining railroads spiraling around the sides to carry the ore out, and great steam shovels mounted on railroad wheels to operate over those same tracks to excavate and load the ore into railroad cars. The open pit mine was born, and after a faltering start at Bingham Canyon, Utah (designated an NHL in 1966), really took hold at Ruth, Nevada.<sup>28</sup>

The Ruth situation was becoming more complicated. Copper magnate William Boyce Thompson bought up a number of claims there and incorporated the Cumberland-Ely Copper Company in 1905. Senator W. A. Clark of the Anaconda mines in Montana also got his finger in the pie through incorporation of the Giroux Consolidated Copper Company. Requa bought up the Boston & Nevada Copper Company's group of claims and merged that firm with his White Pine Copper Company in 1905 to form the Nevada Consolidated Copper Company. His new company and the Cumberland-Ely decided to join to build a Steptoe Valley concentrator and smelter at a site now named McGill, 12 miles northeast of Ely, where there was water available. In 1905, a mining engineer named J. Parke Channing reported that Nevada Consolidated's holdings alone constituted 26 million tons of two per cent copper ore. Requa was able to get the investment firm of Hayden, Stone and Company to finance development of Nevada Consolidated's mines and a railroad.<sup>29</sup>

The initial idea was an extension of Requa's Eureka & Palisade narrow gauge eastward from Eureka to Copper Flat. But that route came into conflict with the "basin and range" topography of Nevada, and would have required such a railroad to cross no less than four north-south mountain ranges and the intervening valleys.<sup>30</sup> It

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<sup>27</sup> The summary of Nevada Northern Railway history is drawn principally from the following: Jack R. Wagner, *Short Line Junction: A Collection of California & Nevada Railroads* (Fresno: Academy Library Guild, 1956), Chapter 6, 154-187; Gary G. Allen, *Nevada Northern: Sagebrush Short Line*, (Los Angeles: Trans-Anglo Books, 1964); Most useful of all, David F. Myrick, *Railroads of Nevada and Eastern California*, vol. 1 (Berkeley: Howell-North Books, 1962), 113-135; and *Nevada Northern Railway and the Copper Camps of White Pine County, Nevada* (Dallas: Friends of the Nevada Northern Railway, 1991).

<sup>28</sup> The most detailed history of copper mining around Ely is a typescript by Russell R. Elliott, "History of Nevada Mines Division, Kennecott Copper Corporation," n.d. Elliott was an associate professor of history at the University of Nevada and it is assumed Kennecott Copper Corporation contracted for preparation of this study. See also, A. B. Parsons, *The Porphyry Coppers* (New York: The American Institute of Mining and Metallurgical Engineers, 1933), especially 114-133.

<sup>29</sup> Parsons, *Porphyry Coppers*, 121.

<sup>30</sup> *Ibid.*, 18, indicates that this line would have covered three mountain ranges and 85 miles; but other sources, such as Allen, *Nevada Northern*, 4, and the author driving Highway 50 between Eureka and Ely, find *four* mountain ranges that would have to be crossed and a distance of about 75 miles.

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would be possible though costly to build such a railroad and it would prove difficult to operate when built. A far better idea was to harmonize with the basin and range topography and build a new railroad south from the Central Pacific through the Steptoe and other valleys between mountain ranges. Near its south end at Ely, it could comparatively easily cross the Egan Range through Robinson Canyon which led directly to the copper prospects around Ruth. After preliminary surveys by his own and Southern Pacific engineers, on May 29, 1905, Requa incorporated the Nevada Northern Railway Company to build southward from a point on the Central Pacific east of Wells, Nevada, given the Spanish name of "Cobre," which meant copper. The company immediately initiated final surveys down the gentle Goshute and Steptoe Valleys between north-south ranges to Ely.<sup>31</sup>

Construction of the railroad by the Utah Construction Company began at Cobre in September 1905, and its completion to Ely (140 miles) was celebrated with three special trains on September 19, 1906, though the first work train headed by a leased Southern Pacific locomotive, No. 2173, arrived a day earlier.<sup>32</sup>

General Manager Mark Requa drove a "last spike" celebrating completion to Ely but with a copper spike, not a gold spike.<sup>33</sup> The railroad had not yet reached the mines, so more costly construction through Robinson Canyon involving two tunnels in the comparatively short ten mile distance to Ruth and Kimberley was completed on April 16, 1908, making the railroad a total of 183.27 miles in length.

Nevada Consolidated Copper Company, meanwhile, had absorbed Cumberland Ely and begun the Steptoe Valley Smelter at McGill. By this time the Guggenheim Exploration Company was becoming interested representing the Guggenheim brothers, prominent New York investment bankers, and during 1906 the Guggenheim interests bought out Mark Requa and assumed control of the Nevada Consolidated Copper Company. That insured that the company would have the funding necessary for proper development, including the railway which the copper company owned.<sup>34</sup>

During the fall of 1907, a new Western Pacific Railroad built tracks across eastern Nevada, crossing the Nevada Northern at a station named Shafter about 18 miles south of Cobre. When completed in 1910, it gave the Nevada Northern a connection with a second transcontinental railroad with which to interchange traffic.

The Nevada Northern meanwhile established its headquarters, depot, engine house, and shops a mile northeast of Ely and established just south of those facilities a new town initially called Ely City. The name eventually changed to East Ely and in the 1970s it was absorbed into Ely proper. As copper mining boomed, the neighboring towns of Ely and East Ely became the second largest population center in the state of Nevada for a while.

As mentioned, the Nevada Consolidated Copper Company had erected a concentrator and smelter about a dozen miles northeast of Ely, to which the Nevada Northern built the nine-mile "Hiline" branch. Farther north, another branch went more directly from McGill Junction to the new smelter town called McGill. The concentrator at McGill went into operation in May 1908. But the mining company's plans to run trains every

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<sup>31</sup> Allen, *Nevada Northern*, 6.

<sup>32</sup> The Central Pacific was by this time a subsidiary of the Southern Pacific Railroad, which today has become a part of the Union Pacific.

<sup>33</sup> This copper spike seems to have been mislaid. When last reported, it was the property of the University of Nevada's McKay School of Mines, but where it is today is unknown. A photo of it appears in Allen, *Nevada Northern*, 6.

<sup>34</sup> To place the copper deposits near Ely in context, see Russell R. Elliott, *Nevada's Twentieth-Century Mining Boom* (Reno: University of Nevada Press, 1966), especially 174-295.

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thirty minutes from the mines west of Ely to the concentrator and smelter northeast of Ely, did not please the town, for the railroad ran right through the old mining camp on city streets. A meeting between the city council and mining and railroad executives, led to the construction of a railroad-financed bypass around Ely on the hillside north of town, connecting with the original line at the mouth of Robinson Canyon on the west, and near the east end of the East Ely Yards on the east. With the bypass completed even before ore trains began to run to McGill, this solved the problem that operating frequent ore trains through town would have caused.<sup>35</sup>

The Nevada Northern then settled down to the business of running trains, including passenger trains from the Southern Pacific and Western Pacific to East Ely and Ely, and a number of local trains between McGill and East Ely, and Ely and Ruth. It even ran local "shift" trains carrying miners and smelter workers between East Ely and the mining camps to the west and to the smelter town of McGill, not to mention trains to carry high school students from the smelter and mine towns to the high school in Ely. The railway even operated for some years a train that bounced back and forth the short distance between Ely and East Ely, providing a sort of local, almost streetcar service so that some of the residents began referring to them as "ping pong trains." Until November 13, 1920, the railroad even operated both extra fare parlor car service and Pullman sleeping cars to and from Ely in connection with transcontinental trains. Following the discontinuance of Pullman service, the main line passenger train consisted for 20 years of Locomotive No. 40, a baggage/RPO car, and two coaches, and as traffic diminished during the Great Depression of the 1930s, only one coach. Locomotive No. 40, built in 1910, was the pride of the railroad and handled the passenger service of Trains Nos. 3 and 4 until declining business led to its last regularly-scheduled passenger train operating on July 31, 1941. Thereafter, the Nevada Northern ran a cheaper-to-operate highway bus between Ely and Wells, Nevada. From 1906 to 1941, the Nevada Northern had carried no fewer than 4,661,976 passengers, and Locomotive No. 40 put in over a half million miles of service without a major overhaul.<sup>36</sup>

In freight traffic, in addition to copper ore from the mines to McGill and smelter products from McGill to the Southern Pacific or Western Pacific interchanges, the railroad hauled cattle, sheep and wool, and agricultural products, not to mention all classes of merchandise sold in Ely, McGill, and other copper mining towns to the west. In 1933, between freight and passenger traffic, the railroad was running as many as 54 trains per day, including a number of 50 car trains of 70-ton car loads of ore from the mines to McGill. From 1908 through 1934, the railroad hauled from the Copper Flat and Ruth Mines 72,900,000 tons of ore which went to the McGill smelter and came out in the form of 826,000 tons of copper shipped from McGill out through either Cobre or Shafter. Copper was not only extracted from the mines around Ely but also gold, silver, lead and zinc. More than \$337 billion worth of these metals were removed between 1903 and 1937; after 1906 virtually all of it carried by the railroad.<sup>37</sup> The railroad was a major economic influence on the development of eastern Nevada.

In September 1920, in order to save on crew salaries, the Nevada Consolidated Copper Company took over operation of the trains between the mines and the reduction works at McGill, and the 90-series locomotives were sold to the copper company and relettered from Nevada Northern Railway to Nevada Consolidated Copper Company with "NCCCo." on the side of their cabs.<sup>38</sup> Railroad crews working for mining companies did not draw wages as high as those working for common carrier railroads. Later, when Kennecott Copper Corporation succeeded Nevada Consolidated in 1943 (it had actually acquired control in 1933), the locomotives were relettered for that corporation. Regardless of the corporate identity carried on the locomotives, the federal

<sup>35</sup> Allen, *Nevada Northern*, 20; Myrick, *Railroads of Nevada and Eastern California*, vol. 1, 131-132.

<sup>36</sup> "Nevada's Last Short Line: The Nevada Northern Railway Co.," *Western Railroader* 20, no. 7, Issue No. 211 (May 1957): 5.

<sup>37</sup> Gardner, et al., *Copper Mining in North America*, 24.

<sup>38</sup> Myrick, *Railroads of Nevada and Eastern California*, vol. 1, 133.

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government eventually overturned the myth that the Nevada Northern was not operating the trains and thus eliminated the monetary savings the mining company hoped to achieve through lower wages and less restrictive labor rules.<sup>39</sup>

The railway began acquiring diesel-electric locomotives in 1952 and mining continued into the 1980s, though on a declining scale.<sup>40</sup> Finally, mining came to a halt and the railroad ceased regular operation in 1983. The Interstate Commerce Commission officially authorized abandonment of the Nevada Northern Railway, Nevada's last "short line" railroad, on July 6, 1987, and portions of the line were acquired by the cities of Ely, Nevada, and Los Angeles, California (in the latter case through the Los Angeles Department of Water and Power). The City of Ely took over the East Ely Yards, motive power and rolling stock through the White Pine Historical Railroad Foundation, and the State of Nevada eventually took over the East Ely Depot and General Office Building and the Freight Depot as the East Ely Railroad Depot Museum, a branch of the Nevada State Railroad Museum within the state park system.<sup>41</sup> The Los Angeles Department of Water and Power held the main line track to Shafter and Cobre and to the mines for use in hauling coal from Utah to the Steptoe Valley for the proposed White Pine Power Project, a coal-fired power plant which, as it turned out, was never built. Eventually, as mining resumed intermittently and the Magma Copper Company acquired the mines, a Northern Nevada Railroad Corporation was formed to lease and operate the railroad. In 1993 that firm obtained the operating rights from the cities and was recognized as a Class III common carrier railroad effective January 1, 1995.<sup>42</sup>

The Magma Copper Company (through the Magma Nevada Mining Company) had purchased the mining rights in the Robinson district southwest of Ely and began building a new mill and concentrator at the site of Riepetown, and the Northern Nevada Railroad acquired two 70-ton former Santa Maria Valley Railway diesel-electric locomotives with which to begin operations on January 1995. On June 17, 1995, however, a Union Pacific bulkhead flat car loaded with ties, allegedly with defective brakes, broke away from a Northern Nevada Railroad crew attempting to move it by gravity on the Keystone siding. The flat car tore through a pile of earth dumped on the track to prevent just such a runaway, and accelerated to 60 miles per hour into Tunnel No. 1, where ties flying off it slowed it while damaging the structure of the tunnel lining. Continuing eastward it crashed at an estimated 30 miles per hour into Locomotive No. 93 that was pulling the afternoon passenger excursion train, injuring a number of passengers, several of whom had to be flown to a Salt Lake City hospital for treatment. The collision heavily damaged Locomotive No. 93 and its two passenger cars, although the locomotive and one of the two passenger cars have been restored, the other awaits restoration.<sup>43</sup>

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<sup>39</sup> "Retirement Board Comments on Coverage Ruling," *Railway Age* 3, no. 16 (October 18, 1941): 640-641; "Finds Power to Fix Status of Workers; New I.C.C. Disclaimer of Labor Act Authority Shows Brotherhoods Another Way," *Railway Age* 114, no. 18 (May 1, 1943): 882-883.

<sup>40</sup> Actually, Kennecott Copper Corporation dieselized the pit trains in 1948, buying eight Alco road switchers to replace the 90-series steam locomotives. On occasion it loaned one or more of these to the Nevada Northern before the latter acquired its own first diesel in 1952, No. 401; Allen, *Nevada Northern*, 42.

<sup>41</sup> The best discussion of the city's efforts to acquire the railroad is in Curt Bianchi, "Rails to the Last Bonanza: The Nevada Northern Railway Museum," *Locomotive & Railway Preservation*, no. 35 (September-October 1995): 31-32, 35-36, 38.

<sup>42</sup> "Northern Nevada Railroad" in the "Railnews" section, *Railfan & Railroad* 41, no. 6 (June 1995): 34-35. Interview with Northern Nevada Railroad former president Bryan Whipple by Gordon Chappell, during Winterail Conference at La Quinta Inn, Stockton, California, March 13, 2004.

<sup>43</sup> *Ibid.* Bryan Whipple, president of the Northern Nevada Railroad mentioned to the interviewer that the Union Pacific flat car had defective brakes. The accident was reported in "Railnews" in *Railfan & Railroad* 14, no. 9 (September 1995): 34; Bob Yarger, ed., "Preservation News: Another Wake-Up Call – Flatcar and Train Collide," *Locomotive and Railway Preservation*, no. 55 (September – October 1995): 12-15.

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In January 1996, an Australian multi-national mining corporation, Broken Hill Proprietary, Ltd., acquired the assets of the Magma Copper Company, and in June 1996 made the Northern Nevada Railroad a “handsome” offer and formed a new BHP Nevada Railroad which acquired all the assets of the Northern Nevada. From then until June 25, 1999, BHP Nevada Railroad operated ore trains from Riepetown to the connection at Cobre with the former Southern Pacific Railroad, now a part of the Union Pacific Railroad. After three and a half years, BHP Proprietary ceased mining operations in the Robinson District and the last BHP Nevada ore train operated on July 9, 1999. During 2000, the Nevada Northern Railway Museum obtained all the BHP Nevada motive power, rolling stock, and assorted equipment as part of a settlement of the track lease contract BHP had held. The museum subsequently sold off some of that motive power.<sup>44</sup>

Meanwhile, the city-owned Nevada Northern Railway Museum had established a program of passenger trains to haul tourists on short runs east and west of East Ely, and the Nevada Northern, despite its remoteness, became a successful historically-preserved operating steam railroad catering to tourists. As time passed, it became a magnet for railroad enthusiasts and preservationists from all over the country who came to photograph its trains and spend vacation time working as volunteers for the railroad, in some cases operating trains. The East Ely Depot and the East Ely Yards buildings and structures were separately placed on the National Register, although none of the tracks, motive power, or rolling stock were included. As the era of steam railroading has receded farther and farther into the past (now generally exceeding a half century), the Nevada Northern Railway has acquired even greater importance as an unaltered and preserved vision of that past.

During the 1990s, the railway was twice leased for carrying copper ore, first by the Northern Nevada Railroad, then by BHP Nevada Railroad. Since then, the Nevada Northern Railway has taken steps to acquire the entire line from the mines to the connection with the Union Pacific at Cobre, and in 2004 separately incorporated a “Great Basin & Northern Railroad” with the idea that should the Robinson company now involved in mine exploration near Ruth want to resume shipment by rail, the Nevada Northern Railway Museum through this GB&NRR reserves the right to provide them rail service and reap the profit, instead of a third party.<sup>45</sup>

### Criteria

Criterion No. 1 - The Nevada Northern Railway is associated with the development of the network of railroad companies throughout the United States as a component company in that network, and one whose property has changed very little since the first half of the twentieth-century and the era of steam-powered railroading. It has experienced little modernization, and thus represents a window into the past of the American railroad industry. With the advent of the Industrial Revolution, the invention of the steam engine, and the application of the steam engine to locomotive traveling on railroad tracks, the railroad became the main form of public passenger transportation and the shipment of freight. Railroads continued to dominate land transportation during the first quarter of the twentieth-century when they were superseded, though only in part, by motor vehicles traveling on government-built roads and highways, and aircraft operating out of government-built airports. The Nevada Northern Railway had its beginnings in 1905 and continued in operation until the 1980s, and intermittently thereafter under lease. It is an isolated component of the railroad industry which, for the most part, escaped modernization, and better than any other standard gauge railroad in the United States, represents the era of steam railroading when the railroad was king, as exemplified in a common carrier owned by a mining company.

<sup>44</sup> Almost the sole source of information currently available on the BHP Nevada Railroad is Keith Albrandt’s web-site, <http://www.railfan.com>, since on several occasions Albrandt interviewed officers of that company during its brief existence.

<sup>45</sup> Information on the Great Basin & Northern was supplied by Nevada Northern General Manager Mark Bassett. See also, “Railroad News & Photos – Abandonments/Acquisitions,” *Trains* 64, no. 10 (October 2004): 23.

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The Nevada Northern Railway is the best example of a steam-powered, standard gauge railroad surviving in the United States today. It includes not only locomotives and cars, but all of the buildings and structures and furnishings of its main yard complex in East Ely, Nevada.

Criterion No. 4 - The Nevada Northern Railway property in East Ely, Nevada, embodies the distinguishing characteristics of a standard gauge steam railroad's depots, offices, shops, yard, motive power and rolling stock to a greater extent than any other railroad complex in the United States. Due to its geographical remoteness and the decline of the mining industry it once served, it escaped the modernization embodied in diesel-electric motive power which began in the 1920s, and during the 1950s rendered the steam railroad locomotive essentially obsolete throughout the railroad industry in the United States. Diesel modernization meant not only a change in motive power but the end of coal and oil fuel facilities for steam locomotives and their demolition, the end of water supply facilities for steam locomotives and their demolition, and the transformation of railroad shop complexes as well as the tools within them, not to mention modifications to railroad yard tracks themselves. Few railroad locomotive coaling facilities and water supply facilities survive in the nation today. Few shops survive which contain the kinds of tools that reflect the processes used in maintaining and repairing steam railroad locomotives, which are entirely different from those used in maintaining and repairing diesel-electric railroad locomotives. The Nevada Northern Railway entered modernization as far as purchasing several diesel-electric locomotives and building some diesel fuel oil tanks but it never went so far as demolishing the coaling and watering facilities or changing the shops to accommodate only diesels. When it ceased common carrier operations during the early 1980s, the Nevada Northern had not yet changed the character of its East Ely Shops and Yards from that of a steam railroad. No other railroad in the country has the roster of now obsolete but also historically important freight, passenger and maintenance-of-way cars that the Nevada Northern Railway still conserves. Additionally, the Nevada Northern retains three of its historic steam locomotives, two currently operable and the third awaiting routine maintenance and repairs.

### Historic Context

The context for this nomination focuses on the main railroad yard and building complex of a standard gauge railroad, either of a major railroad system or of a "short line," in either case a "common carrier" railroad of the era of steam locomotives. A major railroad system would be one of the transcontinental railroads or a large Class 1 multi-state system like the Southern Railway, the New York Central Railroad, the Pennsylvania Railroad, and so forth.<sup>46</sup> A "short line" railroad was defined by the railroad industry on the basis of its revenue, and might range from a line of less than a dozen miles in length to a line of a thousand miles or more, in contrast to "Class 1" railroad systems which were major systems which spanned significant parts of the United States. A "common carrier" railroad was a railroad that carried all kinds of freight as well as passengers, in contrast to an industrial carrier that did not offer passenger service and carried only the industrial product of the company which owned the railroad or served only an industrial plant. Industrial railroads might be mine railroads, logging railroads, quarry railroads, steel mill railroads, and the like.

Nationwide, there are other preserved complexes that fit this context; however, all but a few main railroad yards and buildings have been modernized to accommodate and service diesel-electric locomotives and more modern freight equipment.<sup>47</sup> Furthermore, in 1971 passenger service was turned over to government-chartered Amtrak or state-government owned and operated commuter train organizations to operate, using mostly later

<sup>46</sup> Currently, mergers have reduced the number of Class 1 carriers to seven.

<sup>47</sup> For documentation of this see: Michael Rhodes, *North American Railyards* (St. Paul: MBI Publishing Co., 2003). Published in and about yards in the United States. Also, Lee Rainey and Frank Kyper, *East Broad Top* (San Marino: Golden West Books, 1982); Donald J Heimburger, *Along the East Broad Top* (River Forest: Heimburger House, 1987).

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generations of passenger cars. This modernization has meant the wholesale demolition nationwide of railroad watering facilities, coaling and fuel oil facilities, ash pits, roundhouses, and many railroad shops designed to serve steam locomotives (not needed by diesel-electric locomotives). As a result, the majority of the nation's steam locomotives and whole generations of now-obsolete passenger and freight cars have been dismantled for scrap. While a large number of railroad depots of all kinds have survived, the number of railroad roundhouses and engine houses of the era of steam locomotives that have survived, is miniscule, and the interior of such railroad shop buildings that have survived have often been substantially modified because the whole system for servicing and repairing diesel-electric locomotives is different from the system for steam locomotives.

The Nevada Northern Railway, East Ely Yards include depots, offices, shops, a round house or engine house, a section house, a locomotive fueling facility (coal or oil fuel), a locomotive water facility, and other kinds of yard buildings, as well as the original contents of such buildings from tools to office machines and stationery. It further includes such structures as tracks, water columns, switches and switch stands, track scales, ash pits and loading ramps. The complex also includes steam motive power and rolling stock of the steam era, which terminated in the 1950s. Furthermore, East Ely contains a substantial percentage of their original historic contents including furniture, tools, office machines, mechanical devices, supplies, etc.

Nationwide, the complex that best compares with the Nevada Northern Railway yards complex at East Ely and is equally as complete, is the East Broad Top Railroad and Coal Company yard complex at Rockhill Furnace, Pennsylvania.<sup>48</sup> This complex received NHL designation in 1964. However, it does not fit within this historic context because it is narrow gauge rather than standard gauge which except for a unique car transfer facility at Mount Union, Pennsylvania, meant it could not interchange freight cars with other railroads, as standard gauge railroads do as a common practice.

The best standard gauge complex that compares with East Ely is the much smaller Sierra Railway's complex at Jamestown, California. This late nineteenth-century shops and yards complex includes approximately a dozen historic buildings, two steam locomotives, passenger cars, a few original freight cars, and the contents of the buildings, which the California State Park System now owns and preserves as "Railtown 1897." Unlike East Ely, which contains an engine house, the Sierra facility utilized a roundhouse and turntable, which survive. Unfortunately, one of the site's key buildings, the depot and offices, burned to the ground many years ago together with all its records, furniture, and other contents. The remainder of the complex is intact, representing a remarkable yet substantially smaller, example of a steam-era railroad complex.<sup>49</sup>

In North Carolina, the state historic sites program has taken over the massive Southern Railway roundhouse and shops at Spencer, now called the North Carolina Transportation Museum. Rather than modernize the railroad yard, the Southern Railway began to abandon the Spencer site in the 1960s and built a new yard five miles north at Linwood in the 1970s. However, prior to abandonment the railway dismantled several buildings. The blacksmith, boiler, and wheel shops and most of the car shed were dismantled in 1965; the transfer sheds were shut down in 1970 and dismantled. Much of the heavy equipment from these buildings was sold at this time. In 1977, employees of the North Carolina Department of Cultural Resources introduced the idea of turning the shops into a museum to highlight the history of transportation in the state. Southern was receptive and donated

<sup>48</sup> Bill Withuhn, "On the East Broad Top: No. 14 Steams Again," *Locomotive and Railway Preservation*, no. 15 (July-August 1988): 15-32; Mark Smith, "Going Places," *Locomotive & Railway Preservation*, no. 51 (January-February 1995): 28-41.

<sup>49</sup> Dorothy Newell Deane, *Sierra Railway* (Berkeley: Howell-North Books, 1960); Al Rose, Rick Mugele and Nils Huxtable, as told to Stephen Donato, "The Most Recognizable Railroad in the World," *Locomotive & Railway Preservation*, no. 18 (January-February 1989): 14-33; Curt Bianchi, "Railtown 1897 State Historic Park," *Locomotive & Railway Preservation*, no. 46 (March-April 1994): 28-49.

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several acres of land and several buildings to the state. Two years later, Southern donated another 57 acres along with all surviving shop buildings. Most of the machinery was sold or transferred to other locations prior to the sale.

Today, the North Carolina Transportation Museum houses exhibits of automobiles and other forms of transportation as well as railroads. The museum has acquired more than sixty pieces of railroad rolling stock, including five steam locomotives (only one of which belonged to the Southern Railway), two Southern diesel-electric locomotives, other diesels, and many freight and passenger cars from a wide variety of North Carolina railroads.

The site does not have integrity comparable to that of East Ely, and its museum collection of rolling stock later assembled is for the most part not original to Southern Railway. The property has historical associations, however, with a major Class I railroad, the Southern Railway, which makes it historically important even with its integrity impaired.<sup>50</sup>

In St. Paul, Minnesota, eight of the Northern Pacific Railway's 1885 Como Shops complex's original thirty-two buildings and structures, remain. They have been adaptively remodeled into a shopping mall called "Bandana Square," whose surviving historic buildings are filled with boutiques, restaurants, and stores. The exterior industrial environment has been modified with retail signs and landscaping, and the interiors no longer retain their industrial character. This property no longer retains the high degree of historic integrity necessary to be NHL eligible.<sup>51</sup>

In Sacramento, California, a small portion of the vast Central Pacific/Southern Pacific shop complex survives, perhaps ten percent. These shops originated in the mid-1860s before track on this first transcontinental railroad had been completed to Promontory Summit, Utah. The Sacramento complex was the central, main shops of the Central Pacific and of its successor Southern Pacific. At one time, it not only included the whole range of railroad shop facilities but also a glass factory, a brass foundry, an iron foundry, a sawmill, a planing mill, a lumber yard, and myriad other facilities. The railroad's builders intentionally made the shops at Sacramento as wholly self-sufficient as possible for they not only served the railroad but did job work for other companies. Machinery of some San Francisco Bay ferryboats, not to mention cable cars, was built at the shops. While the Central Pacific extended from Sacramento to Ogden, Utah, with branches and short line feeder railroads, the Southern Pacific eventually extended from Portland, Oregon, through Sacramento, San Francisco, Los Angeles, and throughout California, and then across Arizona, New Mexico, and Texas to New Orleans, Louisiana. The Sacramento Shop complex, which at one time was one of the largest if not the largest single industrial establishment west of the Rocky Mountains, employed thousands of people.

The Union Pacific has now swallowed up the Southern Pacific and in the 1990s tore down most of the shop complex. Two of the largest and most important buildings survive, including the Sacramento Locomotive Works building in which new steam locomotives were built from scratch for nearly a half century, and a machine shop with a restored transfer table between them; a portion of at least one building which may date back to 1868 or earlier, survives, along with a small number of additional buildings immediately to the east. A

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<sup>50</sup> Duane Galloway and Jim Wrinn, *Southern Railway's Spencer Shops, 1896-1996* (Lynchburg: TLC Publishing, Inc., 1996), 89-106; Jim Wrinn, "Building in the Past, Looking to the Future: Spencer Shops Finds a Niche," *Locomotive and Railway Preservation*, no. 52 (March - April 1995): 36-45. Jim Wrinn, "Milepost 100 for Spencer Shops; North Carolina Transportation Museum's Grand Re-Opening," *Locomotive and Railway Preservation*, no. 63 (January-February 1997): 4-5.

<sup>51</sup> Patricia Murphy, *Northern Pacific Railway Company's Como Shops Historic District*, National Register of Historic Places Nomination (Washington, DC: U.S. Department of the Interior, National Park Service, 1982).

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row of historic buildings along the south edge has been demolished. The brick roundhouse was demolished probably in the 1950s but the last of several turntables which served it is still in place, intact, and operable. The major buildings still have tracks, a traveling crane and some machine tools in them. Although the interior machine tools were rearranged and/or replaced as repair of diesel-electric locomotives replaced the building and repair of steam locomotives, these two buildings have much interior, as well as exterior, integrity.

Most recently, the California State Railroad Museum located in a modern complex a few city blocks to the southwest, adopted plans to use the remaining fragment of shops as the site of a new museum of railroad technology. The project will evidently include the lease or acquisition of the two major buildings, the transfer table, the turntable, and possibly other buildings, both for their own needs for expansion and to preserve at least a core of the complex.

Unlike East Ely, the Central Pacific/Southern Pacific shops complex at Sacramento does not contain a collection of original locomotives and cars associated with the property. Although the Atchison, Topeka & Santa Fe Railway recently donated their collection of historic locomotives to the museum; the Santa Fe Railway did not reach Sacramento. The Sacramento shop complex is historically important for its association with the Central and Southern Pacific, however, the Sacramento complex is not nearly as complete as the smaller Nevada Northern Railway facilities in Ely, Nevada.<sup>52</sup>

Steamtown National Historic Site, a standard gauge complex in Scranton, Pennsylvania, also does not retain the degree of integrity of the steam railroad era found at East Ely. The collection of railroad locomotives and cars which comprise the Steamtown collection are equipment assembled from a wide array of locations, including Canada, and include only one locomotive and a few cars brought back to Scranton which once belonged to the railroad that built the Scranton complex but had been sold off to other owners, decades ago. A good part of the railroad yard was demolished to make way for a shopping mall. However, some historic buildings are still extant. The forty-six stall Delaware, Lackawanna & Western roundhouse, which virtually formed a complete circle except for the two entrance tracks, has been demolished down to sixteen stalls. The NPS later built a glass-walled visitor center on the site of the demolished stalls. The sixteen stalls remain extant. The original turntable had been scrapped, its pit filled in, and a yard track laid across part of it, but the NPS has constructed a new turntable pit and installed a new turntable in it. The coaling pockets were demolished long ago, the water columns are all gone, the cinder pit was filled in, and the transfer table adjacent to the shops was removed. The Erecting Shops have been converted into a factory manufacturing ammunition for the army. The surviving steam locomotive shop building was so altered in appearance, and so modernized and changed by the DL&W into a diesel-electric locomotive shop, that it is almost unrecognizable as a once-historic building. Steamtown National Historic Site, whose purpose really was to preserve a museum collection of steam locomotives and miscellaneous rolling stock, therefore does compare favorably to the East Ely complex.

The Central of Georgia Railroad Shops & Terminal in Savannah, Georgia, is one of the oldest surviving shop complexes in the nation. Although, initially established in 1860, the complex included a number of brick buildings dating from the mid-1850s. Recognized as a precedent for comprehensive industrial planning that became standard railroad practice in the last quarter of the nineteenth century, the site was designated an NHL in 1976. Several buildings and structures extant at the time of designation were in the original NHL, including: the Gray Office building built in 1856; the Red Office Building built in 1887; the Up Freight Warehouse dating from 1853; the Down Freight Warehouse built in 1859; the Trainshed, which is the oldest remaining example of early iron roof construction, the Depot, the Cotton Yard gates which flank the main entrance to the property; the

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<sup>52</sup> Robert A. Pecotich, "Sacramento General Shops," *S.P. Trainline, Official Publication of the Southern Pacific Historical and Technical Society*, no. 77 (Fall 2003): 7-39.

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main line viaduct built in 1853 over the Savannah and Ogeechee Canal built in the 1830s, and the Dooley Yard Viaduct from 1860.<sup>53</sup>

Of this group of buildings, the two office buildings and the Down Freight Warehouse attached to the Red Office Building have been renovated and adapted as the Savannah College of Art and Design; the Depot and Train Sheds have become in part the Savannah City Information Center and in part the Savannah History Museum. The Up Freight Warehouse has fallen into ruin with only foundations and fragments of brick walls remaining.

A 1978 NHL boundary expansion, which added the southern quarter of the complex, included the smokestack/water tank/privy structure built in 1855, the forty-stall brick roundhouse built in 1855 with twenty-one of the stalls rebuilt and enlarged in 1926. At the time of the boundary expansion only the 1926 stalls, a Machine Shop from 1855 with an 1878 addition, the Blacksmith Shop built in 1855, the Engine Room/Boiler House/Pattern Room built in 1854, the Lumber Storage Shed built in 1855, the Carpenter Shop originally built in 1853 and largely rebuilt after a fire in 1923, and the Paint and Coach Shop built in 1923 – 1925, were extant. The Carpenter Shop burned again and remains a gutted ruin. This latter group of buildings became the Roundhouse Railroad Museum of Savannah, which also includes a half dozen steam locomotives, including a small shop switcher and a 2-8-0 consolidation of the Central of Georgia.

Most of the tracks have been removed at the Central of Georgia Railroad Shops & Terminal and their site paved, the exceptions being the tracks in the stalls of the 1926 portion of the roundhouse, the tracks across the turntable, and a few others beyond the turntable though with no connection to any outside railroad although one is planned. The removal of many tracks and the subsequent paving have impacted the setting of the resource, the loss of some structures and the adaptive reuse of many others for functionally unrelated purposes have also impacted the overall integrity of the Central of Georgia Railroad Shops & Terminal. In its association with the early history of industrial railroad planning, the Central of Georgia Railroad Shops and Terminals surpass East Ely in importance. However, as a preserved historic railyard that retains a high degree of integrity in terms of location design, setting, materials, workmanship, feeling, and association, and thus conveys the daily operations of a railyard, Ely surpasses the Central of Georgia shops.<sup>54</sup>

The Nevada Northern Railway complex at East Ely has come to be known among railroad preservationists as the best-preserved standard gauge steam railroad complex including its depots, offices, engine house and shops, yard tracks, buildings and structures and their contents, motive power and rolling stock of the era of steam-powered railroading in the United States.

Several other properties need to be mentioned not because they fit this context but to demonstrate that they were not overlooked from consideration in terms of this context.

The White Pass & Yukon Route (Pacific & Arctic Railway and Navigation Company) in Skagway, Alaska, does not fit this context because it, like the East Broad Top, is a narrow gauge railroad. Also, its historic roundhouse and shops burned to the ground in 1932 and again in 1969, and were succeeded by a modern sheet-metal building designed to serve its new generation of diesel-electric locomotives. Furthermore, although it has

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<sup>53</sup> "Central of Georgia Railroad Shops and Terminal," National Historic Landmark Nomination (Washington, DC: U.S. Department of the Interior, National Park Service, 1976).

<sup>54</sup> Duane Galloway and Jim Wrinn, *Southern Railway's Spencer Shops, 1896-1996*. Lynchburg: TLC Publishing, Inc., 1996. See esp. pp. 89-106 and the back cover; & Jim Wrinn, "Building in the Past, Looking to the Future: Spencer Shops Finds a Niche," *Locomotive and Railway Preservation*, no. 52 (March-April 1995): 36-45; Jim Wrinn, "Milepost 100 for Spencer Shops; North Carolina Transportation Museum's Grand Re-Opening," *Locomotive and Railway Preservation*, no. 63 (January-February 1997): 4-5.

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in recent years restored two of its historic steam locomotives to service, and possesses a large roster of historic but greatly altered narrow gauge passenger cars, virtually all of the railroad's historic freight cars have been scrapped or sold. The historic Depot and General Office Building have been sold to the NPS and architecturally preserved and restored on the exterior but with the interiors adaptively redesigned as NPS offices and visitor center.

In Colorado and New Mexico, the Cumbres & Toltec Scenic Railroad headquartered in Chama, New Mexico, and the Durango & Silverton Narrow Gauge Railroad (designated an NHL in 1961) headquartered in Durango, Colorado, do not fit the context for several reasons, principally that they are both narrow gauge. Until 1968 they were part of the narrow gauge system of the Denver & Rio Grande Western Railroad which had a major roundhouse and shops complex in Alamosa, Colorado, begun in 1879 the complex was demolished during the 1970s. In Chama, the railroad itself had in the 1940s begun progressively demolishing stalls of the historic 1899 roundhouse and only two remain today, and in Durango began the same process on the west end of the 1882 roundhouse, demolition of which was completed by a disastrous fire which gutted the building some years later. Despite a large stable of historic locomotives and freight and passenger cars (many of the latter altered), these railroads have lost some of their key buildings and structures.

Many excellent railroad museums exist throughout the United States, most focusing on preserving collections of historic railroad locomotives and cars from a variety of railroads. Many of them operate locomotives and cars and carry visitors. These range from museums which have no historic buildings or tracks at all and function entirely within modern museum buildings, to museums which own some historic railroad trackage and in some cases historic railroad buildings. Very few, railroad museums, fall into the category of being preserved historic railroads. Although the Nevada Northern Railway Museum includes the term museum in its name today, it actually is one of the best preserved historic railroads.

At the other extreme, the California State Railroad Museum in Sacramento preserves one of the best collections of railroad locomotives and cars in the country, representing many railroads. It includes small objects and artifacts of railroading exhibited in a modern, non-historic museum building combined with a modern roundhouse and turntable, including a theater for audio-visual presentations, restrooms, and a gift shop. It also has a two-story adaptive reconstruction, not on its original site, of the "Big Four Building," the Stanford-Huntington-Hopkins store complex in which the Central Pacific Railroad was organized. This building houses the museum's excellent library and in the basement, its archives. A reconstruction of the 1860s Central Pacific Passenger Depot houses exhibits of additional locomotives and cars, and features a restaurant. Since none of its buildings are historic originals, and the collection of rolling stock is from a variety of railroads, this is not a preserved historic railroad.<sup>55</sup>

Between the extremes are many railroad museums that have some historic tracks and some historic buildings, but whose collections, typical of all but a few railroad museums, consist of cars and locomotives from a variety of railroads and do not necessarily utilize the tracks or buildings of the particular museum in which they are housed. One such example is the Baltimore and Ohio Railroad Museum in Baltimore, Maryland, representing an early American railroad and perhaps the first railroad museum in the country, whose collection of locomotives and cars is outstanding and features many early nineteenth-century locomotives and cars. It also features the Mount Clare Depot, a small brick building, and a rare brick and iron car roundhouse with a completely enclosed and covered turntable, a rare structure and an industrial architectural gem. Unfortunately, half of the slate and iron roof of the car roundhouse collapsed on the collection under heavy snow load several

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<sup>55</sup> Michelle Giroux and Mark Smith, "Great Railroad Museums of the World: The California State Railroad Museum," *Locomotive & Railway Preservation*, no. 7 (March – April 1987): 22-37.

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winters ago, damaging many rare locomotives and cars and entirely destroying a couple of rare nineteenth-century wooden passenger cars. The roof has been restored and restoration of the damaged rolling stock is in progress. The museum also includes some of the yard tracks from the adjacent historic railroad yard, and one large brick shop building but many other historic shop and yard buildings and tracks are long gone. The B&O Museum has been an NHL since 1961. The collection of locomotives and cars is of exceptional rarity, as is the car roundhouse, but as a preserved railroad it does not have the degree of integrity exhibited by the East Ely Yards of the Nevada Northern.<sup>56</sup>

The Railroad Museum of Pennsylvania in Strasburg, consists of a phenomenal collection of principally Pennsylvania Railroad locomotives and cars exhibited in a modern, non-historic museum building with no associated historic railroad tracks or yard. It is an outstanding collection of rolling stock, largely of the one very important railroad that carried the slogan "Standard Railroad of the World" for many decades but with no associated historic buildings, structures, tracks or lands.

The Colorado Railroad Museum in Golden, the Illinois Railway Museum at Union, and the Orange Empire Railway Museum at Perris, California, all feature non-historic buildings and trackage which house large collections of historic locomotives and cars, many of the locomotives and cars individually eligible for National Register listing. There are myriad other small railroad museums featuring, a depot, and perhaps a single historic locomotive or car plus exhibits. There is a whole separate category of railway museums whose focus is electric interurban railroads and streetcar systems. All of these museums, lacking complexes of historic buildings and structures and tracks, do not compare favorably with the complex at East Ely.

Since 1966, the *Steam Passenger Service Directory* has been printed annually. In recent years, the publication was renamed *Tourist Trains*, since it includes many diesel-powered trains as well. Virtually every steam locomotive which is regularly operated in the United States is listed in this key publication. The issue for 2004 contains 458 pages, the bulk of which consists of a single page devoted to each organization or company that operates such trains. In other words, excluding Canadian museums, this volume describes 391 properties nationwide, many with steam locomotives and cars of the era of steam railroading. All 391 properties have been considered within the context of this nomination, and where any questions arose, the particular entity has been queried by telephone regarding any unanswered questions.

In short, after considering 391 preserved railroad properties and museums nationwide, the Nevada Northern Railway's complex in East Ely, Nevada, appears unparalleled as a preserved, standard gauge, common carrier railroad of the era of steam motive power. Despite and perhaps in part because of its remoteness, far from population centers along a route advertised as the "loneliest road in America" (U.S. Highway No. 50), it has been preserved by the city of Ely and the State of Nevada with the aid of the Kennecott Copper Corporation and others, and has attracted people from all over the United States who want to experience the era of steam railroading either as photographers, passengers, or as volunteers spending their vacations working on this railroad.

From March 1986 through February 1997, 63 issues of a magazine called *Locomotive and Railway Preservation* were issued, the railway industry's own historic preservation journal. The entire run of that magazine has been closely examined for comparison and contrast between other preserved standard gauge steam railways and the Nevada Northern Railway, and none were discussed in the entire run of that journal that

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<sup>56</sup> "The B&O Museum," *Locomotive & Railway Preservation*, no. 59 (May-June 1946): 22-27; John P. Hankey, "Guest Editorial: True Grit, Gritty Truth," *Locomotive & Railway Preservation*, no. 27 (July-August 1990): 2-5.

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compare favorably with East Ely as a preserved historic steam railroad in terms of a combination of original buildings, structures, tracks, motive power and rolling stock, in size, scope, and integrity. The magazine contained two major articles and a number of smaller "Preservation News" items on the Nevada Northern.<sup>57</sup>

Another technique used to establish the relative merit of the Nevada Northern Railway among steam railroad complexes was analysis of 1,984 National Register of Historic Places entries having some railroad component or association. The vast majority of these consist of individually listed railroad depots and stations. They also include railroad bridges, underpasses, viaducts, and even culverts, as well as individual water tanks, a couple of battlefields crossed by a railroad, a few railroad office buildings, and other such structures. Many other listings relate to a large number of historic districts (including business historic districts, commercial historic districts, and even residential historic districts) that contain a railroad component such as a depot. There is considerable overlap between properties in this list and the 391 preserved railroad properties in the aforementioned directory.

For particular analysis and comparison, twenty of the listings consisted of a roundhouse, with or without a turntable, or an engine house. Ten consisted of or included railroad shop buildings. Another ten consisted of or included a railroad yard. It is surprising how few roundhouses, turntables, and railroad shop buildings survive, many of them barely. For example, the Atchison, Topeka & Santa Fe roundhouse in Las Vegas, New Mexico, when recently assessed, was without tracks or a turntable, the turntable pit is filled in and is apparently used as a garage for motor vehicles. The Como, Colorado, roundhouse of the narrow gauge Denver, South Park & Pacific Railroad was slowly being restored by a private owner but lacks tracks or a turntable. The Colorado Midland Railway's (listed as Midland Terminal) impressive roundhouse in Colorado Springs, Colorado, without its turntable, has become the popular Van Briggles Pottery Factory and Store, not a use which has preserved much of the building's interior integrity. The later of two remarkable Martinsburg, West Virginia, roundhouses unfortunately recently burned to the ground recently (the surviving one received NHL designation in 2003).

Additionally, a number of other authorities on railroad historic preservation have been consulted in trying to assess the Nevada Northern Railway complex in relation to other surviving steam railroad facilities. The agreement has been that the Nevada Northern is a remarkably complete vision of standard gauge railroading from the era of the steam locomotives essentially unaltered by modern intrusions. William Withuhn, Curator of Transportation at the National Museum of American History, Smithsonian Institution, has written:

Among all railroad sites anywhere in North America, the Nevada Northern Railway complex at East Ely is – no question in my view – the most complete, most authentic, and best cared-for, bar none. It's a living American treasure and a stand-out one. Historic tracks, original depot and office building, engine house, freight shed, three original steam locomotives, five historic and rare wooden passenger cars, Kennecott diesel engines, 60 early freight cars, working machine shop, foundry – even the coaling tower and water tower that are icons of the site – everything is still there. I've been in this business for over two decades, and there's nothing like it.<sup>58</sup>

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<sup>57</sup> Unfortunately, the magazine ceased publication and the railroad industry has no comparable historic preservation journal being published today.

<sup>58</sup> Electronic mail correspondence from William Withuhn to Gordon Chappell, August 17, 2005, quoting from an earlier message

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There is no other standard gauge railroad property in the United States that preserves as complete a railroad main yard complex of buildings and structures, tracks, steam locomotives, and freight, passenger, and maintenance-of-way cars, as the one at East Ely.

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he sent to Mark Bassett, General Manager, Nevada Northern Railway Museum. A copy is on file at the NPS Pacific West Regional Office NHL files.

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**MAPS**

Interstate Commerce Commission, Valuation Map of the Nevada Northern Railway, East Ely Yards, April 1918.

Nevada Northern Railway, East Ely Yard. Compiled by Bear Engineering March 14, 2005, based on aerial photography accomplished June 20, 2004, under contract to the Nevada Northern Railway Museum.

Nevada Northern Railway, East Ely Yard, November 1923.

Nevada Northern Railway, East Ely Yard, ca. 1915.

Previous documentation on file (NPS):

Preliminary Determination of Individual Listing (36 CFR 67) has been requested.

Previously Listed in the National Register. NR # 84002082, East Ely Depot (1984); #93000693, Nevada Northern Railway East Ely Yards and Shops (1993).

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

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- Other State Agency
- Federal Agency: NPS Pacific West Regional Office, Oakland, CA
- Local Government: Nevada Northern Railway Museum, Ely, NV
- University
- Other (Specify Repository):

**10. GEOGRAPHICAL DATA**

Acreeage of Property: approximately 46.7

UTM References:	Zone	Easting	Northing
A	11	683457	4347539
B	11	684259	4347888
C	11	684469	4347502
D	11	684401	4347896
E	11	684742	4347946
F	11	684469	4347502
G	11	684099	4348032
H	11	683373	4347736

Verbal Boundary Description: The boundary begins southwest of the Engine House and Machine Shop on the north side of Avenue A; and extends eastward along the north side of Avenue A until it encounters the Wye Tracks, at which point it curves southeast 15 feet from the centerline of the Wye tracks paralleling the west leg of the Wye and the stem of the Wye to its terminus just north of East Aultman Street; then extends eastward thirty feet along the north side of East Aultman Street; then turns north and parallels the stem of the Wye and the east leg of the Wye 15 feet from its centerline to its junction with the main track; then parallels the main track east-southeast 15 feet south of its centerline to the switch at the east end of the Ore Yard and the east throat of the yard on the west side of Avenue C where it has turned north, follows Avenue C to its junction with the dirt road along the north side of the tracks, then turns northwest and follows the south side of that dirt road west-northwest to where it forks, crosses the south fork and follows the south side of the north fork to a point north of the west end of the Car Inspector’s Office; then turns west, crossing the two tracks of the ore line bypassing Ely, and crossing the south fork of the dirt road, then following along its south side to a point north of the Wash Room; then crossing that road again and passing north of the Old Wash Room and fence on the north side of the electrical substation; then due west to a point northwest of the Engine House and Machine shop; then turning due south behind the buildings behind the Engine House and Machine Shop until it intersects the point of origin on the north side of Avenue A.

Boundary Justification: The boundary includes a large grouping of intact resources historically associated with the East Ely Yards. The boundary is just large enough to encompass the buildings and structures of the East Ely Yards of the Nevada Northern Railway.

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DESIGNATED A NATIONAL HISTORIC LANDMARK  
September 20, 2006