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City**

IN FOCUS

FALL & WINTER 2009/2010

Back on track

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Setting the tone for our city

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IN FOCUS magazine

Fall & Winter 2009/2010

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Making a difference

Our sense of community has been going strong since the 1800's

History

The V&T Railroad brought culture to Carson City

Circuses, singers and notable speakers helped enlighten our citizens

Politics & Mayors made history with their accomplishments

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Business Directory

A complete listing of 2009/2010 Carson City Area Chamber of Commerce members

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About the Cover

Engine #29, christened the Robert C. Gray after its owner, was built in 1916 and purchased by Gray in 1977.

The venerable engine pulled its first passenger load from Virginia City to Gold Hill on August 8, 1977 and was the "engine that could" pulling 140 passengers on the inaugural run between Virginia City and Carson City on August 14, 2009. Robert Gray is credited with bringing the historic Virginia & Truckee Railroad back to life in our region. See story on page 20.

Photo by Ronni Hannaman/Carson City Chamber of Commerce

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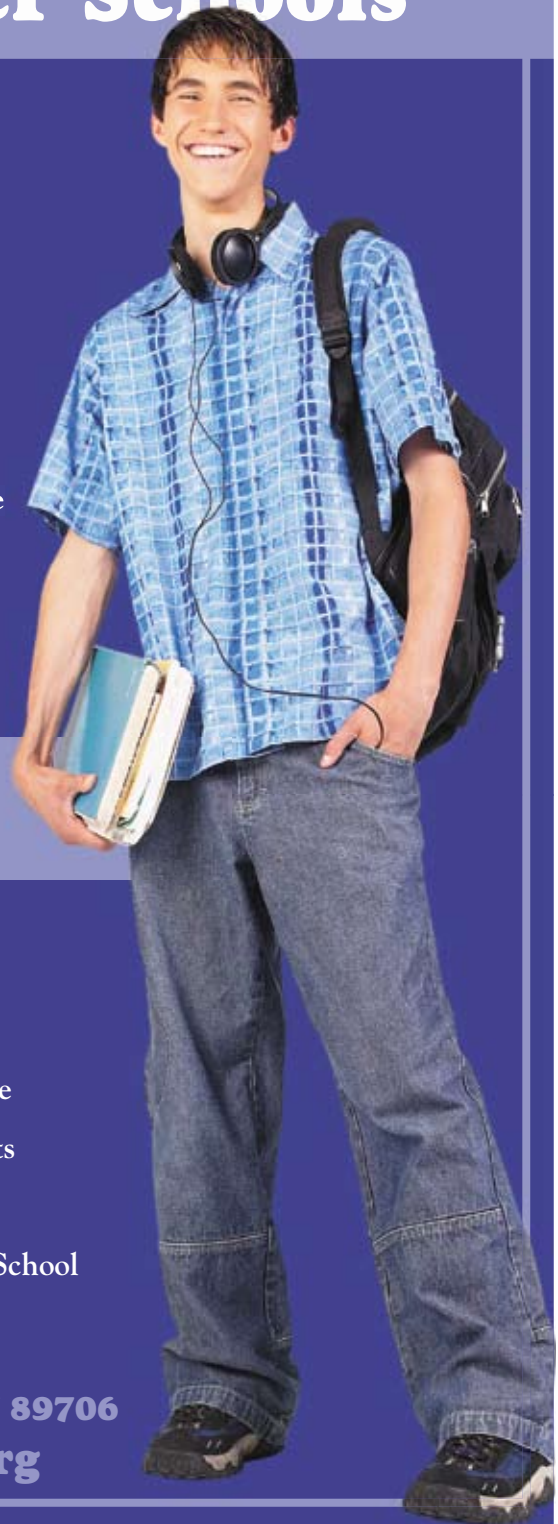
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❖ from the editor

Crediting Willa Oldham

I had been trying to find Willa Oldham and no amount of Googling or searching in the phone book helped so when I ordered a copy of her book from Amazon.com, I was delighted to see a newspaper article pasted in the front cover written by former Nevada Appeal writer Patt Quinn-Davis that provided me a bit of the history of Oldham. I now know that she was 79 when the book was published in mid-January 1981, so by now she is probably writing the history of heaven.

Willa has provided me with lots of great Carson City history. For those who don't know Willa Oldham, go to the Carson City Library and peruse the Nevada section where one can find a wealth of information on all of Nevada including Carson City. I discovered Willa's 1991 book entitled simply, "Carson City: Nevada's Capital City." This book should be required reading for every resident of this fine city, for it paints a picture of our past that can never be recovered, no matter how we try.

Picture the circus coming to the heart of the city aboard a Virginia and Truckee RR car or the days of Treadway Park at the corner of Washington and Mountain Streets as a ranch where great picnics were held. Our beautiful Mills Park was once the oil storage center for the V&T. In fact, this whole town centered on the doings of the V&T. I had no idea that in our downtown we once had an opera house or one of the fastest horse racetracks in the west. Or even that we once had the largest Chinese settlement in the state and the area between Musser and Second was Chinatown.

So many persons have made so many contributions to our community and though it has changed considerably over the years and taken on a whole new character, I know the very thread of what we are today centers on the many who have loved this city then and those who continue to make a difference today.

I've combined a bit of history in my attempt to seek out those who defined our character, for it is our past that has brought us to where we are today. May those who continually redefine who we are, consider the past as they move us into yet another of the many reincarnations that has brought us to where we are today.

... it is our past
that has brought
us to where we
are today.



Disclaimer: All articles were written by Ronni Hannaman. All photos are staff photos unless otherwise indicated. Copies may be obtained by calling the Chamber at 882-1565.



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CARSON CITY
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People make our history

A community is made up of people, many of whom share a common interest in the community in which they reside. From the very beginning of Carson City's history, many have shared in the making of our history and that history continues to ebb and flow as our fortunes and society ebbs and flows.

We've been an exciting bustling city, the very epicenter of the silver mining era when the V&T defined us, a down and out city, a city in need of redevelopment, a small rural community and now have grown into a true little city. We've reincarnated ourselves so many times thus little remains of the city of yesteryear other than what can be read in the history books. The constant here has always been the state capitol and a few of the mid-1800's buildings in the heart of downtown that have been preserved and seen many owners and businesses.

At times, we want to recreate our history and celebrate all that we once were. Other times, we want to just get on with it and start all over transforming us into a city that may mirror the favorite city of whom ever is in charge of the visioning at the moment. The Carson City Historical Society continues to fight to make certain some vestiges of our history remain

while others want new buildings in the center core that may overshadow that history. It's a conundrum to be sure. Who truly are we? One thing for certain is that each time we want to move forward to a new phase, our past comes to the forefront to remind us that perhaps it is our past that we need to recognize and celebrate. We're certainly facing that now with the revival of the once beloved V&T Railroad.

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History continues to be made daily and each of our residents contributes to Carson City's future; some will be remembered, others will not. Each person contributes in some way. In the following pages, we celebrate those who have and continue to make a difference in our community. These interesting people were chosen not only for the contributions they have made in their fields but because you no

longer find them daily in the news. They have made their impact and have now chosen to fly under the radar and let others take the lead. But, they continue to be very much a part of Carson City's fabric.

We wish to recognize all those who continue to form our history. In our city, there are many opportunities to do so. To those residents that feel our city has shown little progression over these many years; take the time to know our history for it is absolutely fascinating! ❖



Former Teacher of the Year LeAnn Morris teaches 6-year old son Andrew how to use a computer.

Morris touts technology

LeAnn Morris, Nevada Teacher of the Year 2008, exemplifies all that is good about the teaching profession.

Morris has taught in the Carson City School District since 1990, celebrating her 20th year in the teaching profession this school year. Following her graduation from the University of Wyoming, LeAnn moved to Carson City and joined the teaching staff of Corbett Elementary School as a first grade teacher. This was her first job upon her earning her teaching degree, and she has never been tempted to leave the district.

A popular teacher among students and her peers, LeAnn specializes in technology education and with the explosion of the technology environment, LeAnn chose the right field. Taking advantage of her 1995 Masters in Education Technology, CCSD moved her from school to school to set up their computer labs. She has been teaching the lucky kids at Empire Elementary School for the past eight years.

LeAnn loves the fact that technology is always changing. It is her responsibility to keep up with the latest state

standards and to teach those standards to all students.

What was her year like representing Nevada? “What a wonderful experience this honor was for me! I was able to foster great relationships with teachers from 55 other states and territories and it was exciting to meet President George W. Bush!”

The biggest honor of all, according to LeAnn, is to be able to take advantage of a \$90,000 scholarship offered by Walden University to earn a PhD in Education Technology. Miss Nevada has a scholarship upon winning the state title. So does the Teacher of the Year! Sure, it will take lots of time and commitment, but in the end, it will launch her on an important career when she retires at age 51.

In the interim, our celebrity teacher instructs bi-lingual students at Empire Elementary on the importance of computer literacy. She states, “I can teach anyone in any language how to use the computer as a learning tool.” ❖

LeAnn loves
the fact that
technology is
always
changing.



Collie Hutter observes Sean O'Donnell as he works on the high-tech system used to produce items made at Click Bond.

Manufacturing is a woman's job!

Sophisticated physicist Collie Hutter and her husband Charlie love Carson City. They moved here to relocate their manufacturing business, Click Bond, in 1979 and have never looked back ... not for a moment!

"It was a great time to relocate," states Collie who is the COO, CFO and part owner, "Carson City had a great push in the early 70's to relocate manufacturers to the airpark and gave us an incredible lease - \$99 per acre per year for 99 years!" The Hutter's later bought their acreage from the city and enjoy being part of our important and flourishing manufacturing community.

Having relocated from Los Angeles area where there were long commutes and low air quality, Collie states, "Each day my husband wakes up and tells me how lucky we are to live here."

One of the truly great entrepreneurs in our area, Collie has served on many boards and commissions and is involved in getting the word out that a job in the manufacturing sector is a good, well-paying job. Click Bond employs 320 workers here and 70 at their newest location in Watertown, CT.

The toughest part of conducting business in Carson City? "The lack of skilled workers!"

But, she is working on that as well by working with the Nevada Manufacturers Association, Western Nevada College and the school district.

Collie makes manufacturing seem like glamour career and encourages women to apply for jobs, "They can push those buttons as easily as the men," she laughs! ❖

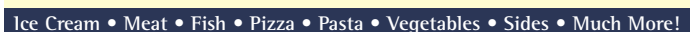
For Reg Creasey, organizing Nevada Day is a true labor of love.

Annually over 200 entries march grandly down Carson Street to the delighted estimated 25,000 parade watchers. This year's theme will be "Nevada Salutes Abraham Lincoln" to coincide with the nationwide Lincoln Bicentennial Year now in progress. Major sponsors are Carson City government and Les Schwab. How much does it take to keep the Nevada Day a viable event? "Our overall budget is around \$72,000 and that just about covers our expenses," explains Reg.

This year when viewing the parade, remember all the many volunteer hours it takes to put on this two hour event and the men and women who are committed to bringing you a bit of history. ♦

“The little state capitol was completely engulfed, wrote The Nevada Magazine (not to be confused with today’s Nevada Magazine) in 1945. “Some 1,200 people rode the V&T Railroad, which had to charter extra cars in last-minute desperation from the Southern Pacific. Automobiles extended in double lanes, bumper to bumper from Steamboat Springs to Carson City. It was some show!” Credit: Guy Rocha

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Look who graduated from Leadership Carson City

The Carson City Chamber of Commerce conducts an annual 10-month class in leadership taking students behind the scenes to learn more about their community and how they can become future leaders. You'll find most of the listed graduates often in the news since they have taken their training and leadership abilities to heart. Note none of these more familiar graduates are the shy and retiring type and serve on a variety of local boards and commissions and have, in some way, made a difference in our community. Over 325 have graduated from Leadership Carson City since 1989.



Scott Dockery, Sally Zola and Jim Smolenski



Ron Norton, Exec Director
ComputerCorps



Supervisor
Shelly Aldean



Jed Block a.k.a. Santa Claus, Hal Hansen and Senator Mark Amodei



Jim Gallegos

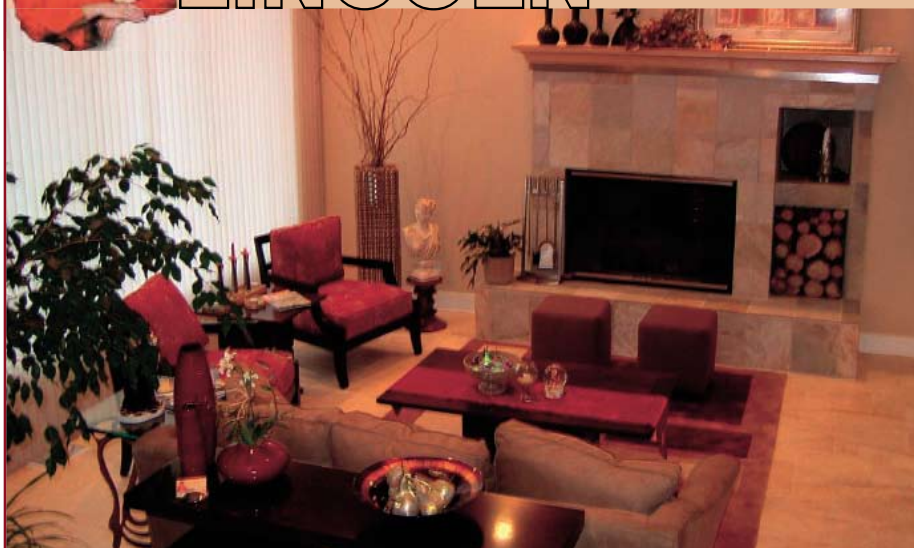
Supervisor Shelly Aldean ('89)
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Assessor Dave Dawley ('91)
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Jed Block ('02)
Larry Rackley ('03)
Linda Ritter ('04)
Jim Smolenski ('04)
Scott Dockery ('05)
Roger Moellendorf ('05)
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Hal Hansen ('06)
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Columnist
Guy Farmer
enjoys a
Guinness at
the Firkin.

Farmer lives life to the fullest

Ever wondered about that handsome guy in the newsboy hat that writes the editorial column in the Nevada Appeal about national politics? Rarely do you see him around out for as he asserts, he is somewhat of a retiring type, preferring to pound out his thoughts on his keyboard and travel.

Life certainly did not pass Farmer by! The man is a walking history book and could write a novel of his vast life experiences and the powerful people he met over the span of his career.

The man is
a walking
history
book ...

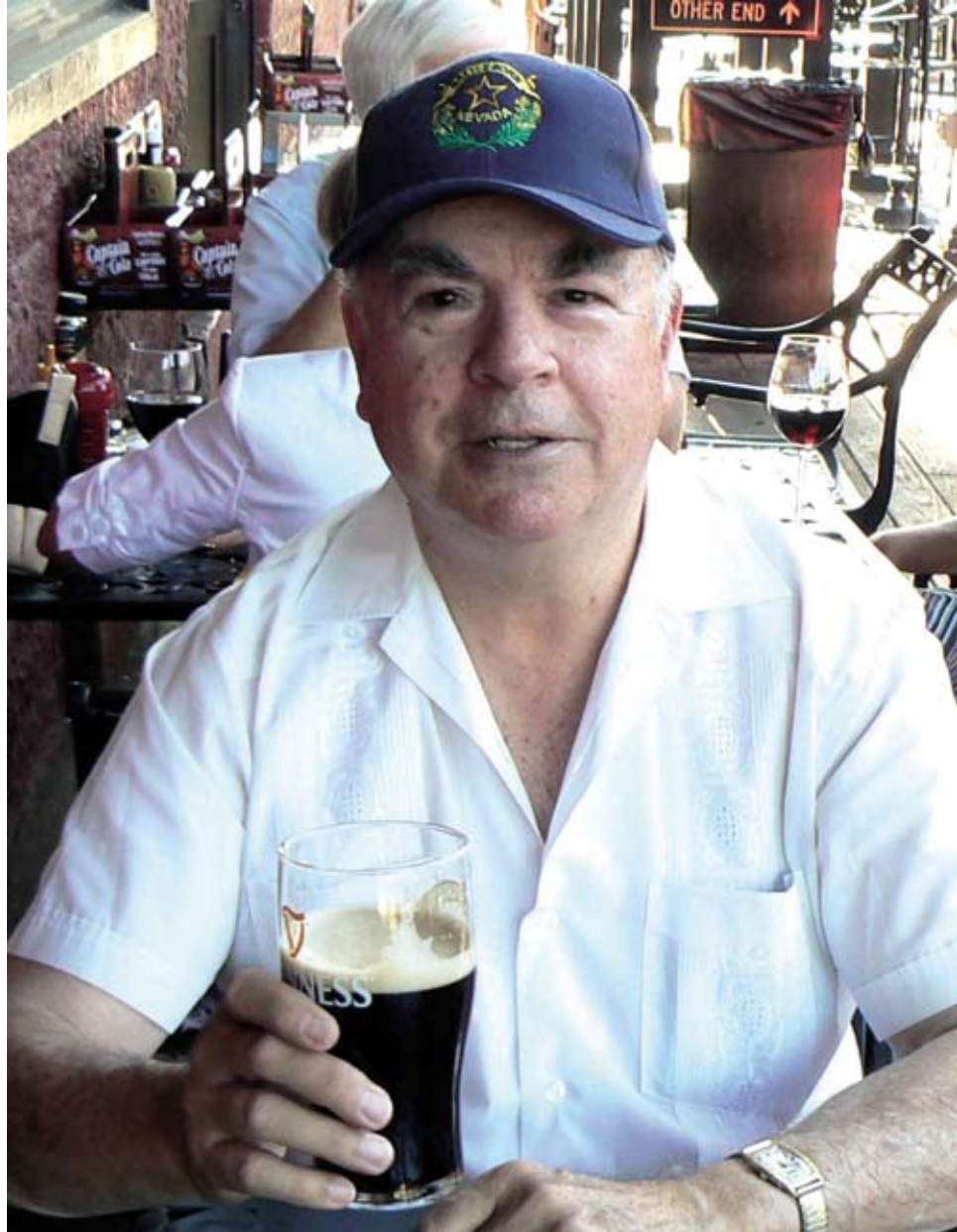
he joined Governor Grant Sawyer's press staff as the public information office for the gaming commission and was right there in the front seat during the testy Frank Sinatra hearings.

A legal resident of Nevada and Carson City since 1962, Guy grew up in Seattle where he worked for a daily newspaper then joined the U.S. Air Force and found his way to our city as the Associated Press Capital Correspondent feeding information to the Nevada Appeal when it was still housed in the Brewery Arts building. Following a brief stint there,

Deciding he wanted to work for the United States Information Agency (USIA), Guy began his interesting international career in the fall of 1967 and retired and moved back to Carson City in 1995 after tours of duty in Mexico, Columbia, Peru, Venezuela, Spain, ending his career in Australia. While with the USIA, Guy produced weekly TV programs in Columbia and worked with the Voice of America. He considers himself a journalist and by his definition, "That's a person who can produce an intelligent story on a deadline."

Not one to fully retire, Guy continues to write his popular and sometimes controversial Sunday editorials in the Nevada Appeal and prefers to focus on national issues such as immigration, a subject about which he is passionate. He also continues to occasionally work as a court interpreter in Lyon County.

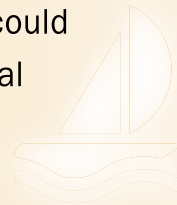
Asked why he and his late wife Consuelo chose to retire here when he could have lived anywhere in the world, Guys stated, "I always felt a pull to Carson City and when we talked about retiring, it was here that we talked about." ❖





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Carson & Mills Park RR chugging since 1981

On the very site of the Virginia & Truckee Railroad switching yard in Mills Park, today we still have an operating railroad, thanks to Bill Kreider.

Upon retiring from the LAPD, Bill Kreider packed up his family and his miniature train and moved to Carson City. Normally people would pack up their family and furniture, but not Bill! He packed up the miniature train, and we don't mean a model railroad, that he had purchased from a park in East San Diego and plopped it right in the middle of Mills Park after the area had yet undergone another metamorphosis from golf course to the 51-acre park that was dedicated on July 4, 1983.

As the founder of the Carson & Mills

Park Railroad, Bill operated the miniature train for 13 years under a contract with the Carson City Park & Recreation Department. The Carson City Railroad Club was founded in 1979. The little train that could began serving Carson's kids July 4, 1981 and today can be seen thrilling families as the engine chugs through over a mile of parkland.

Bill states he has long had a love for anything rail and establishing the C&MPRR was a labor of love. He credits his prisoners for assisting in the building of the 2-foot track and states, "Six prisoners a day were assigned to building



the 1/2 mile of track and they helped build one of the safest and stable small railroads anywhere.”

The original little railroad was operated by steam engine and had the obligatory red caboose. Both were sold and the engine was replaced by a small diesel switcher engine that has been chugging along since 1946 and is still in use today. The Carson City Railroad Association is now seeking donations to purchase a replacement steam engine and hasn't missed a season for providing a fun experience for the whole family. ♦



Left: Bill Kreider, founder of C&MPRR, sits in the diesel powered engine that still pulls the train along today.

Above: Marv Ballard, Engineer (left) and Jeff Lovelace, Superintendent and head mechanic of the C&MPRR, reminisce with founder Bill Kreider.

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❖ history

Carson City was once quite the lively town!

Excerpts from "Carson City, Nevada's Capital"
by Willa Oldham

CIRCUS & THE V&T

"Circuses coming to town not only created excitement as they unloaded from the V&T, but also offered some chance to make the price of a ticket by watering animals or cleaning the area."



Rendering of Treadway
Park by Thelma Calhoun,
December 1968.

TREADWAY PARK

"There would be picnic lunches, games and contests, dancing and music to gladden the hearts of all ages. And with each V&T flat car holding up to 150 people, the park teemed with visitors until the whistle blew announcing the departure either for

Virginia City or points along the way to Reno – Reference to Treadway Park on the ranch owned by Aaron D. Treadway who always greeted his guests."

SOCIALLY WE WERE THE PLACE TO BE

"Social events were frequent ... the major event of the was the annual ball put on by the Warren Engine Company #1, with all the volunteer firemen appearing in splendor in their uniforms. The ball drew attendees from as far away as San Francisco."

"Carson City became known for its many grand balls, the most notable was the Railroad Ball held annually on the 4th of July. In fact, Abe Curry loved to organize balls for any reason and the citizens loved to participate."

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A photo of the Opera House from the 1880's.

WE HAD OPERA!

"The Carson City Opera House was located between Spear and Plaza Streets, today the site of the Laxalt Building. Featured were all sorts of entertainments: singers, minstrel shows, touring play companies, political speakers and Mark Twain lectured their twice. The Rev. Henry Ward Beecher dedicated the building on August 18, 1878. The opera house was replaced by a larger, more elegant structure near the same site in 1886. On April 4, 1931, the opera house was burned down."

RACETRACK FASTEST TRACK IN THE WEST

"There were two racetracks in town in 1889; one considered the fastest track in the Pacific Coast area located between Robinson and Fifth Streets. Most ranchers had their own stable of thoroughbreds." ❖



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Is that the V & T on our state seal?

“The Nevada state seal was originally designed in 1863 during the first constitutional convention in Carson City, slightly modified during the second constitutional convention in 1864, and adopted by the state legislature in 1866,” wrote former Nevada State Archivist Guy Rocha.

The interesting point about this fact is that many assume that the train shown on the seal is the V&T, but we are assured it is not since the V&T was not organized until March 2nd, 1868, two years after the adoption of the seal, and became operational September 19, 1872.

When the seal was adopted, Rocha wrote, “There were no steam-powered railroads at all in Nevada. The Central Pacific Railroad did not arrive until 1868. Its inclusion by lawmakers in such an important state symbol was an act of faith in Nevada’s future, knowing the nation’s first transcontinental railroad would run through the heart of the Silver State.” ♦



Top left: The original Nevada state seal was designed in 1863.

Top Right: The Nevada state seal used today.



Left: The original Territorial Seal from 1861.



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The V&T comes back to Carson, almost

Many think the 60's a life-changing decade, but it was the 50's that brought about the biggest change in the way we viewed our historic buildings, our downtowns, our transportation and our lives. If anything, the 50's was a foreshadowing of what was to come.

Not all change was good for it was during the post World War II era that construction of some of the ugliest buildings were added to our downtown vistas. Historical structures were demolished that would have become tourist attractions had the "leaders" and citizens of that time stopped to think about the consequences of their actions. The federal government built highways through once thriving town centers and buildings, historic and otherwise, were destroyed in the process. Cars were the new social status and every family wanted one. Rail travel almost everywhere suffered and shopping malls began their popularity as many left the inner cities for the suburban life.

Carson City, unfortunately, was not immune to the post war siren's call to destroy and rebuild; consequently, destroying some of the history that can never fully be reincarnated. But, to give credit where credit is due, mistakes of the past are trying to be rectified with the expensive and extremely controversial rebuilding of the V&T Railroad (formerly

Virginia & Truckee engine #11 pulls a passenger train out of Carson City.



Photographs downloaded from Western Nevada Historic photo collection. <http://wnhpc.com>



Left: V&T engine #25 & 27 fill up at the Carson City engine house oil tank. Both engines are housed today at the Nevada State Railroad Museum.

Below: The V&T steams down Washington Street on its way to the Carson City depot. This double-header train ran on October 31, 1938 pulling passengers from Reno to Carson for Nevada Day. Engine #26 is at the head of the train, and it looks like #27 is behind. Bringing up the rear are a reported 10 cars full of revelers.



known at the Virginia and Truckee Railroad or Railway) that once covered the entire area between Virginia City, Carson City, Reno and Minden with stops along the way.

The V&T once defined the character that was Carson City and with the demise of the railroad, it had to reinvent itself yet again. It's hard to fathom these days that ours was once a big-time railroading town and with money (lots of it) and good planning, our city is on its way to becoming a railroading town again, at least in the eastern portion of the city that once held thriving mills and where, today, revitalization would be welcome. This time, however, the train will be transporting visitors on a scenic journey through Storey and Lyon County instead of iron ore and wood.

Born between 1869-70 to serve the needs of the booming mining industry, the Virginia and Truckee Railroad was one of the most luxurious rail lines in the world, dubbed the Queen of the Shortlines and the favored method of transportation, that is, until silver and gold went bust and the automobile and trucks became the preferred means of transport destroying rail travel and the region as we knew it.

While there were many reasons for the beginning of the end for the V&T including the decline of mining, it was the construction of the highway between Reno, Carson City and Minden in 1921-1922 that made it convenient for trucks to

service the ranches that continued the downfall of this once very successful railroad that brought great dividends to its shareholders for many years.

By April 1938, the line was in voluntary receivership and troubles began to mount as tunnels between Virginia City and Carson City were collapsing. Since there was no money to repair the tunnels and traffic had slowed between the two

cities, the rails were sold along with old V&T locomotives to Hollywood filmmakers and the V&T now ran only between Carson City, Reno and Minden.

The fortunes of the rail did not get better and by May 31, 1950, the 80 year history of the V&T came to a halt. All the rails were removed and the once living legend of the Queen of the Shortlines was now just that, a legend.

As in most cases when local history vanishes, there are those who become exceedingly nostalgic and vow to restore as much of that important history as possible. A railroad buff from Sacramento bought the rights to the name and phantom company and reconstructed the rails between Virginia City and Gold Hill. By 1977, Bob Gray's heritage train began rolling on the short

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in the world...



The is V&T Engine #25 pulls the morning train from Reno up a muddy Washington Street.

The V&T Railroad

... from previous page

two-mile trip providing visitors a scenic look at the Comstock. While his passion was to reconstruct the original railway, the cost was prohibitive.

Nostalgia took hold of local train buffs wanting to reconstruct the entire rail line between Carson City and Virginia City and the Nevada State Legislature organized the Nevada Commission for the Reconstruction of the V&T Railway Commission in February 2001 to oversee the reconstruction effort selecting county officials from the region once served by the railroad. Most of the monies for the reconstruction have since come from the federal government, the State, Storey County and the Carson City Convention & Visitors Bureau through room and local sales taxes. History repeated

itself when Carson City became the prime motivator to restore the line since Ormsby County was one of the financial contributors to launch the original V&T with a \$200,000 contribution to the original 1868 capital investment of \$3 million.

On August 14, 2009, the long awaited and politically charged V&T Railway was seen steaming from Virginia City to just over the Carson City Line. Dignitaries of our era were aboard for this historic re-ride. It is hoped railroad buffs from all over the world will enjoy the scenery of the Comstock and let their minds wander to a time when

this region was bustling with economic vigor.

Today the rail station, built in 1872, at the corner of Carson and Washington Streets remains proof that the V&T and Carson City were once connected.

Will the train find its way to the center of the city? Plans at the present call for the train to end around the Deer Run Road area and many ideas are now on the drawing board that could stimulate economic development in this part of the city.

The first V&T was deemed the wealthiest railroad in the world. May this reincarnation prove every bit as successful those who have worked so hard to wake up this sleeping giant. ♦

Roundhouse gone forever

The V & T Roundhouse was dismantled with little hue or cry from its citizens though, according to Board of Supervisor minutes dated February 7, 1991. Mayor Marv Teixeira and other local residents interested in preservation such

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as Sharon Burnell did their very best to save the decaying Carson City landmark, the massive complex of railroad shops erected under the direction of Abraham Curry to repair engines and cars. The Roundhouse was deemed by Central Pacific (who purchased the V&T) to be better than their locomotive facilities at Sacramento. A California winery made a bid on the sandstone and today a bit of Carson City history is in Napa Valley.

The Roundhouse property today is a vacant lot near the corner of Highway 50 East and Stewart Streets and continues to grow unsightly weeds where, had the residents supported the refurbishment of the facility, the site could have been a downtown attraction and shopping complex. Yes, there were (and still are) issues with contamination that requires the assistance of the federal government through superfund monies. But, one wonders if this building truly needed to be destroyed fully in 1991. ❖



The famous V&T roundhouse as photographed in 1985 about six years before it was dismantled.

Lesser known Carson & Colorado Railway once also important

We hear so much about the V&T and its impact on the economy during the early years, that often overlooked is the narrow gauge line that was built in Moundhouse to complement the V&T, the Carson and Colorado Railway.

Operated by those who controlled the V&T, the 300-mile line was incorporated on May 10, 1880 and operated until 1900. The line was billed as "the direct, shortest and cheapest route for freight and passengers to the mining town and camps: Aurora, Bodie, Bridgeport, Belleville, Candelaria, Columbus, Benton, Montezuma, Silver Peak, Alida Valley, Bishop Creek and Gold Mountain.

Former Nevada Governor Fred Balzar (1932) was one of the first conductors of this line. The line was sold to Southern Pacific in March 1900 and a new spur was constructed in 1905 to serve Tonopah and Goldfield. C & C was incorporated as the Nevada & California Railway Company, a wholly-owned subsidiary of the Southern Pacific in 1905.

Facts about the Virginia & Truckee Railway

- Organized March 5, 1868 to connect Comstock ore producing mines with quartz reduction mills and to transport lumber, timbers and cord wood to the Comstock.
- The 21-mile standard gauge line was completed on January 29, 1870 between Carson and Virginia City.
- A 31-mile extension north from Carson City through Franktown, Washoe City, and Steamboat Springs connected the Comstock with transcontinental rail service at Reno in August of 1872.
- Controlled by William Ralston, Darius O. Mills and William Sharon on behalf of the Union Mill & Mining Company and the Bank of California and managed by General Superintendent Henry M. Yerington.
- The first train to Minden was on August 4, 1906.
- The last trip was May 31, 1950 between Reno, Carson City and Minden.

In 1912, the N & C Railway was transferred to the Central Pacific subsidiary of the Southern Pacific. Portions of the line were abandoned in the 1930's and the 1940's, and operations ceased entirely by 1960. ❖



V&T Shops circa 1972. taken from the southwest corner at Plaza and Ann Streets.

What's in a street name?

In Carson City, many of our street names pay tribute to our founding fathers, many of whom were interesting individuals. We say, "That building is on the corner of Musser and Curry." The next time you travel on these streets, think of the long-gone person for whom that street is named and the significant role he played in our history:

Nye Lane –The First Territorial Governor **James Warren Nye** became Nevada's first governor after becoming a state and later became a U.S. Senator.

Roop Street- Isaac Roop was the first Provisional Territorial Governor of the Nevada Territory that included Susanville.

Stewart Street – William M. Stewart was one of first U.S. Senators from Nevada along with Governor James Nye and the most prominent lawyer in the early years of the Comstock. His other accomplishments include being the principal author of the 1866 National Mining Act and the founding of Stewart Indian School in 1890.

Curry Street – Abraham (or Abram) Van Santvoord Curry was the founder of Carson City and a businessman who greatly influenced the evolution of Nevada territory and the early state. He was partners with B. F. Green, Frank M. Proctor, and J. J. Musser. Curry was also the warden of the prison and the first superintendent of the Carson City Mint. Late in 1870, Curry built the Roundhouse for the Virginia and Truckee Railroad.

Proctor Street – Frank M. Proctor was an attorney and former Sierra County, CA assessor and the business partner of Abraham Curry and named our city after the Carson River which had been named by John Fremont in 1844 to

honor his scout, Kit Carson.

Musser Street - J.J. Musser was a former Sierra County District Attorney and Curry's partner.

Snyder: Frederick Snyder was a superintendent of the Stewart Indian School and was instrumental in the design of the campus.

Carson Street: Frontiersman Kit Carson's stopover in Northern Nevada during his journey to map the west during the 1840s left an indelible mark on an area that bears his name in the town of Carson City, as well as the areas of Carson Valley and Carson Pass.

King Street: Dr. B. L. King owned a popular public resort frequented by many of the early settlers.

Bath Street: John Bath, who, with his brother **Henry**, owned large ranch holdings on the east side of the valley.

Ormsby Lane: Major William M. Ormsby, one of our first settlers, was killed in the Pyramid war. In 1864, Ormsby County (now consolidated into Carson City) was named in honor of the major.

Pratt Street: A.C. Pratt was the epitome of the early Nevada pioneer, one who contributed much to the development of the state.

Other well known ranches of those days were the **Winnies, Lompas** and **Treadways**. ❖



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