

## Hawthorn Nevada's Mystery Railroad Depot Version 9.16.2016



Front or South side—Dennis Burke photo

During the May 2015 SPng conference in Hawthorn, Dennis Burke noticed this building located at 349 “C” street in Hawthorn. It appears to be a very small 19th century railroad depot. We believe it has been moved to this site from somewhere else. It is not the known Hawthorn Carson & Colorado depot.

The owner believes it was “Chinese worker housing” (this might have been its last use as a railroad building, but it does not resemble purpose built railroad worker housing).

There were three railroads in the area, the C&C, later Southern Pacific which served the town of Hawthorne from 1881 to 1905, the Tonopah, later Tonopah and Goldfield, which was built in 1904, and ran within 60 miles, and the Nevada Copper Belt, which served the Yerrington and the Mason Valley and connected with the SP line at Wabasha.

Paint evidence strongly suggests that this could be a Central Pacific building from the mid to late 1870's, not repainted after 1907. We assume it was moved a location along the C&C from the Central Pacific during the Tonopah boom. We do not know enough about T&G or NCB paint practice to associate or rule out those railroads.

Please note that this is private property. While weathered and in need of work, the building is well secured. Neighbors are looking after the property.



“West” or left gable end. End window, this end only.  
Note the return on the corbel.

## Construction Details and Measurements

The building is 12’ wide by 30’ long, of board and batten construction. The boards are rough pine (not Douglas Fir or Redwood) suggesting locally sources material.

It is divided into three rooms, each with its own door.

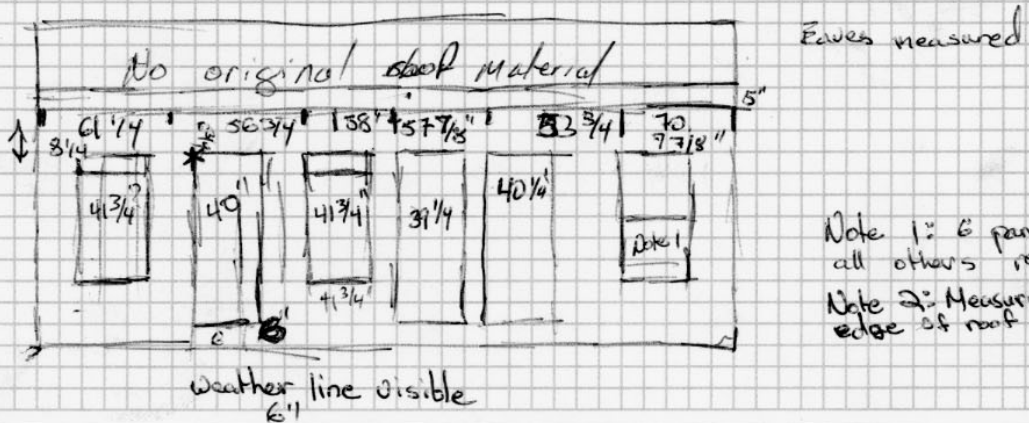
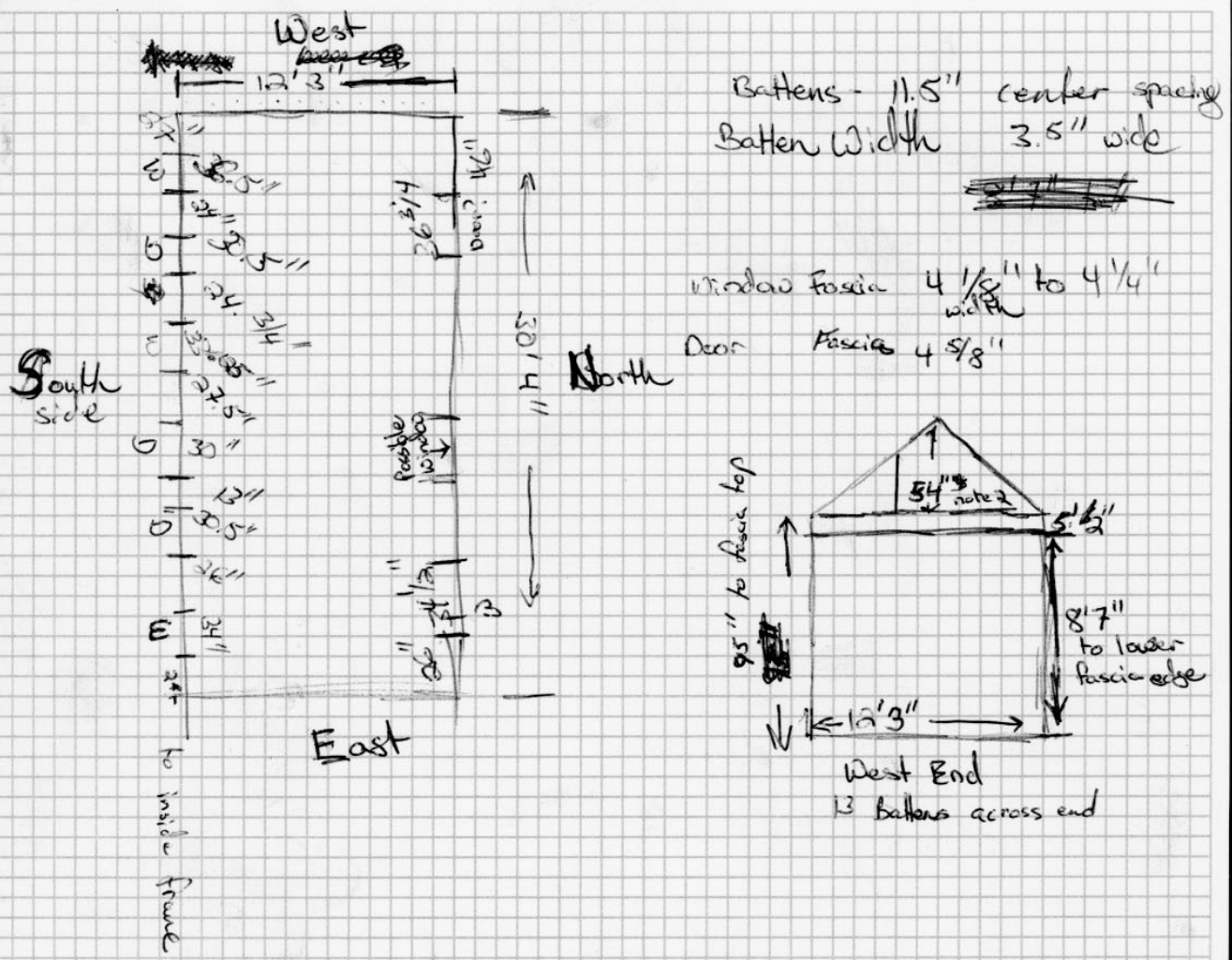
The building has a railroad style insulator over the center front door, suggesting that it housed a telegrapher’s instrument.

The building once had a ground level wooden board platform around it (based on weathering patterns)

# PacificNG Engineering Survey General Worksheet

PngES ID <u>NV603</u>	Name of Object <u>Bunk or Section House?</u>	
State <u>Nevada</u>	County <u>Mineral</u>	Town or Vicinity <u>Hawthorne</u>
Complete Address (Describe Area If None) <u>C street, between 10th and 9th street, next to alley way.</u> <u>Approx 1 block from Mineral County Museum.</u>		
Secondary Name (If Applicable)		
Date Of Construction (Include Source)		Fabricator or Architect (Include Source)
Significance		
Style (If Applicable)		
Material Of Construction <u>Wood throughout.</u>		
Features Of Note <u>Board and batten siding,</u> <u>3 doors on current south side, one with mail slot.</u>		
Major Alterations And Additions (with dates) <u>Possibly Shortened</u> <u>Roof rebuilt with new shingles and sub (plywood)</u> <u>Weathering differs along bottom edge, possibly from a platform.</u>  <u>Moved to site and placed on timbers</u>		
Present Condition And Use <u>Former residence, now <del>vacant</del>, vacant lot.</u>		
Other Information (As Appropriate) <u>Owner states building was formerly a "chinese worker housing"</u>		
Sources Of Information		
Compiled By <u>Andrew Brandon, Dennis Burke, Randy Hees, Paul Laughlin</u>		Date <u>May 28, 2015</u>





## Architectural details





## Windows and Doors



We believe that the original window sash was "2 over 2" consistent with the sash found in the SP built dwellings in Mina.

The 5 panel doors (center and left) is consistent with both V&T (C&C) and SP/CP practice. The right most door has a glass light in place of the upper two panels. The window seems to be original, not a later modification.



## Paint Information



We sampled the paint in two locations, one on the body of the building, the second on the door trim.

The findings were significant. The building was painted twice, the first is a blue/green two tone grey, the second time in a two tone grey. There is no mineral red or yellow found.

Virginia and Truckee (as used on Carson & Colorado) practice called for mineral red ("Verona red") with white trim on freight depots and yellow with brown trim on passenger depots. Lack of those colors strongly suggest that this is not a C&C building.

Southern or Central Pacific practice generally called for mineral red ("metallic") with white trim through the mid to late 1870's, then a two tone grey or grey green color scheme with white sash, followed by a grey generally with white trim through the early 1900's, (note, this building has light grey with darker grey trim as its final paint) which in SP practice was replaced by Yellow with brown trim as early as 1903 (but generally after 1907).

We have one newspaper report about depot paint from the SP owned C&C July 27, 1905 Inyo Register (Bishop) - *"The Southern Pacific depot at Laws, together with the agent's house and all the warehouses, have been repainted. The outside is a slate color and the roofs are red. The change greatly improves the looks of the buildings, and it is reported that all of the company buildings on the line will be painted a uniform color."*

The grey and grey green/blue paint without any reds or yellows found on this building, tell us that this is possibly a SP/CP building built after the mid 1870's, repainted once before c.1907. The lack of white, either trim or sash, suggests this could be from the Tonopah Railroad who were known to have generally followed SP practice.

## Body Sample



## Trim Sample



## Paint samples

Two paint samples were taken by cratering, sanding through all layers of paint. The samples were examined under magnification and compared to a Pantone Matching System book

### Body

1. Wood (pine or similar, rough, not red-wood or douglas fir)
2. Light color, off white - primer
3. Light green - PMS 622c
4. Medium Grey - PMS 630c
5. Dark Grey, near black - near to PMS "Cool Grey" 11c
6. Light Grey - PMS 630c
7. Weathered lighter grey, PMS 413c

### Trim

1. Wood (pine or similar, rough, not red-wood or douglas fir)
2. Light color, off white - primer
3. Dark forest green - PMS 6515c
4. Dark Charcoal black - PMS 546c
5. Medium Grey - PMS 630c
6. Dark Grey, near black PMS 431c
7. Light Grey - PMS 630c  
7a thin layer, darker than above (dirt)
8. Weathered grey, PMS 415c

The results above suggest a light body with darker trim in all cases

### Interior

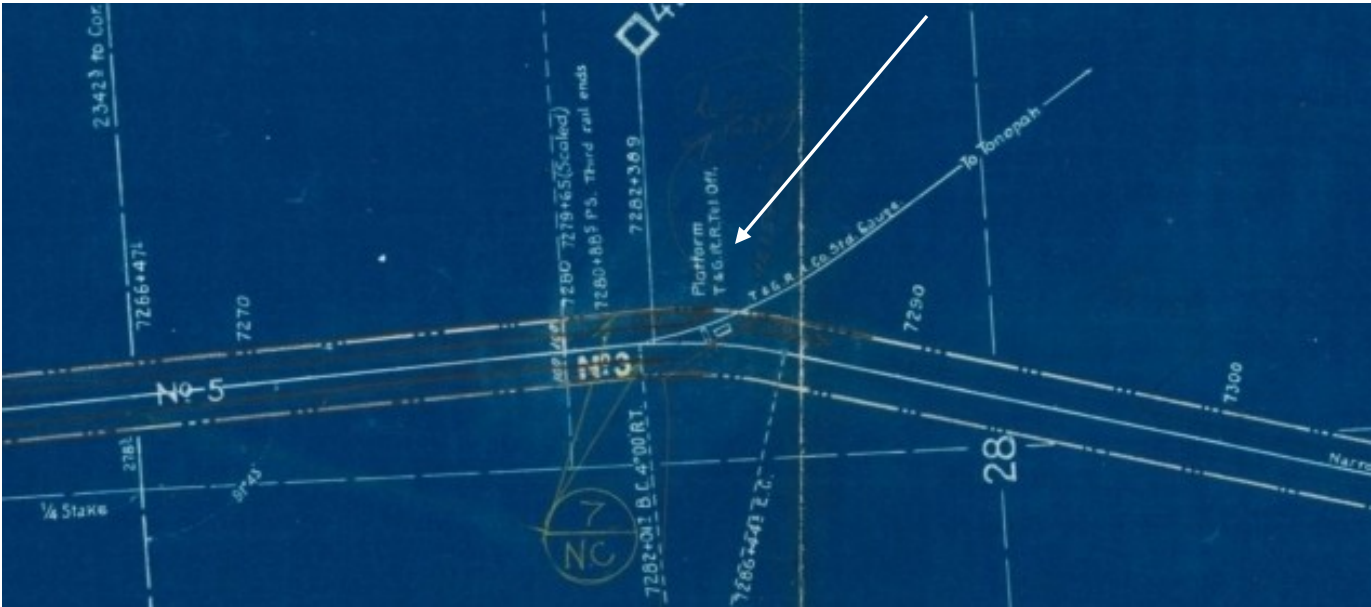
Note, we did not have access but from the

**PacificNG.org**  
PACIFIC COAST NARROW GAUGE

This is a documentation project sponsored by PacificNG, a curated website documenting the history of narrow gauge railroads of the Pacific Rim



The final possible alternative origin seems most likely. The Tonopah railroad, built in 1904/5 had a small telegraph office at Tonopah Jct. as shown on the 1916 ICC map below. The map is showing SP information, so does not include any dimensions or details about the by now T&G building,, and Tonopah (Tonopah & Goldfield) railroad valuation files were destroyed. Tonopah depot paint standards are unknown but Dennis Burke found hand colored post card of the Tonopah depot, and the colors shown suggest colors similar to those found on the mystery building.



Detail from ICC valuation map, Southern Pacific, Nevada, Sec 6, map 3, National Archives II

