

Dayton-Oriented Chronology of the Carson & Colorado Railroad

with additions, corrections, and references
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(last updated 29 July 2016)

- 1880**, January: Early surveys of new "Bodie Extension" of the V&T had been made. [Myrick]
- 1880, February 10: Route to Dayton is set for "Bodie Road." Dayton citizens donate land to V&T for depot. [Daily Nevada State Journal]
- 1880, May 10: Incorporated in NV as Carson & Colorado Railroad Company. H.M. Yerington, President, D.L. Bliss, Vice-President; D.O. Mills and William Sharon, principal stockholders. [per Turner, 1948 SP history]
- 1880, May 31: Work began with train to Mound House of 80 workers (mostly unemployed miners), a foreman, some officials, and a few visitors. [Myrick]
- 1880, June: The U.S. Census shows 462 in Dayton and New Jerusalem (Dayton Valley), 45 at Woodworth Mill (Dayton), 442 in Sutro, 76 in Como and Palmyra, and 182 working for the C&C [U.S. Census, 1880]
- 1880, end of September: Graders reach north end of Walker Lake. [Myrick]
- 1880, October: Graders reached Hawthorne; track laying started from Mound House [Myrick]
- 1880, October 27: Engine No. 1, the Candelaria, placed on the tracks at Mound House [Myrick]
- 1880, November 14: 3 miles of track completed from Mound House toward Dayton. [Nevada State Journal]
- 1880, November 30: 7 miles of track completed from Mound House through Dayton. [Reno Evening Gazette, 1880-11-30]
- 1880, December 18: 14 miles of track completed. [Myrick]
- 1881**, January: Two daily construction trains operating [Myrick]
- 1881, January 8: Free excursion train run from Mound House 29 miles to the end of the track in Churchill Canyon. [Myrick]
- 1881, January 28: The first public freight was accepted. [Myrick]
- 1881, January 29: Construction on Dayton Depot to begin the next week. [Lyon County Times]
- 1881, February 2: C&C 50 miles past Dayton, construction of Dayton depot to begin the next week. [Daily Nevada State Journal]
- 1881, January-February: Numerous washouts due to flood in Dayton and Churchill ; C&C tied up for 12 days [Reno Evening Gazette, 1881-02-07]
- 1881, February 3 or 4: First passenger train scheduled to reach Dayton (although passengers had already been riding back and forth from Hougham's ranch to Mound House, for free) [Lyon Co Times]
- 1881, March 1: Rails reached Walker [Myrick]
- 1881: March 10: The C&C RR began charging passengers 10-cents a mile to ride the train.
- 1881, April 7: C&C reached Hawthorne [Myrick]
- 1881: April 14: C&C sent a free excursion train with 800 people to Hawthorne. [Myrick]
- 1881, April 18: Line from Mound House to Hawthorne went into service. [per 1948 SP history]
- 1881, May: First month of duty for the new Dayton Station Agent, W. Henry M. Cobb, a native of Maine. [per Stephen Drew, 2013]
1881. Aug.: Ranchers in Dayton are hopeful the C&C will improve the markets for their hay. [Lyon County Times]
- 1881, September 18: Dayton Depot being built [Lyon County Times]
- 1881, September 20: A team belonging to S. S. Buckland ran away, demolishing a wagon, at the smoke from a C&C engine. [Lyon County Times]

- 1881, November 30: Carson & Colorado Railroad Company, 2nd Division, incorporated in NV. [1948 SP history]
- 1881, December 17: 1st attempted train wreck, in Churchill Canyon, was averted [Myrick]
- 1881, December 31: Line from Hawthorne to Belleville, NV, opened
- 1882**, January 13: "The Ship Francis Thorpe arrived in San Francisco and brought 1,500 tons of steel rail for the Carson and Colorado Railroad with a lot of redwood ties; the laying of the track is proceeding at a rapid rate". [Nevada Appeal, Jan. 2012 column for "130 years ago today."]
- 1882, February: Railroad completed into Candelaria, NV. [per Turner]
- 1882, March: Line from Belleville to Candelaria opened. [1948 SP history]
- 1883**, January 20: 200 miles of track completed, line to Benton, CA, opened. Bodie & Benton Railway was preparing to grade an extension to connect to C&C at Benton. [per Turner, 1948 SP history]
- 1883, March: Line from Benton to Laws opened. [1948 SP history]
- 1883, July 11-12: William Sharon takes Darius Mills on a ride from Mound House to Keeler. [Myrick]
- 1883, July: Railroad now extends to Hawley (Keeler), CA. Regular passenger service commenced in August. [per Turner]
- 1883, August 1: Regular train service from Mound House to Hawley [Keeler] begins. [1948 SP history; Myrick]
- 1887**, April: Last month of service to C&C for Dayton for station master W. Henry M. (Harry or Henry) Cobb. [*Nevada State Journal*, May 10, 1894]
- 1887, May: First month of service to C&C in Dayton of station master Wallace W. Coffin. [Stephen Drew, based on C&C documents]
- 1888**: C&C RR lays a spur C.C. Stevenson Mill (Rock Point).
- 1890**, August: Construction began on 7½-mile-long Cottonwood Branch, built into timber area southwest of Hawthorne. Wood was used to fuel locomotives. [per Turner]
- 1891**: Spur from Hawthorne to Cottonwood opened
- 1892**, February 27: The Carson & Colorado Railway Company, incorporated in CA to consolidate three divisions and to refinance previous corporation. [per Turner, 1948 SP history]
- 1892, July 23 and August 2: The three divisions of the C&C RR Co. sold to C&C Railway Co. [1948 SP history]
- 1893**: C&C RR spur to Rock Point Mill in Dayton removed. First cyanide plant built by Capt. Herman Davis across spur roadbed. [Dayton State Park brochure; note: it is possible both occurred later]
- 1900**, March: C&C sold to Southern Pacific Railroad for \$2,750,000. R.J. Laws retained as Superintendent. [per Turner, 1948 SP history]
- 1900, May 19: James L. Butler of Nye County stumbles upon rich ore and by Fall the Tonopah Mining Boom was on. SP was to make back its C&C investment in one year.
- 1900, June: The U.S. Census shows 427 in Dayton, 15 in Como Mining District, and 109 in Sutro [U.S. Census, 1900]
- 1900, June: Last month of C&C service for Wallace W. Coffin, station master at Dayton. [Walker River Bulletin, June 20, 1900, courtesy of Brian Norden]
- 1900, July: First month of service as Dayton station master for William J. Church. [ibid.]
- 1902**: 7.3-mile Cottonwood branch abandoned and track removed. [1948 SP history]
- 1902, September: C&C engine stalls in Montgomery Tunnel through White Mountains and accumulated gas explodes. Even though badly burned Engineer Ward backs his engine out of the tunnel, averting a major disaster. [Walker Lake Bulletin as reported in Inyo Independent, Sept. 5]
- 1904**, August: Fierce storm produces washouts from Mason to Summit. C&C track in area closed for at least a week.
- 1904, July: Narrow-gauge Tonopah Railroad completed, connecting to C&C at Tonopah junction, 9 miles south of Mina, NV. [per Turner]
- 1904, December 3: C&C being straightened and standard gauged, crews working at Dayton where several "heavy cuts" are being made [Reno Evening Gazette]
- 1905**, January 24: C&C "broadgauged" to near Wabuska [Daily Nevada State Journal]
- 1905, January 29: Train wreck fifteen miles below Dayton. No one hurt. [Virginia City Enterprise/ Reno Evening Gazette]

- 1905, February 4: C&C train jumped the track at the junction with the V&T in Mound House. No one was injured but traffic was delayed for about 30 minutes. [Daily Nevada State Journal]
- 1905, February: Standard gauging done to and standard- to narrow-gauge freight transfer point at Wabuska. [Myrick, p. 181]
- 1905, April: Nevada & California Railway Co. incorporated in CA to construct and operate a railway line from Hazen (on Central Pacific Railroad) to Mojave, to meet SP, and a branch from Churchill to Mound House, to meet V&T. Like its predecessor, this was a wholly owned subsidiary of the SP. [1948 SP history, Turner NGW]
- 1905, May 11: N&C RW purchased physical properties of C&C RW, whose stock was owned by SP. [per Turner, 1948 SP history]
- 1905, June 15: Four of a ring of boxcar thieves arrested in Dayton; more arrests expected. SP RR lost thousands of dollars over more than 6 months. [Carson City News]
- 1905, June 24: Standard-gauging reaches Hawthorne [Myrick, p. 181]
- 1905, July: 116 miles of rails from Mound House to Mina standard-gauged, while 10 miles of narrow-gauge from Mina to Tonopah Junction equipped with a third rail for standard- or narrow-gauge operation. 16 miles of narrow-gauge through Hawthorne—founded by the C&C in 1881—abandoned. Mina made terminal for both standard-gauge and narrow-gauge trains. (Tonopah Railroad followed and standard-gauged their 60-mile line.) [per Turner]
- 1905, August 5: Abandoned Wadsworth rail Bridge is being torn down and will be placed on the new Hazen cutoff across the Carson River near Fort Churchill. [Daily Nevada State Journal]
- 1905, September: 28 miles of standard-gauge line completed from Churchill to Hazen, connecting former C&C with CP main line operated by SP. 9-mile cut-off completed from Gillis to Luning, NV. [1948 SP history]
- After Hazen cut-off completed, traffic on Mound House to Churchill line reduced to a mere mail route with an accommodation train once a day each way. [per Fannie Hazlett:]
- Length of standard-gauge line Hazen to Tonopah Junction was 138 miles; from Churchill to Mound House 26 miles, from Tonopah Junction to Keeler 151 miles (latter line remained narrow-gauge). [1948 SP history]
- 1905: Operation of 6-mile Candeleria Branch discontinued in 1905, and resumed in 1908 when an attempt made to work remaining low-grade ore in Candeleria.. [1948 SP history]
- 1905, October 5: Dayton Depot burglarized, safe dynamited [Reno Evening Gazette, Daily Nevada State Journal]
- 1905, November 1: Tonopah Railroad Co. and Goldfield Railroad Co. consolidated into Tonopah & Goldfield Railroad Co. Trains operated 9 miles between Tonopah Junction and NV&CA RW terminal at Mina under a trackage right to Tonopah Junction. [1948 SP history]
- 1906**, May 28: A light engine in charge of Engineer T. K. Allen derailed on bad track and rolled down a steep embankment about 6 miles from Dayton on its way from Mound House. The fireman, Bradley, was slightly injured. [Reno Evening Gazette]
- 1907**, January 10: 16-mile branch line from Hazen to Fallon opened. (Lengthened slightly in 1908) [1948 SP history]
- 1907, March: Flood takes out C&C trestle in Dayton. Picture of depot shows that roof has still not been trimmed.
- 1907, April 9: Lyon County Commissioners offered the county's help to the Southern Pacific to speed construction of a bridge to replace the one destroyed during March floods. [Daily Nevada State Journal]
- 1907, July 1: SP took over operation of NV&CA RW under lease. [1948 SP history]
- 1908**, February 24: Construction begun from Mojave, CA, of 143-mile standard-gauge to narrow-gauge. [1948 SP history]
- 1908, June: Standard-gauge opened to Cantil, CA [1948 SP history]
- 1908, October: standard-gauge opened to Searles [1948 SP history]
- 1909**, June 1: Likely the first day of service as station agent in Dayton for James F. Blakey [Blakey's graffiti showing this date in attic of depot, many documents thereafter]
- 1910**, October 22: Standard-gauge "Jawbone Branch" opened from Mojave to Owenyo, CA, 16.7 miles north of Keeler. (Built to facilitate construction of the California Aqueduct.) [per Turner, 1948 SP history]

- 1912**, January: Nevada & California Railway corporation dissolved and the narrow gauge assumed Southern Pacific designation. [per Turner]
- 1912, February 23: Properties acquired by Central Pacific Railway Co. for administration; operation by SP continuing under lease. After this date, car lettering reflected C.P.-S.P. [1948 SP history; Turner]
- 1932**, March 1: 5½-mile narrow-gauge branch from Filben to Candelaria abandoned. [1948 SP history]
- 1932, June: SP requested discontinuance between Mound House and Wabuska. [Reno Evening News]
- 1933**, Dec. 19: Examiner for Interstate Commerce Commission in Washington, D.C., recommends allowing SP to abandon the line from Mound House to Churchill, overruling the Nevada Public Utilities Commission. [Reno Evening News]
- 1934**: Track dismantled from Filben to Candelaria [per Turner]
- 1934, March 5: Interstate Commerce Commission approves SP's petition to abandon line from Mound House to Churchill. [Reno Evening Gazette]
- 1934, April 25: 26-mile line from Mound House to Churchill abandoned. [1948 SP history] Closure results in a large loss of property tax income in Dayton. [Reno Evening Gazette, April 6] It is likely this was the last day of service for Dayton agent J.F. Blakey.
- 1936**: Track dismantled from Mound House to Churchill, NV. [per Turner]
- 1938**, February 16: Final narrow-gauge train, powered by three engines, took all narrow gauge stock from the Mina yards to CA for operation on the Benton-to-Keeler section. Keeler became new terminal. One rail removed from 9 miles of three-rail tracks between Mina and Tonopah Junction and in Mina Yard. [1948 SP history]
- 1938: V&T RR abandons service through Mound House to Virginia City.
- 1938, February 20: Operations discontinued on 50-mile narrow-gauge line from Tonopah Junction to Benton, CA. [1948 SP history]
- 1942**: Early in 1942 rail and fastenings were requisitioned by United States for use by Navy Department in war effort. [1948 SP history]
- 1943**, February 16: 31 miles of narrow-gauge line from Benton to Laws, CA, abandoned. Shortly thereafter rail and fastenings were requisitioned by Metals Reserve Co., an agency of the Federal Government, and sold to war industries for remelting or rerolling. [1948 SP history]
- 71-mile Keeler Branch was then the only narrow-gauge railroad on Southern Pacific's approximately 16,000-mile system. [1948 SP history]
- 1940s: Dayton Depot modified and turned into private residence.
- 1946**, October 1: Operations of Tonopah & Goldfield RR suspended
- 1948**, March: Tonopah & Goldfield RR track dismantling commenced.
- At this time the remaining portions of the C&C were standard-gauge from Churchill to Tonopah Junction, NV, about 110 miles, forming part of Southern Pacific's Mina Branch; the narrow gauge from Laws to Keeler, CA, 71.3 miles remained, comprising Keeler Branch of San Joaquin Division.
- about 1956**: U.S. Hwy. 50E in Dayton realigned and widened. Depot in path of new alignment so sold to Deputy Sheriff Chester Barton, who moved it across (the new) Hwy. 50E and about 1½ blocks to the corner of Main Street and Hwy. 50E. (This is where it still sits today.)
- 1960**, April 29: After 80 years of operation, service was ended from Laws to Keeler, the final remaining section of the far west's largest narrow-gauge.
- Fall **2003**: Depot purchased by "preservation angel" James F. Bawden to protect it from development until the Historical Society of Dayton Valley (HSDV) could secure the funds to preserve it.
- 2007**, January 27: Dayton depot deeded to Lyon County by James F. Bawden. Depot was purchased using Federal TEA-21 Transportation Enhancement Funds administered by Nevada Department of Transportation based upon an HSDV-written proposal. This funding covered Phase I of the restoration process: Purchase of depot and property.
- 2007, December: Stewardship agreement signed between Lyon County and Historical Society of Dayton Valley (HSDV) giving HSDV stewardship of the depot and right of first refusal to purchase for \$1 before being sold by Lyon County.

2008, July: HSDV plans for restoration finalized following a series of community and stakeholder meetings. Decision was to restore to its original 1880s appearance as a C&C RR depot and to rotate it on the property to be roughly in alignment with the original alignment.

2014, March 3: Grant received from the Nevada Commission on Cultural Affairs for pre-restoration planning: Engineering, architectural research, planning, survey, and design of Depot prior to initiation of restoration.

2015, February 3: Supplement received to 2014 CCA funding to permit additional structural assessment and planning

2016, April 4: Grant received from the Nevada Commission on Cultural Centers and Historic Preservation for the first stage of actual restoration, including deconstruction and moving the depot on the property.

2016, July 30: Unveiling of Historic Marker honoring both the C&C RR and Dayton's Depot. Placed by the Snowshoe Thompson and Slim Princess Chapters of E Clampus Vitus and in support of the depot restoration efforts of the Historical Society of Dayton Valley.

General References:

Fanny G. Hazlett and Gertrude Randall, "Historical Sketch and Reminiscences of Dayton, Nevada," *The Nevada State Historical Society Papers vol. III 1921-1921*, pp. 3-93.

David F. Myrick, *Railroads of Nevada and Eastern California, Vol. 1, The Northern Lines*, 1962

Southern Pacific Railroad, *The Carson And Colorado Railroad Company Historical Outline*, Compiled by S.P. Bureau of News, March, 1948

George Turner, *Narrow Gauge Nostalgia*, J&H Publishers, 1965 (particularly timeline)

George Turner, *Slim Rails Through the Sand: Southern Pacific's Narrow Gauge*, Trans-Anglo Books, 1964.