

A Railroad History of Minden: 1906-1950

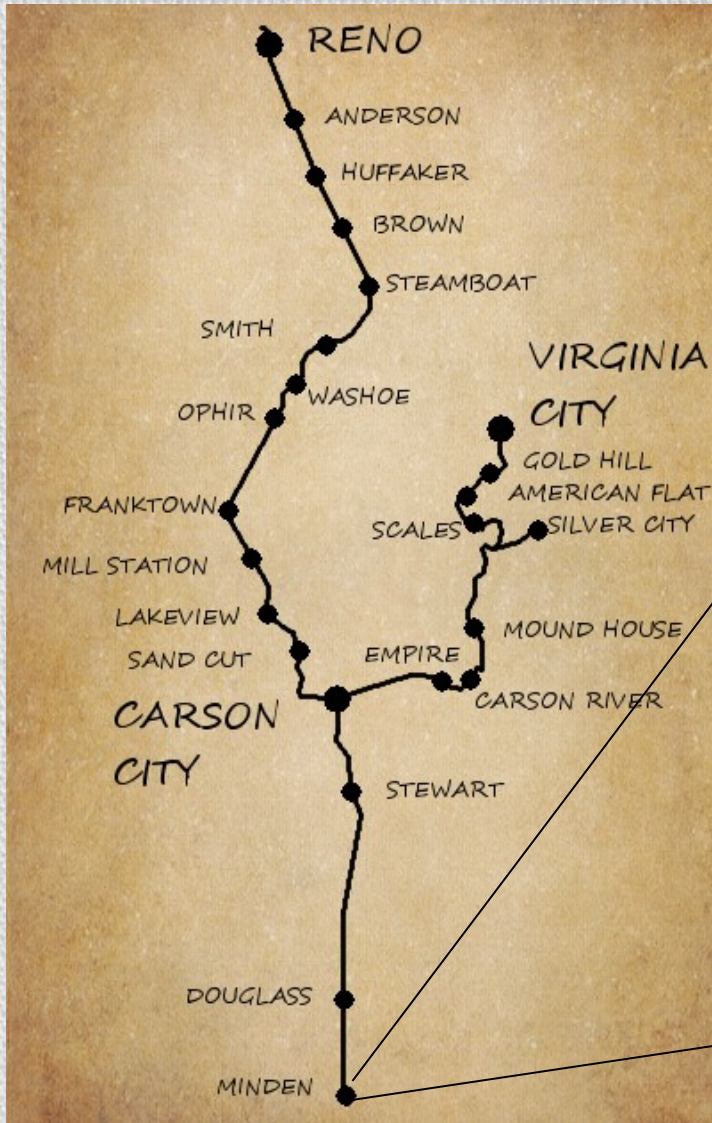


Stephen Drew
photo

Presented at the 2015 Virginia and Truckee Railroad History Conference
By Curtis Reid

Location:

Minden; the farthest point south on the V&T



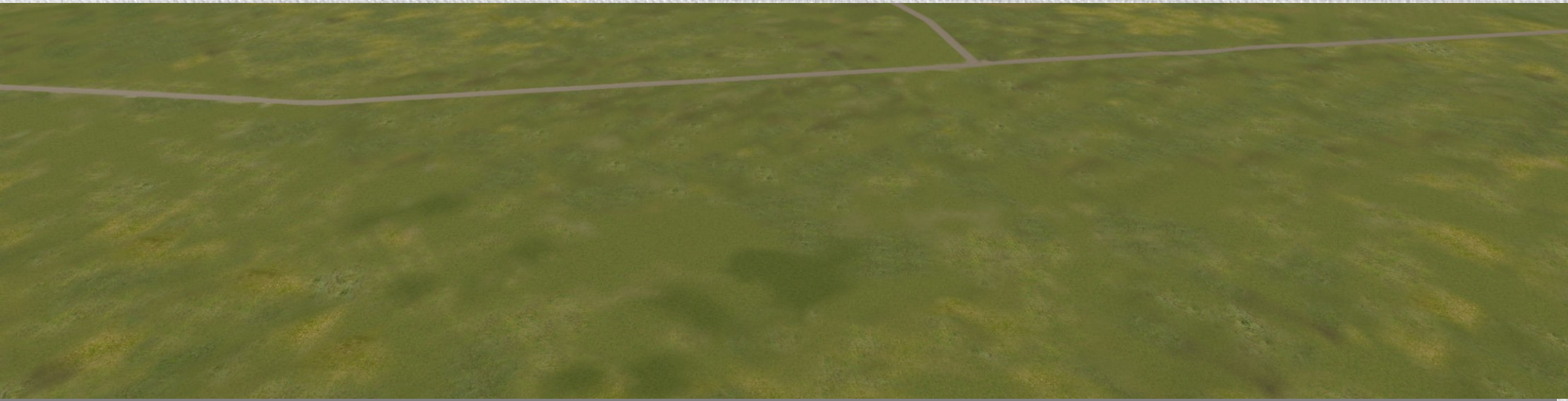
Road map image provided by Bing maps

Background

- 1900 discovery of gold at Tonopah
 - SP had to route trains across the V&T; forcing them to share revenue
 - Looked to buy the V&T, but were unable to do so.
- So, SP started the Hazen cutoff in 1905 to route traffic around the V&T
- V&T started looking for replacement revenue; identified the Carson Valley as having potential.
 - Wanted to build depot in Gardnerville, but lot prices suddenly got more expensive.
 - Dangburg offered land and right-of-way just outside Gardnerville; and so Minden was born

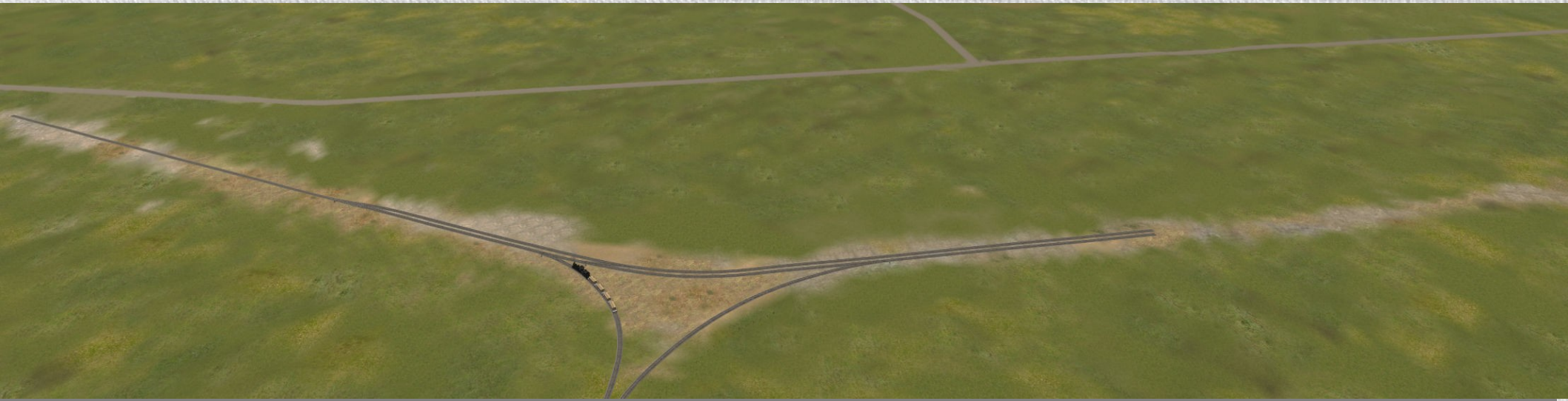
An illustrated history of Minden

1905 (looking South-ish)



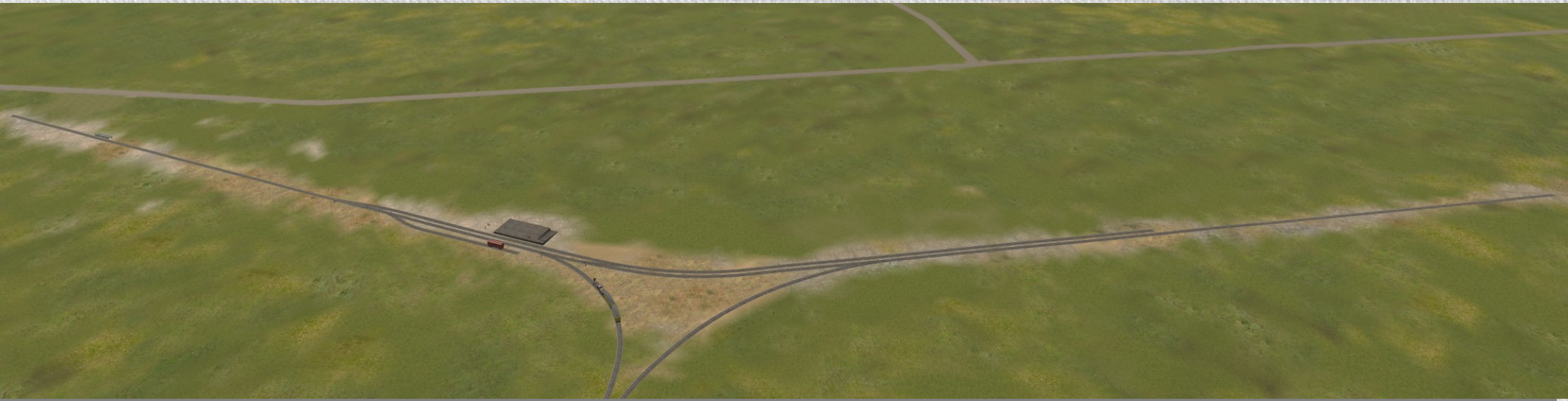
- April 5th: SP Hazen cutoff started; V&T looks for alternate revenue
- By mid-April, surveying is started for the Minden branch
- September 10th, construction starts

June 12th, 1906



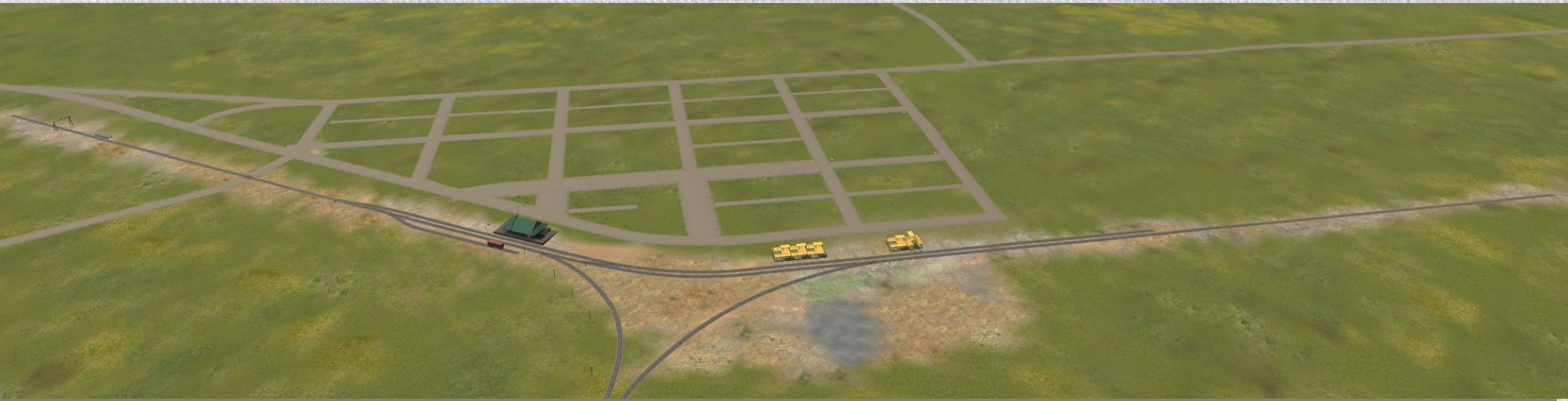
- 1st train reaches Minden (June 12)
- Tracks not yet ballasted

August 1st, 1906



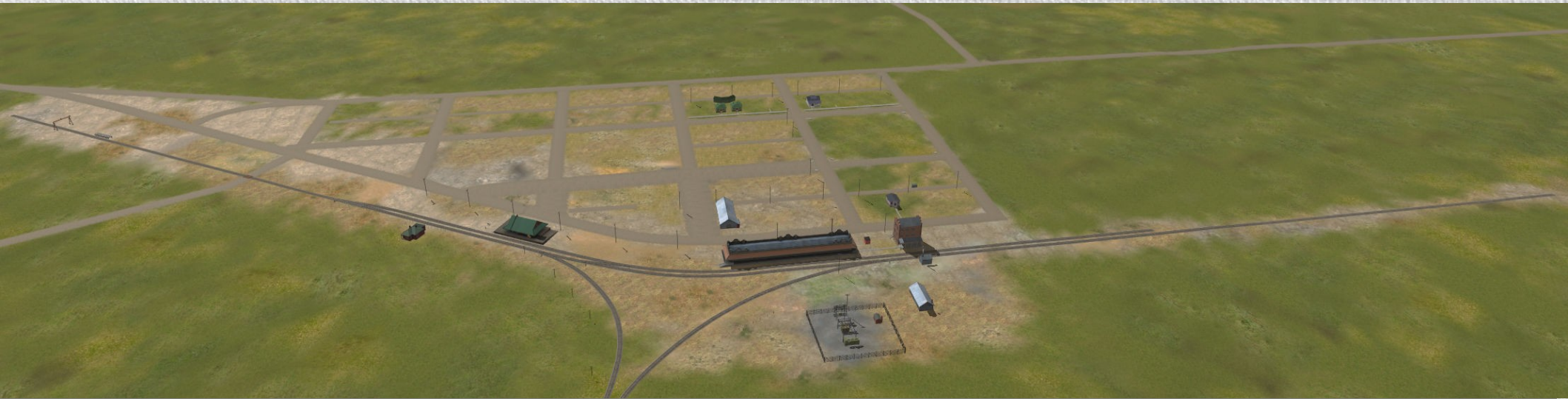
- 1st passenger train reaches Minden (July 23)
- Freight platform completed (June 30)
- Regular service inaugurated (Aug 1)
- Station agent is living out of boxcar 1013

End of 1906



- Depot completed
- Flour mill and Meyers Mercantile under construction
- Telegraph line completed
- Loading crane built on Gardnerville end of spur
- Streets graded

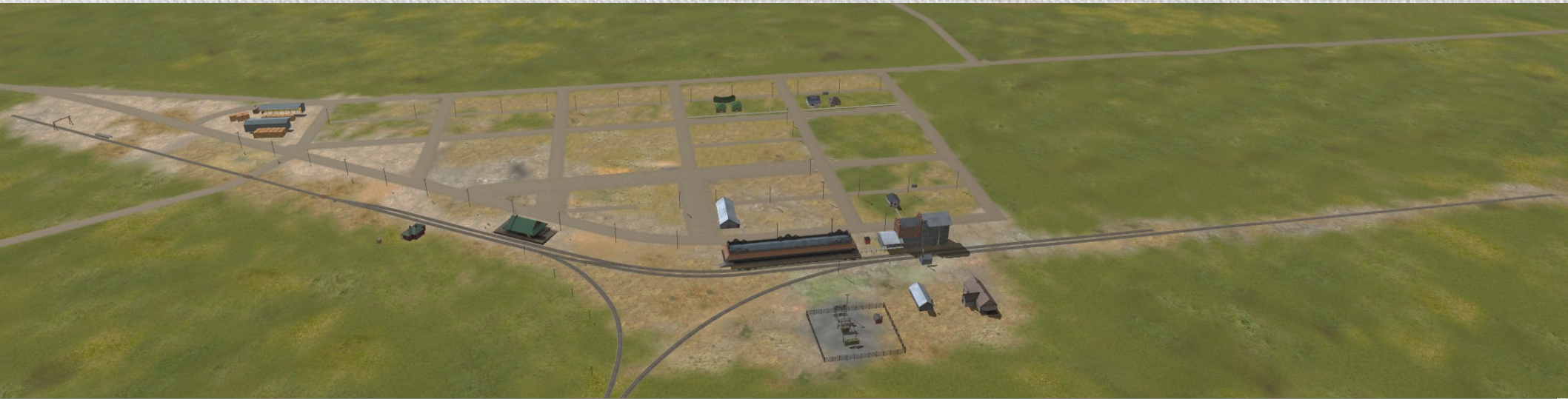
1907



- Stationmaster house completed (Jan)
- Flour mill completed (April)
- Meyers Mercantile completed (May)
- Electrical power to the flour mill (Oct)

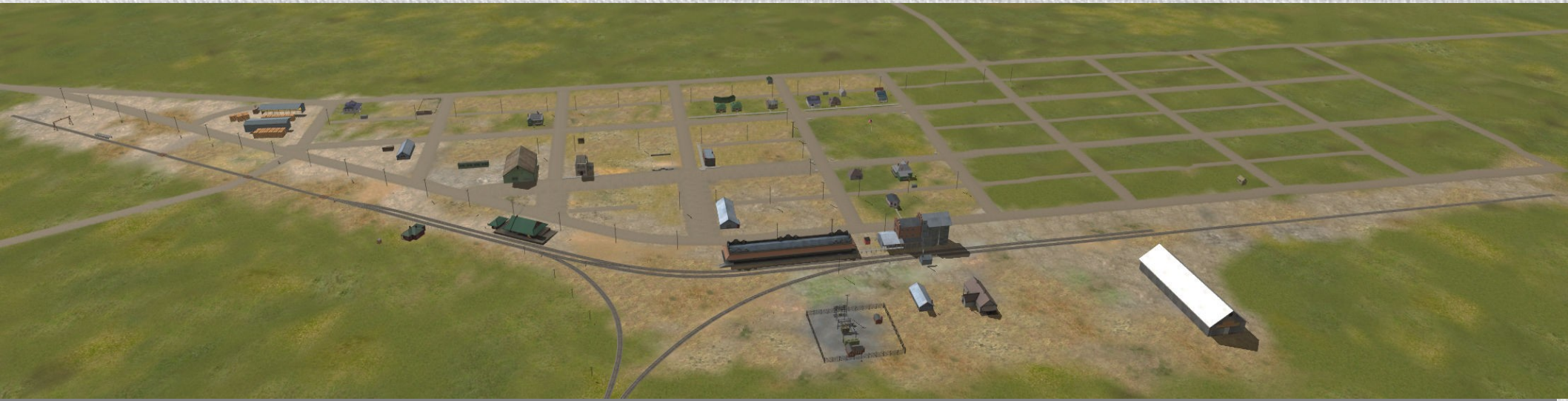


1908



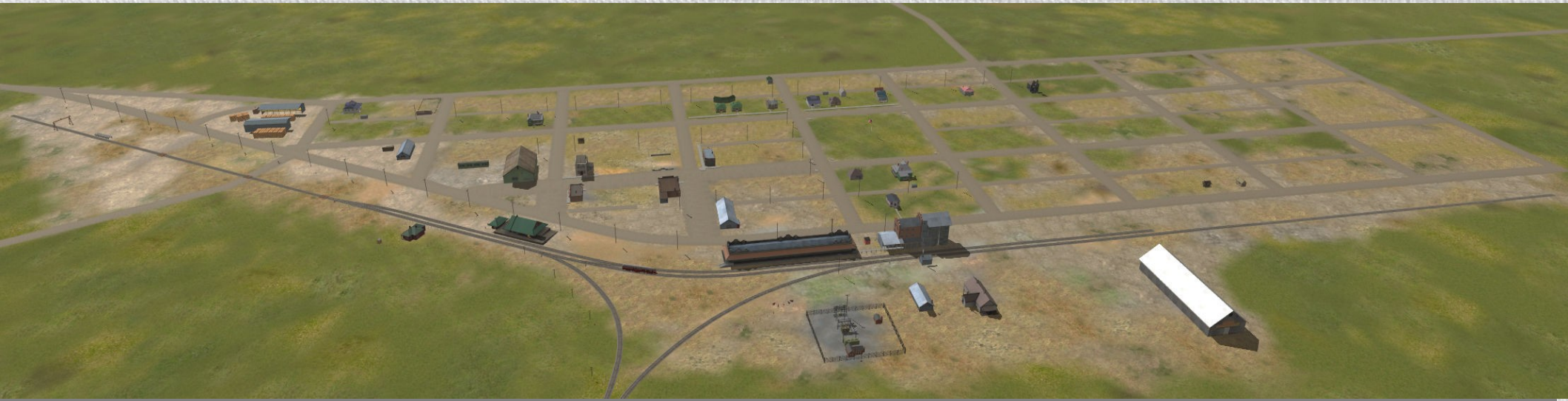
- V&T starts mail service to Minden (Mar)
- Minden Wood & Lumber Co founded (Aug)
- Mill silos; warehouse completed (Sep; Nov)
- Minden Butter Mfg Co built?

1909



- Passenger building added to depot (Mar)
- Carson Valley Hay & Produce Co built
- Extended plat for town filed (6th-10th streets)

1910



- 1st McKeen trip to Minden (May 13)
- Regular McKeen service started (Jul 17)

1916



- Minden becomes the county seat (1915)
 - Street plan amended around the courthouse location
- Wool Warehouse built (1915-1916)
- Brick building built around creamery
- Railroad avenue extended to the Carson Highway
- Courthouse built

1917



- Ice house built (Jul)
 - Spur track extended 128'
- Water service added to depot (Jul 20)

1918



- Creamery spur built (Jul)
 - 585' long
- Union Oil built

1919



- Graunke's Warehouse built



1920-1922



- Railroad avenue paved from Gardnerville to 10th st (1920)
- Woodshed built for the station agent (Nov 12 1921)
- Standard Oil built (Aug 1922)

1923



- Hay warehouse destroyed in windstorm (Feb 12)
- Shell Oil built – unknown location (Nov)

1924 - 1926



- Brick office added to flour mill (Sep 1924)
- Telephone service added to depot (1924)
- East half of Meyer's Mercantile building burns (Jan 31 1926)

1927



- Creamery expanded
 - Butter building added
- Richfield Oil built (Sep)



1928-1933



- Daily mixed train runs Reno – Minden instead of Reno – Virginia City (Sep 1929)
- Highway paved from 10th st to Genoa Ln (1930)
- Platform built for Leviathan Mine (Nov 1933)

1934-1937



- Most streets paved (except 10th) May-Aug 1935
- Meyers Mercantile concrete remains removed (Jun 1937)
- Flour mill docks enclosed?

1937-1945



- First 'gas station' built (1940)
 - On the old Meyers Mercantile site
- Creamery expanded (1942)
- Flour mill expanded (1943?)
- Mixed train replaced McKeen on Minden Branch (Nov 1 1945)

May 31 1950



- Last run of the V&T

End of 1950



- The depot and agent's house are sold and moved
- Scrappers remove the rails and other track hardware



Thanks to:

- Wynne Maule's. *Minden, Nevada: The Story of a Unique Town 1906-1992*
- Stephen Drew
- Mike Collins
- University of Nevada, Reno Maps Online (Sanborn maps of Minden)
- Google and Bing maps
- Trainz Railroad Simulator