

NEVADA COMMISSION FOR
CULTURAL CENTERS AND HISTORIC PRESERVATION (CCCHP)
GRANT APPLICATION FOR FY2019-2020

For SHPO use only Initials: _____ Received: _____ Postmarked: _____ Delivery Svc: _____

APPLICATION COVER PAGE *(This unaltered form must be submitted with the application.)*

Applicant Organization: Lyon County
 EIN (Taxpayer Identification Number): 88-000097
 Mailing Address: Lyon County Mangers Office, 27 So. Main St. *
 City: Yerington County: Lyon ZIP: 89447

Project Contact: Linda Clements Title: Depot Restoration Manager, HSDV **
 Daytime Phone: 775-246-0505 Evening Phone: same
 Fax: 775-246-0550 Email: clements@775.net

Project Title: Rehabilitation of Dayton's 1879/1881 Carson & Colorado Railroad Depot: Completion
 Project Address: 20 Main Street (at Hwy 50E)
 City: Dayton County: Lyon ZIP: 89403

Project Type: Rehabilitation/Construction Planning/Construction Architectural/Engineering Study/Construction
 Historic Property Name: Dayton's Carson & Colorado Railroad Depot 1879 (Mound House)/
 Date Built: 1881 (Dayton)

Property Insured: Yes; please enclose one copy of policy No; please explain: _____

*Please also copy: Linda Clements, P.O. Box 1089, Dayton, NV 89403 **Historical Society of Dayton Valley

Project Synopsis (brief): Dayton's Carson & Colorado Railroad Depot is the only such depot in Nevada. Built in Mound House in 1879 on the V&T, it was moved to Dayton for the new C&C RR in 1881 and also represents the only remaining V&T depot of that time. Through previous CCA/CCCHP funding, private donations, in-kind contributions, and many volunteers hours we have completed deconstruction of non-historic features, moved the depot to a permanent foundation, and acquired both track and most of the historically accurate lumber needed to complete rehabilitation. Next we will complete exterior and interior rehabilitation and then redo the roof to modern standards while preserving both the historic appearance and the historic roofing materials that still remain.

Proposed Start Date: January 2021(or when funds available) Proposed End Date: July 2022 (or 18 mos. after start)

Project Budget Summary:	
Amount Requested:	\$ <u>318,595</u>
Proposed Match: Cash	\$ <u>12,000</u>
In-Kind/Donations:	\$ <u>20,000</u>
Total Project Budget:	\$ <u>350,595</u>

Applicant's authorized signature:
Name (please print): <u>JEFF PAGE</u>
Title: <u>COUNTY MANAGER</u>
Date: <u>02/24/20</u>

☐ I HAVE READ THE 2019-2020 CCCHP APPLICATION GRANTS MANUAL*

PLEASE NOTE—IF THIS PAGE IS NOT SIGNED, THE APPLICATION IS CONSIDERED INCOMPLETE, AND CANNOT MOVE FORWARD IN THE FUNDING PROCESS.

I HAVE READ THE GRANTS MANUAL AND COMPLETED THIS CCCHP APPLICATION FOR 2019-2020 AND CERTIFY THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

Applicant's authorized signature:

Linda L. Clements

Title: Depot Restoration Manager, HSDV

Name (please print): Linda L. Clements

Date: 28 February 2020

**Rehabilitation of Dayton's 1879/1881 Carson & Colorado
Railroad Depot: Completion
Historical Society of Dayton Valley (HSDV)
under a stewardship agreement with Lyon County**

Part II - NARRATIVE

1. Project Description.

The overall goal of our effort, as described in the Preservation Plan generated under CCA funding, is to: *Restore the Dayton Depot to 1881 as-built condition, as an operating depot on the C&C rail line; exterior to include elevated freight platform on three sides, missing windows and doors to be replaced in-kind; interior space and finishes restored including stairs to freight room and staircase to sleeping loft.... [The] site plan places the building in its historic orientation with the associated track....*

a. What building(s) are you restoring/rehabilitating?

Dayton's 1879/1881 Carson & Colorado Railroad Depot, corner of Hwy 50E at Main St., at the stoplight

b. What is the historical significance of the building?

- *The Dayton Depot is the only original C&C depot remaining in Nevada and one of three on the line.*
- *Our depot is the only one preserving features and layout that reflect the late 1800s.*
- *Our depot is also the only remaining example of an original V&T depot of the late 1800s.*

In the 19th century ingenuity, industry, commerce, and development relied heavily on railroads. The Virginia & Truckee (V&T) Railroad was vital to the Comstock Lode but when the Comstock ores began to play out the "Bank Crowd" looked elsewhere to keep their mills running. Their solution was the Carson & Colorado (C&C) Railroad, built to connect the mines of the south to the mills of the Comstock.

When the C&C began the V&T already had a "Dayton Depot"...but not in Dayton! In Mound House, it was used to transfer passengers and freight to wagons and freight haulers for Dayton and on. In 1879 the first depot burned and a new one was built, but soon was found to be too wide to fit between the V&T and C&C tracks. Thus the "Dayton Depot" was moved to Dayton.

In Dayton our depot oversaw a renewed economic boom. The once vibrant economy had been in the doldrums after the great fires of 1866 and 1870 but soon the mills of Dayton, along with the mills on the upper Comstock, were busy again. However, by 1900 things were again slowing down and the Southern Pacific bought the old C&C. Within a few years the SP opened the Hazen cut-off, mostly bypassing Dayton altogether, and in 1934 the Dayton line was closed and Dayton Depot shut.

Some years after closure the depot was converted to a residence, which, in the 1950s was moved out of the path of Hwy 50E to the corner with Main Street. In 2007 it was acquired by Lyon County using Federal Highway TEA-21 funding through NDOT. In 2008 HSDV added the Depot to its existing stewardship agreement with Lyon County to join the Schoolhouse Museum and the Firehouse/Jail.

When HSDV started work on the depot we did not believe it had been moved in from Mound House. However, during our 2017-2018 work we found that the depot had been reattached to modified beams with square spikes and nails. Then when our contractors tried to level the building they found that it was not built for a flat site—such as where it was located originally in Dayton. While we have no pictures of our depot when it was in Mound House we do have pictures of the 1881 warehouse built in the same place. Those pictures show that the land had a fall to it. The new warehouse was built to accommodate that fall, and it is likely that our 1879/1881 Dayton depot was similarly built. Our depot was once V&T!

c. How do you propose to rehabilitate it?

We have been working with Lyon County, Central Lyon County Fire, and others to retain and preserve as much of the original materials and construction as possible while still meeting codes. To date we have removed (and documented) resident-added features, have rotated the building to be parallel to its original alignment, and have placed it on a new foundation. We've removed hazards such as asbestos-containing

tile, pigeon droppings, and dry rot—preserving historic features including historic graffiti.

The depot is typical of a V&T combination depot of that era. Since no contemporary V&T depots still exist and the two C&C depots remaining in California have been heavily modified, our depot is truly unique and of great interest to both C&C and V&T enthusiasts. The depot is of post-and-beam construction with a board-and-batt exterior. The boards were milled on the outside and the batts had milled ogee edges. The unmilled inside of the boards in the freight room were painted boxcar red over a gray primer. While residents cut too many posts for our comfort, no major structural damage was done and all can be replaced without major problem. During 2016-2018 CCCHP work we purchased most of the historically accurate full dimension clear lumber required to replace the freight docks (which were not moved with the depot in the 1950s) and repair the openings left by added rooms, doors, etc.

Depot windows and doors are well shown in early pictures and are what would have been used on the Comstock in that era. We also purchased historically accurate windows and doors, as well as square nails and spikes. We've also salvaged every piece of reused original lumber possible. HSDV also purchased rail and acquired or will acquire rail hardware to restore the three sets of rails that were next to the depot. We have evidence that the *original* shake roof still remains under the added sheet metal roof on the depot. The underside of this roof is visible between roof rafters on the inside of the freight room. We hope to preserve these original shakes in place and visible from below under a new roof. Rehabilitation will proceed with contractors and volunteers who are willing to wield a hammer rather than a nail gun, to use square nails in their proper orientation, and take great care to preserve the many historic features.

d. Who will be doing the work?

Contractors will do construction work whenever skill or code requires. Volunteers, will work when possible. The roof must be done by a contractor who is willing to remove the resident-added sheet-metal roof carefully and re-roof in a manner that preserves the original shake roof below.

e. What is the timeline for the project?

With sufficient funding, we believe we can finish the work roughly 18 months after funding is received.

f. Who holds title to the property?

Lyon County, which has a stewardship agreement with HSDV for its operation and oversight.

2. Building Use/Community Involvement

a. How and by whom will the facility be used?

The completed depot will add to the buildings and museums that HSDV has helped preserve, including those under our stewardship. It will also encourage visitors to patronize the shops and restaurants of Old Town. We plan to operate a "welcome center" in the passenger portion of the depot, while having displays in the freight room and around the grounds. "Show" tracks will be laid next to the depot, and we will upgrade the tracks being used for speeder and handcar rides. The grounds will be landscaped to attract visitors and the property will be made available for community activities. The blacksmith shop will be used for both demonstrations and training.

b. Who will be responsible for management of the building and its programs/activities?

The Railroad Committee of the Historical Society of Dayton Valley under the direction of its Board of Directors, working with a stewardship agreement from Lyon County.

c. How has the community been involved in your project?

Community meetings were held in 2003-2004 to solidify support for acquiring and preserving the depot. Community and stakeholder meetings were held in 2007 to decide to use it as a "welcome center" and living history museum. In 2008 community meetings decided on moving the depot on the property and orienting it parallel to its original alignment. Twice a year at special events we offer "speeder rides" on track installed from Hwy 50E to Pike Street and enjoy hundreds of happy visitors. Although the depot is currently "mid-rehabilitation," once a year the V&T Railroad Historical Society tours, and we offer tours for other groups as appropriate. We often take local residents through and around the depot and explain its history and significance.

d. How will the community continue to be involved in your project?

The depot will be staffed with docents and we will offer activities such as speeder rides on a schedule and by arrangement. We plan to landscape so we can have BBQs and other events and the property itself will serve as an "open air" museum since we plan "walk-by" displays—in addition to the two pre-existing kiosks and Clampers plaque. Once our blacksmith shop is open we plan to offer demonstrations and classes on the property, an activity that has been strongly supported by many locals including young people who want to learn this skill.

e. How will the community continue to be involved in the use of the building?

The depot will be the focal point of all of the activities that will proceed in it and around it.

f. How are your rehabilitation plans related to the uses of the building?

We will be restricted (by Fire Department regulations) to the numbers of people who can use the building at one time. Thus the building can be used as a welcome center and museum but not as a meeting room. We feel that accurate historic rehabilitation is the highest and best use of the building.

g. Of what importance to tourism (cultural or otherwise) will the facility have?

We have consulted with individuals the Nevada State Railroad Museum and the reconstructed Virginia & Truckee Railroad in our overall goal to increase "Railroad Tourism" in this area. By reconstructing the depot to reflect its era of most economically significant use we will draw far more visitors than if we altered the building for other uses. Eventually we hope to place an arch across Main Street from the depot property with the words, "Gateway to the Comstock." This will help attract tourists to the depot and to Old Town. (See support letter below from Tom Gray of the V&T Railroad Company.)

3. Project Support/Financial

a. What specific contributions (cash, land, labor, materials, etc.) your community and other sources have already made to the project?

We received an initial \$5000 donation from JohnD and Kay Winters, and have received many more donations from the community since. The building and land were purchased using TEA-21 funds through NDOT in 2007. HSDV acquired a donated C&C boxcar from a resident of Bishop in 2011, purchased rail for \$5000 in 2013, redid a shed into a Section House on the property in 2015, secured use of the property between the depot and Pike Street, made and laid our own "snap track" to Pike Street for speeder rides, arranged the donation of a huge blacksmithing collection from a local resident, earned thousands of dollars by speeder rides, tee-shirt sales, a "Gandy Dance" and other activities...and much more. We've accrued thousands of volunteer hours in deconstruction and well as donations of hundreds of professional volunteer hours. Most of our contractors and vendors have given us discounts or in-kind donations of 25% or more. In 2016 Lyon County was awarded \$403K from NDOT TAP funding based on application prepared by HSDV. After almost two years of effort in February of 2020 Lyon County forfeited the funds because neither HSDV nor the county could afford more than \$50K in non-reimbursable work that would be required to prepare the bid package. (See documentation in financial section.)

b. What additional contributions are projected in order to complete the project.

We have a promise of more rail as well as the blacksmith collection. We will continue to receive volunteer and professional time donations, and we anticipate continued in-kind discounts or contributions from contractors and vendors. We will continue to hold fundraisers and solicit donations of hardware, materials, services, publicity, attractions for fundraisers, etc.

c. How will your facility sustain itself financially in the future?

With a location at the stoplight on Hwy 50E in Dayton the depot will not only attract visitors (and their donations and sales) but also serve as a site for community events that will contribute to the property as well as events such as weddings that will bring a rental fee. Thanks to our stewardship agreement from and excellent working relationship with Lyon County we have successfully maintained Dayton's Schoolhouse/Museum and Firehouse/Jail for many years so we have a good track record. Each activity at the depot or on the property will be very visible and will attract more interest, more contributions, and

more volunteers. The Railroad Committee of HSDV is a large and active committee and keeps adding new volunteers, and HSDV has shown over the years that active and devoted volunteers can make a lot of things sustaining. We have passion!

- d. Please provide evidence that you can implement the project and maintain a viable program in the future.** HSDV has a track record of more than 30 years showing that we can preserve, protect, fund, oversee, research, support, promote, cooperate with other stakeholders, and maintain historic buildings, collections, and programs in and around Dayton. We have a track record of meeting deadlines, completing targeted tasks, and managing funding effectively and compliantly.

4. Planning

- a. If your project includes planning, please describe the process.**

We continue to follow the planning process described below (4e) that involves both experts and community and other stakeholders and will continue to adapt the Preservation Plan accordingly.

- b. Who will participate in the planning?**

We will continue to consult C&C and V&T experts including individuals such:

- Stephen Drew, author and retired curator of history of the California State Railroad Museum and current Board member and publication editor of the V&T Railroad Historical Society,
- Mike Collins, president of the V&T RR Historical Society and equipment expert,
- Wendell Huffman, curator of history of the Nevada State Railroad Museum,
- Tom Gray, operator of the reconstructed Virginia & Truckee Railroad, as well as,
- Comstock Historic District Commissioner, SHPO, etc.

- c. Who will coordinate it?**

The project coordinator and program manager is Dr. Linda Clements. The physical project leader is Winston (Stony) Tennant. The grant analyst is Dr. John Crowley. All three have significant professional experience in project and program leadership and planning, and in manufacturing and/or construction. Between them they offer extensive volunteer experience and expertise in Dayton history, in restoration, in field archaeology, and in C&C history. Our team has an excellent working relationship and we all agree that a major emphasis must be on accuracy and holding to the Secretary of the Interior's guidelines. The Lyon County Comptroller's office will provide overall financial management.

- d. How will the community be involved? *Please note that projects requesting funds for planning may be supported only if the planning is part of a construction project.***

We will continue to involve the community and other stakeholders (such as railroad interests in and outside of the area) to insure the accuracy of our effort as well as its suitability for Old Town and the community. We have a significant track record of doing so in the past and that will continue.

- e. If your project is based on previous planning, please describe.**

To date our planning process has included both internal and external meetings, extensive research, consulting with the main experts in the C&C and many of the V&T, hiring a consultant from the C&C community, working with experts from both the Nevada and California State RR Museums, and using paint and construction consultants including the curator of the Nevada State Railroad Museum in Boulder. We have had great support from the railroad community in finding pictures and documents, critiquing conclusions, drawing up plans, assessing feasibility, and so forth. In 2015 a Preservation Plan was generated using CCA funding. In 2016-2018 that Preservation Plan was executed and/or modified as justified by historic findings under CCCHP funding, and we continue to follow and/or adapt the plan. Planning work has continued since then using HSDV funds, in-kind donations, and volunteer efforts.

The Dayton community has also been included in the planning. Many community meetings have been held since 2007 and we have and will continue working with Old Town businesses and property owners to enhance Old Town in general, improve traffic flows, and so forth. We also continue to work with Lyon County, with whom we have an excellent relationship. They are a willing and very supportive partner in this rehabilitation and in our numerous activities.



Virginia & Truckee Railroad Company



P.O. Box 467
Virginia City, Nevada 89440
775-847-0380
VirginiaTruckee.com

February 21, 2010

Nevada Commission on Cultural Centers
and Historic Preservation
Capital Building
Carson City, Nevada

To whom it may concern.

Please wholeheartedly grant this letter of support full consideration for Dr. Linda Clements and her leadership on the realization of the dream to restore the historic and important Dayton depot and grounds of the Carson and Colorado Railroad. Besides preserving and showcasing an important local and National slice of our unique American heritage, brought on by our forefathers and mothers solid determination to settle the West, to this generation and for future generations of Nevadans and tourists alike, the depot becomes an anchor for future development and care of the historic Dayton, Nevada area. The depot will strengthen and preserve the tone of the historic district.

Continued support of this project, under Dr. Clements leadership, is good for our community, for historic preservation, for keeping the rails alive, and for providing fun and productive activities for our Nevada families. The Dayton station is likely to become the number one tourism driver attracting visitors to historic downtown Dayton, which is often just out of site, off U.S Highway 50.

We know the benefits of such endeavors, some of which were the reason why we personally invested in the Virginia & Truckee Railroad many decades ago.

Respectfully,
Thomas Gray

President
Virginia & Truckee Railroad Company
Virginia City, Nevada

**Rehabilitation of Dayton's 1879/1881 Carson & Colorado
Railroad Depot: Completion
Historical Society of Dayton Valley
under a stewardship agreement with Lyon County
Part II - NARRATIVE (cont.)**

1. Photos of All Exterior Elevations with Views, Identified & Keyed to a Site Plan

**Before resident-added
rooms removed →**



Before move ↑



Fig. 1 – This figure compares how the depot looked before resident-added rooms were removed and where the depot sat before it was reoriented on the property to the site plan produced during pre-restoration planning. The plan was to move the depot on the property so that it was parallel to its original alignment. The actual position on the property was adjusted before the move in 2018 to work with the sewer line across the property and to leave space for the blacksmith shop.



Fig. 2 -- This "Google Earth" image shows where the depot is today, while the blue Google mark shows where it was before being moved. I've marked the approximate location of the property line along Ziller Alley, but the carport that will become the blacksmith shop and the cabin from Como next to it are grandfathered in to remain in their current locations.

The track we've installed for speeder rides is shown. It now extends across the north end of the property near Gold Creek from near Hwy 50E all the way to Pike Street by permission of the property owner to the west. (Eventually we hope to acquire this property.) The Section Shed is under the trees next to the tracks near the top center of the photo.



Fig. 3 – Depot in new location viewed from SE (near corner)



Fig. 4 – Elevation from SE, non-track side. The passenger depot is to the left, the freight room to the right (including missing freight doors). The Section Shed is shown past the depot on the far right.

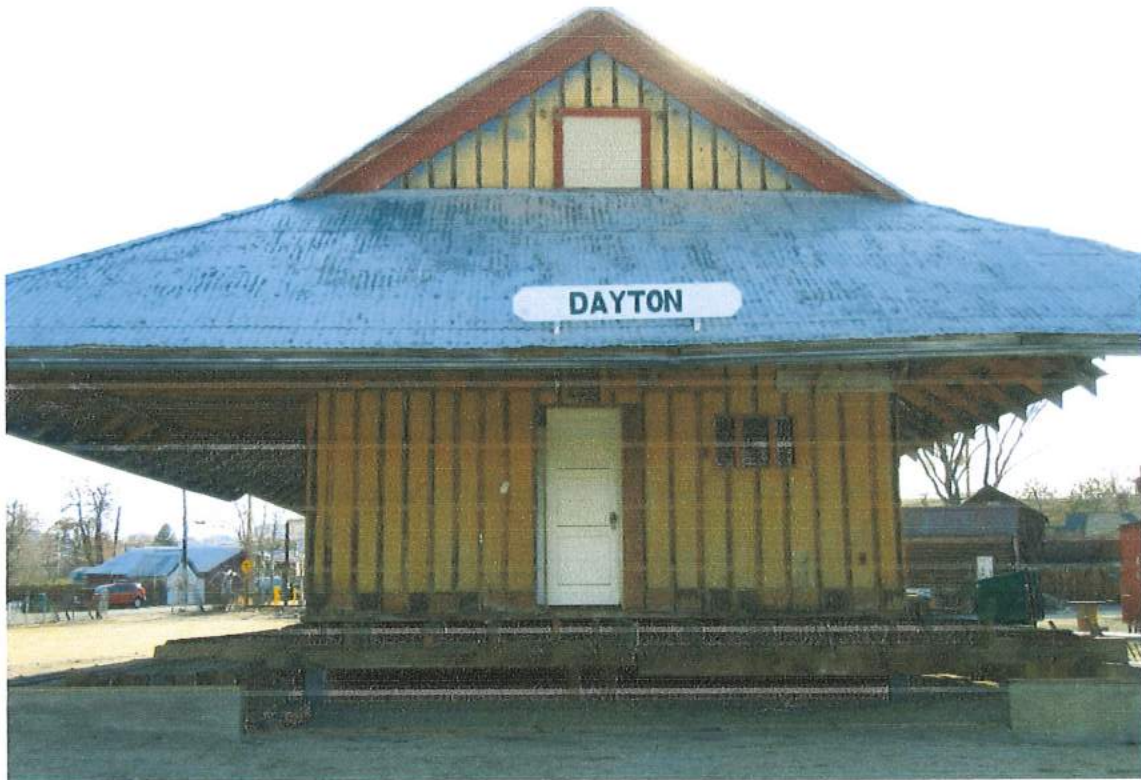


Fig. 5 – Elevation from NE, Keeler end, end of freight room. Window above (boarded up) is original. Door and window at end are resident-added and will be filled in.



Fig. 6 – Elevation from NW, track side. (Note that it is hard to get a good picture due to our narrow-gauge boxcar as well as stored rail being on this side next to Gold Creek.)



Fig. 7 – Depot from track side in 1907. SP added the train order board (white post) but other than that had changed the depot very little by this time. This is roughly the same view of the depot as in shown before deconstruction of resident-added rooms in Fig. 1.

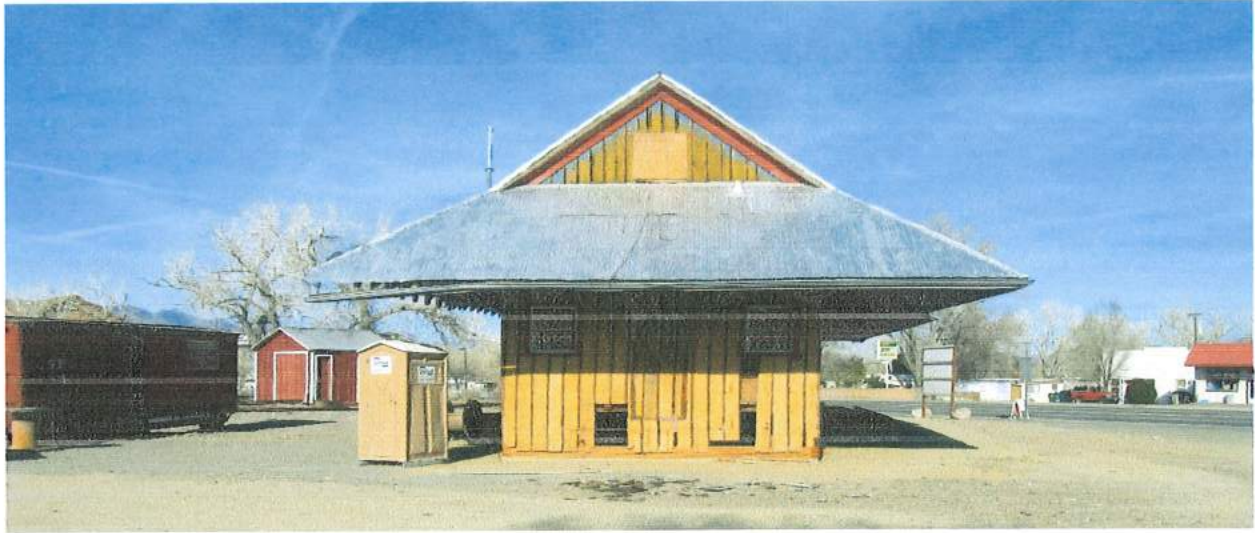


Fig. 8 – Elevation from SW, Mound House end, passenger depot end. Boarded-up window at peak is original, outline of original window can be seen below. Two smaller windows were resident-added.

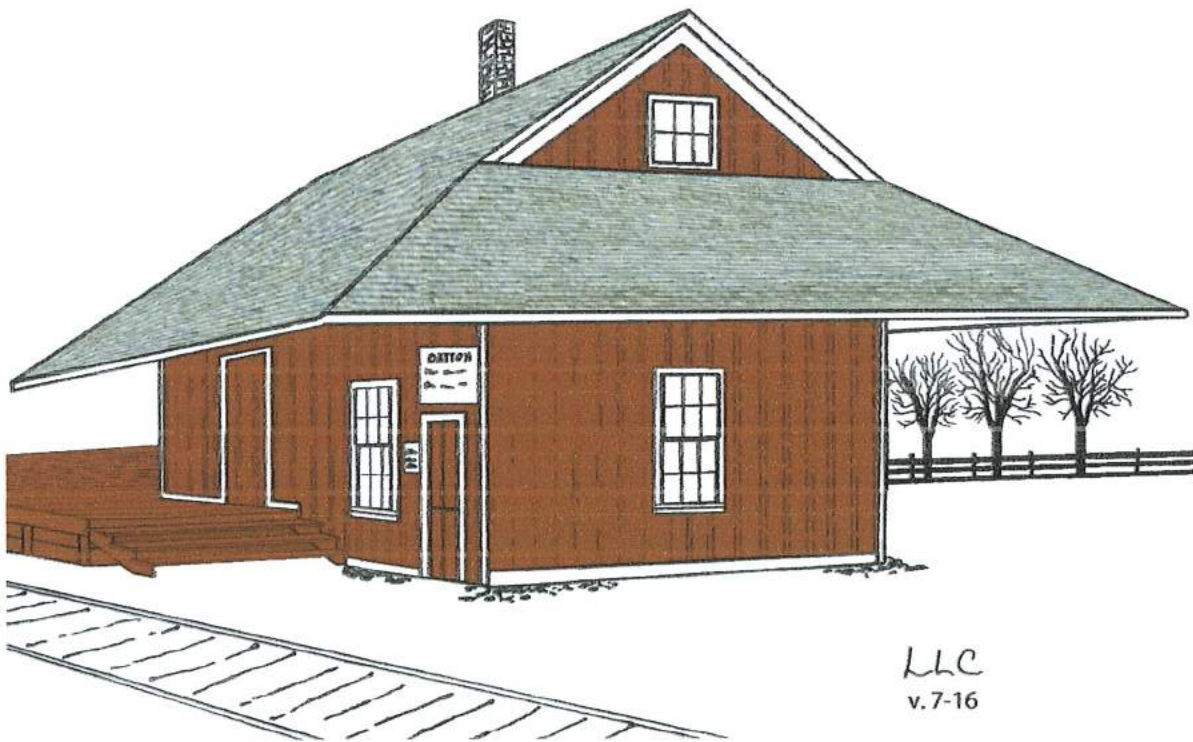


Fig. 9 – Concept of what depot will look like from west once rehabilitation is complete. Passenger depot end, track side.

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Part II - NARRATIVE (cont.)**

2. Photos of All Major Rooms, Labeled and Keyed to a Floor Plan

It is rather easy to show *all* of the rooms in the depot, since there are only two main rooms, plus a sleeping/storage loft above the passenger depot. In 2010 a professional volunteer and structural engineer drew up the following floor plan.

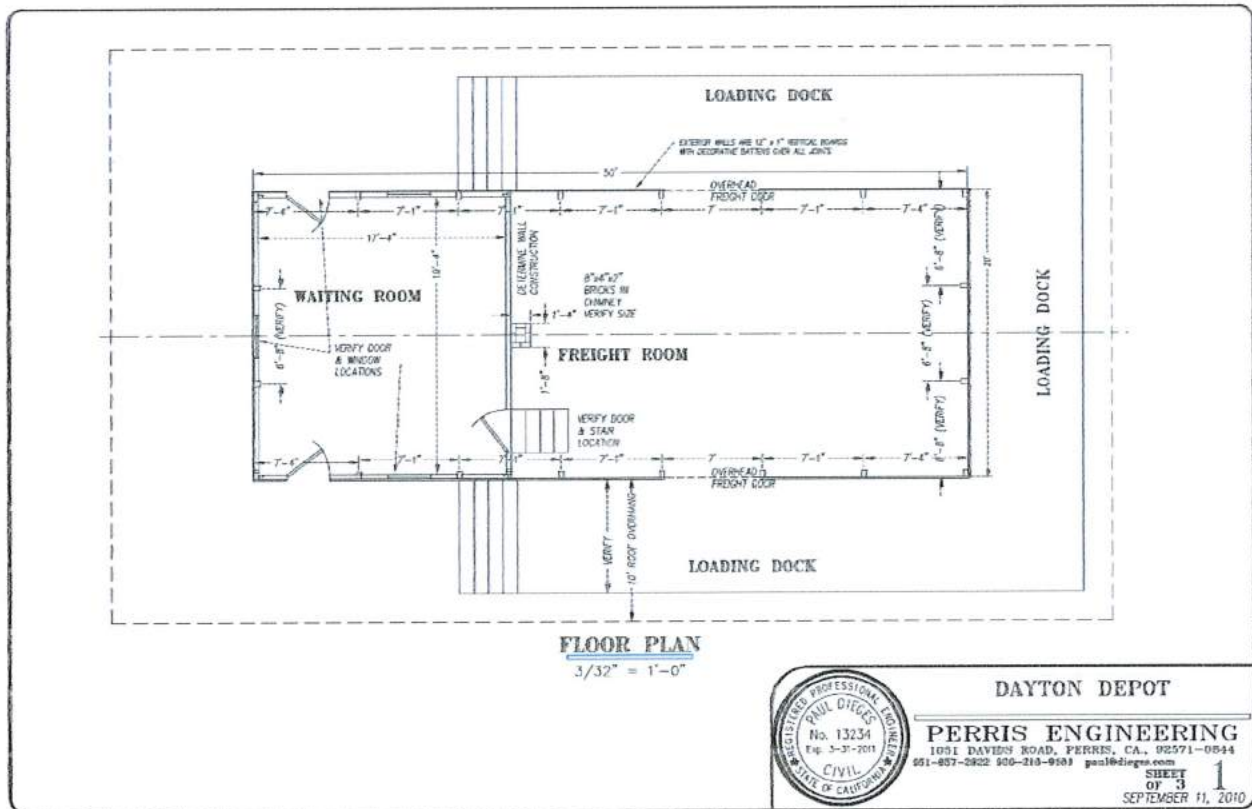


Fig 10 – Floor plan drawn by Paul Dieges of Perris Engineering showing two main rooms of depot, passenger ticket and waiting room to left, freight room to right.

Since this time we've identified many details, such as exact locations of windows and doors, the fact that the stairs came up from inside the passenger room and met the freight room at the wall, where there was an interior door. (The floor plan of Fig. 10 shows them starting at that door and going up into the freight room, as is seen in the depot at Laws.)

Mr. Dieges also drew up additional details of depot construction, which we have confirmed or modified from later evidence.



Fig. 11 – Inside passenger waiting room looking toward the SW, non-track side. Note the original door opening on the far right. There is a resident-added window to its left and a window in the upper portion of an original window farther left. On the lower wall behind the modern ladder is the outline of the original steep stairs up from the passenger room to the freight room (which is to the left). The walls and ceiling still have much of the original bead-board.



Fig. 12 – Inside passenger waiting room looking toward the ENE into the freight room. Originally there was a door across the opening to the right. The wall between the rooms has been damaged by resident-added tile but shows some evidence of scorching prior to be used as a residence. There is also an opening (near the center of the photo) where the agent passed items into the freight room for weighing. The opening for the potbelly stove is on the upper wall.



Fig. 13 – Inside freight room, looking NE from door from passenger room. The floor is original rough-cut lumber. The inside of the boards of the board-and-batt construction are rough, and were painted boxcar red. The door and window opening at the Keeler end (far wall) were resident-added and will be repaired. There are significant openings on the sides where the freight doors once were and also where residents added a bedroom (on back right). We salvaged portions of the original freight doors, which residents used to fill in openings. The 2"x4" rafters were resident-added to create a ceiling. They will be removed.



Fig. 14 – Looking up inside the freight room toward the Mound House (SW) end at the remnants of the chimney, which must be reconstructed. The loft is behind this chimney. Note that the original shake roof can be seen between the original rafters of the roof.



Fig. 15 – Inside freight room, looking SW toward passenger room. Rough-cut boards, painted boxcar red, are still in place on walls. On the outside walls these are milled flat on the outside.

***Rehabilitation of Dayton's 1879/1881 Carson & Colorado
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Part II - NARRATIVE (cont.)

3. MISSION STATEMENT AND HISTORY

MISSION STATEMENT

The Historical Society of Dayton Valley has been established to protect, preserve and promote the historic Dayton Museum as well as Dayton area history, historic integrity, heritage and culture for the education and enjoyment of present and future generations.

HISTORY OF THE SOCIETY

The Historical Society of Dayton Valley is a 501(c)(3) organization drawing on a tradition of historic preservation and education extending back more than 30 years since our founding. We operate the Dayton Museum, the Firehouse/Jail, and the Carson & Colorado Railroad depot under a stewardship agreement with Lyon County and soon will add to that St. Ann's Chapel Museum. We have been responsible for or part of the saving and preservation of several historic buildings in Old Town Dayton. With a membership of more than 150 members we anticipate continuing to preserve, protect, and promote Dayton history for many, many years to come!

Our predecessor organization, the Dayton Historic Society, was formed in the 1970s, and produced a flurry of activity including getting six Nevada State Historic Markers placed in Dayton, production of a simple photocopied walking tour brochure, and helping revive the traditional Santa Maria Days Festival. However, after frustrations such as failing to preserve the old church in Old Town interest waned and the organization became inactive.

In the 1980s concerned Dayton residents recognized that many of our historic buildings were deteriorating or being destroyed and proposed that the society be reactivated. Including both original and new members and inspired by the desire to preserve Dayton's rich history the Dayton Historic Society (DHS) was reformed and officially established with the Nevada Secretary of State on December 17, 1987.

Soon thereafter DHS had the opportunity to offer input to Lyon County, which was renovating the historic Dayton Bluestone Building for use as the Dayton Township Justice Court, Lyon County Sheriff Substation, and District Attorney's offices. By 1990 preservation activity in old town Dayton had slacked off, but in 1991 several meetings on preservation were held at the local high school and attended by many Dayton citizens with an interest in local history—and the Dayton Historic Society was re-energized. An "Old Book Library" was established in the Dayton Community Center and the "DAYTON MUSEUM" was established as a self-directed entity within the Dayton Historic Society. The Society set its sights on the 1865 Dayton Schoolhouse, which had been recently vacated as the Senior Center moved to its new location on the other side of the Carson River.

Meeting in this historic schoolhouse DHS started working to be allowed to use it for a museum. Unfortunately the building was more than slightly a mess. Enthusiastic and hard-working volunteers started to work to clean up and fix up the building. After showing their devotion and with the support of the Dayton Regional Advisory Counsel, in 1992 the Dayton Historic Society signed a stewardship

agreement with Lyon County and acquired use of the building. After more significant work to put the building into condition to use as a museum—including removing linoleum tile from and restoring the original wood floor—and acquisition of donated and loaned items, in 1994 the Dayton Museum was officially dedicated.

Shortly thereafter DHS undertook rescue of the historic Firehouse/Jail, work that was successful due to the labor and in-kind contributions, including the staff of Tennant Construction providing free construction work including carefully chopping out a thick cement floor that was collapsing the building into the crawlspace below. Having stabilized the building (a task that was not fully complete until addressed in 2008-2009 by a CCA grant), DHS was able to add it to the stewardship agreement with Lyon County.

In many ways the enthusiasm of those early years never waned. In the 1990s DHS used substantial volunteer and in-kind labor to repair the schoolhouse, solicit item donations, and develop museum displays. This major work was supplemented in 1996 with a CCA grant to support partial interior rehabilitation, plumbing improvements, floor covering, general restoration and cleanup, improvement of display cases, and other work to preserve the building and improve the conversion of the old schoolhouse into an effective museum and cultural center. In 1998 another grant helped repair and paint the museum exterior and install a fire-suppression system.

In the meantime Dayton was beginning to establish much more definitely its important place in Nevada History. In 1999 DHS helped get Levi-Strauss to fund repainting of the historic Levi's sign on the Old Corner Bar in Old Town. Also in 1999 DHS was one of the contributors to the community organization of a Sesquicentennial celebration of Nevada Gold Discovery in Gold Cañon (today's Dayton). Visitors from around the world attended. The wonderful brochure from this event has since been sold on eBay and has become a collector's item.

By 2000 the Sesquicentennial website was revised to launch DHS's first website. DHS was also successful in working with others to persuade the Comstock Historic Commission to reject removing Old Town Dayton from the Comstock Historic District.

As Nevada and beyond began to recognize Dayton's claim to contention as the first settlement in Nevada, in May 2001 DHS organized Founder's Day to celebrate 150 years of proven settlement. In conjunction with this event DHS helped organize "The Great Debate," a friendly debate between scholars concerning whether Dayton or Genoa is the first settlement in Nevada. Sponsored by the Reno Gazette Journal and held in the lobby of the Nevada State Museum and Archives, it drew attendance from both communities and from all over Northern Nevada and California. The video of the event was shown on Carson Access Television intermittently for years. For most residents of Genoa and Dayton old grudges were ended and a friendly rivalry and sibling competitiveness was born.

The Society remained busy after the turn of the new millennium. In 2002 DHS entered into a partnership with the Dayton Area Chamber of Commerce and others in the community to save Dayton's 1881 Carson & Colorado Railroad Depot. The group worked together to prepare applications to receive TEA-21 funds from NDOT to purchase the depot and the land it had been moved to. Unfortunately, the first application was unsuccessful and the depot property was in threat of becoming a drugstore lot, but assistance from a Lyon County Commissioner convinced a local developer to buy the depot and hold it for us until we could secure the funds to buy it.

The Society developed a museum docent training program, further developed displays, and continued through donation and purchase to acquire Dayton-related items for the museum displays.

In 2006, after several name changes, the name "Historical Society of Dayton Valley" was voted by the society members and registered with the Nevada Secretary of State. HSDV took the lead in preparing another TEA-21 proposal and in 2007 this resulted in acquisition for Lyon County of the Depot and its

property. Lyon County modified its stewardship agreement with HSDV to include the Depot as well as the Schoolhouse Museum and the Firehouse/Jail. Also that year HSDV placed five informational kiosks around Dayton and the newly formed Railroad Working Group of HSDV held its first fundraiser.

In 2008 a herculean effort by HSDV and funding from Lyon County Room Tax produced a wonderful new walking tour and history brochure for Dayton. Thousands of these brochures have been distributed all over the world since its release. We continued to hold field trips, walking tours, and living history events and visits. We also continued to acquire donations, including a historic old barn from Old Town that we moved to museum property and now serves as "JohnD's barn" to house ranch implements and a working blacksmith shop.

In 2008-2009 HSDV stabilized the Firehouse/Jail using a CCA grant combined with volunteer and in-kind labor. In 2011 the Railroad Working Group arranged for donation of SP84, an 1888 Carter Brothers Narrow Gauge boxcar that once ran on the C&C Railroad through Dayton. HSDV prepared her and moved her from Bishop, CA, to the depot property using volunteer and in-kind donations. We intend to restore her and to continue to display her at the Depot.

In May 2012 the Historical Society of Dayton Valley celebrated our Silver Anniversary—25 years of preserving history and educating both old and new generations in the importance and love of history. Among many other events that year for Nevada Day 2013 we help our annual "Ghost Walk" as a "Hayride into Statehood," in celebration of Nevada's Sesquicentennial. In May 2014 we celebrated our "signature" NV-150 event, turning Old Town Dayton back into the Dayton of 1864. We received many thanks and compliments. And in October 2014 our Haunted Hayride drew over 500 visitors.

In March 2015 we feted the eleven Dayton women who were featured in the *Nevada Women's Legacy - 150 Years of Excellence* book and in June we hosted and arranged a tribute ceremony for a black Civil War veteran who is buried in our cemetery. The publicity for the latter literally went around the world! In August we celebrated the Sesquicentennial of our Schoolhouse (now Museum)—the oldest in its original location in Nevada—combined with a book signing for the new book *Images of America: Dayton* by our HSDV Historian Laura Tennant and photo curator Jack Folmar, all proceeds from which go to HSDV. The crowds were almost overwhelming and hundreds of the new book were sold. Railroad Days in September was a rousing success, with about 1500 visitors, and our Haunted Hayride again drew crowds on a cold Thursday evening before Nevada Day.

In March 2016 we helped Sutro School celebrate their 20th anniversary and held our annual lecture series again in May, plus rummage sale in June, in addition to various handicraft workshops. June 30, 2016 was an exciting day for the depot since on that day we unveiled a historic marker sponsored by the Snowshoe Thompson and Slim Princess Chapters of E. Clampus Vitus. The well attended event later was covered in an article in *Nevada Magazine*. We held our annual member appreciation picnic in August but for the first time in 11 years our Haunted Hayride in October was canceled by rain—though we entertained a much quieter crowd in the museum. We came back two days later, however, with our intermittently annual float in the Nevada Day Parade.

In 2017 we continued with our annual events, including a full slate of historic lectures. In October we held our last annual Rummage sale, which had relied on use of the depot for sales. Weekly work on deconstruction of the resident-added rooms had already begun but after the sale was over the work on the depot began in earnest using weekly all-volunteer work crews.

2018 brought a full slate of our annual events including an addition of bingo as a biweekly fundraiser for the society—to replace the annual rummage sale. In April we held a celebration of the 100th anniversary of the Dayton Valley Community Center (and former high school) with an "All-School Reunion." The event became a wonderful time to draw "old timers" back to Dayton to share stories, bring

family history information, and also learn about our HSDV preservation efforts. In October the Haunted Hayride was again a success on a cold and breezy October evening.

Also in 2018 we received word that the Catholic diocese was interested in disposing of St. Ann's Chapel and in 2019 HSDV began the slow process of working to help move the little chapel in Old Town to Lyon County ownership under the stewardship of HSDV. This process still continues but once complete will allow us to move our "social life of the community" exhibits into our new "chapel museum."

In May 2019 we helped with "Kay Winters Day," helping celebrate this long-term Dayton resident and charter member of HSDV who has done so much for Dayton and Nevada. In August HSDV engaged a professional leadership training team to present a "Leadership Development" workshop for Board members and interested members. Also in 2019 the Railroad Committee started preparations to receive a large blacksmithing collection—including items from the V&T shops in Carson City—from a local donor. At Dayton Valley Days in September the Railroad Committee volunteers had a continuous flow of participants in speeder rides, in two days adding over \$1000 in donations to their depot-restoration coffers. We ended the year with our annual (or so) Nevada Day float plus our Holiday party.

Annual events:

- March – Museum reopens for the year, although tours can always be arranged
- April-May – School Program, including school visits with living histories and field trips to historic sites in Dayton (about 14 years in this format; some type of program for much longer)
- May – Lectures and Tours for Historic Preservation Month (12 years)
- May/June – Oodles of Noodles participation (18 years, since festival inception)
- September – Dayton Valley Days participation (25+ years)
- September – Railroad handcar and/or speeder rides at Dayton Valley Days (6 years)
- October – Ghost Walk and/or Haunted Historic Hayride (intermittent for 14 years)
- October – Nevada Day Parade float (intermittent for 7 years)
- December – Holiday Party and Awards Banquet (30+ years)

We continue to both look back and forward—back at our wonderful history and the great things we have done and forward to many more projects and much more preservation and education!

Note: For more information on our events, please see our website at <http://www.daytonnvhistory.org/events.htm>

**Rehabilitation of Dayton's 1879/1881 Carson & Colorado
Railroad Depot: Completion
Historical Society of Dayton Valley
under a stewardship agreement with Lyon County**

Part II - NARRATIVE (cont.)

4. Outcome of Previous CCCHP or CCA grants

CCA-16-06 -- Dayton's 1881 C&C Railroad Depot Restoration

In 2016 Lyon County with stewardship of HSDV was awarded \$130,000 for restoration of the depot. During this project we completed removal of almost all resident-added features, confirmed that the depot was moved in from Mound House in 18881 and shows features from the site where it was originally built in 1879, and found that it was built in a manner typical of V&T combination depots of the era. We also revealed original walls and floor in the freight room, had a railroad paint expert determine original paint colors, and determined not only many other architectural details but also found that most of the original features of the depot are preserved or indicated. We also built a new foundation and moved the depot to its permanent site on the property. It once again resembles its old self and is ready for actual restoration. We placed a very nice sign on the property to show the eventual appearance and acknowledging CCCHP.

We greatly extended the effectiveness of the funding from CCCHP by logging hundreds of volunteer hours, including professional volunteers. Thus were able to use a portion of our funding to purchase most of the historically accurate full-dimension lumber, square nails and spikes, and windows and doors that will be needed to complete the project.

All reports were submitted, finances documented, and financial targets met. No contractor had a prayer of getting around the HSDV project team to bill for services not yet completed. (See section below.) Our relationship with Lyon County in performing and overseeing this work was excellent.

CCA-14-07 – Dayton's 1881 Railroad Depot: Pre-Restoration Documentation and Planning

In 2014 we received \$44,000 funding for this work and later we received \$7500 additional for added structural evaluation. In September we completed the work on this CCA grant although the architectural firm's report was not received until more than a month later. This stage of the restoration process brought electricity to the property for use during subsequent restoration, completed all hazards inspections, and created a Preservation Plan for further depot restoration. The project was on or under budget in all categories, returning \$7250 of the funds allocated—in part because we put a halt to billing by the architectural firm for work not yet completed. (See next paragraph.) Nonetheless, the outcome was useful in that we continue to use the Preservation Plan and budgets generated under this planning project.

A learning experience on this project was how *not* to let a contractor (in this case the architectural firm) go around the "boots-on-the-ground" HSDV individuals who were tasked by the county through our stewardship agreement with overseeing the work done. Because we did not firm up a "check with us first" mechanism for paying invoices, the contractor billed the county directly for work not yet completed and the Comptroller's Office paid the invoices. We were naïve, having never previously encountered a contractor who would do this. But we learned and were very careful to remedy that situation before the end of this funding and well before the next CCCHP funding was started. Invoices now must be signed off by the HSDV project team before they are paid by the Lyon County Comptroller's Office and we have had no further problems.

2008 – The Historical Society of Dayton Valley in conjunction with Lyon County received a CCA grant for \$44,000 in 2008 for Structural Stabilization of Dayton’s Historic 1875 Firehouse/Jail, one of three buildings that HSDV operates under a stewardship agreement with Lyon County.

By convincing possible subcontractors on the project to donate in-kind services, HSDV was able to return 26% of the allocated grant funds to be used for other projects.

This project was completed on time and under budget and, as immediate events proved, succeeded in saving the structure. Within a month after project dedication a reckless driver sped through Old Town and lost control of his vehicle, crashing into the corner of the building. The building was damaged but reparable, which was paid for by the driver’s insurance. However, all agree that without the stabilization funded by the CCA grant the building would have collapsed.

The Firehouse/Jail is open for special events and tours by appointment, and also is used to house Central Lyon County’s 1936 fire engine, “Granny.”

The Dayton Historic Society—the predecessor organization to the Historical Society of Dayton Valley, received two prior CCA grants for work on the Dayton Museum and Schoolhouse, another historic Dayton building for which we have a stewardship agreement with the county. The Dayton Schoolhouse/Museum is open on weekends from March through November, every day in May for Nevada Historic Preservation and Archeological Awareness Month, and for special events and tours and is a center for cultural and educational activities in Dayton.

1998 – \$33,981 was granted to the Dayton Historic Society for the Schoolhouse/Museum to repair and paint the museum exterior and install a fire suppression system.

The project was completed on time and on budget and was very successful in providing a usable, safe building.

1996 – \$30,000 was granted to the Dayton Historic Society for the historic 1865 Dayton Schoolhouse/Museum for interior rehabilitation, plumbing improvements, floor covering, general restoration and cleanup, improvement of display cases, and other work to preserve the building and improve the conversion of the old schoolhouse into an effective museum and cultural center.

The project was completed on time and on budget, and was very successful in providing a active, available museum to the Dayton community.

Rehabilitation of Dayton's 1879/1881 Carson & Colorado Railroad Depot: Completion
Historical Society of Dayton Valley under a stewardship agreement with Lyon County

5. Insurance Policy

NEVADA PUBLIC AGENCY INSURANCE POOL
CERTIFICATE OF PARTICIPATION
issued to

Lyon County

The Nevada Public Agency Insurance Pool (hereinafter NPAIP) certifies that the above-mentioned entity is a participating Member of NPAIP for the period beginning July 1, 2019 expiring June 30, 2020.

As a participating member, this entity is entitled to all the rights, privileges and protections and subject to all the duties and responsibilities under the Interlocal Cooperative Agreement and Bylaws of NPAIP and the coverage forms issued by NPAIP.

The following coverage forms apply to NPAIP and its Members

Nevada Public Agency Insurance Pool Coverage Form: # NPAIP201920

The lines of coverage and key limits of liability afforded to NPAIP members, subject to the coverage application and subject to additional sublimits as stated in the NPAIP Coverage Form, are summarized as follows:

Property/Crime/Equipment Breakdown

Blanket Limit per schedule of locations	\$ 300,000,000 per loss
Sublimit for earthquake coverage	\$ 150,000,000 annual aggregate
Sublimit for flood coverage	\$ 150,000,000 annual aggregate
Sublimit for flood coverage zone A	\$ 25,000,000 annual aggregate
Sublimit for Equipment Breakdown, Boiler & Machinery	\$ 100,000,000 each accident
Sublimit for Money & Securities including Dishonesty	\$ 500,000 each loss

Casualty

Bodily Injury, Property Damage, Personal Injury, Employment Based Benefits Administration, Law Enforcement Activities, and Wrongful Acts	\$10,000,000 per event \$10,000,000 annual aggregate
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Cyber Security Event

Per Cyber Security Event including Privacy Response Expense	\$ 3,000,000 per event \$ 3,000,000 annual aggregate
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Certain sublimits apply. All sublimits are a part of and not in addition to the Limits of Liability

Participating member's Maintenance Deductible of \$25,000 for each and every loss and/or claim and/or event

This certificate is not a contract of insurance and does not bind NPAIP as such. The coverages provided will be governed by the terms and conditions of NPAIP Coverage Form and by the Interlocal Cooperative Agreement and Bylaws of NPAIP, and all claims, questions or disputes will be settled by reference to the same.


Wayne E. Carlson, MBA, CPCU, ARM
Executive Director



**LYON COUNTY
SCHEDULE OF SUB-ENTITIES INCLUDED**

Central Lyon Vector Control District
Dayton Utilities
Lyon County Fair & Rodeo
Mason Valley Mosquito Control District
Walker River Weed Control District
Willowcreek General Improvement District
Dayton Valley Dog Park Association

**PUBLIC AGENCY COMPENSATION TRUST
CERTIFICATE OF PARTICIPATION
Issued to**

Lyon County

The Public Agency Compensation Trust (hereinafter PACT) certifies that the above mentioned entity is a participating member of the PACT for the period beginning July 1, 2019 through June 30, 2020.

As a participating member, this entity is entitled to all the rights, privileges and protections and subject to all the duties and responsibilities under the Interlocal Cooperative Agreement, Bylaws and the Joint and Several Liability Agreement of PACT.

The following policies have been issued by PACT

Public Agency Compensation Trust Coverage Form #PACT20192020

Limits of liability afforded to PACT members, subject to the application for coverage, are as follows:

Workers Compensation each accident or disease	\$ Statutory
Employers Liability each accident or disease	\$2,000,000

PACT is hereby responsible for processing claims and paying benefits under Chapters 616A, 616B, 616C, 616D and 617 of NRS for employees of members of this association injured in industrial accidents or contracting occupational diseases occurring on or after 12.01 A.M. (Pacific Standard Time) as of the effective date of this certificate.

This certificate is not a contract of insurance and does not bind the insurance companies named hereon or PACT as such. The coverages provided will be governed by the terms and conditions of the PACT Coverage Form and excess insurance policies and by the Interlocal Cooperative Agreement, Bylaws and Joint and Several Liability Agreement of PACT; and all claims, questions or disputes will be settled by reference to the same


Wayne E. Carlson, MBA, CPCU, ARM
Executive Director



**LYON COUNTY
SCHEDULE OF SUB-ENTITIES INCLUDED**

Central Lyon Vector Control District
Mason Valley Mosquito Control District
Silver Springs General Improvement District
Walker River Weed Control District
Western Nevada Regional Youth Center
Willowcreek General Improvement District
Dayton Valley Dog Park Association

**NEVADA PUBLIC AGENCY INSURANCE POOL
CERTIFICATE OF PARTICIPATION**

**Issued to
Lyon County**

The Nevada Public Agency Insurance Pool (hereinafter NPAIP) certifies that the above-mentioned entity is a participating member of the NPAIP Site Pollution Incident Legal Liability Select (SPILLS) Insurance program for the period beginning July 1, 2019 expiring June 30, 2020.

As a participating member, this entity is entitled to all the rights, privileges and protections and subject to all the duties and responsibilities under the master policy of insurance issued to NPAIP on behalf of the participating members.

The following policy has been issued to NPAIP:

Ironshore Specialty Insurance Company
Policy Number: #002796003

The lines of coverage and limits of liability afforded to participating members, subject to the insurance application, are as follows:

Site Pollution Incident Legal Liability Limit \$2,000,000 each incident
\$10,000,000 policy aggregate

Participating member's deductible: \$25,000 each incident.

This certificate is not a contract of insurance and does not bind the insurance companies named hereon or NPAIP as such. The coverages provided will be governed by the terms and conditions of the master policy of insurance issued to NPAIP and all claims, questions or disputes will be settled by reference to the same.


Wayne E. Carlson, MBA, CPCU, ARM
Executive Director

***Rehabilitation of Dayton's 1879/1881 Carson & Colorado
Railroad Depot: Completion***
Historical Society of Dayton Valley
under a stewardship agreement with Lyon County

Part II - NARRATIVE (cont.)

6. List of Current Board Members (CY 2020)

Historical Society of Dayton Valley

President: Lynne Ballatore

Vice President: Stony Tennant

Secretary: Mabel Masterman

Treasurer: John Crowley

Directors: Linda Clements, Phil Hanna, and Gloria Manning

Curator of History (ex-officio): Laura Tennant

***Rehabilitation of Dayton's 1879/1881 Carson & Colorado
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Part II - NARRATIVE (cont.)

**7. Resumes for All Principal Professionals Involved in Planning, Design,
and/or Managements**

The project coordinator and program manager is Dr. Linda Clements. The physical project leader is Winston (Stony) Tennant. The grant analyst is Dr. John Crowley. All three have significant professional experience in project and program leadership and planning, and in manufacturing and/or construction. Between them they offer extensive volunteer experience and expertise in Dayton history, in restoration, in field archaeology, and in C&C history. Our team has an excellent working relationship and we all agree that a major emphasis must be on accuracy and holding to the Secretary of the Interior's guidelines. The Lyon County Comptroller's office will provide overall financial management.

Dr. Linda Clements – Program Manager and Coordinator

In her jobs in aerospace and technology Dr. Clements has extensive experience in managing and directing project work at all levels. She also has taken classes in archaeological techniques, and excavated at a shell mound in the San Francisco Bay Area and in Old Corinth in Greece, where she successfully identified and excavated an pre-Classical iron foundry.

She is the Chief Executive Officer and a co-founder of Nevada Composites, Inc., a pioneering high-technology manufacturing firm specializing in innovative tooling for aerospace composite components. She directs or has directed several government and industrial contracts both for Nevada Composites and in previous positions. She also has extensive experience in securing funding, bringing in more than \$12M in government contracts to her previous company, which she also co-founded.

After the launch of Sputnik the U.S. urged all young people toward science. By the time she discovered they meant young MEN, Clements had a Ph.D. in engineering from Stanford. She never fulfilled her dream of being an astronaut but has nonetheless worked for NASA, helped develop advanced materials such as Kevlar and military systems such as the F/A-18 Super Hornet, and served ten years as a professor of engineering.

Dr. Clements is an authority on composite materials, polymers and mechanical testing of materials. Prior to the founding of Nevada Composites, she was Director of Materials R&D for 2Phase Technologies and headed a materials and process consulting firm. Since moving to Nevada she has taught engineering courses at UNR and WNC, and has served as an adjunct professor at UNLV. In California she was a Full Professor of Materials Engineering at San Jose State University, where she directed the graduate program as Graduate Coordinator. She is also a professional writer whose goal is to make technology understandable and integrate it into everyday life. As a contributing editor specializing in aerospace she has written for several international trade publications and has taught national short courses for over twenty years. She also served as an engineer and a project leader at NASA-Ames Research Center and Lawrence Livermore National Laboratory, and has worked on such diverse programs as the Space Shuttle,

the F/A-18 and F-22 fighters, Trident missile and other weapons systems, commercial aircraft, alternative energy, and wind tunnel development. She has written over 70 technical papers and chapters in several books.

Dr. Clements has held international offices in the Society for the Advancement of Materials and Process Engineering (SAMPE) and was in 2005 elected a Fellow of the Society. She is past Chairman of the Santa Clara Valley Chapter of ASM International and is an active member of the Society of Manufacturing Engineers (SME). She received her B.S. With Distinction and Ph.D. in Materials Science and Engineering from Stanford University and her M.S.E. in Metallurgy and Materials Engineering from the University of Pennsylvania. She is listed in *Who's Who in America*.

Dr. Clements and her husband moved to Dayton in 1992, fleeing the Bay Area "rat race" to raise their two sons, cats, chickens, and other critters in a more family-friendly environment. All members of the family are now committed Nevadans. She spends much of her limited free time working on historic preservation, education, and research with a particular interest in railroading in Dayton. Her other interests include adventuring with her family, helping those with Dayton ancestors on genealogical and historical research, sewing, jewelry making, camping and hiking, reading and writing science fiction, and enjoying rural Nevada.

A full curriculum vitae is available on request.

Winston (Stony) Tennant – Physical Project Leader

- Charter HSDV member and long-time volunteer
 - Licensed Nevada contractor for 40 years (retired)
 - General Engineering Contractor, license #13984
 - General Building Contractor, license #19670
 - Significant field experience in restoration and rehabilitation of historic structures, as well as environmental remediation
 - Directed, oversaw, and volunteered services in 2008-2009 CCA grant project on stabilization of Dayton's Firehouse/Jail. By negotiating costs with and persuading subcontractors to donate time and materials he was able to return 26% of the \$44,000 funding to be used for other CCA projects.
- 1958 Enlisted in the US Marine Corps: Active duty four years and honorably discharged in 1963. Two years in reserves.
- 1963–1968 Worked as an electrician. Did ranch and contract mining
- 1968 Married my wife Laura. Owned two 10-wheeler dump trucks and put them to work locally.
- 1970 Bought an excavator in partnership with Johnson Trenching and Grading and was hired by Teichert Construction as an owner-operator at the Tahoe-Donner Subdivision in Truckee, California.
- 1972 Bought my own backhoe and worked for Contri Construction as an owner-operator at Kingsbury Grade installing sewer lines.
- 1974 Received my Nevada General Engineering license for Tennant Construction Company, #13984, a \$50,000 limit
- 1979 Received Nevada Builder's license #19870 and upgraded both licenses to a \$1000,000 limit.

- 1982–1983 Enrolled in night courses at WNCB to study digital electronics but decided I did not want to be tied to a desk because I was doing exactly what I wanted to do and that was getting dirty with rest of guys and I dropped the idea of becoming an engineer.
- 1983 Upgraded both Nevada Contractors' licenses to a \$500,000 limit.
- 1998 Served on a Nevada State Board for Ralph Capurro to develop state regulations for environmental clean-up contractors; consequently, I received the first Nevada license, #1001, with a \$500,000 limit. I had been doing environmental cleanup for years in Northern Nevada with Resource Concepts Engineering.
- 2011 Retired from the construction phase of my life with three contractor's licenses, NV13948, General Engineering, NV 19760, Building; NV1001, Environmental Cleanup all with a \$500,000 limit and a \$500,000 line of credit with Wells Fargo Bank. Unfortunately, I had not thought through my retirement plan very well. Over the years I built and acquired residential and commercial properties to rent out and did not consider the fact that I was creating a job for the rest of my life, but I do enjoy staying in the game.

Professional, County, And Non-Profit Board

Carson City Builders Association

Lyon County Planning Commission (8 years)

Dayton Valley Rodeo Grounds and Events Center (22 years)

Historical Society of Dayton Valley, restoration manager (26 years), currently Vice President (3 years)

Historic Restoration Projects Completed By Tennant Construction

1. Restoration of the 1865 Dayton schoolhouse to create a museum that opened in 1994
2. Restoration of the 1875 Dayton Firehouse and Jail.
3. Restoration work on the 1918 Dayton High School that is now the town community center.
4. Moved and restored two 1800's barns for the Dayton Museum yard exhibits.
5. Helped remove non-historic elements of the 1881 Carson & Colorado RR Dayton Depot, helped move the building and set it on a foundation.

Dr. John Crowley– Grant Analyst

Dr. Crowley is a senior technology and program manager with practical skills in bringing projects to completion and a track record of successful innovation and market development. He has brought numerous technology products to market in industries from alternative energy to semiconductors to aerospace and defense, and has led global teams in engineering and product development. He has extensive skill in program management, and in discerning the critical path to completion for programs in multiple industries.

He is Chief Technology Officer, financial manager, and co-founder of Nevada Composites Inc., a pioneering high-technology manufacturing firm specializing in innovative tooling for aerospace composite components. Previously, he also worked for the State of Nevada as a Grant Analyst where he performed financial management for programs in chronic disease prevention, and handled the budget and costing aspects of grant proposals. Dr. Crowley's responsibilities at Nevada Composites include financial management, direct customer interface in areas ranging from sales and marketing to technical

interactions, and oversight of shop personnel. He was previously Chief Executive Officer and Co-Founder of 2Phase Technologies, Inc., where he raised the initial \$1.75 million in Series A funding and helped secure over \$14 million in non-dilutive government funding for product development.

Previously he served as an industry consultant, an industry-university research coordinator, a manager of advanced applications, and a director of research and technology, as well as a project manager and staff scientist.

He received his B.E.E. in Electrical Engineering from Marquette University, and his M.S. and Ph.D. degrees from Stanford University in Materials Science and Engineering. He also served in the United States Marine Corp. He holds two U.S. patents and has over 30 publications in reviewed journals and has made numerous technical presentations.

He comes from a family with a rich railroad history and has a passion for history and historic preservation.

A full curriculum vitae is available on request.

**Rehabilitation of Dayton's 1879/1881 Carson & Colorado
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Part II - NARRATIVE (cont.)

8. Long-Range Plan

Our society maintains a short-range plan and events calendar and a general long-range plan. The short-range plan is updated annually as well as intermittently during the year, while the long-range plan is reviewed approximately every five years, although that effort is overdue at this time.

Our Mission statement itself well represents the framework for our long range purpose and goals. *"The Historical Society of Dayton Valley has been established to protect, preserve and promote the historic Dayton Museum as well as Dayton area history, historic integrity, heritage and culture for the education and enjoyment of present and future generations."* However, as a matter of "principal" we try to be an agile society—when an opportunity presents itself, or one of our members outlines a good idea and has the passion to lead the effort, we try to be responsive.

Long-Range Plan (updated June 2013)

1865 Schoolhouse/Museum: Continue stewardship of the building. Maintain and expand museum hours with the goal of having the museum open 7 days a week during all but the coldest months of the year. Expand docent program. [accomplished] Preserve museum exhibits and expand as feasible. Develop "quick facts" sheets for the exhibits. [in progress] Replace loaned items with owned items as is possible. Digitize our accessioning on the Past Perfect Program used by many museums. [in progress] Develop our newly acquired two-story barn with ranch and mining displays, to include a working blacksmith's shop. [in progress]

1881 Carson and Colorado Railroad Depot: Preserve [continuing] and restore the building to 1880s character, producing a welcome center and educational railroad center at the entrance to Old Town Dayton. As a major component of this effort, seek and obtain grants to restore the building. [continuing] Continue fundraising with events and campaigns. Expand Railroad Working Group. [continuing] Make and sustain strong contacts with the railroad community, for the purpose of both historic research and support. Develop materials and gift items that will obtain the interest and support of both the lay and railroad communities. [continuing] Develop a business plan for operation and on-going preservation of this building.

1875 Firehouse/Jail: Continue stewardship of the building, including continued monitoring of stability and maintenance needs. Restore electricity to the building. Restore exterior water supply so that landscaping is possible. Expand open hours and educational programs offered.

1861 Dayton Cemetery: Continue to work with county to preserve and protect cemetery. Develop a brochure similar to that available at Lone Mountain Cemetery in Carson City highlighting some of the historic individuals buried in the cemetery as well as interesting monuments. Perform an updated inventory of the cemetery, continuing to update the existing 1958 inventory. Devise a map of the historic section of the cemetery. Encourage local school students to research and/or study the history of individuals buried there.

Old Town Dayton: Serve as a resource for preservation and understanding of the buildings and history of Old Town Dayton. Working with government, businesses, and individuals, prevent further loss of historic resources in Old Town. Continue to research these resources. Locate funds to update and reprint the new brochure and walking tour for Old Town Dayton [completed] and continue to distribute broadly. Encourage and inspire young people to research, understand, and appreciate the history of Old Town. [continuing]

Greater Dayton Area: Serve as a resource for preservation and understanding of historic resources in the Dayton area, such as the historic lime kilns located below the "D" hill. Working with government, businesses, and individuals, prevent further loss of historic resources in the Dayton area. Encourage and inspire young people to research, understand, and appreciate the history of the Dayton area.

Dayton history in the schools: Continue to provide our in-school history program that current includes in class lessons of Dayton's history, Chautauqua's by 4-5 persons at each school, and a walking tour of historic Dayton. Look for new opportunities and work to improve the understanding and appreciation of Dayton's history among students in Dayton-area schools and throughout Nevada.

Historic Dayton "advertising:" Continue to expand and improve website and in social media. Remain vigilant and challenge mistakes and omissions of Dayton's place in Nevada history. Promote Dayton "history tourism." Seek opportunities to publicize and explain Dayton's importance to Comstock and Nevada history.

Rock Point Mill/Dayton State Park: Work with Dayton State Park rangers and others to provide understanding of the large extent and significance of the mills in the Dayton area. Assist as requested and as opportunities arise with education and planning for the State Park. [continuing]

Society: Continue to expand membership. Use new brochure, website, social media, and frequent activities and opportunities to work with us to make ourselves known to new and old residents of the Dayton area. Work with other non-profits to promote and preserve history in the area. [continuing]

**Rehabilitation of Dayton's 1879/1881 Carson & Colorado
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Part II - NARRATIVE (cont.)

9. Activities for Calendar Year 2019

Ongoing:

- Dayton Museum open on regular weekend schedule from March through November, plus every day in May, and by arrangement at other times. Offering a self-guided walking tour via a brochure and markers as well as docent-led tours of Old Town by arrangement.
- Accessioning weekly to research, document, record, and label items to be added to museum collection
- Ongoing research and documentation for Dayton Cemetery, with bio info for each individual, for genealogical and historical research center in Dayton Museum
- Working with Oregon-California Trails Association to design kiosk for the emigrant trail in Dayton
- Continuing work with Nevada Women's History Project to document Dayton women
- Securing donation of St. Ann's Chapel to Lyon County and progressed to placing it under HSDV stewardship
- Holding twice monthly HSDV Bingo fundraiser
- Publishing monthly history newsletter, "The Gold Cañon Switch"
- Monthly 30-minute "History Moment," at Board meetings Jan.-May, moved to general membership meetings in June 2019
- Weekly Dayton history columns by Historian Laura Tennant in *Nevada Appeal*, *Dayton Dispatch*, and *Mason Valley News*, as well as periodic columns in *Reno Gazette Journal* and *Comstock Chronicle*.

Specific events:

- Feb. 20 – Presentation, "Dayton's C&C Depot: A V&T Lady Re-emerges," by Linda Clements
- March 4 – Museum reopens for regular hours for the year
- April-May – School Program, including living histories to 4th-grade classes at all three Dayton elementary schools and walking tours for each school to historic sites in Dayton
- May 4 – Kay Winters Day celebrated at Dayton Valley Community Center
- May 8 – History presentation, "Dominique Laxalt" by Michael Fischer
- May 15 – Historic music by The Picket's Charge Band
- May 22 – Presentation on "Saving the Historic Donovan Mill," by Steven Saylor
- May 29 – Presentation on "The Gates Family in Dayton," by the Gates Family
- June 1 – HSDV Booth and buildings open for Oodles of Noodles
- June 19 – Returned to monthly daytime membership meetings, with a 30-minute "History Moment"
- Aug. 10 – Participated in "Our Town in Our Park" with other Dayton non-profits to recruit new volunteers, make community members aware of what we do
- Aug. 21 – General meeting at St. Ann's Chapel and first celebration of our impending stewardship
- Aug. 24 - Hosted Lincoln Highway Association tour
- Sept. 10 – Professional Leadership Development Workshop held for Board and members
- Sept. 21 – Unveiling of emigrant trail kiosk at Dayton Valley Community Center
- Sept. 21 & 22 – Dayton Valley Days participation, including all buildings open, HSDV booth, speeder rides, blacksmithing behind museum, tours of Firehouse/Jail, tee-shirt sales

- Oct. 9–11 – President and Historian attended Nevada Museum Association conference in Ely
- Oct. 19 – First annual “Gandy Dance” fundraiser for depot restoration nets more than \$1000
- Oct. 26 – HSDV float in Nevada Day Parade, “Dayton – Where Nevada Began”
- Nov. 21 – Mixer at Museum for Dayton Area Chamber of Commerce
- Nov. 24 – Last day of regular museum hours until Spring
- Dec. 3 – Holiday Party and Awards Banquet at the Taphouse in Old Town

2019 Railroad Committee Accomplishments:

- Stony Tennant secured the commitment of the blacksmithing collection from a local donor for the blacksmith shop to be set up on the depot property.
- We verified with the county and we are grandfathered in as to where the carport and Como shed are located and we won’t have to move them to conform to setback rules. (The carport will be used to create our blacksmith shop, while the shed from Como is currently used for equipment storage.)
- We rearranged the carport and started closing it off.
- We got a new watering system in place on the depot property to preserve existing trees and shrubs.
- Stony Tennant and structural engineer Sean Crom completed preliminary planning required for county to prepare bid package for Lyon County for depot restoration
- A new layout of the speeder / booth area for community events makes the speeder more visible, allows for safer passenger loading, gives a better display of T-shirts and other merchandise, and helps us better share the area with other groups, such as the gold panners, and Civil War reenactors.
- The Feather River Rail Society loaned us their speeder and one of their engineers (Charlie Spikes) for Dayton Valley Days. We made more than \$1000 from speeder rides, T-shirt sales, and donations over the two days.
- We applied and received \$1500 from Lyon County room tax to cover Gandy Dance publicity.
- We held our first Gandy Dance, complete with silent auction, had a lot of fun, made more than \$1000, and plan to make it an annual event.
- We acquired more T-shirts at a very small price...and managed to sell most of them at local events to support depot restoration.
- We’ve acquired a switch and a frog to make it easier to put the speeder in its shed, thanks to a donation from Feather River Rail Society arranged by Janet Steeper.
- Stony Tennant and others have documented numerous historic details of the depot that required careful and detailed deconstruction to discover.
- Volunteers removed the last of the resident-added fiberglass siding and the resident-added asphalt siding underneath it from highest portions of the depot exterior.
- Volunteers removed, and documented, the resident-added electrical wiring from inside the depot, as well as eliminating the last of the vermiculite from the wall between the freight and passenger rooms.
- Held monthly Railroad Committee meetings, as well as periodic work days, and added four new regular volunteers

Volunteers for 2019 Railroad Committee Work Days, Tours, Fundraisers:

- Judy Allen
- Gretchen Arndt
- Lynne Ballatore
- Steve Blandford
- Kim Brunell
- Lee Brunell
- Dave Child
- Linda Clements
- Dave Cooper
- Levi Cooper
- Mel Cooper
- Sean Crom
- Colin Crowley
- John Crowley
- Dave Dukleth
- Phil Hanna
- Rae Hanna
- Jim Hathaway
- Karen Howe
- Gene Kinney
- Vicki Kinney
- Duncan Lee
- Kathy Lee
- Mabel Masterman
- Gloria Manning
- Carol Oehler
- Michael Paveleck
- Rex Reed
- Joey Sbragia
- Lisa Smith
- Dan South
- Charlie Spikes (Feather River Rail Society)
- Janet Steeper
- Tim Steeper
- Laura Tennant
- Stony Tennant
- Bob Thomasson
- Larry Tuttle
- Toni VanCleave
- Becka Van Sickle

**Rehabilitation of Dayton's 1879/1881 Carson & Colorado
Railroad Depot: Completion**

Historical Society of Dayton Valley

under a stewardship agreement with Lyon County

Part III – BUDGET

TASKS	TOTAL	Labor	Materials	In Kind	Cash
Exterior:					
Remove and Replace Roof	\$ 80,000.00	\$ 50,000.00	\$ 30,000.00		
Trusses, rafters, kickers	\$ 15,675.00	\$ 15,675.00			\$ 3,000.00
Freight room doors	\$ 3,040.00	\$ 3,040.00			
Freight door pulleys/blocks	\$ 2,375.00	\$ 2,375.00		\$ 1,000.00	
Repair/reconstruct chimney	\$ 9,750.00	\$ 8,750.00	\$ 1,000.00		
Construct loading docks	\$ 14,120.00	\$ 9,120.00	\$ 5,000.00	\$ 2,000.00	
Cable railing	\$ 8,500.00	\$ 2,000.00	\$ 6,500.00		
Install door/window jams	\$ 2,000.00	\$ 2,000.00			
Wheel chair lift	\$ 24,000.00		\$ 18,000.00		
Wheel chair lift installation		\$ 6,000.00			
Painting	\$ 12,000.00	\$ 9,000.00	\$ 3,000.00		
Signage	\$ 2,375.00		\$ 2,375.00		
	\$ 173,835.00	\$ 107,960.00	\$ 65,875.00	\$ 3,000.00	\$ 3,000.00
Interior:					
Electrical	\$ 17,500.00	\$ 17,500.00			
Floor in waiting room	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	\$ 4,000.00	
Finish carpentry waiting room	\$ 15,485.00	\$ 15,485.00			\$ 5,000.00
Stairs (waiting rm to freight rm)	\$ 2,250.00	\$ 2,250.00			
Stairs (freight rm to loft)	\$ 4,025.00	\$ 4,025.00			
Misc rough carpentry	\$ 4,000.00	\$ 4,000.00			
Misc finish carpentry	\$ 6,500.00	\$ 6,500.00			\$ 2,000.00
Painting	\$ 6,000.00	\$ 6,000.00		\$ 3,000.00	
	\$ 60,760.00	\$ 58,260.00	\$ 2,500.00	\$ 7,000.00	\$ 7,000.00
Utility connections	\$ 9,000.00	\$ 9,000.00		\$ 10,000.00	
Buildout of ADA restroom	\$ 75,000.00	\$ 75,000.00			\$ 2,000.00
Total:	\$ 318,595.00	\$ 250,220.00	\$ 68,375.00	\$ 20,000.00	\$ 12,000.00
Amount Requested	\$ 318,595.00				
Proposed Match Cash	\$ 12,000.00				
In Kind/Donations	\$ 20,000.00				
Total Project Budget	\$ 350,595.00				

Budget Narrative

Note: Budget figures were based in part on "Opinion of Probable Construction Cost" generated by architectural firm in the pre-construction planning stage of this work, with tasks based on the modified Preservation Plan, both generated under CCA-14-07. Those documents follow this narrative.

Exterior Tasks

1. Remove and replace roof. \$80,000 (\$50,000 labor; \$30,000 materials)
 - a. Remove corrugated metal roofing in a manner which protects and preserves the original shake roof below.
 - b. Overlay old shake roof with sheeting (4x8x5/8) over old shakes, preserving them as needed.
 - c. Shingle over.
2. Trusses, rafters, kickers. \$15,675 (\$15,000 labor; lumber on hand)
 - a. Remove extensions to the roof that were not original.
 - b. Add extensions to rafters and beams cut in the past to return the overhand to its original 9'6"
3. Repair/reconstruct chimney (\$9,750)
 - a. Rebuild chimney top to its original configuration as documented in old photos.
4. Rough carpentry \$5,415
 - a. Replace 6"x6" posts cut for the remodel to residential use and replace all 2"x6" purlins cut or removed
 - b. Frame in short section of wall and doorway that was removed between waiting room and freight room
 - c. Rebuild two freight room doors, using original salvaged lumber as possible
 - d. Refurbish pulleys, blocks and counter weights for freight room doors
 - e. Rebuild pulley system according to original design
5. Construct loading docks. \$14,120 (\$14,120 labor; \$10,160 Material on hand)
 - a. Rebuild docks and stairs to ground level at the ends of docks. All structure under the finished surfaces to be new planed lumber (modern nailing allowed. All exposed finished surfaces to be rough sawed full dimension lumber (material on hand) and nailed with square nails (material on hand).
6. Cable Railing on loading dock \$8,500.
 - a. Construct railing to provide for safety while minimizing obstruction of view.
7. Doors and windows \$2,000 (\$2,000 labor, doors and windows on hand)
 - a. Install two exterior doors and one interior door in the passenger room. Doors and casing are provided pre-hung.
 - b. Install three windows in the passenger room. Windows and casing are provided pre-hung.
8. Wheel Chair lift. \$24,000
 - a. Install commercial wheel chair lift to provide handicapped access to freight dock.
9. Painting \$12,000
 - a. All siding, skirting, all vertical walls and bats to be painted C&C FF red including corner trim on exterior. Window and door trim painted white
10. Signage \$2375

Interior Tasks

1. Electrical \$17,500
 - a. Disguised electrical outlets throughout waiting room and freight room
 - b. Offset lighting in freight room
 - c. Electrical circuits for outside safety lighting.
 - d. Two 220 circuits for electrical heaters disguised in potbelly stoves
 - e. Circuit for wheelchair lift
2. Floor in waiting room \$5,000
 - a. Plane T&G flooring for uniformity (material on hand, In-Kind donation)
 - b. Install T&G flooring with moisture barrier adhesive (\$2,500 labor, \$2,500 materials)
3. Finish carpentry in waiting room \$15,485
 - a. Remove any siding necessary to insulate the walls of the passenger waiting room.
 - b. Plane all lumber to dimension and replace all siding with square nails aligned properly to avoid splitting.
 - c. Replace crown mold, chair rail, base, trim to match existing. All exposed finish work to be nailed with square nails (material on hand).
4. Interior Stairs \$6,275
 - a. Rebuild the stairs to code from the passenger area into the freight room.
 - b. Rebuild the stairs as original from freight room to loft, including handrail (roped off)
5. Miscellaneous Carpentry
 - a. Misc. interior rough carpentry. \$4,000
 - b. Misc. interior finish carpentry. \$6,500
6. Interior painting \$6,000
 - a. Interior walls and trim white washed with care not to cover historic graffiti. Freight room interior surfaces painted C&C RR red.
 - b. Waiting room to be stripped, repaired and painted

Utility connections

1. Electrical, water and sewer \$9,000

Restroom facilities

1. Build out of ADA restroom facilities \$75,000

Permits and Fees

1. Permits and Fees to be waived by Lyon County (\$10,000 in-kind contribution)

Total requested from CCCHP	\$318,595
\$250,220 Labor	
\$ 68,375 Materials	
Total Matching Cash (from HSDV)	\$ 12,000
Total In Kind/Donations	\$ 20,000
\$10,000 (Permits and Fees)	
\$10,000 (Other)	
Total Budget	\$350,595

Dayton Depot

PRELIMINARY DESIGN | OPINION OF PROBABLE CONSTRUCTION COST

Project no. 15-400

Date : 9/30/2015

By : DGA

BUILDING COST

ITEM / DESCRIPTION	APPROX QUANTITY	UNIT	UNIT COST	ESTIMATED COST
Phase 1 Building Preparation				
1A Material Testing, Abatement				
Material testing	1	LS	\$2,500.00	\$2,500.00
<u>POSSIBLE</u> Removal of HAZMAT including dump fees and permits (WAG)	1	LS	\$15,000.00	\$15,000.00
			Subtotal 1A	\$17,500.00
1B Selective Demolition				
Remove mud room, porch, bedroom, bathroom, library, portions of the display room, fire place mass, doors and windows	1780	SF	\$7.50	\$13,350.00
Remove ceilings, flooring, misc. framing	1780	SF	\$4.50	\$8,010.00
			Subtotal 1B	\$21,360.00
1C Structural Assessment after Selective Demolition				
Structural Assessment	1	EA	\$1,800.00	\$1,800.00
			Subtotal 1C	\$1,800.00
1D Stabilize/Secure/Weatherproof Structure				
Possible Structural Shoring	1	LS	\$4,000.00	\$4,000.00
Secure Building (installation of plywood around all opening from Selective Demo)	102	EA	\$42.50	\$4,335.00
Security Fencing Around Building- Chain Link 6', 6 month rental, incl setup	1	LS	\$800.00	\$800.00
Weather Proofing	1	LS	\$3,000.00	\$3,000.00
			Subtotal 1D	\$12,135.00
			Subtotal Phase 1	\$52,795.00
Phase 2 Site Preparation				
2A Site Grading				
Excavation (Foundation)	5000	CY	\$2.05	\$10,250.00
Site Grading	30404	SF	\$0.29	\$8,817.16
Utility Trenching	363	LF	\$2.55	\$925.65
Sanitary Sewer Piping 10' Sections	3	EA	\$410.00	\$1,230.00
Sanitary Sewer Piping 12' Sections	10	EA	\$1,060.00	\$10,600.00
Sanitary Sewer Fittings	16	EA	\$100.00	\$1,600.00
			Subtotal 2A	\$33,422.81
2B Foundation Work (Both Depot and New Restroom)				
Foundation Footing Form Work	900	S.F.	\$5.80	\$5,220.00
Slab foundation Form Work	325	S.F.	\$5.40	\$1,755.00
Concrete Reinforcement (Rebar #11)	0.5	Ton	\$1,840.00	\$920.00
Concrete	80	C.Y.	\$145.00	\$11,600.00
New Girders	9	Each	\$600.00	\$5,400.00
			Subtotal 2B	\$24,895.00
			Subtotal Phase 2	\$58,317.81

Phase 3 Move Structure

3A	Structural Assessment				
	Structural Assessment	1	EA	\$1,800.00	<u>\$1,800.00</u>
				Subtotal 3A	\$1,800.00
3B	Select Certified House Mover				
	Move structure onto new foundation	1	LS	\$24,500.00	<u>\$24,500.00</u>
				Subtotal 3B	\$24,500.00
				Subtotal Phase 3	\$26,300.00

Phase 4 Restoration

4A	Restore Exterior				
	Repair and replace like-kind T & G Siding	1800	SF	\$8.00	\$14,400.00
	Remove and replace roofing incl new plywood, felt	2787	SF	\$10.50	\$29,263.50
	Remove and replace trusses, etc. per structural	1	LS	\$16,500.00	\$16,500.00
	Misc. structural repairs	1	LS	\$12,000.00	\$12,000.00
	Misc. exterior rough carpentry	1	LS	\$3,200.00	\$3,200.00
	Misc. exterior finish carpentry	1	LS	\$4,500.00	\$4,500.00
	Windows 6x6 Panel - Custom	6	EA	\$800.00	\$4,800.00
	Door- Sliding -Custom	1	EA	\$3,200.00	\$3,200.00
	Door- Single Man Door - Custom	2	EA	\$1,100.00	\$2,200.00
	Door- Double Door (made to look like sliding) - Custom	1	EA	\$3,200.00	\$3,200.00
	Stairs and ADA ramp	1	LS	\$12,000.00	\$12,000.00
	Repair / reconstruct chimney	1	LS	\$6,000.00	\$6,000.00
	Painting	1	LS	\$8,000.00	\$8,000.00
	Electrical - lighting, receptacles	1	LS	\$4,500.00	\$4,500.00
	Signage	1	LS	\$2,500.00	\$2,500.00
	Construct new loading dock	1025	SF	\$14.50	\$14,862.50
	Loading Dock Decking	1025	SF	\$8.00	<u>\$8,200.00</u>
				Subtotal 4A	\$149,326.00
4B	Interior Restoration				
	Freight Room	622	SF	\$45.00	\$27,990.00
	Waiting room	326	SF	\$50.00	\$16,300.00
	Misc. interior rough carpentry	1	LS	\$3,200.00	\$3,200.00
	Misc. interior finish carpentry	1	LS	\$4,500.00	\$4,500.00
	Door- Single Man Door - Custom	2	EA	\$1,100.00	\$2,200.00
	Cabinets	18.75	LF	\$250.00	\$4,687.50
	Bench	18.75	LF	\$50.00	\$937.50
	Stairs	1	LS	\$4,500.00	\$4,500.00
	Electrical - lighting, receptacles	948	SF	\$16.04	\$15,205.92
	HVAC (OPTIONAL)	948	SF	\$23.11	\$21,908.28
	Insulation (OPTIONAL)	1	LS	\$5,000.00	\$5,000.00
	Interior wall finish - T&G wood planking (OPTIONAL)	1	LS	\$15,000.00	\$15,000.00
	Painting	1	LS	\$4,500.00	\$4,500.00
	Sink Base W/ sink incl. plumbing	1	EA	\$3,500.00	\$3,500.00
	Stove	1	EA	\$1,000.00	<u>\$1,000.00</u>
				Subtotal 4B	\$130,429.20
				Subtotal Phase 4	\$279,755.20

Phase 5 Site Enhancement

5A	ADA Restroom Build Out				
	20x20 restroom building, complete	400	SF	\$185.00	<u>\$74,000.00</u>
				Subtotal 5A	\$74,000.00
5B	Parking Lot and Side Walks				
	Improve Ziller Way	352	SY	\$12.75	\$4,488.00
	Asphalt Parking Lot 3" thick	663	SY	\$12.75	\$8,453.25
	Side Walks- Concrete	3500	SY	\$3.20	\$11,200.00
	Streetside curb & gutter c/w base	150	LF	\$65.00	\$9,750.00
	Street lights	2	EA	\$8,000.00	\$16,000.00
	Striping and Signage	1	LS	\$2,000.00	\$2,000.00
	Relocate fire hydrant	1	LS	\$3,500.00	<u>\$3,500.00</u>
				Subtotal 5B	\$55,391.25
5C	Site Landscaping				
	Decomposed granite	4500	SF	\$0.50	\$2,250.00
	Decorative rock mulch	750	SF	\$0.60	\$450.00
	Trees and shrubs	1	LS	\$4,500.00	\$4,500.00
	Monument sign	1	LS	\$3,200.00	\$3,200.00
	Irrigation system	5250	SF	\$1.60	\$8,400.00
	Meter and backflow	1	LS	\$5,000.00	\$5,000.00
	Decorative fence	615	LF	\$9.50	<u>\$5,842.50</u>
				Subtotal 5C	\$29,642.50
				Subtotal Phase 5	<u>\$159,033.75</u>
				Total	\$576,201.76
				12.00% A / E Fees	\$69,144.21
				3.00% Fees & Permits	\$17,286.05
				5.00% Contingency	\$28,810.09
				4.13% Escalation	\$23,797.13
				1.75% Bonds	\$10,083.53
				8.00% General Conditions	\$46,096.14
				4.75% Contractor's Fee	<u>\$27,369.58</u>
				Grand Total	\$798,788.50

Adapting the Preservation Plan

Original Generated by Architectural Firm Under CCA-14-07

Modifications, primarily based upon historic evidence, are shown in blue italics

Restoration

Restore Dayton Depot to 1881 as-built condition, as an operating depot on the C&C rail line; exterior to include elevated freight platform on three sides, missing windows and doors to be replaced in-kind; interior space and finishes restored including stairs to freight room and staircase to sleeping loft.

Exterior

Foundation

- Pour new concrete perimeter foundation for building at new location on parcel

Chimney

- Remove *existing* brick chimney [*Completed by professional volunteer*] ~~or~~ *and* restore to 1881 design
- Existing fireplace to be removed [*Completed by professional volunteer and contractor*]

Walls

- Make framing repairs as-needed; *replace removed posts and other structural members*
- Replace in-kind with *milled* board (1x12) and *milled* batten siding
- Paint exterior in historic paint colors ~~or leave unfinished and stain per evidence available~~; paint analysis would provide exact color match [*Paint analysis had confirmed that depot was painted and has determined colors used.*]

Windows

- Replace in-kind wood frame *6-panel* multi-light windows at original locations
- Trim windows in flat boards per historic and evidence existing at Laws [*Laws windows are not from C&C era. Need to frame to C&C RR style, as evidenced from existing pictures of Dayton depot.*]
- Paint windows, frames, and casings

Roofing

- Remove non-historic extensions on lower roof braces
- Stabilize existing roof framing; *replace resident-removed kickers*
- Reuse existing framing members
- *Restore trimmed section of roof, sistering existing historic support framing as required*
- *Remove resident-added sheet-metal roof*
- Reroof with composition shingles *that replicate appearance of original roofing, which is partially extant under added sheet metal roofing. Retain original roofing under new roof where possible..*

Doors

- Replace in-kind missing man doors and freight doors and door hardware; ~~determine 12-panel (Laws) or 2-panel with bead-board insets (later V&T convention)~~ *doors were 4-panel and windows were 6-over-6 double-hung based on historic photos.*
- *Rebuild freight doors based upon photos of depot and portions of doors still extant. (Note that freight doors at Laws are not correct since these were greatly modified in SP era and no longer lift*

up, even though old C&C era pulleys are still seen above the door openings in Laws. Careful deconstruction has now revealed the exact details of the Dayton freight door mechanism and the original pulleys are still extant..

- ~~Replace in-kind interior doors (type unknown)~~ [See section below on Interior]

Exterior Wood Elements

- Repair, replace in-kind, and paint all exterior wood elements
- Reconstruct elevated freight platform to 1881 configuration [Stairs to docks, where to be used by visitors, must meet code, however, outline of original steep stairs should be retained. An added cable handrail is proposed, which will meet code requirements while clearly showing that it is not original.]

Interior

Note: There are no interior pictures of any C&C depots during the C&C era, making it hard to determine door construction, and similar details except, judiciously, from details at Laws and Keeler (which have many later SP changes) and, most productively, from pictures of V&T depots.

Flooring

- Install or repair floor joists as needed to ~~retain~~ *restore* split-level design
- Replace *freight-room* flooring with in-kind material based on *existing evidence provided through deconstruction*
- *Replace passenger-room flooring based on evidence from V&T depots of era [Note: we plan to use salvaged resident-added flooring from the depot, which is of the correct size and type]*
- Sister new joists alongside floor framing members ~~to level out the floor as needed~~

Walls

- Replace interior wall finishes as needed with in-kind materials [Freight room was rough-cut 11-13" boards, passenger depot had bead-board paneling with wainscoting below. Much of both remain and historically accurate materials to repair/replace them were purchased in 2018 under CCCHP funding.]
- Replace in-kind window and door trim

Doors

- Replace missing doors and install with period-appropriate hinges. *It is likely that interior door(s) were of same form as exterior 4-panel doors evidenced in historic pictures of the depot. [There was only one interior door—between freight and passenger rooms—except for door on loft.]*
- Retain rough door openings once exposed

Interior Elements and Decorative Features

- Reconstruct access stairs from passenger room to freight room. *New stairs must meet code but outline of original steep stairs should be stenciled on wall and on side of new stairs.*
- Restore/replace in-kind all moldings, casings, and baseboards
- Reconstruct staircase *and handrail* to loft from freight room. *These stairs can be constructed with their original steep profile since this staircase will be roped off and not used by visitors.*

SITE PLAN

Phase 1 – Building Preparation

1A: Material Testing, Abatement

Certified hazardous material tester to test (but not limited too) siding, flooring, ceiling, walls, insulation, paint, and caulking for hazardous materials. Hazardous report to be submitted to contractor, owner, architect, and county building department prior to start of selective demolition. *[Completed in pre-restoration phase.]* Certified contractor to remove all hazardous material off site per building code. *[Completed, except for last of lead paint.]*

1B: Selective Demolition

Remove mud room, porch, porch room, bedroom, bathroom, library, portions of the display room, fire place mass, chimney, doors and windows. See A2.1 for new room configuration. *[Completed by volunteers and by contractor and professional volunteer, where structural elements involved.]* Contractor to field verify all structural elements are not compromised. *[Contractor reinforced as needed until resident-removed elements can be restored during the next phase of work.]*

1C: Structural Assessment after Selective Demolition

When selective demolition is complete, contractor contact structural engineer for site visit to ensure structure is not compromised from demolition. *[Completed by professional volunteer.]* ~~Contractor to secure building at all times with security fencing.~~

1D: Stabilize/Secure/Weatherproof Structure

Contractor to stabilize structure per structural engineer's requirements. *[Completed by contractor and professional volunteer.]* ~~After structure has been deemed sound, contractor to then secure/weather proof structure with plywood as needed to ensure weather or unwanted persons cannot easily enter.~~

Phase 2 – Site Preparation

2A: Site Grading

Owner to hire licensed civil engineer to survey site and create grading plan. Contractor to grade site per grading plan. New sewer lines and electrical lines to be installed in site per building codes. *[Partially completed by professional volunteers and Lyon County]*

2B: Depot and ADA Restroom Foundation

Per structural drawings, install new foundation per site plan on A1.0. *[Completed]* New ADA restroom foundation to be installed. Rough in openings for new utilities to be installed.

Phase 3 – Move Structure

3A: Structural Assessment

Prior to moving the Depot structure, structural engineer to visit structure to ensure structure is still sound. Contractor to stabilize structure as necessary. *[Completed]*

3B: Select Certified House Mover

Owner to select certified house mover, and move structure onto new foundation. Contractor to follow structural drawings. *[Completed by contractor and professional volunteer]*

Phase 4 - Restoration

4A: Restore Exterior

Restore exterior of Depot structure per recommendation in report and architectural drawings ~~A2.1, A5.0, A5.1, and A5.2~~ *[Substantial deficiencies in these plans have been corrected.]* Contractor to install new ADA accessible ramp per ~~A2.1~~ lift.

4B: Interior Restoration

Restore interior of Depot per report and architectural drawings ~~A2.1, A5.0, A5.1, and A5.2~~ *[Substantial deficiencies have been corrected.]*

Phase 5 - Site Enhancement

5A: ADA Restroom

Install new ADA accessible restroom ~~on new foundation north of Depot~~. Restroom to have two *unisex* restrooms- ~~men's and women~~. Construction to be determined.

5B: Parking Lot and Side Walk

Install new asphalt parking lot and sidewalk per site plan ~~on A1.0~~. *[Rethink and modify as required/desired.]*

5C: Site Landscaping

Plant County approved and HSDV recommended trees, flowers, and bushes. *[Recommend retention of existing trees wherever possible.]* Install wood fence around site per site plan A1.0. *[Rethink. Recommend traffic barrier using wide shrubbery and retention ditch, no fence.]*

Rehabilitation of Dayton's 1879/1881 Carson & Colorado Railroad Depot: Completion
Historical Society of Dayton Valley
under a stewardship agreement with Lyon County

Audit Report as Excerpted from:

LYON COUNTY, NEVADA
COMPREHENSIVE ANNUAL FINANCIAL REPORT
FOR THE YEAR ENDED JUNE 30, 2019



PREPARED BY THE LYON COUNTY
COMPTROLLER'S OFFICE

Note: Full report can be obtained at:

<https://www.lyon-county.org/DocumentCenter/View/9150/Comprehensive-Annual-Financial-Report-2019>



A Professional Corporation

INDEPENDENT AUDITOR'S REPORT

To the Honorable Board of Commissioners
Lyon County, Nevada

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of Lyon County, Nevada, as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise Lyon County's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Governmental Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

30 Broadway Avenue, Yerington, NV 89447 | (o) 775-463-4100 | (f) 775-463-3334 | Sciaroni.com

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, business-type activities, each major fund, and the aggregate remaining fund information of Lyon County, Nevada, as of June 30, 2018, and the respective changes in financial position, and where applicable, cash flows, thereof and the respective budgetary comparisons for the General Fund, Road Fund, Regional Streets and Highway Fund, and the Medical Indigent Fund for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplemental Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, on pages 4 through 12 and the schedules of other post-employment benefits and the County's proportionate share of the net pension liability and defined benefit plan contributions on pages 60-62 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriated operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Prior-Year Comparative Information

We have previously audited the County's 2018 financial statements, and we expressed unmodified audit opinions on the respective financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information in our report dated November 26, 2018. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2018, is consistent, in all material respects, with the audited financial statements from which it has been derived.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Lyon County, Nevada basic financial statements. The introductory section, combining and individual nonmajor fund financial schedules and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and is also not a required part of the basic financial statements.

The combining and individual nonmajor fund financial statements and the schedule of expenditures of federal awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial schedules and the schedule of expenditures of federal awards are fairly stated in all material respects in relation to the financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued a report dated November 22, 2019, on our consideration of Lyon County, Nevada's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Lyon County, Nevada's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Lyon County, Nevada's internal control over financial reporting and compliance.

Sciarani & Co.

Yerington, Nevada
November 22, 2019

***Rehabilitation of Dayton's 1879/1881 Carson & Colorado
Railroad Depot: Completion***

**Historical Society of Dayton Valley (HSDV)
under a stewardship agreement with Lyon County**

Part III – BUDGET (cont.)

Details on NDOT TAP Funding

In 2016 Lyon County was awarded \$403K of Federal Highway funds from the Nevada Department of Transportation TAP (Transportation Alternative Program) based on application prepared by HSDV. After almost two years of effort in February of 2020 Lyon County forfeited the funds because neither HSDV nor the county could afford more than \$50K in non-reimbursable work that would be required to prepare the bid package.

We understand the Nevada Legislature passed legislation (SB 528) that provides grants for matching funds for organizations that have difficulty coming up with the required match to take advantage of a funding opportunities. HSDV hopes in the future this or other programs will be expanded to help organizations and government entities take advantage of programs like the NDOT TAP program that requires a large upfront expenditure to prepare a bid package to Federal and NDOT specifications.

Documentation of the loss of this funding follows on the next two pages.



STEVE SISOLAK
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

Kristina L. Swallow, P.E., Director

In Reply Refer to:

February 4, 2020

Jeff Page, County Manager
Attn: Rob Dunbar, P.E., Facilities Director
18 Highway 95A North
Yerington, NV 89447

RE: Dayton Station Restoration Project
Temporary Project ID: S-LY-9

Dear Mr. Page:

This letter is a follow up to the Department's previous e-mail correspondence to Lyon County requesting a statement on the County's commitment to continuing forward with the Dayton Station Restoration Project, originally initiated in conjunction with the Historical Society of Dayton Valley in 2016. The last correspondence we have from Lyon County regarding the project was in late September 2019, at which time it was indicated the project may be canceled.

Since 2016, the NDOT LPA Team and FHWA have attempted to enter into an agreement with Lyon County to complete the project. We have met several times with the stakeholders to determine the best way to move forward. In early 2018, it appeared the County had determined a plan to progress the project, and a draft agreement was provided to the County for comment. To date, no comments on the agreement have been received from the County. Without an executed agreement, federal TAP Funds will not be authorized for the project.

Please provide me a written response by March 15, 2020 stating if the County is going to proceed with the subject project. If the County fails to provide a written response to the Department by March 15, 2020, the Department will assume the County is not moving forward with the project, and the County will forfeit the federal Transportation Alternative Program (TAP) funding.

If you have any questions, please feel free to contact me at (775) 888-7669.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kirsten E. Kehe".

Kirsten E. Kehe, P.E.
Principal Road Design Engineer
Local Public Agency Program

KK:mr

Cc: Sondra Rosenberg – NDOT
Natalie Lieb - NDOT
Phil Kanegsberg – NDOT
Linda Clements, Historical Society of Dayton Valley
Dirk Goering, Carson Area Metropolitan Planning Organization



BOARD OF COUNTY COMMISSIONERS
LYON COUNTY NEVADA
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Bob Hastings, District 1
Vida Keller, District 2
Ken Gray, District 3
Joe Mortensen, District 4
Jay Dini, District 5

Jeffery A. Page
County Manager

February 19, 2020

Kirsten E. Kehe, P.E.
Principal Road Design Engineer
Local Public Agency Program
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, Nevada 89712

RE: Dayton Station Restoration Project
Temporary Project ID: S-LY-9

Dear Ms. Kehe:

This letter is in response to your letter of 4 February 2020 concerning the Dayton Station Restoration Project, initiated in conjunction with the Historical Society of Dayton Valley (HSDV) in 2016 for restoration of the historic Dayton Carson & Colorado Railroad Depot at the corner of Main Street and Highway 50E in Dayton.

Lyon County is unable to move forward on the project at this time. We have estimated that the upfront and non-reimbursable effort required to prepare the bid package to meet FHWA and NDOT standards would cost the county upwards of \$52,000. This is in addition to the volunteer and in-kind work already provided by members of HSDV.

As you know, we are a largely rural county with limited funding available. Neither Lyon County nor HSDV can afford to pay for that level of effort without reimbursement. Thus, at this time, Lyon County must reluctantly decline to move forward with the agreement. We understand that this will lead to a forfeiture of the federal Transportation Alternative Program funding.

Sincerely,

Jeff Page
County Manager

cc: Rob Dunbar, P.E., Facilities Manager
Linda Clements – Historical Society of Dayton Valley