

# SOCIETY OF ARCHITECTURAL HISTORIANS

## NEWSLETTER OF THE NORTHERN CALIFORNIA CHAPTER SOCIETY OF ARCHITECTURAL HISTORIANS

VOLUME 22, NUMBER 1  
SPRING 2019

### The Silver State Beckons: Tours of Carson City and Virginia City, Nevada, Highlight NCCSAH Spring Season

For our spring 2019 program, the NCCSAH has organized a tour-to-remember of Carson City and Virginia City, Nevada, that includes a six-and-one-half hour train ride over the historic route of the first trans-continental railroad. We will explore the architecture of the Comstock Lode silver mining boom of the 1860s and 1870s and reflect on the tremendous impact the bonanza had on San Francisco and the entire nation.

Many significant figures in San Francisco history including James Flood, James Fair, William Sharon, William Ralston, George Hearst and Adolph Sutro made huge fortunes in the Nevada mines. The nexus of the Comstock Lode, Virginia City, is today part of one of the largest National Historic Landmark districts in the country. Covering an area of nearly 15,000 acres, it includes Gold Hill, Silver City and Dayton and consists of more than 400 historic structures.

All buildings on the tours are within walking distance. Bring good walking shoes and be prepared to walk for about a mile over generally flat terrain, except for some moderately sloped hills in Virginia City. Be aware that Virginia City's altitude is 6,150 feet, if you are susceptible to altitude sickness.

#### ***The Tour Itinerary (May 23-27)***

##### ***Thursday May 23: Bay Area to Carson City***

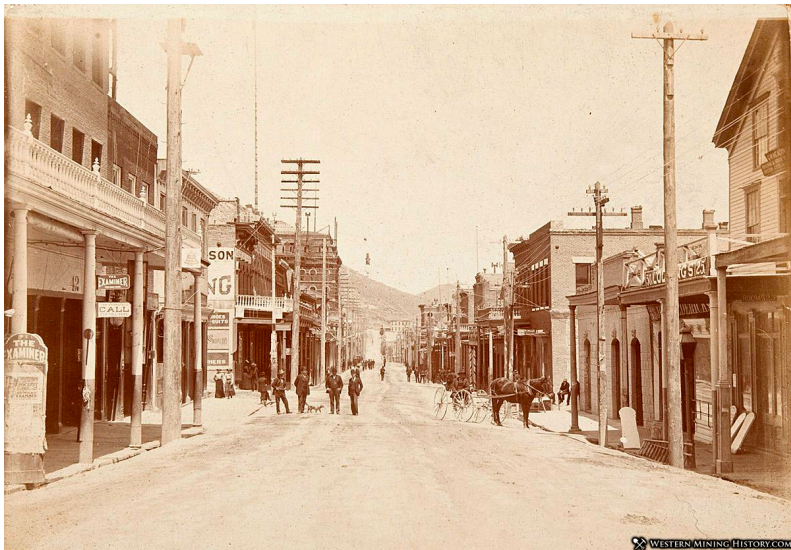
We will ride one of Amtrak's most popular trains, the California Zephyr, from the Bay Area to Reno, while docents from the California Railroad Museum provide commentary about the construction of the transcontinental railroad. The Zephyr leaves the Richmond BART/Amtrak Station at 9:22 am (9:10 am from Emeryville) arriving

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*California Zephyr ascends the Sierra. Photo: Amtrak*

# Reading the Streetscape of Virginia City



C Street Virginia City, c. 1890. [westernmininghistory.com](http://westernmininghistory.com)

ings existed yet. Imagining how the first prospectors got here when no roads nor railroads existed, and how they survived the elements, is more difficult.

## *The Great Fire of 1875*

C Street was and is Virginia City's main commercial street. The Great Fire of 1875 destroyed downtown Virginia City north of about Union Street. Only one or two blocks survived the fire and they date to the 1860s; the other blocks were built after the fire. Knowing about 19th century San Francisco's South-of-Market iron foundries can help understand how to read the streetscape in Virginia City, especially, along C Street.

During the 1860s, the source of the ironwork in Virginia City was the foundries of San Francisco's South of Market district. They were very prolific foundries, and although they were all destroyed in the earthquake and fire of 1906, their works can still be found in many California cities and towns.

The name Comstock Lode applies to a band of underground silver deposits where the great majority of Nevada silver was found. It was named after one of the first miners to stake a claim here, Henry Comstock. All of the most famous mines — the Mexican, Ophir, California, Consolidated Virginia, Best and Belcher, Gould and Curry, Savage, Hale and Norcross, Chollar-Potosi, Yellow Jacket, Kentuck, Crown Point, and others — were part of this lode.

The two cities that comprise the Comstock Lode, Virginia City and Gold Hill, are located directly over the mines, on the lower, eastern slope of Mount Davidson, known as Sun Mountain in the early years of the Comstock. Virginia City, much the larger town, takes its name from one of the discoverers of the Lode, James Fenimore, sometimes known to acquaintances as "Finney" but more often as "Old Virginny," after his home state.

All this was part of a larger district that had no formal boundaries called Washoe, a name derived from a local tribe of Native Americans. If a Californian told his friends "I'm going to Washoe," or the "Washoe diggings", they knew he was going either to the Comstock Lode or perhaps to a nearby unclaimed area hoping to make his own strike.

It is not difficult to imagine what the area of the Comstock mines looked like when prospectors discovered silver and gold here in 1859, and no build-

Only the rich output of the mines made it worth the immense trouble and expense to transport iron work from San Francisco to Virginia City—by steamer over San Francisco and San Pablo bays, through the delta and up the Sacramento and Feather rivers to Marysville. From there, horse-drawn wagons crossed the Sierra to Virginia City. The advent of rail service by the early 1870s reduced the cost of transportation a little, but once local entrepreneurs established their own foundries, the shipping costs made San Francisco foundries less competitive.

Although the glory days of the Comstock were almost over by 1875, there was enough silver left in the ground, or at least there was *hope* that enough silver was left, to justify rebuilding the city. New commercial buildings incorporated pilasters from the local foundries, and one may roughly discern the fire zone simply by looking at the foundry plates at the base of each pilaster; they identify both the foundry and the city where the foundry was located. Free advertising for the foundries, today they are invaluable aids to research by historians.

—continued on page 5

# Comstock Silver Fed the Fabled Wealth of San Francisco

Early Virginia City settlers were in large part the backwash from San Francisco and the California Gold Rush, ten years before. At its peak, after the Big Bonanza of 1873, Virginia City had a population of over 25,000 and was called “the richest city in America”. One correspondent reported that it “had drinking saloons more gorgeous than San Francisco, New York or Philadelphia.”

But it was San Francisco moneyed interests that dominated the mining economy, and wealth from the Comstock lode helped transform the hastily built “instant city” of the Gold Rush into the Bay Area metropolis of the “gilded age”. Much of that wealth came from manipulating mining stocks through rumors and false reports of rich strikes at Virginia City. The San Francisco Stock Exchange (later named the San Francisco Mining Exchange) formed in 1862 to provide a marketplace for the trade in silver and gold mining shares.

A group called the Bank Crowd, dominated by William Sharon in Virginia City and William Ralston in San Francisco, financed the mines and mills of the Comstock until they achieved a virtual monopoly. By the late 1860s, a group of Irish investors, James Fair, James Flood, William O'Brien and John Mackay, sometimes known as the Irish Big Four, or the Silver Kings, threatened the Bank Crowd's control.

John Mackay and partner James Fair began as common miners, working their way up to management positions in the mines. By purchasing stock in the mines, they realized financial independence. James Flood and William O'Brien were barkeepers near San Francisco's financial district. Apparently inspired by talk among customers of the profits to be made, they sold the bar and turned to trading in mining shares. Joining with Mackay and Fair, they gained control of the Consolidated Virginia mine where the Big Bonanza was discovered in 1873.



The next few years were some of the most profitable on the Comstock, as the Bank Crowd lost control to the Irish Big Four.

Outside of the Bank Crowd and the Silver Kings, other San Francisco fortunes founded in the Comstock include those of George Hearst and Adolph Sutro. Hearst's first big strike was at the Ophir mine near Virginia City (1859). From there he extended his mining interests throughout much of the West. Sutro engineered and built a tunnel (1869-78) to improve drainage and ventilation at the mines. This allowed miners to dig deeply into the lode in relative safety. He cashed out of the company he founded to undertake the project and returned to San Francisco, where he invested his fortune heavily in real estate.



Fair, Flood, Mackay and O'Brien came to be counted among the richest men in America. Sharon fell heir to the remains of Ralston's assets, following the latter's untimely drowning in San Francisco Bay, in 1875. Not one of the remaining Comstock lords lived to see the destruction, in 1906, of the city that Nevada silver helped to build. The city lives, today, however, with a varied legacy of that time and those fabulous fortunes.

The James C. Flood Mansion (1886) on Nob Hill, restored after destruction by fire in 1906, is home to the Pacific Union Club. Across the street, sits the Fairmont Hotel (1906/07), built by the heirs of James Fair on land he had intended as the site for his own great house. The Flood Building, built by a son to honor his father (1904), commands Powell Street at Market.

The Sharon Estate built the present Palace Hotel (1909) to replace Ralston's luxurious caravansary of 1873, gutted by fire in 1906. Across New Montgomery St. is the Sharon Building (1912) built for the Sharon Estate, and we find another Sharon Building, with a children's playground, in Golden Gate Park, the fruits of a Sharon bequest to the Park Commission.

*Photos: James C. Flood, findagrave.com; James G. Fair, Wikipedia*



Ralston's Bank of California (1864), merged with Union Bank in 1996. The Nevada Bank (1875) founded by the Silver Kings, merged with Wells Fargo in 1905.

The ruins of Sutro Baths (1894) sit at Lands End, below the public park where Adolph Sutro's home once stood. The UC medical school campus occupies land he donated for construction of the school, in Parnassus Heights. The remains of Sutro's collection of rare books, manuscripts and documents that survived destruction in 1906, donated by his heirs to the California State Library, reside at San Francisco State University.

The Hearst Building remains at Third and Market and was for many years home to the newspaper William Randolph Hearst persuaded his father, George Hearst, to turn over to him. Although no longer the "Monarch of the Dailies", the Examiner name appears regularly on the city's newsstands. Phoebe Apperson Hearst, who survived her husband by nearly 30 years, engaged in charitable works, too many to recount. Beneficiaries of her generosity include the University of California and the kindergarten movement.



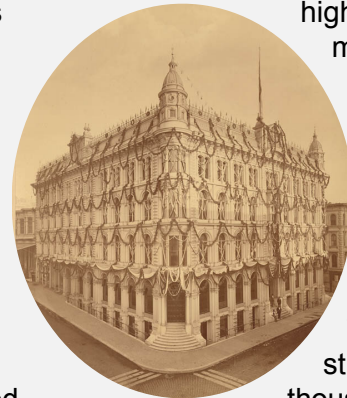
BANK OF CALIFORNIA, SAN FRANCISCO.

Engraver unknown, Scribner's Monthly, July 1875  
wikipedia.org

Photo, second column: Courtesy of the California History Room, California State Library, Sacramento, California

## Silver's Impact on 1870s San Francisco

The building occupied by the Nevada Bank, and called the Nevada Block, is one of the finest examples of architecture in the city. It is four stories high, with a lofty base-ment beneath, and symmetrical monument-strength beauty. The finish, both external and internal, is artistic. . . . The whole five hundred thousand dollars. . . . It was the proprietors of the Nevada Bank that developed the 'bonanza' mines, and those mines have reciprocated by developing the Nevada Bank.



### Trading in mining shares.

Clerks, bookkeepers, mechanics, printerboys, hotel and restaurant waiters, up-town grocers, and everyone that can raise from fifty to five hundred dollars ready cash, are sending in their orders. . . . The crowd now centers about the main entrance. . . . The excitement is not lacking. The line extends clear out over the sidewalk, and sometimes into the middle of the street. . . . There is no order [on the trading floor]. All cry out at once. They shout their offers to buy or sell. They jostle and push each other about like frightened animals before a stampede. They rush from one place to another, wildly gesticulating, stamping and chafing as if infuriate. They froth at the mouth from excessive screaming. . . . Bedlam let loose would scarce rival the scene.

### Promenade on Kearny and Montgomery Streets.

In the afternoon, the elite are abroad, and the walks on either side of these streets are even more ornamental than the gorgeous displays in the show-windows. Much of the wealth from the mines of California and Nevada can be seen on Kearny and Montgomery streets on a fine afternoon, transformed into wearing apparel.

B.E. Lloyd, *Lights and Shades in San Francisco*  
1876/1999, Berkeley Hills Books.



Virginia City, 1860s. Library of Cong. [westernmininghistory.com](http://westernmininghistory.com)

Regardless of decade, the Virginia City commercial buildings typically are simple two or three-story brick structures with sheet metal cornices and cast iron pilasters that frame ground floor storefronts and support iron plates upon which the upper stories rest. They are very much like buildings of the same period in Sierra foothill towns and San Francisco's Jackson Square.

#### *Virginia City in Recent Decades*

A tourism boomlet during the 1960s, stimulated by the TV show *Bonanza*, had a negative effect on a few buildings in Virginia City that had been highly intact until then. They were remodeled with fronts of wooden shakes or in other ways in order to fit tourists' misconceptions about what frontier mining buildings ought to look like. Fortunately, many buildings still remain true to their 19th century appearance.

Today's Virginia City, with a population less than one thousand, welcomes more than 2 million visitors a year who come to experience what the National Park Service describes as "the look and feel of a 19th and early 20th century western mining town."

—Our thanks to chapter member Bill Kostura, architectural historian, for contributing this piece on Virginia City, as well as text on some tour highlights and notes on suggested reading that appear on the following pages.

### Virginia & Truckee Railroad

When first constructed in 1869, the Virginia & Truckee Railroad was a commercial freight railroad built to serve the Comstock Lode mining communities of northwestern Nevada. Founding principals of the company were Darius Ogden Ralston and Sharon. Mills, William William



Trains from Virginia near Carson returned with supplies for the mines. At the peak of the Comstock bonanza, the Virginia & Truckee operated 30 to 45 trains per day. By the mid 1870s, 22 locomotives and 361 freight cars were in use, carrying over 400,000 tons of freight per month. hauled ore City to mills City and re-

Construction began in 1871 to extend the line to Reno, where the V&T would make connection with the Central Pacific's recently opened trans-continental route. In 1906, the final expansion took place, when a branch line was constructed 26 miles south of Carson City to Minden to serve agriculture and cattle ranching.

Traffic on the V&T had gone into decline by 1924, the first year the railroad failed to make a profit. By 1933, Ogden Livingston Mills, grandson of co-founder Darius Ogden Mills, was sole owner of the company. He subsidized the line until his death in 1937. The following year, the V&T went into receivership. The final train ran on May 30, 1950, and the line was abandoned; much of the rail was torn up and locomotives and cars were sold.

In 1970s, with growing public interest in historic steam railroading on the rise, private investors began to rebuild portions of the old line. By 1976, billing itself "The Queen of the Shortlines", it was back in service as a tourist attraction. In the years since, acquisition of engines and railcars and reconstruction of the historic line have continued, including the route between Gold Hill and Carson City, which opened in 2009.



# Some Highlights on the Tour of Historic Virginia City



*Fourth Ward School:* (C. M. Bennett, architect, 1875-1877). Perhaps no other school building in the West exemplifies the building type as well as this. It was in construction at the time of the Great Fire, but lay outside the fire zone. Closed and unused for fifty years after opening of a new school in 1936. Original interior is mostly intact. Now a museum. *Photo: Carol M. Highsmith Archive, Library of Congress Prints & Photos Division*

*The Chollar Mine:* (1859) Use of square-set timbers to maintain vast underground spaces was an engineering feat of the highest order. Much of this was destroyed in a devastating underground fire in April 1869.

*Chollar Mine, Virginia City* [www.tripadvisor.com](http://www.tripadvisor.com)  
[westernmininghistory.com](http://westernmininghistory.com)



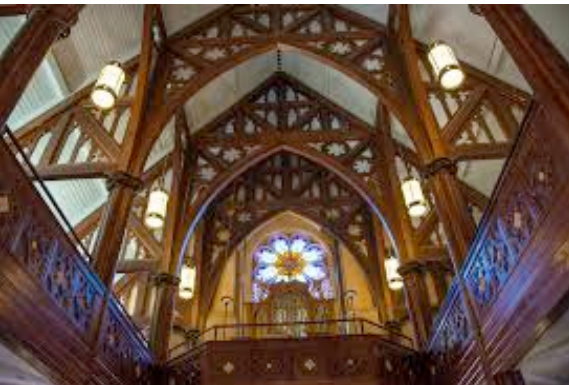
*Mackey Mansion:* (1860) This free-standing two-story brick building was built as the offices of the Gould and Curry silver mine and also served as the mine superintendent's residence. It has long been thought that the first resident was George Hearst, whose career as a mining entrepreneur took off upon his arrival in Washoe in 1859. John Mackay lived here briefly after the Great Fire of 1875 destroyed his own home.

*Tom Hilton, creativecommons.org/license/by/2.0*



*The Old Washoe Club:* This two and three-story brick building was evidently built in parts, the oldest of which dates to the early 1860s. Fifteen identical cast iron pilasters range across the storefronts, five of which were manufactured by the California Foundry in San Francisco and the rest by the Pacific Co-operative foundry in Gold Hill. The Washoe Club and the Capital Bar, "popular drinking establishments", occupied two of the storefronts. A rooming house and offices occupied the upper stories.

*Photo: Fandom*



*St. Mary in the Mountains Roman Catholic Church:* (1876-1877). This impressive red-brick Gothic Revival church is said to stand on the foundation of the pre-fire church of 1862, which was dynamited to help form a fire break in 1875. There are conflicting stories regarding how much of the church is original and how much was re-built after the fire, and whether it was actually dynamited. Certainly the roof and steeple "caved in" and had to be rebuilt, but perhaps the walls are old. The reconstruction was done with financial help from John Mackey.

*Photo: Kent Kanouse, creativecommons.org/license/by/2.0*

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at the Reno Amtrak Station at 4:06 pm. Book tickets at [www.amtrak.com/california-zephyr-train](http://www.amtrak.com/california-zephyr-train). A charter bus will take us from the Reno Amtrak Station to Carson City (about a 30 minute ride).

#### *Friday May 24: Tour of Carson City*

Carson City served first as the territorial capital and became the state capital when Nevada entered the Union, in 1864. Our docent-led tour will include the Nevada State Capitol (1870-71) and the U.S. Mint, by architect Alfred Mullett, who also designed the old San Francisco Mint. The mint struck gold and silver coins between the years 1870 and 1893; today it houses the Nevada State Museum.

We will pay a visit to a nearby historic district, a beautiful residential area of both mansions and modest vernacular houses, many dating from the 1860s and '70s. The district contains the homes of some prominent figures in Nevada history, including Mark Twain's brother, Orion Clemens. Samuel Clemens (aka Mark Twain) worked as the city editor for the Virginia City newspaper, *The Territorial Enterprise* (1862-64), covering "vice, the mines, ghost stories, social functions, and other intrigues (sometimes imaginary)".

#### *Saturday morning May 25: Virginia & Truckee Railroad - Carson City to Virginia City*

The trip to Virginia City takes us over the historic Virginia and Truckee Railroad (1869). Our train, a restored 1914 Pullman coach pulled by a 1916 Baldwin steam locomotive, leaves Carson City at 10 am. The 25-mile trip, narrated with historical facts and anecdotes, takes about an hour and a half. A courtesy "trolley" transports us from the depot to the center of Virginia City, where we will have lunch.

#### *Saturday afternoon May 25 and Sunday May 26: Tour of Virginia City*

A docent meets our group at 1:30 pm on Saturday to lead us on a walking tour of Virginia City that will end around 4:00 pm. Sunday we will continue touring the town's many historic sites, with a break for lunch.

#### *Monday May 27: Virginia City to Reno Amtrak – return to the Bay Area on the California Zephyr*

A charter bus returns us to the Reno Amtrak station. The California Zephyr's scheduled departure is 8:36 am; arrival at the Richmond BART/Amtrak station is 4 pm (Emeryville station at 4:10 pm).

## Notes on Suggested Reading

### Architecture

**Julie Nicoletta, *Buildings of Nevada*. (2000)**

An authoritative guide, really impressive, covering the entire state.

### Comstock Lode

**Gregory Couch, *The Bonanza King*. (2018)**

Story of the Lode as biography of John Mackay, who began as a laborer and rose through hard work and close attention to control the most lucrative mines. Relates the roles of Ralston, Sutro, et al; conflicts with Native Americans; Virginia City fire of 1875.

**Ronald M. James, *The Roar and the Silence*. (1998)**

More historic context than narrative storytelling, but very readable.

**Oscar Lewis, *The Silver Kings*. (1947)**

Story of the Lode as biographies of John Mackay and his three partners, James Flood, James Fair, and W. S. O'Brien. The author had an infectious writing style. Through good characterizations and without over-dramatizing, the book is a page-turner.

**George D. Lyman, *The Saga of the Comstock Lode*. (1934)**

Tells the early history of the Lode: the discovery of silver by amateur prospectors in 1859, the take-over by deep-pocket mining professionals such as George Hearst, and the subsequent ruination of the first prospectors. "Tall-tale" writing style detracted for me. His other book on the Lode is another matter.

**George D. Lyman, *Ralston's Ring*. (1937)**

Continues the story. San Francisco banker William Ralston and his partner in Virginia City, William Sharon, take control of the Comstock Lode. Becoming over-leveraged, they lose control to Mackay, Flood, Fair, and O'Brien. The scene shifts back-and-forth between San Francisco and Virginia City as the great drama unfolds. For me, the most compelling book of all.

**Grant H. Smith, *The History of the Comstock Lode*. (1943)**

The author grew up in Virginia City during its heyday, witnessing some of the events, and was moved to research deeply into Comstock history. All later books list this as an important source.

Other books by writers who were "on the scene": Eliot Lord, *Comstock Mining and Miners* (1883); Dan De Quille (pseudonym for William Wright), *The Big Bonanza* (1876); Mark Twain, *Roughing It* (1871)—sometimes insightful, sometimes fanciful. —Bill Kostura



# Capital Visit Reveals Sacramento's Historic Riches

*"...we learned so much about our state from this visit." "Every place... was an eye-opening joy."*

Perfect fall weather greeted members who joined our architectural tour of Sacramento during the first weekend of November 2018. Many arrived by train from the Bay Area, early afternoon on Saturday, the 3rd, and soon we were learning about the construction of the first transcontinental railroad, a part of whose historic route we had just traversed.

California Railroad Museum guide, Earl Tobey, brought the remarkable engineering and construction feat of crossing the Sierra vividly to life in an engrossing narrative well illustrated by excellent museum displays. Many took the remaining time before the museum closed for a quick look at some of the magnificent examples of rolling stock and motive power in the collection that recall the golden age of railroad-ing in the West.

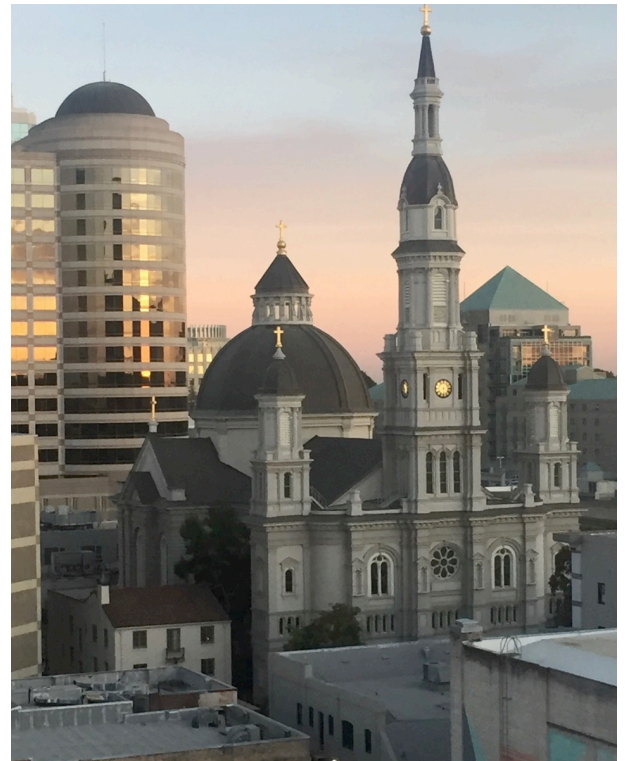
Sunday morning, Richard Granis of the California State Parks was our guide at the State Capitol. In a lively presentation, he led us through the building, including the two legislative chambers, detailing the building's history and its restoration, completed in 2014. Murals by San Francisco artist Arthur Mathews were of great interest.

A visit to the portrait gallery brought us face to face with the portrait of Jerry Brown from his first term, painted by Don Bachardy. Its decidedly modern style stands in stark contrast with the conventional, staid portraits reaching from the 19th century down to Governor Schwarzenegger. Because of this experience—new for most of the group—we all, now, anxiously await the representation of Brown's recently concluded term.

Unfortunately, security concerns over a scheduled political demonstration kept us from touring the capitol park.

On an all-to-brief stop, Mary Carol Todd led us through some of the rich collection of the California Museum. We sampled its "signature exhibits". Temporary installations at that time included a comprehensive survey of the history of baseball in the state. The breadth of the museum demands a return visit.

After a pause for lunch at the Crocker Art Museum, docents Ray Castellini and Scott O'Connor conducted an architecture tour of the Crocker Mansion, original home to the mu-



*Cathedral of the Blessed Sacrament. Photo: Phil Bellman*

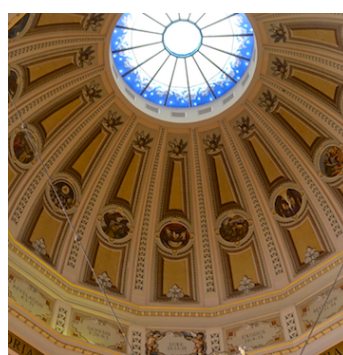
seum collection. Especially interesting was the opportunity to observe the interface of the historic 19th century building with the attractive new, modern wing opened in 2010. The balance of the afternoon offered the chance, on our own, to sample the museum collection, which includes outstanding examples of 19th century California art, as well as a fine assemblage of modern and contemporary works.

Sunday evening we gathered for a convivial no-host dinner at the Grange Restaurant in the Citizen Hotel, where most of our group had chosen accommodations.

Early Monday morning brought us to the Leland Stanford Mansion State Historic Park, reopened in 2005, after a 14-year \$22 million restoration and rehabilitation. Museum Director Casey Hayden welcomed the group warmly, and chapter member Hank Dunlop, a



# Photo Gallery: Sacramento Tour



*(Top left) Viewing Maynard Dixon mural at the California State Library, Photo: Paul Turner.  
(Top right) Hank Dunlop shares his experiences with restoration project at the Stanford Mansion, Photo: Phil Bellman. (Bottom left to right) Legislative Chamber at the Capitol, Photo: Paul Turner. Cathedral of the Blessed Sacrament rotunda, Jane Shabaker. Capitol rotunda, Photo: Phil Bellman*

member of the restoration team, gave a detailed lecture on the project, which received a Victorian Society in America Preservation Award. A walk through the house, with Dunlop and Hayden sharing the role of docent, provided firsthand information on the challenges the project presented and how those were resolved.

Docent Debbie Lynch greeted our group at the impressive Stanley Mosk State Library and Courts Building, a 1928 Classical Revival structure by the San Francisco firm of Weeks & Day. We viewed the results of an extensive restoration, completed in 2014. Murals by Maynard Dixon drew particular interest.

Our final stop, the Cathedral of the Blessed Sacrament, was, like all the sites on our two-day itinerary, an easy walk away. Facility Manager Tom Wallach greeted us there. After we paused for a box lunch in the church hall, he provided a detailed historical and architectural tour whose highlights included colorful stained glass windows beautifully illuminated by the afternoon sun.

The weekend concluded around 3 pm. Our thanks to all those individuals cited above who so enriched our experience of Sacramento.



### In Memoriam Robert Winter

On February 15, the *Los Angeles Times* reported the death, at age 94, of architectural historian Robert Winter. On the faculty of Occidental College for 31 years, Winter, who held a Ph.D in cultural history from Johns Hopkins University, served on historic preservation commissions in Pasadena and Los Angeles, and on the State Historical Resources Commission. He co-authored, with David Gebhard, *An Architectural Guidebook to Los Angeles* (1965). Indispensable, the guide was revised and enlarged with each new edition; most recently, the 6th edition, with Bob Inman, appeared just last year. Their collaboration, with others, resulted in a comparable guide for San Francisco and Northern California. Bob Winter lived his passion for the California Arts and Crafts style for many years in a 1909 Craftsman home in Pasadena.

*Bob Winter, 2014.*

*(Photo by MarlynWoo/Joanne Wilborn, courtesy of the Archives, Pasadena Museum of History)*

## Other Events Of Interest

### California Historical Society

Exhibitions: *Mark Ruwedel: Westward the Course of Empire. Overland to California: Commemorating the Transcontinental Railroad.* March 21 - September 8, 2019

678 Mission St., San Francisco

[https://www.californiahistoricalsociety.org/exhibitions/upcoming\\_exhibitions.html](https://www.californiahistoricalsociety.org/exhibitions/upcoming_exhibitions.html)

### Society of Architectural Historians

72nd Annual International Conference

April 24 - 28, 2019, Providence, RI

<https://www.sah.org/2019>

**Marion Dean Ross Chapter.** 2019 Conference: "Extraction and Recreation: Sensitive Redevelopment or Faustian Bargains". June 21-23, Sandpoint, Coeur d'Alene and Wallace, Idaho. <https://sahmdr.org>

### California Preservation Foundation

Annual Conference: *Preservation Springs Eternal*

May 8 - 11, 2019, Hilton Palm Springs

<https://www.californiapreservation.org/programs/conference>

### San Francisco Heritage

Soirée 2019: Legends and Landmarks. Saturday, May 18, 6:00 pm - 11:00 pm. The Palace Hotel, San Francisco.

[https://www.sfheritage.org/upcoming\\_events/soiree/](https://www.sfheritage.org/upcoming_events/soiree/)

Lectures: Announcement of 2019 lecture series available in May. <https://www.sfheritage.org/lecture-series/>

### Society for Industrial Archeology

48th Annual Conference, June 6 - 9, 2019, Chicago

<http://www.sia-web.org/sia-48th-annual-conference-chicago-illinois/>

### National Trust for Historic Preservation

Conference: *PastForward.*

October 10 - 12, 2019 Denver

<http://www.pastforwardconference.org/pastforward19/>

### DOCOMOMO US

Travel experience: Modern Brazil

October 17 - 27, 2019.

<https://docomomo-us.org/resource/files%2F2qn1vmgijs2bk413.pdf>

### AIA San Francisco

16th Annual Architecture and the City Festival

Entire month of September 2019

<https://aiasf.site-ym.com/?page=ArchandCity>



## Registration: Carson City & Virginia City Tour

[please print]

Name \_\_\_\_\_

Affiliation \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Email address \_\_\_\_\_

Registration:

For two-day program \_\_\_\_\_ 2019

Number in my \_\_\_\_\_

Members \$160 per person

Non-members \$180

(includes one-year membership in NCCSAH)

Cost includes lunch  
on the 24th 25th and all tour fees

Total enclosed: \$ \_\_\_\_\_

Please make checks payable to NCCSAH and mail to:

Ward Hill  
NCCSAH Carson City & Virginia City Tour  
3124 Octavia Street, #102  
San Francisco, CA 94123

For more information please contact  
Ward Hill at [whill@pacbell.net](mailto:whill@pacbell.net).

## REGISTRATION INFORMATION

### Tour cost:

\$160 (members) \$180 (non-members, includes dues for one-year membership) for the tours Friday through Sunday, May 24-26, 2019. Cost includes the charter bus (Thursday May 23, Reno to Carson City; Monday May 27, Virginia City to Reno); individual building tour charges in Virginia City and Carson City; the Virginia & Truckee Railroad ticket Carson City to Virginia City; lunch May 24 & 26, only. *Not included* is your California Zephyr ticket and lodging.

Send your check made out to "NCCSAH" to:

Ward Hill  
NCCSAH Carson City & Virginia City Tour  
3124 Octavia Street #102,  
San Francisco, CA 94123.

Please include your name, email (very important!), and phone number. No cancellations after April 15, 2019. Please do not sell your position.

### Transportation:

Please make your own reservation on the California Zephyr at [www.amtrak.com](http://www.amtrak.com) or [zephyr-train.com](http://zephyr-train.com). The non-refundable round trip ticket from Reno to Reno and return is \$84 (higher fares available). Single tickets are available).

We can reserve rooms at a group rate of \$89.99 per day (May 23-24) for a King or Double Room (double occupancy, two queen beds) at the Carson Tahoe Hotel near the Nevada State Museum. We need to reserve a minimum of 10 rooms to qualify for the group rates. Call 1-800-338-7760 to make reservations (deposit required for first night). Mention NCCSAH to receive the group rate.

In Virginia City, please arrange for your own accommodations for May 25 and 26 from among the many options available:

<https://visitvirginiacitynv.com/hotels-and-motels/>

### Do you have the time?

Is your membership current?

At \$30 per year,

NCCSAH membership is still a great deal.

Please see the coupon on the last page for details.

## NCCSAH Web Site

*If you've tried to pay a visit to the chapter's web site anytime over the last several months, you would have discovered it was either in disarray or unavailable. Your board has engaged a design professional to create a new site. We expect this to be up, with a new host, fairly soon. Notice will go out to the membership once it is ready to receive visitors.*

## SOCIETY OF ARCHITECTURAL HISTORIANS

The mission of the NCCSAH is to promote the study and discussion of our region's architectural history and its related fields; visit significant works of architecture; and increase public awareness and appreciation of our historic built environment. Membership is open to anyone interested in architectural history and its related fields.

### NCCSAH Officers

President, Rich Brandi  
Vice President, Paul Turner  
Treasurer, Ward Hill  
Secretary, Don Andreini  
Membership, Ian Berke

**Remember you do not have to be  
a member of the National SAH to  
become a member of NCCSAH  
Join or Renew Now!!  
Individual \$30.00  
Make checks payable to NCCSAH**

Please send your ideas or comments  
concerning The Newsletter to:  
Don Andreini  
NCCSAH Newsletter Editor  
[dandreini@sbcglobal.net](mailto:dandreini@sbcglobal.net)

**To become a member of the Northern California  
Chapter of the Society of Architectural Historians**  
or to renew your membership return this form  
and your dues check for \$30 made out to NCCSAH  
to

Ian Berke, NCCSAH  
Ian Berke Real Estate  
2824 Clay Street  
San Francisco, CA 94115

Name \_\_\_\_\_

Affiliation \_\_\_\_\_

Occupation \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Cell Phone \_\_\_\_\_

Home Phone \_\_\_\_\_

E-mail address \_\_\_\_\_

NCCSAH is a 501(c)(3) organization

***The NCCSAH Board of Directors has voted to increase annual membership dues to \$30. This is the first increase in many years, and the new dues still represent a substantial bargain compared with similar organizations. Please remit payment of \$30 on your next renewal anniversary.***