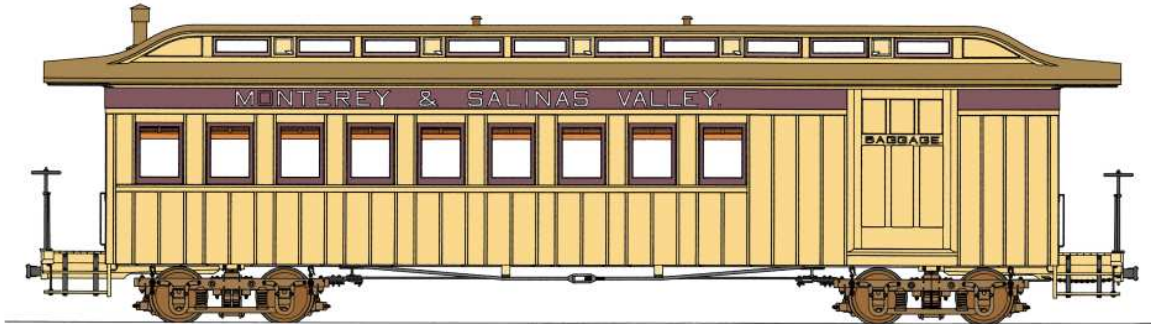


# A Summary Timeline for the M&SV Combine



By Craig Hofer

This is a summary timeline for the Monterey & Salinas Valley Combine with a focus on elements that relate to building a scale model. This document uses the Restoration Report (pp.35-42) and notes created by the California State Railroad Museum (CSRM) in the 1977-79 restoration project (Doc. Number MS 621). Information and illustrations provided are covered by copyright laws and are the work of CSRM. Editing and color provided by the author.

The general format will include known and approximate dates. With each date are included known expenses or events that may have fostered some major change in the car.

Additional comments from the narrative of the Restoration Report appear in **BLUE**.  
Additional supplemental drawings from the Restoration Report are included.  
Boxes below images with text are the notes contained on the CSRM images.

Of interest, the CSRM document includes information that there were 2 Carter combines, presumably identical. The Silver State car is included in the chronology as it was included and intertwined in the restoration report. There are instances where it is not clear which car is being written about. It is possible that the combines are also referred to as both coach and combine interchangeably, per the individual who provided the info on any given year.

## The Chronology

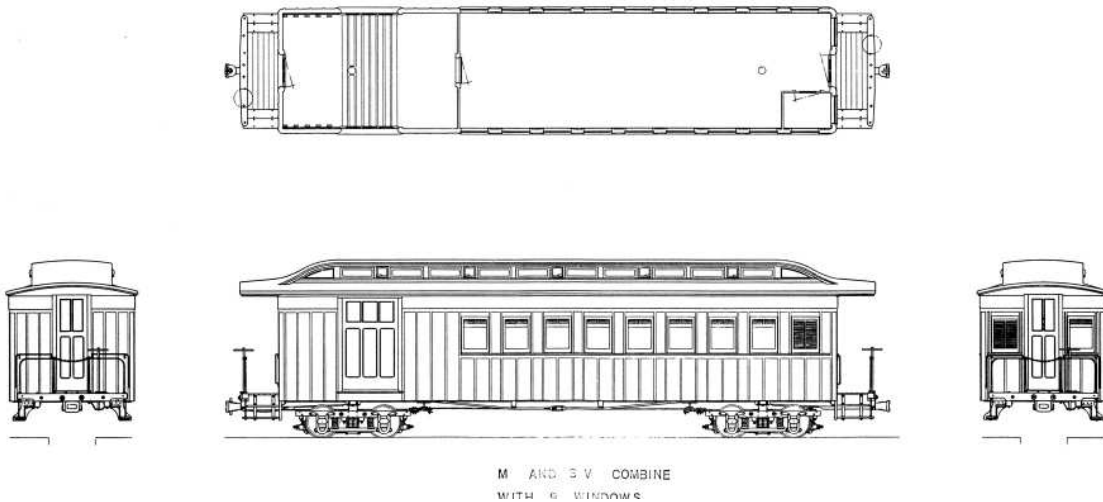
### Monterey & Salinas Valley R. R.

**June 1874** Construction starts on 2 Carter Coaches.

**October 23, 1874** 1<sup>st</sup> coach completed.

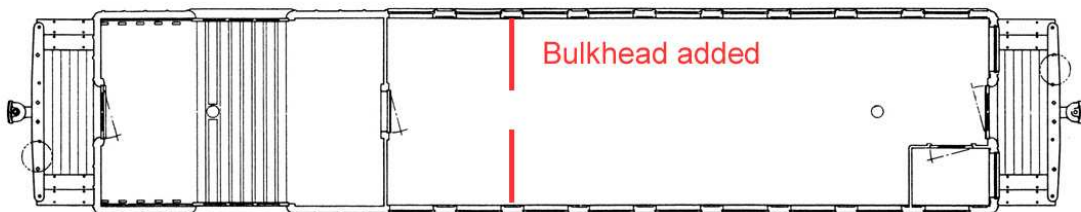
**October 28, 1874** Monterey & Salinas RR operations begin.

**Between 1874-1901** Simple cast iron pads are replaced with adjustable queenposts similar to those on the "Silver State". Early photographs show no queenposts, pads only.



**1875**

Both coaches repainted by a local painter and according to a local paper "it presented the same appearance as when new". The report suggests that this repainting corresponds to a mail contract and inclusion of an additional interior bulkhead. Probably removed in 1886.

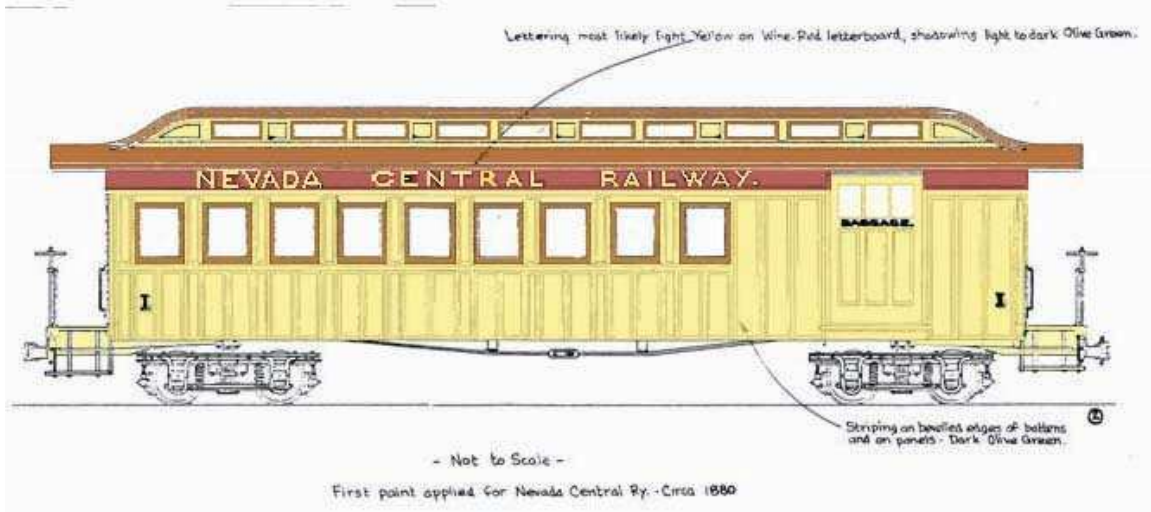


**September 6, 1876** One coach possibly damaged in fire.

## Nevada Central R.R.

December 20, 1879 Combine 1 (?) delivered to Nevada Central

February 2, 1880 2<sup>nd</sup> coach arrives to Nevada Central.



Note: Lettering most likely Light Yellow on a Wine Red letterboard. The Drop Shadowing a Light to Dark Green. Striping on beveled edges of battens and on panels likely a Dark Olive Green.

October, 1880 Mail contract obtained. Note of mail carriage in combine.



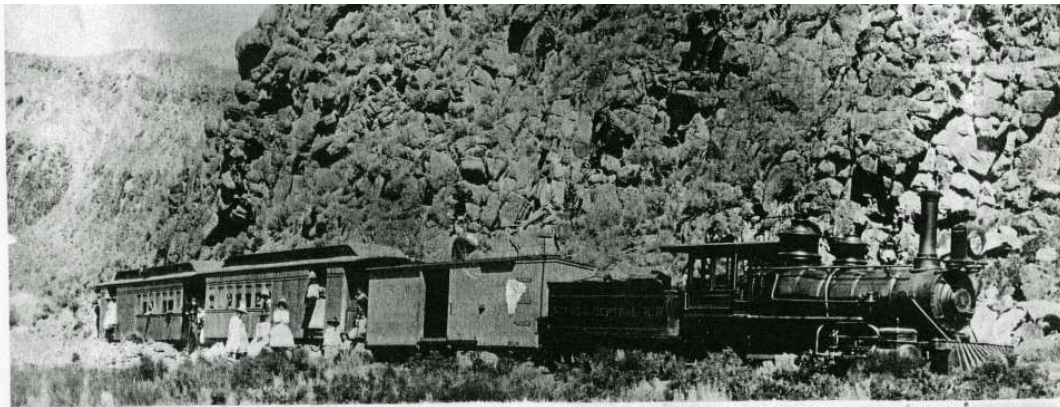
Photograph #1.

A combination car and Nevada Central Engine #5, the "Gen. J. H. Ledlie" at Battle Mountain, Nevada, carrying its Nevada Central #5 on the sand box and the #12 on the number plate. (Ca. early 1880) (Gilbert Kneiss Collection).

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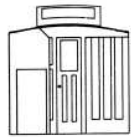
## Union Pacific Railroad

- June, 1881** U.P. takes control of Nevada Central.
- August, 1881** Historical note: both combines in train. One car as mail, express, and smoker, the other for passengers.
- September 6, 1881** One car scorched in fire.
- September 9, 1882** Both Nevada Central coaches receive “a fresh coat of varnish and look bright as when new”. Newspaper reports indicate the cars arrive “buff” from California. The letterboards were repainted and re-lettered. The cars were re-varnished after eight months of service.
- August 19, 1886** Car back on line after rebuild. Modified from 9 to 7 windows. Possible truck replacement at this time. During this rebuild physical evidence, photos, and newspaper accounts indicate that “the car had been modified by expanding the baggage section. This was done by removing the second bulkhead, then repositioning the original baggage bulkhead in between the seventh and eighth windows, siding over two windows on each side. The entire car was resided with tongue and groove siding, the vents in the clearstory were removed, and the clearstory windows modified to open. A new relocated vent for a single font lamp appeared in the center of the coach section”.

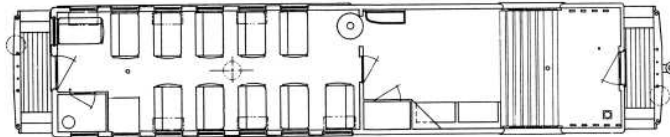


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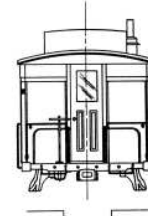
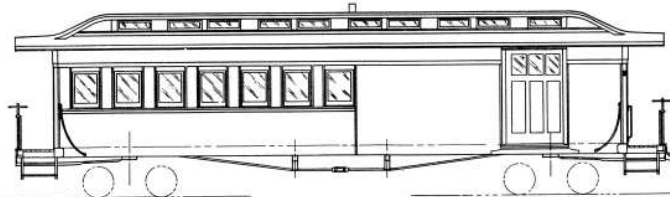
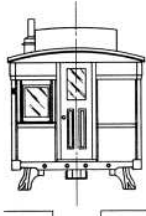
Photograph #3.  
Combination cars of the Nevada Central Railroad in the 7 window  
configuration (post-1886). (Hiskey Collection).



BULKHEAD  
COACH



ELEVATION  
BAGGAGE SECTION



M AND S V COMBINE  
WITH 7 WINDOWS

**October 27, 1892**

Accident derails coach and 2 or 3 boxcars.

**July 25, 1895**

One of passenger cars is repaired, repainted. It is possible that a Dark Brown was used on the No.2 combination coach.

**1897**

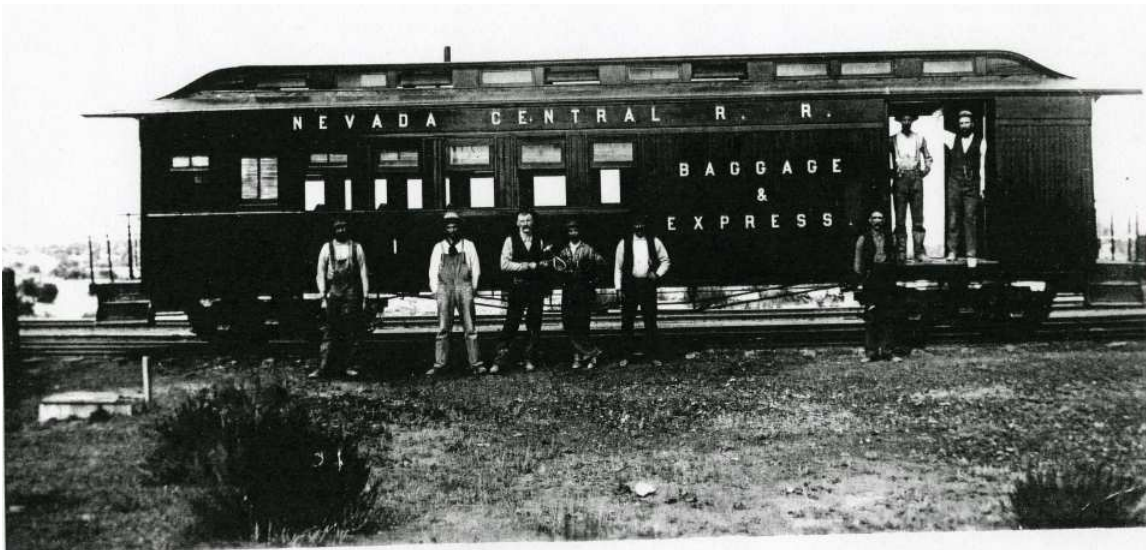
Annual Report: "No.1 (coach) in good order".

**1898**

Annual Report: "No.1 in good order but in need of light repairs".

**1901**

Combination No.1 overhauled and repaired.

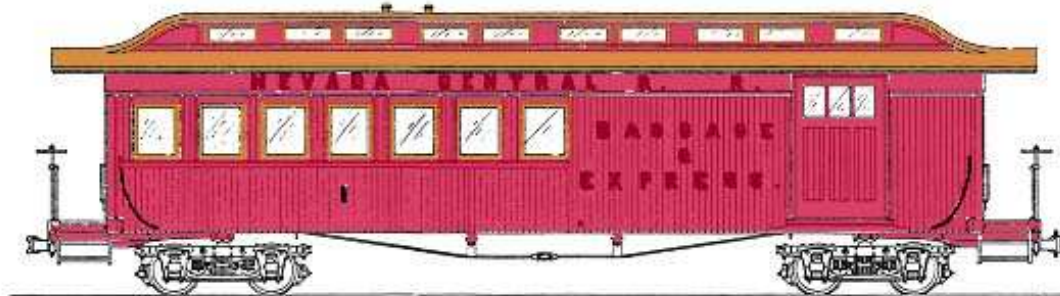


Photograph #4.  
"Builders Photo" showing combine after 1901, rebuilt and with conventional cast pedestals. (Hiskey Collection).

1902

Annual Report mention that the Passenger equipment had been fitted with air brakes and Janey Couplers.

Overall body color: Dark Red (?), lettering color: unknown.



Not to Scale  
Circa 1901 - Nevada Central Railroad

Note: Overall body color is likely a Dark Red. Lettering color is unknown.

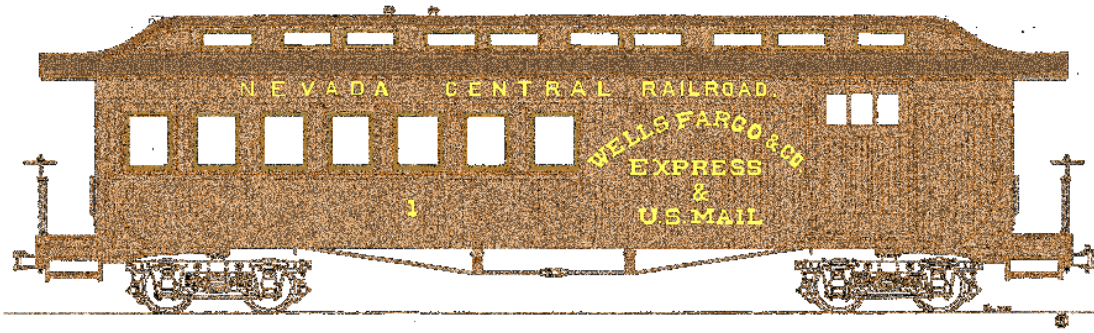
1904 "Remention that all 3 coaches now have air brakes and automatic couplers.

July 19, 1907

Nevada Central enters contract with Wells Fargo & Co. for express business. Photographic evidence taken in 1907 or shortly thereafter indicates "...the combination car is shown with the required lettering. The only visible changes in the car are vents for a double font lamp, pane glass in the baggage end door windows, and the use of an early "circulating" stove vent".



Photograph #5.  
Nevada Central combine showing "Wells Fargo & Co." and "U.S. Mail" lettering on the car sides. (Ca. 1907-17) (Ted Wurm Collection).



- Not to Scale -  
Circa 1913

Note: No color notes on scan although the report suggests a Brown color.

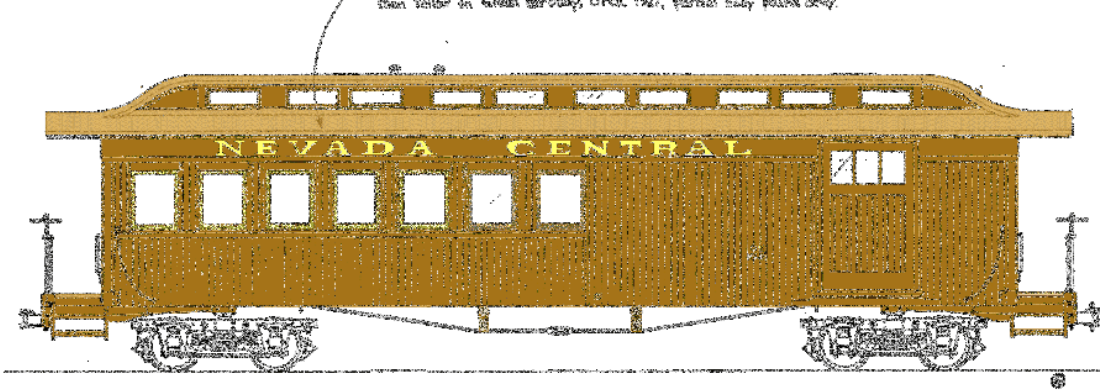
- 1912 Annual Report statement that "both coaches and the "Silver State" have been repainted".
- 1917 Coach house blown over (wind). 2 coaches on sides.
- 1920's Motor cars replace coaches.
- 1922 Annual Report: \$794.13 for car repairs.



Photograph #6.  
Baggage being loaded on a Nevada Central combine at Battle Mountain, Nevada. (Ca. 1920's) (Hiskey Collection).

July 27, 1927

New coach house burned, Combination Car No.1 damaged and required residing and much of the left side of the baggage section required repair.



- Not to Scale -

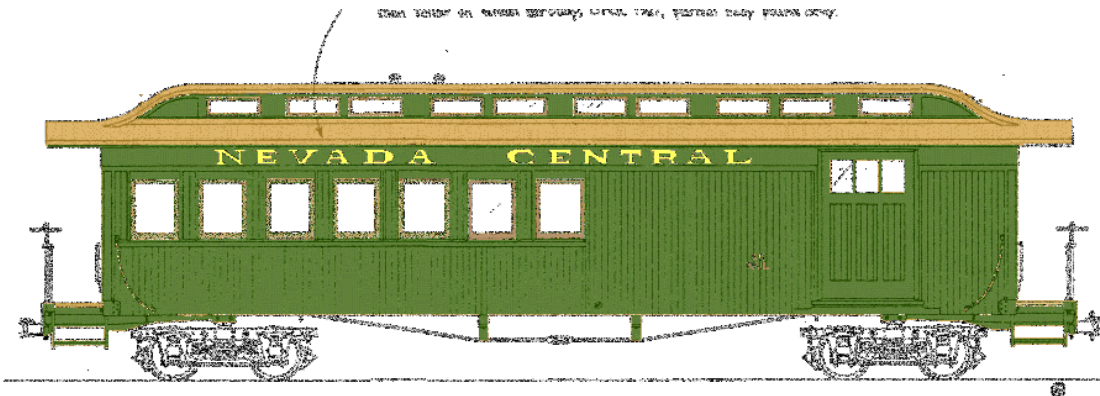
Last paint applied by Nevada Central R.R. Circa 1927 to 1938.

April, 1928

Car repairs, \$538.88.

Early 1930's

Final painting never completed. "The car appears to have been taken into the shop after the last incident in the early 1930's, and it was still there in 1938 when Ted Wurm photographed it inside the car shed. The physical evidence from paint on the car siding is in agreement with this with the brown car body partially repainted the new dark green and the letterboard only half completed on the left side".



- Not to Scale -

Last paint applied by Nevada Central R.R. Circa 1927 to 1938.

Note 1: Hand Lettering Gold on Brown, circa 1922. Then Yellow on Green carbody circa 1927, partial body paint only.

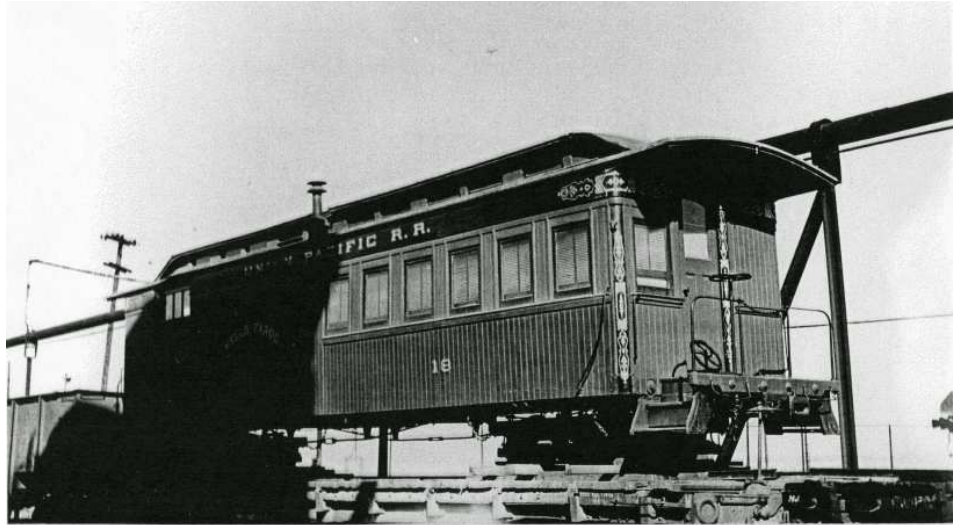
Note 2: Last paint applied by Nevada Central R.R. Circa 1927 to 1938.



December 20, 1937 ICC authorizes abandonment.

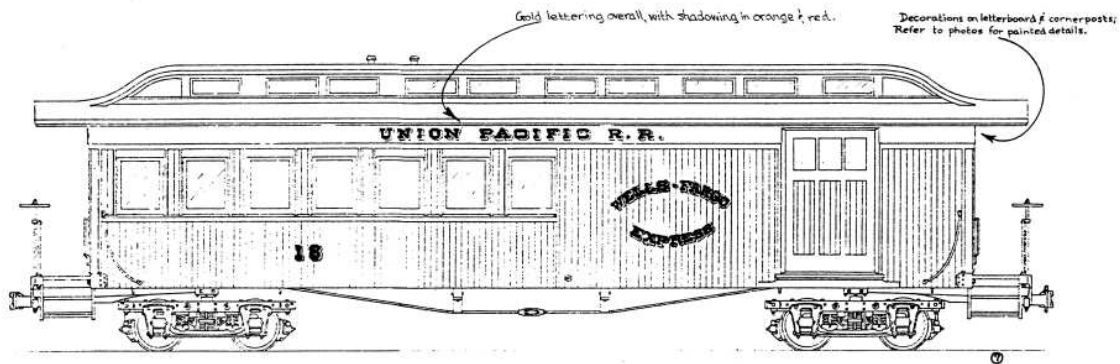
1939 Combination car No.1 donated to Railway and Locomotive Historical Society.

1939 Equipment moved to San Francisco, repainted to portray the CP and UP Golden Spike reenactment. "Cavalcade of the Golden West". Continues into 1940.



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Photograph #9.  
The combination car lettered "Union Pacific R.R." as it appeared at the 1940 Golden Gate International Exposition. (Guy L. Dunscomb Collection).

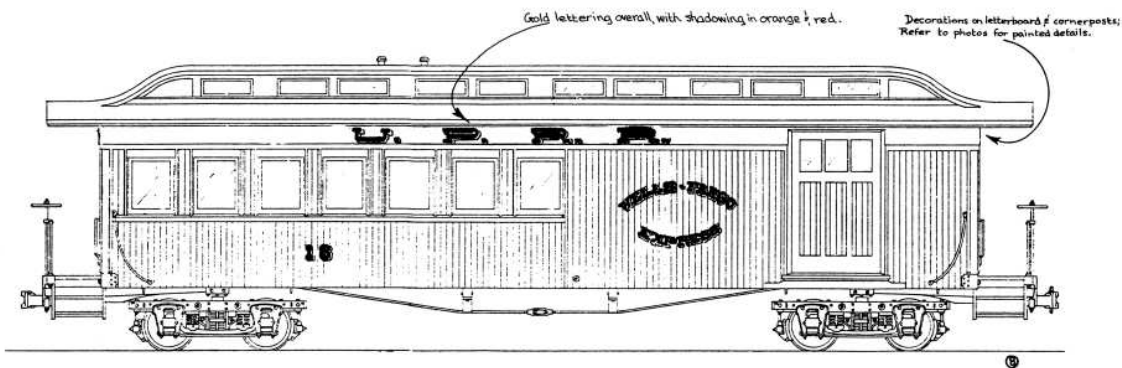


- Not to Scale -  
Circa 1939  
as painted for "Cavalcade of the Golden West" exhibition.  
Dark Green carbody, Dark Red letterboard.

Note 1: Gold lettering overall, with shadowing in orange and red.  
Note 2: Decorations on letterboard and corner posts.  
Note 3: Circa: 1939. As painted for "Cavalcade of the Golden West" exhibition. Dark Green carbody, dark red lettering.



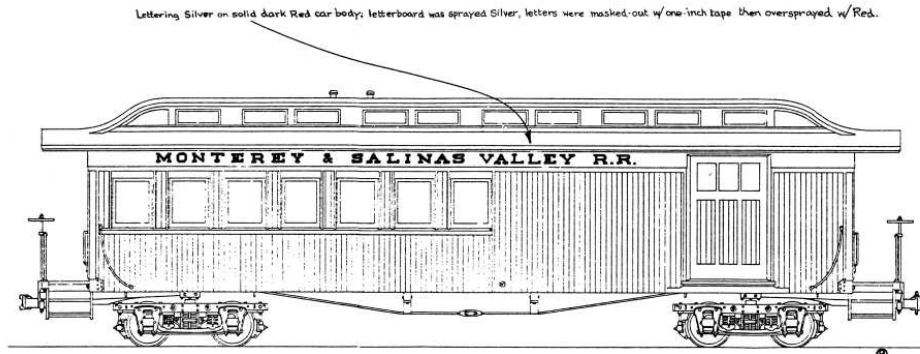
Photograph #8.  
 The combination car lettered "U.P.R.R." at the Golden Gate International  
 Exposition (Treasure Island, San Francisco) in 1939. (Jackson Collection).



- Not to Scale -  
 Circa 1940  
 as re-lettered for "America! Cavalcade of a Nation."  
 Body colors same as in 1939 exhibition.

- Note 1: Gold lettering overall, with shadowing in orange and red.  
 Note 2: Decorations on letterboard and cornerposts.  
 Note 3: Circa 1940. As re-lettered for "America! Cavalcade of a Nation". Body colors same as in 1939 exhibition.

- Late 1940** Car moved to Pacific Guano Works, Berkeley for storage. Vandalized over the next 10 years.
- August 5, 1950** Moved to Moore Drydock Company, Oakland.
- Mid-1960's** Car No.1 painted by R.L.H.S. with lettering for Monterey & Salinas Valley R.R.



- Not to Scale -  
Circa 1965 - Painted by R. & L.H.S.-P.C.C.

Note1: Lettering silver on solid dark red car body; letterboard was sprayed silver, letters were masked-out w/ one inch tape then oversprayed w/ red.  
 Note 2: Circa 1965-Painted by R. & L.H.S.-P.C.C.

- Mid-1960's** Equipment Moved to Key System Storage, Oakland.
- February, 1977** Transferred to CSRM Restoration Shop.
- March, 1979** Restoration Completed, stored for museum opening.

