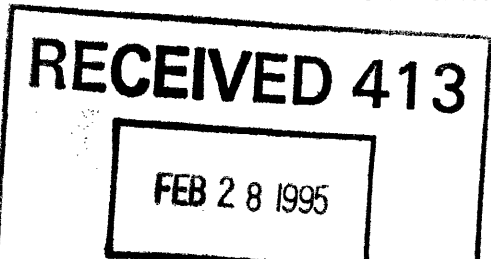


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each of the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Andorno Station

other names/site number \_\_\_\_\_

2. Location

street & number 9535 U.S. Highway 95 North  not for publication

city or town Winnemucca  vicinity

state Nevada code NV county Humboldt code 013 zip code 89445

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Ronald M. Jones SAHO 2/23/95  
Signature of certifying official/Title Date

\_\_\_\_\_  
State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register.  See continuation sheet.
  - determined eligible for the National Register  See continuation sheet.
  - determined not eligible for the National Register.
  - removed from the National Register.
  - other, (explain): \_\_\_\_\_

Edson H. Beall Signature of the Keeper Date of Action 3/30/95  
Entered in the National Register

Andorno Station

Name of Property

Humboldt County, NV

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

Category of Property

(Check only one box)

- private
- public-local
- public-State
- public-Federal
- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
6	3	buildings
0	0	sites
0	0	structures
0	0	objects
6	3	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC: hotel

Current Functions

(Enter categories from instructions)

DOMESTIC: single dwelling

7. Description

Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN

Materials

(Enter categories from instructions)

foundation STONE: granite, CONCRETE

walls WOOD: weatherboard

STONE: granite

roof METAL, ASPHALT

other BRICK

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

**Period of Significance**

1899-1922

**Significant Dates**

1899-1900

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Alfonso Pasquale

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Andorno Station

Andorno Station  
Name of Property

Humboldt County, NV  
County and State

**10. Geographical Data**

Acreage of Property 320 acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	1 1	4 3 2 3 5 0	4 5 9 0 1 0 0
	Zone	Easting	Northing
2	1 1	4 3 3 9 7 5	4 5 9 0 0 5 0

3	1 1	4 3 3 9 7 5	4 5 8 9 3 0 0
	Zone	Easting	Northing
4	1 1	4 3 2 3 2 5	4 5 8 9 3 0 0

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Julie Wilson Anderson

organization \_\_\_\_\_ date April 1994

street & number 9535 U.S. Highway 95 North telephone 702-623-4203

city or town Winnemucca state NV zip code 89445

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional Items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name Mr. and Mrs. Harry Wilson

street & number 9535 U.S. Highway 95 North telephone \_\_\_\_\_

city or town Winnemucca state NV zip code 89445

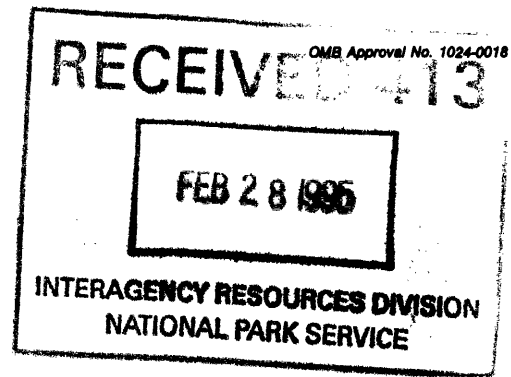
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 1



Andorno Station  
Humboldt County, NV

**Description**

The Andorno Station, built in 1899-1900, is located on a 320-acre site one-tenth of a mile northwest of U.S. Highway 95 in Humboldt County. The property consists of the main house as well as five contributing buildings--a wagon shed, a barn, a jail, a work shop, and a bunkhouse. These buildings were all erected from 1899-1900. Much of the historic setting of the site remains. Eleven old poplar trees, about seventy feet tall, stand east of the station and sixteen old fruit trees, about thirty-five feet tall, stand to the west. These trees are approximately the same age as the station.<sup>1</sup> Once 350 fruit trees stood here, supplying much of the Winnemucca area with fresh fruit. In addition, three non-contributing buildings stand on the property--a garage (1993), a shop (1993), and a walk-in freezer (c.1985-88). Though these buildings are new, they do not intrude on the historic complex of buildings. The station originally served as a stage stop and hotel, but it is now used as a single family residence for its present owners. It is oriented north-south with the main entrance on the east side of the building. The site slopes from east to west with a graded gravel road from U.S. Highway 95 entering into the ranch. A stream of water from the Castle Doan Creek, which runs south to north in front of the station. The stream is now known as the Andorno Creek.<sup>2</sup>

The present town of Orovada, which is the closest town to the Andorno Station, is a community of less than 100 people, located thirty-six miles north of Winnemucca and sixty miles south of the Oregon border. It is a sparse settlement consisting of widely spread outlying ranches and farms. The Andorno Station is the oldest standing complex of buildings in the area.

The main house (1899-1900) of the Andorno Station is a wood-frame, one-and-one-half-story building with a rectangular plan, measuring seventy-four feet by twenty-five feet. Wood siding clads the walls. A side-gable roof covered with wood shingles tops the station. A porch supported by fifteen turned wood posts runs the length of the facade and wraps around the north and south ends of the building. An ornate railing connects the posts at the porch's lower edge; carved brackets flank the tops of the posts. A shed roof covers the porch.

---

<sup>1</sup>Dan Ramasco, oral interview with Julie Anderson, October 1992.

<sup>2</sup>Humboldt County Map, Section 3, Township 41N. R37E., Revised 1989.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 2

---

**Andorno Station  
Humboldt County, NV**

**Description (continued)**

The basement runs the entire length of the building, but only under the west half. Six windows covered with bars allow light into this space. The granite walls of the basement on the north end rest on dirt, while the south end of the basement rests on concrete. Two entrances at either end of the building lead into the basement--one at the north end with granite steps and the other at the south end with concrete steps. There is no entrance into the basement from inside the house. Shelves used for food storage line the interior of the basement walls. The stones for the basement were quarried in Paradise Valley, approximately twenty miles south of the station. Alfonso Pasquale, the station's first owner and builder, hand-cut the stone at the quarry. Then, his horse-drawn wagons hauled the stones to the building site. The wagons made the trip in two stages; the first leg went approximately nine miles north to the bottom of Paradise Hill where a second team of fresh horses was necessary to take the loaded wagon the last eleven miles.<sup>3</sup>

The building's original floor plan was quite unique. It contained forty-eight bedrooms on its two floors. Each room measured eight feet by five feet and was large enough to contain a small bed and a small bureau. The main entrance into the building consisted of double wood doors opening onto the living room that measured approximately twenty feet by sixteen feet. A kitchen and dining area, measuring twenty-six feet by eleven feet, was also located on the main floor. This section had a large brick fireplace used for heating. The plan of the interior of the building was organized as a rectangle within a rectangle set around the central kitchen and dining area. A long, narrow hallway led to the bedrooms on the main floor. The bedrooms on the upper floor were reached by a stairway at the south end of the building. Pasquale proudly signed his creation by carving his name in the soffit at the main entrance of the building; it is still visible today.

The house has been altered a great deal over the years. While much of the porch remains intact, the part along the south side of the building has been enclosed. The original narrow, single-pane over single-pane, double-hung windows were replaced by larger multi-pane, double-hung windows and sliding windows. A single door has replaced the original double-door entrance. The interior retains some of its original trim and moldings, while the balance

---

<sup>3</sup>Albert Pasquale, oral interview with Julie Anderson, November 1992.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 3Andorno Station  
Humboldt County, NV

## Description (continued)

has been repaired or replaced to match the original. The kitchen and dining room area has been enlarged six feet by removing a wall to the north where a bathroom existed. The brick fireplace in this area has been closed up; however, the chimney is still visible through the second floor and above the roofline of the building. The small lodging rooms on the first floor have been converted into larger rooms, but some of these rooms remain on the upper floor. The original staircase to the second floor has been removed. Instead a pull-down stair, in one of the rear rooms, leads to the top floor. The ceiling of the main floor was originally twelve feet in height, but has since been lowered for heating purposes to eight feet in the hallway and nine feet in the remaining rooms. A carbide generator provided artificial lighting for the house. This generator no longer exists.<sup>4</sup> Although the building has been substantially altered, its physical exterior appearance and main elevations remain largely intact. In addition, its overall setting and its relationship to the other contributing buildings on the site retain a high degree of integrity.

A wagon shed (1899-1900) stands south of the main house. Measuring twenty feet by ten feet, this one-story, wood structure has a gable roof covered with composition shingles. Wood shiplap siding covers the walls; vertical siding covers the gables. Two large wood doors provide access through the main facade which faces east. The hinges and latches of the doors are original. Two other entrances pierce the north and south walls. The south entrance was added in 1992. Alfonso Pasquale stored his buggy and tack in this building. It has since been used as a saddle and tack room.

Farther to the south of the main building stands a barn (1899-1900). This wood-frame structure has a gable roof covered with corrugated metal. It measures two hundred-ten feet long by eighteen feet wide. Vertical wood siding covers the walls. It was the largest building constructed on the property and could accommodate up to 300 horses for the stage lines. The horses pulling the stages were driven to the station and exchanged for fresh horses to continue the journey. The barn exterior almost perfectly preserves its original appearance. Concrete runners were added along the inside of the exterior walls in 1993 to stabilize the structure. The barn's interior is divided into five bays. Two of these bays in

---

<sup>4</sup>Ray Lagarza, oral interview with Julie Anderson, December 1992.

**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Continuation Sheet**Section number 7 Page 4

---

**Andorno Station  
Humboldt County, NV****Description (continued)**

the south end have mangers with grain bins every three feet. A room in the middle of the barn, in the third bay, is ideally designed for the storage of grains and supplies for the horses. While this room can be entered from the east, it also serves as a passageway into the north and south portions. The last two bays stand at the north end of the barn. One bay contains a smaller set of mangers also with grain bins; the other bay is an open area primarily used as a shelter for horses. Each of these bays had their own entrances and exits. The barn's interior was organized as a rectangle designed around the small, central storage room. A total of nine entrances lead into the barn--three on the east side, four on the west side, and one each at the north and south ends. Virtually all of the hinges and latches on the doors are original. Upon entering any one of these entrances one can see twenty-five hangers for storing harnesses. Each hanger is made of steel in the shape of an "S;" they can be seen on the east wall of the barn. They were installed about the time the barn was built. Windows and a carbide generator provided natural and artificial lighting for the barn. The generator is no longer extant. Corrals run along the north, south, and west side of the barn. The corrals retain their original configurations, but have since been improved with new materials to remain functional. The remains of several original posts, used as fence supports in the early 1900s, are left.

To the east of the station stands a jail and work shop. The two-story jail (1899-1900) is partially underground. Its footprint measures thirty-seven feet by seventeen feet. At first glance, this building appears to be two structures, one wood-frame one and one stone one, connected by a central wall. The wood-frame section has a gable roof covered with corrugated metal. The stone part has a concrete floor, granite walls, and contains the jail itself. The stone is the same as that used for the basement of the station itself. Four long and narrow barred windows are visible along the ground line. The jail cell is located in the basement with a room above. This portion of the jail has a shed roof, covered with corrugated metal. Entry into the cell was made via a trap door in the floor of the top story. Often the stage lines carried law officials and their prisoners as well as freight and passengers. When stopping at the Andorno Station for the night to change horses, the prisoners were locked in the basement of the jail. They were lowered down into the cell through the trap door and extracted the same way. There was no possibility of escape. Meals were served to the prisoners by a sliding one foot by one foot door in the upper part of the wall. While the prisoners were in the jail, the guards stayed on the top floor for



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 7,8 Page 5

---

**Andorno Station  
Humboldt County, NV**

**Description (continued)**

surveillance. Ventilation was provided by four air holes in the stone walls. A brick fireplace heated the building during the cold months; however, the granite walls kept the cell cool in the summer. These features are still intact.

The work shop (1899-1900) stands just to the north of the jail. It is a one-room wood structure, measuring twenty-four feet by fourteen feet, on a concrete foundation. Vertical wood siding covers the walls. A gable roof with corrugated metal tops the building. The structure has a square plan with an open shed (now used as a carport), covered by a shed roof supported on square posts, extending from the north wall. A double, wood door pierces the west wall while another set of doors allows entry through the south wall. Three multi-pane windows on the north side provide a little natural light. The interior of the shop is plain. Shelves line the north wall. The shop was used primarily for blacksmithing and wagon repair.

Just north of the main building and west of the jail and workshop, stands a wood-frame bunkhouse (1899-1900) with a connected open shed (now used as a carport). It measures thirty-three feet by nineteen feet. Like the others, this building has a gable roof covered with corrugated metal. It has an unusual exterior appearance for the only entrance is a long and narrow door on the east side. Five windows pierce the walls. They are also long and narrow like the door. On the interior of the shed are the remains of a brick fireplace. This building is now used as a storage shed for gardening and landscaping equipment.

**Statement of Significance**

The Andorno Station is significant under Criterion A for its association with the economic development of the ranching area to the north of Winnemucca in Humboldt County. It is also important for its role as a stage station along the Idaho Trail, the main north-south transportation artery running through the county from the Oregon border to the Central Pacific Railroad which passed through Winnemucca. In addition, the site, with its main house and supporting buildings, is significant under Criterion C as a good extant example of a major stage station built at the turn of the century. The site may also be significant under Criterion B for its association with Alfonso Pasquale, a settler and businessman, who

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 6

---

**Andorno Station**  
**Humboldt County, NV**

**Statement of Significance (continued)**

established the Andorno Station. However, further research concerning Pasquale is needed before this significance can be established.

Historic background and significance (Criterion A):

Unlike most other settlements in Nevada, the development of Winnemucca and surrounding Humboldt County were not tied exclusively to the boom-and-bust cycle of the mining industry. The Humboldt Valley, as a natural path across the Great Basin, served much of the westward migration from the East to California. Although mining towns were founded in the mountains outside Winnemucca, the establishment of the Central Pacific Railroad, which arrived in Winnemucca in 1868, enabled the community to become less dependent on mining. Once just a ferry crossing on the banks of the Humboldt River, Winnemucca became the county seat in 1872. This act, along with the presence of the railroad, helped establish the settlement as a commercial center.<sup>5</sup>

The railroad and the expansion of Winnemucca provided the impetus for the settlement of large ranches to the north of the town on both sides of the Santa Rosa Mountains. The Idaho Trail that ran north-south through the valley to the east of these mountains was one of the main arteries between the Sacramento Valley in California and Idaho. It enabled goods to be transported from the northern parts of Humboldt County to the railroad station in Winnemucca and then on to other markets. The establishment of the Andorno Station along this trail at the turn of the century allowed its builder, Alfonso Pasquale, to capitalize on the traffic along this route by providing an overnight stopping point. Pasquale bought the land from Sylvian Leotard in 1899 and immediately began building the station. Such stations helped increase use of the trail by making the long journey more comfortable. Large teams of mules or horses, up to eighteen or twenty animals, pulled heavy wagons loaded with products. Once in Winnemucca, the drivers filled their wagons with goods not produced on the ranches. Cecelia Bengoa Ratliff describes the three to four-day-long journey along the trail:

---

<sup>5</sup>Martin Stupich, "Winnemucca, Humboldt County," Historical Report for the Nevada State Historic Preservation Office (Carson City, Nevada: 1982), 4-7.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 7

---

**Andorno Station**  
**Humboldt County, NV**

**Statement of Significance (continued)**

Teams going from McDermitt [just south of the Oregon border] to Winnemucca would make their first overnight stop at Willow Creek. The next day they would get to Rebel Creek, Andorno [Station] or Cane Springs and stop there for the night. The following day they would stop at Paradise Hill and go on to Sand Gap for the night. Finally, on the third or fourth day, they would arrive in Winnemucca. They would go over the old bridge and up Bridge Street to the railroad.<sup>6</sup>

The Andorno Station prospered in the early twentieth century as one of the established supply and stopping points for northern Nevada. The large size of the station represented a significant investment in the region's future and far surpassed the often crude, small structures that generally had served as station stops in previous years. In 1905, Robert Bragg described the station as follows:

The Andorno House ten miles south of the F.P. Snapp Ranch, is the property of Alfonso Pasquale of Paradise Valley and Winnemucca. It is now leased for a term of five years to Gib Alexander with the ranch, which comprises 100 acres, seeded to alfalfa, 25 of which were seeded this spring. The house is one of the best constructed I have ever seen. The house has 48 bedrooms and is fixed up to keep any number of travelers that come along. The ranch is irrigated from the water of Castle Doan Creek. It produced last year 275 tons of hay from 75 acres. There are 350 fruit trees and Mr. Alexander has plenty of water for all purposes, notwithstanding the dry year. The Andorno House is a popular stopping place for travelers and although the house has 48 rooms Mr. Alexander informed me that every bed was frequently occupied.<sup>7</sup>

Bragg continued to describe Pasquale's success in establishing and running the station as well as its significance to the economic development of Humboldt County:

---

<sup>6</sup>Cecelia Bengoa Ratliff, "Early-Day Transportation," Humboldt Historian (Fall 1980), 19-20.

<sup>7</sup>Robert Bragg, Humboldt County, 1905 (Winnemucca, Nevada: Humboldt County Library, 1905): 61-62.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 8Andorno Station  
Humboldt County, NV

## Statement of Significance (continued)

Alfonso Pasquale came from his native country and swore allegiance to the government of the United States. In 1871 he landed at Castle Garden, New York, from Algiers [Pasquale actually came from Andorno, Italy], a stripling of a boy and underwent many hardships and privations before his true worth was known in his adopted country. At last he secured a job in the city of New York at his trade, a stone mason where he worked for nearly three years. He drifted around in the tide of humanity until 1883, when he came to Nevada and settled in Paradise Valley. He brought with him the push, thrift and industry of sunny Italy and soon saw the opening for energy that Paradise presented. He has (builded) well and while building has accumulated property and money that marks him as a man of great ability. He had not been in the valley many months before his brain conceived many projects, and he has pushed his way to the front of commercial enterprises until today he occupies a prominent place in the State's makeup. Mr. Pasquale's handiwork stands today in many parts of Humboldt County. His sheep camps at the north show that the man who conducts them is not only progressive, but farsighted. He believes that anything that is worth doing is worth doing well. His stores in Winnemucca and Paradise show that; his (Andorno) Station on Granite Creek in northern Humboldt shows it; his hotel at Paradise shows it, and in fact, Mr. Pasquale's whole career in Nevada goes to show that he is a man who thinks, then acts. . . . He is truly a State builder, and when his task shall have been finished he will leave many monuments to his memory more lasting than marble.<sup>8</sup>

Pasquale opened the Andorno Station at an opportune time. An older stop on the trail in Humboldt County, the Buffalo Station, was sold to the Mormon Church in 1910. The church had plans to settle families on the site as well as on another nearby site, the Hardin Ranch. Buffalo Station went out of service as a stage stop. Thus, the Andorno Station became even more significant as a stop on the road from the north to Winnemucca.

---

<sup>8</sup>Bragg, Humboldt County, 120-121, 123.

**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Continuation Sheet**Section number 8 Page 9

---

**Andorno Station  
Humboldt County, NV****Statement of Significance (continued)**

The Andorno Station remained in use as a stage line and hotel until Pasquale died in 1922 at the age of 71.<sup>9</sup> In 1925 the Abel and Curtner Livestock Company, a California corporation, bought the station. Since then, the site has had many owners who have tried ranching, farming, and even running the station as a hotel again. The present owners bought the property in 1991 and have been ranching and farming there since then.

**Rare example of a stage station in Northern Nevada (Criterion C):**

The Andorno Station is significant as a rare example of an early twentieth-century stage station remaining in Humboldt County. Originally the Idaho Trail ran right in front of the station. Although its setting has changed somewhat over the years--U.S. Highway 95 now runs one-tenth of a mile to the east of the station--the cluster of original buildings and the landscaping preserves the layout of the station as it was when it was first built. During its time, the station was the largest and most comfortable overnight stopping place in the county. It was also the only station in the area that had a jail where prisoners being transported could be safely kept. In addition, the buildings at the station represent the type of vernacular architecture constructed in the area at the turn of the century. The builder and owner, Alfonso Pasquale, was a stone mason who drew on skills learned in his native Italy to cut the local granite in order to construct solid foundations and buildings, such as the jail. However, he also looked to popular styles and forms, building with wood and decorating his main structure with a large porch supported by turned posts and trimmed with carved brackets. This applied ornament is still present on the building.

The layout of the buildings and their relationship to one another displays the practical function of the station. The main house, as the focal point of the station, stood roughly in the center of the cluster of buildings. The wagon shed to the south and the barn to the south of the shed were conveniently located to store supplies, wagons, and horses for travelers stopping overnight. The great size of the barn, capable of housing up to 300 horses, clearly exhibits its original function as part of a stop for long wagon trains. The bunkhouse to the north of the main building provided sleeping quarters for the hired hands at the station,

---

<sup>9</sup>Humboldt Star, February 10, 1922, n.p.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 8,9 Page 10

---

**Andorno Station  
Humboldt County, NV**

**Statement of Significance (continued)**

though they probably took their meals in the dining room of the main house. The jail and work shop, located across the yard from the main house, somewhat isolated prisoners from the other travelers.

As a collection of early twentieth-century buildings, the Andorno Station remains a significant reminder of the days when large wagon teams traveled through the valley from the north to Winnemucca. No other stations along the Idaho Trail in this part of Nevada remain as intact as the Andorno Station. The high integrity of the setting and buildings on the property makes this site eligible for the National Register of Historic Places.

**Bibliography**

Bragg, Robert. Humboldt County, 1905. Winnemucca, Nevada: Humboldt County Library, 1905.

Humboldt County Map. Section 3, Township 41N. R37E. Revised 1989.

Humboldt Star. February 10, 1922.

Lagarza, Ray. Oral interview with Julie Anderson. December 1992.

Pasquale, Albert. Oral interview with Julie Anderson. November 1992.

Ramasco, Dan. Oral interview with Julie Anderson. October 1992.

Ratliff, Cecelia Bengoa. "Early-Day Transportation." Humboldt Historian (Fall 1980): 19-23.

Stupich, Martin. "Winnemucca, Humboldt County." Historical Report for the Nevada State Historic Preservation Office. Carson City, Nevada, 1982.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 10 Page 11

---

**Andorno Station  
Humboldt County, NV**

**Verbal boundary description**

The legal parcel number is 03-571-32.

**Verbal boundary justification**

The nominated property includes the entire parcel historically associated with the station.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number \_\_\_\_\_ Page 12

Andorno Station  
Humboldt County, NV

Site Plan

