

DEC 29 2017

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Ely City Hall and Fire Station

Other names/site number: N/A

Name of related multiple property listing:
Fire Stations of Nevada

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

2. Location

Street & number: 501 Mill Street

City or town: Ely State: NV County: White Pine

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x 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 x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide x local

Applicable National Register Criteria:

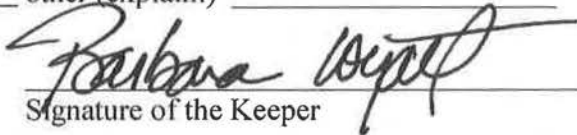
 x A B x C D

<u>Rebecca Palmer</u>		<u>12/19/17</u>
Signature of certifying official/Title:		Date
<u>Rebecca Palmer, Nevada State Historic Preservation Officer</u>		
State or Federal agency/bureau or Tribal Government		
In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.		
Signature of commenting official:		Date
<u> </u>		
Title : State or Federal agency/bureau or Tribal Government		

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper

2-5-18
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

GOVERNMENT/ City Hall

Current Functions

(Enter categories from instructions.)

GOVERNMENT/ City Hall

7. Description

Architectural Classification

(Enter categories from instructions.)

Classical Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: WOOD (windows/doors), BRICK (walls), CONCRETE (foundation)

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Narrative Description

Summary Paragraph

The Ely City Hall and Fire Station is located in downtown Ely and has served as the seat of Ely's local government since its construction in 1928. It is a two-story, blonde and red-patterned brick, Classical Revival building with a one-and-one-half story firehouse addition on its north elevation. Facing east onto Mill Street, the building is located at the end of Hayes Street and is two blocks south of Aultman Street, Ely's main thoroughfare. The building includes metal belt courses above its first and second stories, and a wide metal eave below the roof cap. Engraved concrete entablatures adorn the facades of the main City Hall entry, the original 1928 firehouse garage, and the 1950 firehouse addition. The brick includes an array of colors ranging from red to blonde, incorporating brick quoins and soldiering above doors and windows. Historic window units are predominantly vertically-divided four-over-one wood units with concrete sills.

Narrative Description

Site and Environment

Located in central Ely and just east of City Park, the City Hall and Fire Station sits on Mill Street one and a half blocks south of Aultman Street, the main east-west street through the city. Although historically shaded by large deciduous trees, the site of the building is now predominantly concrete and asphalt, with parking and access roads dominating the landscape outside the building. Other historic-age buildings sit around the City Hall to the east and north along Clark, Hayes, and Mill Streets.

Ely City Hall, 1928

Ely City Hall is a two-story, Classical Revival, double-block building with a one-and-one-half story garage addition to its north side elevation. The building's east façade faces Mill Street roughly centered with the end of Hayes Street, and is defined by a multi-colored blond-to-red brick veneer over a timber frame which covers the full exterior of the building. The façade includes patterned brick quoins on the first floor only. Floors are defined on the façade and other elevations by metal belt bands above the first and second stories. A projected metal eave extends above the second story band. Metal flashing caps the parapet wall on the roof, with an indent on the center of the façade, indicating where a parapeted gable once stood. City Council minutes suggest that a roofing project in the summer of 1944 may have removed the parapet, although this has not been confirmed. A yellow alert siren is anchored to the northeast corner of the roof. The roof is sloped asphalt on both the main building and the Fire House addition to the north. The building and its addition sit on a concrete slab foundation with a 12-inch concrete band running along the base of the building at its perimeter.¹

¹ Ely City Clerk, City Council Minutes, Book 3, July 20, 1944, 57.

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Photograph 1 – Façade facing east onto Mill Street (NVSHPO, 8-20-2015).

The façade of the 1928 building is anchored by a main entrance which has a simple metal awning and a paired transom with replacement metal full-glaze doors, flanked by squared, white, Classical pilasters and metal light fixtures with frosted globe glass covers. Above the transom and awning is a concrete entablature with white background that reads:

CITY HALL
1928

A concrete accessibility ramp runs from the parking spaces along Mill Street across the building's façade to the entrance. An access stair extends from the landing north and east to the parking lot. Originally, the entry was accessed by a terraced concrete stair centered on the facade. However, by the mid-twentieth century, the terraced, rounded stair had been replaced with a simple, four stair concrete entryway. Sometime after a 1973 renovation, the entry ramp was added. South (left) of the entry is a set of metal slider windows with concrete lintels. Patterning in the brick and historic imagery indicates these windows were once larger but were downsized and infilled with matching brick. North (right) of the entry is a set of wood, swinging garage doors with a red brick lintel, marking the portion of the building that served as the fire house between 1928 and 1950. A concrete entablature above the doors reads "FIRE DEPARTMENT." Above the entablature are two, small 1-by-2 wood windows. On the second

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story, there is a symmetrical set of six wood sash windows, with a vertically-split 4-by-1 configuration.



Photograph 2 and 3 – Northwest corner, looking southeast, showing north (left) and rear (right) elevations (NVSHPO, 2015).

The north elevation of the main building is mostly covered by the 1950 Fire House addition. On the first floor, the historic side-entry into the original fire engine garage is still present but enclosed, as are the other various window openings that appear in a c. 1940 image of the main building. The second floor is still visible and overlooks the roof of the addition. Remaining are a centered pair of vertically-divided four-over-one wood windows.

The rear (west) elevation of the main building includes a simple access entry near the northwest corner, with a concrete stoop and a small concrete landing adjacent. There is also a larger concrete landing near the southwest corner with a black pipe rail. A black metal fire escape stairway leads up to a landing that provides access to two fire exits on the upper floor. There are also two vertically-divided 4-over-1, wood sash windows flanking the northern-most exit door. On the first floor, four small metal slider windows are present, with brick or concrete sills and brick lintels. All four appear to have once been larger sash windows that were downsized and the extra space infilled with brick.

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Photograph 4 and 5: Rear elevation looking east (NVSHPO, 2015).

The south elevation retains its historic fenestration pattern on the upper floor, with a balanced set of four vertically-divided four-over-one wood sash windows with concrete sills and brick lintels. The window pattern on the lower floor appears to have been altered significantly. Brick patterning indicates what was historically a balanced set of six tall windows with concrete sills and brick lintels, presumably matching the four windows above. At present, an irregular combination of eight metal-frame slider windows cover the lower floor, with a metal entry door cut into the wall near the southwest corner.



Photograph 6 and 7: East façade and south elevation, looking northwest (left), and south elevation, looking north (right) (NVSHPO, 2015).

The interior of the City Hall building reflects historic use and circulation patterns, and retains much of its historic finishes. In the original 1928 fire house section, the concrete floor and open area is retained, along with historic wood panel doors and the stamped tin ceiling and crown molding. In the main city hall office space, the first floor has received the most significant alterations since its construction in 1928. Originally, the first floor lobby entered to open first-floor office space with a vaulted, stamped tin ceiling, and a wood stairway that accessed the second floor offices. In 1973, the City contracted with Chilton Engineering in Elko to renovate the downstairs, installing wood panel walls to divide the space and dropping the ceiling to allow

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for new utilities as well as to create a small attic in-between the floors to serve as archiving space. In the attic space, remnants of the historic lathe-and-plaster walls and stamped tin ceilings are visible. In the lobby, the vaulted stamped tin ceiling is still visible, but fluorescent lighting has been installed that disrupts the character of the space.



Photograph 8 and 9: Looking north down 2nd floor hallway (left); Looking up stairwell to south windows (right) (NVSHPO 2015).

On the second story, historic finishes and materials are more intact. The wooden stairway and its banister rail along the stair and along the upper floor landing remain. A doorway midway up the stairway leads to a small, former jail space that is now used for file storage. The remnants of the metal bars that were soldered off are still visible. The upper landing provides access to the office space upstairs, and retains the historic wood panel doors, transom windows, and other finishes including radiators. A dropped-ceiling was also installed on the upper floors to hide c.1970s utility systems.

1951 Fire Department Equipment Building Addition

The one-and-one-half story Fire House addition extends from the north elevation of the City Hall building, maintaining a flush façade, but projecting beyond the rear of the main building an additional fifteen feet. The façade is simple and symmetrical, and was designed to blend with the 1928 building as closely as possible. It has a matching mixed-color brick veneer over concrete block on its exterior walls. The façade is dominated by a symmetrical set of three wood, sliding garage doors with a single soldiered brick lintel spanning the set. The metal belt band from the two-story building runs above the garage doors and wraps around the side elevation. The quoins at the 1928 building's northeast corner were both carried through the southeast corner of the garage addition as a flush stylistic feature, and copied on the other three corners of the Fire House. The concrete band running along the perimeter of the building at the foundation is also carried through to the addition. Centered above the three garage doors is a concrete entablature that reads "FIRE DEPARTMENT." The roof is mostly flat, with a slight rearward (westward) downslope to allow for drainage, and is supported by steel trusses.

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Photograph 10 and 11 – Interior of original (1928) fire garage (left), and interior of 1951 addition garage (right) (NVSHPO 2015).

The north elevation of the addition includes two simple, unlit, metal entry doors with soldiered brick lintels, one near the northeast corner accessing the garage space, and one near the northwest corner accessing the office section. In between is a set of metal factory windows with concrete sills and soldiered brick lintels. They are three-part windows with a fixed 2-by-3 section at the top, a pivoted 2-by-3 section in the middle, and a fixed 1-by-3 section at the bottom. Near the northwest corner of the addition, there are two horizontally-divided 2-over-2 wood sash windows with concrete sills and soldiered brick lintels, one on the first floor and one above it on the upper floor.

The rear (west) elevation of the addition has no doorways but a balanced set of six windows, three on each floor, all with concrete sills and soldiered brick lintels. The right and left sets are 4-over-4 wood sash windows. The center has a smaller set of 4-over-4 wood sash windows. A matching set of larger 4-over-4 windows appears on the visible section of the addition's south elevation near the southwest corner.

The interior of the addition space is largely intact and reflects its 1950 construction. The garage bays are clear and currently used for storage. Toward the rear of the garage area are two panel doors accessing office space on the rear first floor of the addition. A simple metal stairway extends along the rear wall of the garage area to the upper floor. In the rear section's upper floor, a small hallway provides access to former apartment space, with a bathroom in the center and two bedrooms on either side (northwest and southwest). Historic tongue-and-groove flooring and radiators remain in the rooms.

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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.)

- 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

POLITICS/GOVERNMENT
ARCHITECTURE

Period of Significance

1928-1967

Significant Dates

1928 – initial construction
1950 – firehouse addition

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Frank W. Millard (engineer/builder)

Statement of Significance Summary Paragraph

Ely City Hall is significant under Criterion A in the area of Government/Politics for its role as the center of the City's administration since its construction in 1928. The building represents the expansion of City services in response to local economic growth driven by both copper mining and tourism along the Lincoln Highway. The hall continues to serve in its role as the hub of the City's government.

The City Hall is also being nominated under the *Fire Stations of Nevada* Multiple Property Documentation Form (MPDF). The building is the only historic fire station remaining in Ely. It is significant under Criterion A in the area of Government/Politics for its role as the hub of Ely's government administration and firefighting services after its construction in 1928 through the mining boom period of the mid-twentieth century. It is also significant under Criterion C in the area of Architecture as a strong, and rare, example of the Municipal/Shared Building subtype of historic Fire Stations, established in the MPDF. At the time of this nomination, it is one of four examples of the subtype known to have been built in the state, with the other three being Ely's 1909 City Hall building, the 1931 Fallon City Hall, and the 1942 Sparks City Hall. Of those, only the 1928 Ely City Hall (the subject of this nomination) and the Fallon City Hall (listed in the National Register in 2004) are extant.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Ely City Hall and Fire Department

Significant portions of the context below have been adapted from a draft nomination to the National Register for Hotel Nevada at 501 Aultman Street (not yet filed at the time of this nomination's drafting) and from a 2002 report produced under Section 106 of the National Historic Preservation Act.²

Ely City Hall and Fire Station represents the culmination of relatively swift growth in Ely as the hub of White Pine County's copper boom in the early twentieth century. It also represents the important role the City of Ely government played as one of the only municipal governments in White Pine County since the County's establishment in 1869. Finally, it is a significant example of a Combined Station, a fire station attached to a larger municipal building, with the City Hall in Fallon (NRIS# [04001197](#)) being what appears to be the only other surviving example in Nevada.

Nevada's structure of local government includes counties, townships, and municipalities. In most cases, townships have very little, if any, formal power, and only incorporated communities and counties are able to implement local law, within the limits prescribed by the Nevada Revised Statutes. In keeping with early trends in American local government, most towns and cities in Nevada remained unincorporated until the early twentieth century. Carson City became the first, incorporating in 1875 as part of Ormsby County, with the next being Reno, incorporated in March of 1903. As a result, counties played, and continue to play, a strong role in local government in Nevada. Although governing all non-federal and non-state territory within their boundaries, Nevada counties had much of their operation controlled by external forces, with the state legislature defining the setup of county government, and with most department heads being elected by the public. Cities could exercise more control than counties, establishing their own government structure, and if desired, negotiating a special charter with the state legislature to provide more flexibility in administration. In Nevada, incorporated municipal governments are relatively rare. In 2016, there were only eighteen municipalities in the state, alongside the seventeen counties, including Carson City as an independent city. Most communities (townships or census designated places), are governed by their respective county commissions and receive very little in the way of government administration or oversight.³

Prior to becoming the county seat, Ely's local government administration remained minimal. The town began as a local post office location in 1879, serving nearby mining settlements in the Robinson Mining District due to its geographically central location in White Pine County. The town grew slowly, being a small commercial hub for gold and silver mining in the region, and

² U.S. Department of the Interior, Bureau of Land Management, *Silver State East Fiber Optic Project, Addendum No. 4: Architectural Reconnaissance of the Ely Reroute from Aultman to Cedar Streets, Ely, White Pine County, Nevada*, by Ron Reno for Summit Envirosolutions, Inc., SHPO Report # A 545, (February, 2002).

³ Michael W. Bowers, *The Sagebrush State: Nevada's History, Government, and Politics*, 3rd ed., (Reno & Nevada: University of Nevada Press, 1996), 106-109.

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selected as the seat for White Pine County in 1887. Like many western regions, northeast Nevada urbanized rapidly in the late-nineteenth and early twentieth centuries, albeit in limited, concentrated areas. This was largely due to the massive influx of wealth in pursuit of both mining and agricultural development. Over the late-nineteenth century, White Pine County retained a small but heavily fluctuating population in communities like Cherry Creek, Hamilton, and Ward. By 1880, the new county had over 7,000 residents, which dropped precipitously to 1,700 in 1890 as ore in gold and silver mines gave out. The town of Hamilton, a large booming silver town approximately thirty-two miles west of what would become Ely, served as the first seat of White Pine County. From 1869 to 1887, a large brick structure in Hamilton served as the county courthouse until it burned in 1885. With the courthouse burned, Hamilton declining, and interest growing in copper prospecting farther east in Ely, the County moved the seat to Ely in 1887. In that year, the county commission authorized the erection of a new courthouse at what is now the south end of 10th Street, which became the White Pine County Hospital complex, demolished in early 2017. With gold and silver mining no longer booming, ranching and limited agriculture became the mainstay of the County's economy.⁴

However, the presence of copper ore in the county spelled rapid expansion of Ely and central White Pine County as one of the leading copper producers in the country. The introduction of new copper processing techniques and an expansion of the copper market in the 1900s propelled this growth. Copper had been in use in the United States for currency and brass production since the eighteenth century, but developments in the early twentieth century, especially the development of early electric systems for cities, dramatically increased demand for the ore. Enhanced mining techniques developed by Daniel C. Jackling of Utah in 1899 allowed for processing of low-grade copper ore, of which White Pine County's Robinson Mining District was predominantly comprised. By the first decade of the 1900s, the County's population was expanding rapidly, and the County Commission approved the construction of a new, larger courthouse in 1908. The Classical Revival building designed by George T. Beardslee was completed by R.E. Dodson and G.W. Weller in 1909. The Courthouse remains active and is among one of the only architect-designed public buildings in eastern Nevada. The National Park Service listed the building in the National Register of Historic Places in 1986 (NRIS #86001958).⁵

⁴ Carl Abbott, *The Metropolitan Frontier: Cities in the Modern American West*, (Tucson: University of Arizona Press, 1993), xvii; Jon C. Teaford, *The Unheralded Triumph: City Government in America, 1870-1900*, (Baltimore: Johns Hopkins University Press, 1984), 7; U.S. Department of Commerce, Bureau of the Census, *Population of State and Counties of the United States: 1790 to 1990*, edited by Richard L. Forstall, (U.S. Government Printing Office, Washington, D.C., 1996), 104-105, <https://www.census.gov/population/www/censusdata/PopulationofStatesandCountiesoftheUnitedStates1790-1990.pdf>, accessed July 25, 2017; National Register of Historic Places, White Pine County Courthouse, Ely, White Pine County, Nevada, National Register #86001958, 3rd page.

⁵ Russell R. Elliott, *Nevada's Twentieth Century Mining Boom: Tonopah, Goldfield, and Ely*, (Reno & Las Vegas: University of Nevada Press, 1988), 174; U.S. Department of the Interior, Bureau of Land Management, *Architectural Reconnaissance of the Ely Reroute from Aultman to Cedar Streets, Ely, White Pine County, Nevada*, by Ronald L. Reno, Carson City, NV, February 2002, 10; Richard W. Sadler, "Jackling, Daniel Cowan," Utah History Encyclopedia, http://www.uen.org/utah_history_encyclopedia/j/JACKLING_DANIEL.html (accessed October 14, 2014). Dr. Richard Sadler is a Professor of History at the University of Utah, and a scholar in Utah

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Ely is the only community in White Pine County that formally incorporated and has a government elected separate from that of the County. For western regions that relied heavily on mining and railroad companies for development, this stands in contrast to other communities in Nevada and the region where private corporations often exerted significant local control. During the growth of copper mining and processing around Ely, the local industry's primary financing family, the Guggenheims, constructed and administered three company towns: Ruth and Kimberly west of Ely, and McGill several miles to the north. Company towns provided corporations with greater control over their employees, both in their working and private lives. In these towns, the mining company stood in lieu of elected government, with only a modicum of oversight from county officials. While many company employees found the quality and stability of these controlled communities to be welcoming, others viewed it as damaging to civic transparency and responsiveness. As a result, an incorporated, non-corporate community could be a welcome place to develop both commercial and residential interests. Ely's establishment prior to the copper-mining boom, and its geographically central location, afforded it the status as the administrative, commercial, and residential hub of White Pine County. The sizeable expansion over the first decade of the 1900s compelled the citizens to incorporate, establishing a much stronger role for local government beyond the relatively minimal level of involvement often offered by county officials.⁶

Ely's meteoric expansion between 1900 and 1910 solidified its status as the primary administrative, commercial, and transportation hub for White Pine County. The copper boom in the region began by 1905 and the construction of the Nevada Northern Railway and establishment of a depot in Ely in 1906 precipitated a rapid rise in the city's population from 535 in 1900 to over 2,000 by 1910. East Ely became the industrial and railroad center, while Ely became the administrative and commercial center of in White Pine County. Mining companies established offices in the city, and commercial entrepreneurs built hotels, shops, and theaters along Ely's main route, Aultman Street. The town had served as the county seat since 1887, but due to the accelerated growth, voted to incorporate into a separate municipal government in 1907, establishing a town council and three administrative wards. As noted above, the following year, the County expanded into a larger courthouse building in downtown Ely to facilitate expanded commerce in unincorporated areas of the county. As with many western communities, town leaders, many of whom hailed from more urbanized areas of the United States, looked to examples set by metropolitan areas like New York, San Francisco, and Chicago, for some of their precedents in smaller cities like Ely. Furthermore, Ely arose at the height of the Progressive Era, when Americans refashioned their relationship between citizens and municipal government. Among the various influences of the Progressive Era visible in Ely was the growing importance of organized civil service. The role of city government had transformed over the nineteenth century, most notably as a result of Progressive era ideology, from one that merely supported

history; Charles K. Hyde, *Copper for America: The United States Copper Industry from Colonial Times to the 1990s*, (Tucson: University of Arizona Press, 1998), 140-143.

⁶ Michael S. Green, *Nevada: A History of the Silver State*, (Reno & Las Vegas: University of Nevada Press, 2015), 174-175.

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efficient economic transactions to one that had a role in its citizens' quality of life. Progressive Era advocates adopted principles such as the City Beautiful, which advocated for municipal parks, public landscapes, and other public services. The value of developing a stronger municipal government became apparent to Nevada's burgeoning cities like Reno, Elko, Carson City, and Ely. Although restrained by a smaller tax base, local governments like Ely typically invested in engineering, clerical, and public safety expertise.⁷

Nevada's early municipal governments initially tasked their civil servants with engineering a reliable water supply, coordinating law enforcement, and leading teams of volunteer firefighters. By 1909, the newly formed City of Ely constructed its first City Hall building, a two-story stone hall and fire house that faced Fifth Street between High and Aultman Streets, with a long watering trough in the front. At the time, the City's staff was limited to City Engineer Frank Millard, two volunteer policemen, and a volunteer Fire Chief, C.L. Rowe. With Millard busy laying out street improvements and a municipal water supply, Council contracted with George F. Beardslee to design the building, and approved his plans on August 18, 1908. Beardslee's designs included modest, Classical Revival detailing, including a dual belt course between the first and second floors, a dentilated cornice, and a false front Classical Revival pediment on its east façade. Small awnings covered the two entrances on the façade, which was dominated by large swinging carriage doors for the firefighting equipment. Toward the rear of the building, a large watchtower and siren dominated the roofline. On August 25, the City Council awarded the contract to J.H. and H.E. Schraven for \$5,650. On January 6, 1909, Council held their first meeting in the newly completed building. Although the building did not survive to the present, it became the first of four known Municipal buildings (at the time of this nomination) to be constructed in Nevada that consolidated all city services in a single building. The other three include the 1928 Ely City Hall & Fire Station which is the subject of this nomination, the 1931 Fallon City Hall designed by renowned architect Frederic J. DeLongchamps (NRIS# [04001197](#)), and the 1941 Sparks City Hall & Fire Station, designed by renowned architect Russell Mills, but demolished in the late-1990s for new development.

Like many of Nevada's rural communities, the domain of local government in Ely's new building was mainly in the provision of a minimal amount of city planning, engineering, and fire and police services. In most small cities like Ely, one of the first paid employees was a City Engineer, tasked with ensuring a reliable water supply for drinking, firefighting, and sanitation. Ely's second mayor, Donald C. (Dan) McDonald, oversaw many of these initial developments, serving from 1909 to 1916 before being elected to the White Pine County Commission. McDonald coordinated the urbanization of Ely from a somewhat haphazard mining town to a small city, with significant assistance from Frank Millard. During this time, McDonald and Millard directed the platting of many of the streets that now define the downtown area and the

⁷ *Ely Daily Times, City of Ely Centennial: 1887-1987*, 77; Teaford, 132-173; Judith Spraul-Schmidt, "Reconstituting City Government: Midcentury State Constitution Making, Defining the Municipal Corporation, and the Public Welfare," in *Making Sense of the City: Local Government, Civic Culture, and Community Life in Urban America*, Robert B. Fairbanks and Patricia Mooney-Melvin, eds., (Columbus: The Ohio State University Press, 2001), 11; William H. Wilson, *The* .

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laying of the first concrete sidewalks for the community along primary streets like Aultman.⁸

The fire services that have traditionally been housed at Ely's city hall buildings were a key part of developing the town's local government and civic life. Ely's Fire Department has relied on predominantly volunteer firefighters and continues to do so. The community's firefighting history began in 1899 with the private efforts of locals Neil Munro, Bill Peters, and John Magnuson. Among their first fire safety campaigns was an attempt to convince the town's merchants to place barrels full of water and red buckets at strategic points throughout the community.⁹

With additional growth of both the city and its fire risk on the horizon, Ely formed a firefighting company in 1906 led by Frank McNulty, with Art Knich as assistant chief. The Sanborn insurance map series for 1907 indicated that the newly formed fire department had sixty volunteers with three hose carts, 1250 feet of "good 2-[inch] cotton hose" and "no fire engines," the last of which seems abnormal since hose carts require engines to pump water through the hose. The water supply, at that time a simple, gravity-fed six-inch pipe running down Murry and portions of Aultman Streets was due to be upgraded to a sixteen-inch main down Aultman Street with a twelve-inch main running to Ely City (now East Ely). The fire chief became an elected position until 1912, when the Ely City Council appointed Royal Mathis, who remained in that position for the following decade. Under Mathis, the department held steady at sixty members, but expanded up to six hose carts, a hook and ladder truck, a sixty-gallon chemical cart. The Sanborn map for that year also noted an "alarm bell." In 1922, the City of Ely named Earl Bath the first salaried fire chief to lead the volunteer crew. Bath made several changes to the Fire Department in the interests of professionalizing the firemen and improving the equipment. By the following year, Bath reduced the Fire Department to thirty volunteers, but upgraded the equipment to one hose cart, one auto-driven comb, hose, and chemical wagon, and a fifty-gallon chemical tank, as well as an electric alarm siren operated by telephone. Ely experienced relatively little turnover in its new fire chief position, with only four chiefs appointed from 1922 to 1987 in addition to Bath: Pete Topholm, Frank Oxborrow, Carl Genung, and Edwin Spear.¹⁰

Despite the provision of a city hall building and establishment of a fire department relatively early in the town's development, the City of Ely continued to rely on privatized water and power from the Ely Townsite Company, located in East Ely on the northwest corner of 15th Street and D Avenue (since redeveloped). Sanborn fire insurance maps produced between 1907 and 1923 show a significant expansion of commercial construction along Aultman Street, the primary east-west artery through the center of town. The Nevada Northern Railway ran through the town from the passenger depot in East Ely through Ely proper along present-day Clark Street, to the mining town of Ruth, several miles to the west. By 1912, the area where the future second City Hall

⁸ Elliott, *Nevada's Twentieth Century Mining Boom*, 206-07; Jack Fleming, *Copper Times: An Animated Chronicle of White Pine County, Nevada*, (Seattle: Jack Fleming, 1987), 41-43; City of Ely, Ely City Council minutes, Book 1, p87, August 18, 1908 and August 25, 122, 125; Cornell H. Vander Meer, "A Guide to the Vanishing Frontiers," page 6, NC1069, University Archives and Special Collections, University of Nevada, Reno (hereafter UNR).

⁹ Fleming. 126-128.

¹⁰ Fleming. 126-128; Sanborn Map Company, "Ely," 1907, UNR Collection.

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building would be located was being used as the baseball grounds. Minor improvements including relocation of the grand stand for spectators occurred between 1912 and 1923.¹¹

The construction of a second city hall building in 1928 was a result of economic growth and expansion in Ely in the early twentieth century. Both the expansion of copper mining since the first decade of the century, and the creation of the Lincoln Highway, the nation's first official cross-country automobile route, spurred the growth of a commercial downtown in Ely. Like Ely, by the 1920s many small communities across the country saw their central districts expand or redevelop dramatically. Some communities resorted to subsidizing construction to lure investment, while others took advantage of new highway development to attract outside entrepreneurs. As the term "downtown" entered American parlance in the late-nineteenth century, its definition became synonymous with an urban center with offices, hotels, and theaters, usually at the center of transportation corridors. During the 1910s and 1920s, Ely experienced a modest increase in tourist travel, influenced by the creation of the Lincoln Highway, which ran through Ely as Aultman Street, and nearby outdoor recreation venues such as Lehman Caves National Monument, designated in 1922 in the Snake Mountains. The increased regional and out-of-state traffic supported an increase in shops, hotels, and restaurants along Aultman Street for several blocks. Although Ely never seriously rivaled the Tahoe Basin, Las Vegas, or Reno in terms of tourism, it did become the center of White Pine County's modest tourist industry by the middle of the century. Venues such as Hotel Nevada and the Northern Hotel along Aultman Street provided accommodations and entertainment not only for locals but for regional tourists. However, despite the influence of tourism, the local economy remained dependent on the Kennecott mining operations for the bulk of its support.¹²

The relatively swift growth of Ely as the nexus for a booming economy in White Pine County propelled the need for expanded government services by the late-1920s, reflected in the 1928 City Hall building. At the City Council meeting on May 5, 1928, Engineer Frank Millard provided plans and specifications for a new, larger City Hall building at an estimated cost of \$22,000. Council approved the drawings on July 20, later expanding the plans slightly to allow for a larger, gasoline-powered fire truck. Revealing the importance of organized labor to mining towns such as Ely, Council initially refused to purchase an American LaFrance truck, one of the more popular brands of the time, due to concerns about fair treatment of the company's factory workers. Nevertheless, crews completed the City Hall quickly by the end of November, with the new fire truck purchased shortly thereafter. Taking much of its design influence from the earlier city hall, Millard's new building was larger, but retained a fusion of both Classical and Mediterranean Revival styles. The false front pediment, belt courses, and awning-covered entry

¹¹ Sanborn Map Company, "Ely," 1907, 1912, and 1923, UNR Collection.

¹² Richard Weingroff, "The Lincoln Highway," U.S. Department of Transportation, Federal Highway Administration, <http://www.fhwa.dot.gov/infrastructure/lincoln.cfm>, accessed December 2, 2014; William Kaszynski, *The American Highway: The History and Culture of Roads in the United States*, (Jefferson, NC: McFarland & Co., Inc., 2000) 56, 62; James W. Hulse, *The Nevada Adventure: A History*, (Lincoln: University of Nebraska Press, 1987), 204-205; Gregory M. Franzwa and Jesse G. Petersen, *The Lincoln Highway: Nevada, Vol. 5*, (Tucson, AZ: The Patrice Press, 2004), 11; Robert M. Fogelson, *Downtown: Its Rise and Fall, 1880-1950*, (New Haven: Yale University Press, 2001), 13

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echoed the 1909 building. The large watchtower that had adorned the first building was replaced by a small siren and water tower.¹³

By 1930, the public servants at the new City Hall building served the largest community in White Pine County, which had become the second largest county in Nevada by population behind Washoe County (anchored by Reno). What had been a county of 1,961 people in 1900 became a sizeable network of communities by 1930, boasting 11,771 residents mostly concentrated in Ely. The new City Hall building followed the precedent set with the first 1909 building, combining all city services including firefighting in a single location. However, the 1928 building also reflected the character of the community's changing definition of accessibility and business marketing. These definitions mirrored nation-wide transitions in the American "main street" and the manner that people accessed the American downtown, pushing city services off of central corridors in favor of commercial businesses. Although still located close to the center of town, the City Hall building would be adjacent to Aultman, rather than on the main thoroughfare, which became increasingly centered on automobiles. The increasing popularity of the automobile by the 1920s was signaled in Ely by the increasing prevalence of auto garages and parking accommodations along Aultman Street. The trend meant that City buildings that hadn't already been located off of the main corridor moved to new locations and new facilities.¹⁴

Amid the Great Depression, the City of Ely experienced a slackening in revenue that forced reductions in services and the authorization of loans from stable banks to provide bridge funding for projects and purchases. Despite the lack of funds during this period, fire chiefs such as Earl Bath continuously upgraded and improved the Fire Department's equipment and training as funds allowed. City Council records throughout the 1930s detail that alongside infrastructural items such as sanitation, roadwork, and street lighting, firefighting remained a principal concern. Bath periodically received approval for funding to purchase new hoses, respirators, and fire retardant clothing. By 1931, the City of Ely deeded land just north of City Hall to the Volunteer Fire Department, as their hall was already there; it is unclear in what year the Department constructed the hall, but it remains on the southwest corner of Clark and Mill Streets and is still used by the Fire Department. In 1934, a Federal Emergency Relief Administration (FERA) project installed lavatories and upgraded furnishings in the Fire Department's club house that was attached to their equipment garage in City Hall. By 1935, Works Progress Administration (WPA) Engineer Robert Millard (Frank Millard's son) was contracted to design an expansion for City Hall to provide for an additional City fire truck, but these plans faced delays until 1950. Nevertheless, during this period, Ely's City Council and its Fire Chief, Earl Bath, began an effort to transition most downtown buildings on Aultman Street from frame to masonry to "fireproof" the area, and provided Bath the authority to develop and enforce a fire code throughout the City.¹⁵

¹³ Fleming, 9; Census Bureau, 104; City Council Minutes, May 5, July 20, and November 20, 1928, 423, 428-429, 435.

¹⁴ Fogelson, 251; Martin Treu, *Signs, Streets, and Storefronts: A History of Architecture and Graphics Along America's Commercial Corridors*, (Baltimore: Johns Hopkins University Press, 2012), 104-115.

¹⁵ Ely City Council Minutes, December 20, 1929, January 6, 1930, April 20, 1931, August 20, 1931, May, 31, 1934, August 5, 1935, June 7, 1937, pages 456-457, 470, 481, 489, 550, 587-587, 620.

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During and following the Second World War, Nevada became the fastest growing state in the union, with massive influxes of new residents attracted by a burgeoning gambling industry and the steady provision of well-paying defense industry jobs in Las Vegas and Henderson. As a result, much of the economic growth in the state occurred in its urban areas, such as Clark, Washoe, Elko, and Ormsby Counties. The rural communities and counties, struggling due to declining mining revenues and facing the poor economic outlook for family-owned agriculture, remained static. White Pine County saw its population grow to a maximum of 12,377 in 1940, then declining to around 9,000 by 1950 where it remains today. In the years following the City Hall's construction, mayors such as John H. Gallagher (1935-1948) and Nevin Broadbent (1948-1963) oversaw city government and administration, which primarily focused on maintaining and upgrading the City's infrastructure as new technologies became available.¹⁶

Continued efforts to modernize the city after the Second World War, from its commercial venues to its public buildings, led to the expansion of the City Hall and the redevelopment of several of its downtown buildings. By 1950, the mines in Ruth and Kimberly were still producing 23,000 tons of unprocessed copper ore per day to be smelted in McGill, and cattle and sheep ranching in the surrounding mountains and valleys maintained a significant presence. For the City Hall, the continued need for Ely to serve as the economic and administrative hub for White Pine County resulted in a 1951 addition to the building. The addition would be an expanded fire house to serve new equipment. The City followed this addition with a 1973 renovation of the building that subdivided the space for more offices and added storage. City administrators and officials had been planning the 1951 addition for some time, with the discussion of expanding the fire station beginning in 1943. At that time, it appears that the Fire Department's expanding equipment inventory, including a gasoline fire truck, were housed between both a state highway department garage and the City's public works garage, causing issues in equipment access for volunteer firemen. The need for an expanded garage became immediate in 1949 when the City purchased a new 750-gallon pumper with plans to add a third truck, in addition to the City's existing LaFrance engine purchased in 1928. Concerns over engineering and pricing delayed construction as Council members discussed the new addition over 1950, with Frank Millard and his son Robert, now private-sector engineers, contracted to provide the drawings and specifications. It was not until March, 1951 that construction on the addition began, supervised by Arne Oas, with completion by October of that year.¹⁷

The 1951 expansion for the City's firefighters came in time for the department to battle four of its largest fires since a significant conflagration in 1927 at the Campton Commercial business. On June 27, 1955, a major fire broke out on Aultman Street, destroying the Capitol Club, the Alpine Club, and the Popular Café, as the Ely Fire Department, citizens, and soldiers of the National Guard post in Ely battled the blaze. Perhaps one of the most impactful fires came on

¹⁶ Fleming, 28-29; *Ely Daily Times*, 15; Bureau of the Census, 104; Mary Ellen Glass, *Nevada's Turbulent 50's*, (Reno: University of Nevada Press, 1981), 39.

¹⁷ Ely City Council Minutes, June 5, 1943, November 28, 1949, January 3, 1950, March 20, 1951, Book 3, 41, 636 (irregularity in page numbering), 179, 240.

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May 17, 1964, when an 18-hour blaze destroyed the Northern Hotel, Ely's primary downtown accommodation next to the Hotel Nevada. On March 5, 1974, a fire claimed the life of the only Ely firefighter to die on duty, Robert Curto, who was crushed under a wall that failed during the fire. Finally, in July of 1979, the Steptoe Hotel in East Ely burned to the ground, destroying yet another landmark of Ely's earliest urban development. The ever-present threat of fire made the Ely Volunteer Fire Department one of the critical municipal services provided by the city. The Department would be based at the Ely City Hall station until 1999, when the City constructed a new facility on the south edge of town, at the southeast corner of Great Basin Boulevard (US Highway 93) and Highland Drive.¹⁸

As copper mining declined into the 1970s, tourism traffic, either to Ely's gambling venues, or for outdoor recreation such as hunting or visiting nearby Lehman Caves National Monument, played a larger role in Ely's economy. Ely City Hall continued to serve as the base for the City of Ely's operations into 2016, when a major rehabilitation project required city employees to temporarily relocate to a nearby annex. Ely remained a regional hub for eastern Nevada, but increasingly found itself losing ground economically to communities with active mining, military bases, or interstate highway connections. Increasing consolidation of banking and retail into larger communities in the 1970s, the completion of Interstate Highway 80 to the north, and finally, the closure of the Kennecott Copper mining operation in 1983 initiated a drastic decline in economic activity in the area, and thus, demand for city services. Furthermore, as other states legalized gambling in some form by the end of the twentieth century, Nevada's gambling boom receded, and smaller towns like Ely that had once thrived on localized tourism increasingly found fewer visitors in their communities. White Pine County continues to rely on tourism, but its visitors are predominately outdoor recreationalists, visiting the County's well-known hunting grounds, Great Basin National Park, or the venues that comprise the Great Basin National Heritage Area.¹⁹

Classical Revival Architecture and the Works of Frank W. Millard in Ely

From available research and reconnaissance survey, Ely City Hall & Fire Station does not appear to be a significant example of Classical Revival architecture in Ely. Furthermore, very little research has been completed regarding the building's designer, local engineer and builder Frank Millard. As a result, the Ely City Hall & Fire Station is not considered significant under either of these contexts at this time, although future research may alter that determination. Nevertheless, due to its significance under Criterion C as a significant example of the Municipal/Shared Building subtype of Fire Stations, its architectural background and context is worthy of note.

The architectural character of downtown Ely, of which the City Hall was a part, followed national trends as architects and planners sought to evoke traditional and historic images in their designs. Classical and Revival styles were popular in commercial and public architecture in the 1920s, as would be reflected in several main buildings around Ely, including Frank W. Millard's plans for the 1928 City Hall. Millard was a second generation engineer. He arrived in Ely in

¹⁸ *Ely Daily Times*, 33.

¹⁹ Abbott, 149-155; James W. Hulse, *The Silver State: Nevada's Heritage Reinterpreted*, 3rd ed., (Reno & Las Vegas: University of Nevada Press, 2003), 324-326.

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1902 with his father Edward who was a civil war veteran and mining engineer from Colorado. Frank was 22 when he arrived in Ely, and had recently graduated from the University of Colorado. After a brief time re-processing the tailings of the Chainman mine, the two men entered business under the title “Ed Millard and Son” as local contractors and builders. Frank Millard became especially influential in the physical developments of Ely, serving as the first City Engineer, and designing and overseeing construction of several important buildings, including the Ely Grade School and Ely City Hall, as well as other public and commercial buildings in the community. As in many of Nevada’s rural communities, professionally-trained architects were scarce, so accomplished builders and engineers such as the Millards’ filled an important gap in providing thoughtful and professional expertise on the construction of buildings. Frank Millard eventually also became certified as an architect, possibly driven by his experience designing buildings in the Ely area. The Nevada Society of Professional Engineers recognized Frank Millard as the Engineer of the Year in 1959, and his son Robert secured the same honor in 1962. Frank Millard’s architectural technique, as evidenced by his commissions, tended to rely on masonry with formed concrete detailing. The elements of his confirmed commissions convey subdued Classical Revival style, often with only the form, modest belt courses, and Classical detailing in door surrounds as tells to the building’s style. An exhaustive review of Millard’s commissions in Ely has not been undertaken, although there are a small number of buildings remaining in Ely that have similar stylistic elements. Future research may reveal other significant works by the engineer.²⁰

The City Hall building reflects a trend toward medium-scale Classical Revival architecture in Ely in the early twentieth century. Indicative of both tourism-oriented development in the early twentieth century that emphasized period revivals, as well as a general preference in American public architecture toward the Neo-Classical, the City Hall is a well-preserved, if subdued, example of the surviving Classical Revival architecture in Ely. Other noteworthy examples of this and related styles, in order of construction, include:

- White Pine County Courthouse (1887), Classical Revival, which became part of the White Pine County Hospital complex, demolished in 2017.
- White Pine County Courthouse (1909), Classical Revival, (NRIS #86001958, incorrectly classified as Italianate).
- White Pine County High School (1913), Classical Revival (subdued)
- Bank building, c.1912, northeast corner of D Avenue and 11th Street, East Ely
- Hotel building, c.1912, northwest corner of D Avenue and 11th Street, East Ely
- Ely City Hall (1928), Classical Revival (subdued).
- Ely Post Office (1937), Classical Revival (NRIS #05001122).

It is worthy of note that the Ely Townsite Company Building appears nearly identical in style and form as the City Hall building, suggesting they may have been patterned off of one another, and perhaps both designed by Frank Millard. The architectural history of Ely and White Pine County is not well-developed and demands more research. Additional examples of medium-scale

²⁰ Fleming, 40-42; *Ely Daily Times*, 50.

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Classical Revival architecture once remained in Ely, including banks, commercial buildings, and those constructed for the Ely Light & Power Co. offices in East Ely. However, many of these buildings have since been demolished, either as a result of fire or earthquake damage, from prolonged vacancy, or to facilitate new construction. More in-depth research regarding Ely's architectural history, and the importance of Frank Millard to the development of the community's built environment, may reveal additional architectural significance for the Ely City Hall & Fire Station, requiring the amendment of this document.²¹

Conclusion

The Ely City Hall & Fire Station is significant, both for its ongoing contributions to local history in the areas of Government and Politics and Architecture as the seat of government for the City of Ely, and as its only fire station between the building's completion in 1928, and the construction of a new firehouse for the Fire Department in 1999. Despite minor modifications to its exterior elements, and some interior remodeling, the building retains sufficient integrity to convey its importance as the hub for Ely's government activity and firefighting during the twentieth century.

²¹ Fleming, 45.

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National Register of Historic Places. White Pine County Courthouse, Ely, White Pine County, Nevada. National Register #86001958

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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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: City of Ely – City Clerk; University of Nevada, Reno

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Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property .34 acres

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 11N	Easting: 681657	Northing: 4346306
2. Zone: 11N	Easting: 681627	Northing: 4346299
3. Zone: 11N	Easting: 681626	Northing: 4346307
4. Zone: 11N	Easting: 681611	Northing: 4346304
5. Zone: 11N	Easting: 681613	Northing: 4346286
6. Zone: 11N	Easting: 681637	Northing: 4346270
7. Zone: 11N	Easting: 681663	Northing: 4346274

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary for the Ely City Hall includes portions of White Pine County parcel #128304, beginning at its northeast point (point #1), then running approximately 30.5 meters west to point #2, then approximately 8 meters north to point 3, then approximately 15 meters west to point 4, then approximately 18.5 meters south to point 5, then approximately 47 meters southeast to point 6, then approximately 26.5 meters east to point 7, then approximately 32 meters north back to point 1.

Boundary Justification (Explain why the boundaries were selected.)

The boundary corresponds to the sections of the current parcel that are historically associated with the 1928 Ely City Hall building and its 1950 addition, including parking space on the front and rear, and a side avenue along the south elevation. While the ball field to the southwest predates the City Hall building and is on the same current parcel as the City Hall, it reflects a separate historic context and therefore is not included in this nomination.

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11. Form Prepared By

name/title: Jim Bertolini, National Register Coordinator
organization: Nevada State Historic Preservation Office
street & number: 901 S. Stewart St., Ste 5004
city or town: Carson City state: NV zip code: 89701
e-mail jbertolini@shpo.nv.gov
telephone: (775) 684-3436
date: September 27, 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Ely City Hall & Fire Station

City or Vicinity: Ely, Nevada

County: White Pine

State: Nevada

Photographer: Jim Bertolini

Date Photographed: August 20, 2015

Description: East façade facing Mill Street, looking west.

1 of 11.

Name of Property: Ely City Hall & Fire Station

City or Vicinity: Ely, Nevada

County: White Pine

State: Nevada

Photographer: Jim Bertolini

Date Photographed: August 20, 2015

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Description: North elevation, looking east between club hall for Volunteer Fire Department (left) and the 1950 Fire Station addition (right).
2 of 11.

Name of Property: Ely City Hall & Fire Station

City or Vicinity: Ely, Nevada

County: White Pine

State: Nevada

Photographer: Jim Bertolini

Date Photographed: August 20, 2015

Description: Northwest corner, looking southwest at both the north (left) and west (right) walls.

3 of 11.

Name of Property: Ely City Hall & Fire Station

City or Vicinity: Ely, Nevada

County: White Pine

State: Nevada

Photographer: Jim Bertolini

Date Photographed: August 20, 2015

Description: Rear (west) elevation of the City Hall building, looking east.

4 of 11.

Name of Property: Ely City Hall & Fire Station

City or Vicinity: Ely, Nevada

County: White Pine

State: Nevada

Photographer: Jim Bertolini

Date Photographed: August 20, 2015

Description: Rear (west) of the 1950 Fire Station addition, looking east.

5 of 11.

Name of Property: Ely City Hall & Fire Station

City or Vicinity: Ely, Nevada

County: White Pine

State: Nevada

Photographer: Jim Bertolini

Date Photographed: August 20, 2015

Description: Southeast corner looking northwest at both south elevation and east façade.

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Name of Property: Ely City Hall & Fire Station

City or Vicinity: Ely, Nevada

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Name of Property

County: White Pine State: Nevada
Photographer: Jim Bertolini
Date Photographed: August 20, 2015
Description: South elevation, looking north.
7 of 11.

Name of Property: Ely City Hall & Fire Station
City or Vicinity: Ely, Nevada
County: White Pine State: Nevada
Photographer: Jim Bertolini
Date Photographed: August 20, 2015
Description: Second floor hallway in City Hall building, looking north from top of stairwell.
8 of 11.

Name of Property: Ely City Hall & Fire Station
City or Vicinity: Ely, Nevada
County: White Pine State: Nevada
Photographer: Jim Bertolini
Date Photographed: August 20, 2015
Description: Top of stairwell in second floor, looking south toward south elevation windows, showing radiator.
9 of 11.

Name of Property: Ely City Hall & Fire Station
City or Vicinity: Ely, Nevada
County: White Pine State: Nevada
Photographer: Jim Bertolini
Date Photographed: August 20, 2015
Description: Interior of 1928 fire truck garage in original City Hall building, showing stamped tin ceiling, looking southwest from entry door.
10 of 11.

Name of Property: Ely City Hall & Fire Station
City or Vicinity: Ely, Nevada
County: White Pine State: Nevada
Photographer: Jim Bertolini
Date Photographed: August 20, 2015
Description: Interior of 1950 garage addition, looking northeast toward Mill Street.
11 of 11.

Ely City Hall and Fire Station

White Pine County,
Nevada

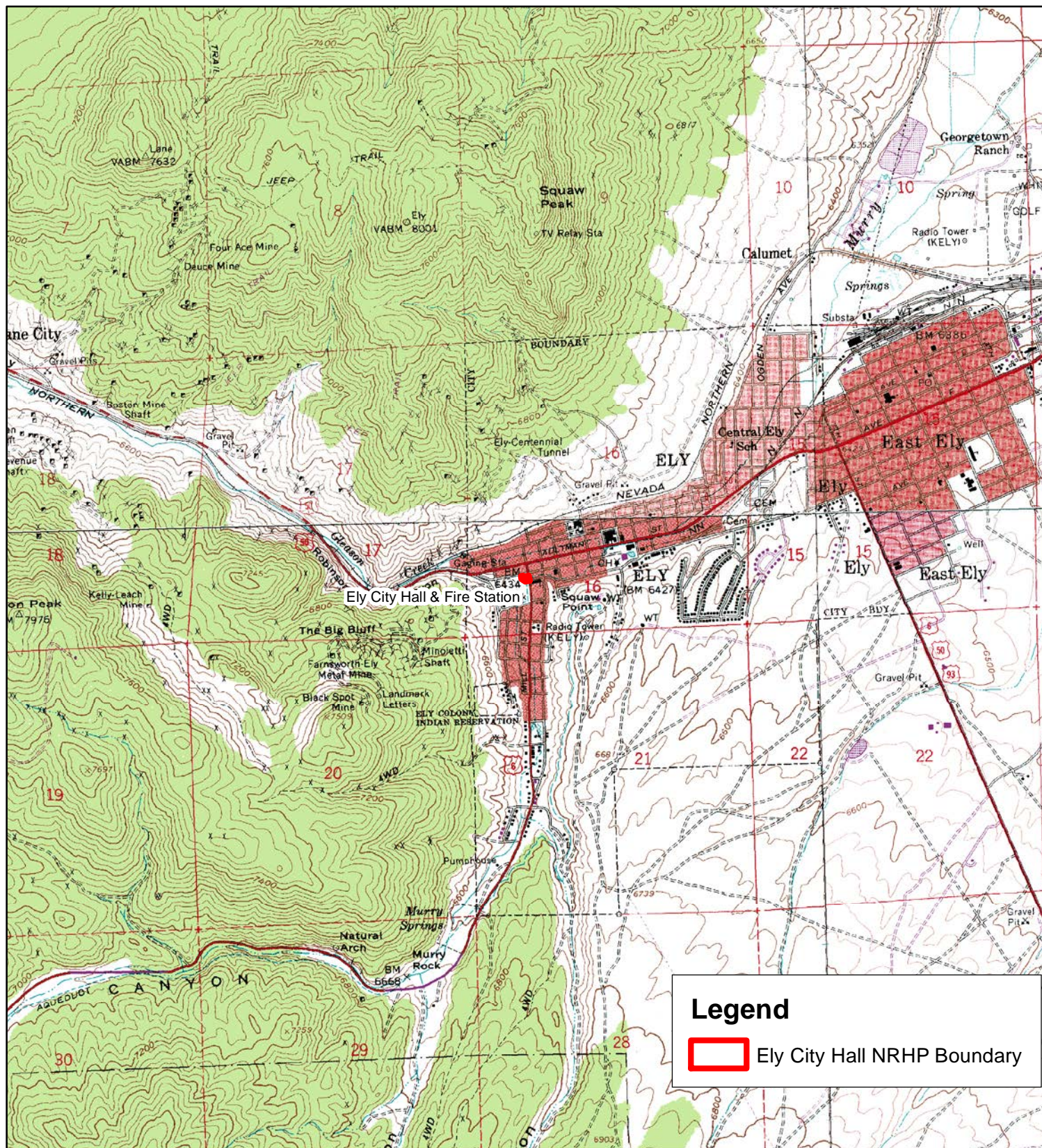
Name of Property

County and State

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Ely City Hall & Fire Station NRHP USGS Topographic Location Map (Ely, East Ely, Ruth, and Comins Lake Quadrangles)



Author: NVSHPO (Bertolini)
Date: September 27, 2017
Datum: NAD 83
Projection: UTM Zone 11 North


0 500 1,000 2,000 Meters



Ely City Hall & Fire Station NRHP Aerial Site Map



Legend

 Ely City Hall NRHP Boundary

Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Author: NVSHPO (Bertolini)
Date: September 27, 2017
Datum: NAD 83
Projection: UTM Zone 11 North

0 25 50 100
Meters





CITY HALL
1928

FIRE DEPARTMENT

FIRE DEPARTMENT

Handicapped parking sign







OFFICIAL
PARKING
ONLY



ELY FIRE

CHEVROLET

OFFICIAL
PARKING
ONLY



CITY HALL
1928

FIRE DEPARTMENT













UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 12/22/2017 Date of Pending List: 1/29/2018 Date of 16th Day: 2/13/2018 Date of 45th Day: 2/5/2018 Date of Weekly List: 2/9/2018

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 2/5/2018 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Barbara Wyatt Discipline Historian

Telephone (202)354-2252 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



CITY OF ELY

501 Mill Street Ely, Nevada 89301
City Hall (775) 289-2430 - Fax (775) 289-1463

November 22, 2017

Rebecca L. Palmer, State Historic Preservation Officer
Nevada State Historic Preservation Office
901 Stewart Street, Suite 5004
Carson City, Nevada 89701-5246

RE: Ely City Hall & Fire Station Nomination

Dear Ms. Palmer:

The City of Ely wholeheartedly supports the nomination of Ely City Hall and the Fire Station for the National Register of Historic Places. On August 27, 2015 the Ely City Council voted unanimously to appropriate \$30,000 for a historic structure report for the purpose of achieving placement of 501 Mill Street on the National Register of Historic Places; that report was completed in June of this year. As Jim Bertolini, Nevada SHPO National Register Coordinator, stated at the August 20, 2015 City Hall Redevelopment Committee meeting, historic preservation honors the history of a property and employs preservation as part of the marketing of economic growth; we hope to achieve both!

The City of Ely has expended resources towards the continued use and preservation of City Hall and the Fire Station due to strong community support. As Kristen Brown, Nevada SHPO Review and Compliance Architectural Historian pointed out to me when she toured both structures in March of this year, many of the original materials are still intact. Further, City Hall housed the City Council's Chambers and City Library for years. So on behalf of the City of Ely, I urge Chairman Stoldal and the other Board of Museums and History Members to approve 501 Mill Street's Nomination.

Sincerely,

Melody Van Camp
Mayor

Cc: Jim Bertolini, National Register Coordinator

State of Nevada
County of White Pine

This instrument was acknowledged before me on 11-22-17 by Melody Van Camp, Mayor of the City of Ely.



Notarial Officer



December 19, 2017



Barbara Wyatt, ASLA
National Register/NHL Programs
National Park Service
1849 C Street NW (Mail Stop 7228)
Washington, DC 20240

RE: Multiple Property Documentation Form, *Fire Stations of Nevada*, and accompanying National Register Nominations for *Pioche Firehouse*, Pioche, Lincoln County, and *Ely City Hall and Fire Station*, Ely, White Pine County, Nevada

Ms. Wyatt,

The enclosed five (5) disks contain the true copies for the Multiple Property Documentation Form *Fire Stations of Nevada*, and accompanying National Register Nominations for two properties:

- Pioche Firehouse, Pioche, Lincoln County, Nevada
- Ely City Hall and Fire Station, White Pine County, Nevada

The inventory of disks follows:

- Multiple Property Documentation Form, *Fire Stations in Nevada* – 1 disk
- Pioche Firehouse
 - Disk 1 - Nomination and accompanying materials
 - Disk 2 – Pioche Firehouse, Photographs
- Ely City Hall and Fire Station
 - Disk 1 - Nomination and accompanying materials
 - Disk 2 – Ely City Hall and Fire Station, Photographs

If you have any questions about the nomination, please contact Jim Bertolini, National Register Coordinator, at (775) 684-3436 or jbortolini@shpo.nv.gov

Sincerely,

Rebecca Palmer
State Historic Preservation Officer