

United States Department of the Interior
National Park Service

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**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

**NATIONAL
REGISTER**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable". For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Fenn Ranger Station

other names/site number _____

2. Location

street & number HC 75, Box 91 / /not for publication

city, town Kooskia / /vicinity

state Idaho code 10 county Idaho code 049 zip code 83539

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>14</u>	<u>1</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site		<u> </u> sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure		<u>8</u> structures
	<input type="checkbox"/> object		<u>2</u> objects
		<u>14</u>	<u>11</u> Total

Name of related multiple property listing:

N/A

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

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Erwin D. Dubois
Signature of certifying official
USDA Forest Service
State or Federal agency and bureau

4-12-90
Date

In my opinion, the property X meets does not meet the National Register criteria. See continuation sheet.

James J. Green
Signature of commenting or other official
Deputy State Historic Preservation Officer
State or Federal agency and bureau

2-8-90
Date

5. National Park Service Certification

I, hereby, certify that this 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:)

Autawicta Blue

June 18, 1990

for Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Government: government office

Current Functions (enter categories from instructions)

Government: government office

7. Description

(enter categories from instructions)

Other: USFS rustic architecture

instructions)

foundation concrete

walls shingle

stone

roof shingle

other

Describe present and historic physical appearance.

The Fenn Ranger Station, constructed by the Civilian Conservation Corps during the years 1937-1940, is the administrative complex out of which the Selway Ranger District of the Nez Perce National Forest is managed.

The Selway District is comprised of 250,000 acres varying from the warm Selway river valley at 1800' elevation to alpine mountains exceeding 6000'. At the eastern and northern sides of the district are four portals into the Selway-Bitterroot Wilderness, one of the first and until 1980, the largest wilderness area in the lower 48 states. The Selway River flows from the wilderness, bisecting the district, and joining the Lochsa River to form the Clearwater. This confluence is at Lowell, 5 miles west of Fenn Ranger Station.

The lower elevations of the Selway and Lochsa drainages are part of a climatic anomaly called a coastal disjunct which supports a range of sensitive and threatened species of plants and animals only found west of the Cascade Range. Large sections District have been classified under various Acts and Forest classifications to protect these and other special qualities. The District has the largest Research Natural Area in the nation, protecting the headquarters of O'Hara Creek. Two roadless areas equaling 125,000 acres protect a variety of qualities: the largest elk herd in the nation; some of the most pristine wild country that still exists outside designated wilderness; and together with the Selway Bitterroot Wilderness, the entire Selway River drainage, barometer watershed for the entire Columbia River system as recognized by the Nez Perce Tribe, the Columbia River Intertidal Fisheries Commission and Idaho Dept. of Fish and Game. In addition, the Selway River was one of the original seven rivers, recognized for outstanding qualities and beauty included in the 1968 Wild and Scenic River Act.

X See continuation sheet

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Management of the Selway River Ranger District originally occurred out of the O'Hara Ranger Station, two miles upriver from Fenn. Due to the pressures of Depression-era economics, the administration of both the Selway and Middlefork districts was combined at one central location. Thus, Fenn Ranger Station was constructed, not only to facilitate this dual management situation, but additionally to serve as a showplace station.

The location chosen for the station, a sloping bench, facing south, above the Selway River, accentuates the attractiveness of the buildings. The station is set back from the road and is surrounded by maintained lawns and trees and sweeping curved drives paved in 1986. Rail fences surround the adjacent pastures. Originally called Goddard Bar Ranger Station, historic records state the name was changed in 1939 to honor the first Nez Perce National Forest supervisor, Major Fenn. Only minor changes have occurred to the station or its setting since 1940.

Contributing Buildings:

Today, the Fenn Ranger Station consists of 15 buildings, 8 structures and 2 objects: administrative building, cookhouse, bunkhouse, east warehouse, west warehouse, gas house, east garage, west garage, barn, pumphouse, hose house, gasoline center, east residence, west residence, garage for residences, a lower west residence, and garage, weather station complex, helicopter landing pad, four satellite dishes, an entrance sign and a stone wall supporting a series of interpretive signs. Two outbuildings, and two structures that once stood on the grounds no longer exist. These include a powder magazine, constructed in 1937 and removed in 1967 which was part of the original construction; a communications shack and a corral, which were not part of the original construction efforts; and an original weather station complex that was removed in 1963. All buildings but the pumphouse are contributing buildings. The eight structures and two objects are all of recent construction and are non-contributory.

The buildings were designed by Region 1 architect William Fox, following Forest Service plans. The plan numbers are stated where they are known, such as C-40 or B-71. Original blueprints and line drawings are located at the station, and in the Regional Office for Forest Service Region One, in Missoula, Montana. Local craftsmen supervised CCC labor during construction. The buildings are all frame construction over concrete foundations. The foundations of the administration building, east and west warehouses, bunkhouse, and cookhouse, are faced with a squared rubble, dressed stone, masonry veneer. These five buildings are connected by stone walkways and numerous retaining walls constructed in Ashlar random design.

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Exteriors:

The original exteriors were covered with Dolly Varden pine siding, treated but left a natural color, and had green stained, cedar shingled roofs. During the early 1950's, cedar shingles replaced the pine siding which had rapidly deteriorated in the humid river environment. Other exterior details common to the buildings are: the use of decorative brackets under the cornices of the administration, cookhouse, bunkhouse, and warehouse buildings; white painted woodwork; tan painted shingle walls; natural cedar shingle roofs. Only one building, the barn, has not been noticeably altered except for roof replacement and painting.

Interiors:

The buildings have gone through various remodelings to facilitate both the working environment and the health and safety of employees. Bathrooms have been modernized, partitions added in some buildings to provide office space, and storm windows have been placed over the original windows. Carved masonite ceilings are common to the administration building, cookhouse and bunkhouse. The cookhouse and bunkhouse also share v-notch, knotty pine wainscoting below carved masonite walls, and 1 3/16 x 2 1/4 inch maple flooring throughout. The administration building has fully panelled v-notch knotty pine walls, and the same maple flooring. All millwork in these three buildings has been left a natural color, with only a varnish finish. The rest of the buildings have painted millwork.

Administration building (Building 2):

The C-40 administrative building, built in 1937, is 56 feet by 28 feet. The roof contour is a successive hipped-gable design. The chimney has a single stack and is faced with a stone veneer matching that of the veneer on the foundation. Cedar shingles cover the roof (4 1/2 by 24 inches) and larger shingles (12x24") cover the walls above the stone work.

Ten gable overhang dormer windows are present on the building. All gable ends of these dormer windows were board and batten in 1937. Six of these windows are located on the front (south) side. Two are on the entry level, and four are on the second floor. Four dormer windows are located on the north side, ground level. Each of the two dormer windows on the ground level of the south side, are side by side double

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hung, two sash six over six windows. The four dormer windows on the south side, second floor, and north side, ground level, are two sash double hung with six over six lights. Twelve other windows exist in the administrative building; these are simple two sash windows with mullions.

The building has two exterior doors. The front door is a recessed short panel, six pane door, with a five pane sidelight on each side. Immediately behind this door is a vestibule. The vestibule door has six large panes, with identical sidelights. The rear door is the same design as the front door, but is not recessed.

In 1937, the building housed two ranger's offices, two reception offices, two bedrooms, an assembly room, storage room, furnace room, and library. The office interior was designed to facilitate the management of two districts from one location. A "mirror-image" design in the administration building placed the two rangers offices and reception areas opposite one another on the ground floor. The old bathroom/showerroom that was located in the basement has been expanded into two bathrooms, and the upstairs assembly room is now two offices. The upstairs storage area has had a partition installed to create another office, and the stairwell has been covered. All other rooms appear as they did in 1937, even though their function may have changed.

Cookhouse (Building 3):

The cookhouse, designed according to plan B-71, faces south. It measures 63 x 37 feet, and contains eight rooms. The cookhouse is L-shaped; the roof configuration consists of both a pyramidal hip and a truncated hip. A short flagstone porch is located immediately outside the main entrance. The cookhouse has a single stack chimney faced with stone. With the exception of a door on the wood storage room, no modifications of the cookhouse have taken place since 1938.

Sixteen windows are present in the cookhouse. Five of these are hinge-down casement windows. All other windows are single and double sash with six over six light mullions. The entry way door is a one panel, large pane door. The back door has two panels, with four vertical pane windows. The door on the wood storage room is a contemporary flush panel door. The wood storage room originally had no door, as its south facing wall had a large opening for ease of unloading wood. Today the wood storage room is used for storage and wood.

The basement has two rooms; a furnace room and wood room (with original wood furnace which is still used). The dining area, cold storage room, kitchen, wood storage room are located on the main floor. The cooks quarters and bathroom are three steps below the main floor. The wood storage room is accessed by leaving the main building via the back door. Lower walls in the bathroom are 1/8" thick tempotile, as well as the upper walls in the kitchen. The floors are covered with original green linoleum in the dining area, kitchen, and bathroom. The cold storage room, wood storage room, furnace room and wood room all have concrete floors.

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Bunkhouse (Building 4):

The bunkhouse was constructed in 1939 according to Plan B-83 and forms the eastern border of the warehouse and garage complex. It is capable of housing twenty people. Outside the front door is an ashlar random style stone porch partially covered by an overhanging roof. The porch is partially surrounded by a low wood railing. The porch outside the west downstairs door is a low stoop, with hood and side rails. The roof is a combination of hipped gable and offset gable design with a centrally located single stack chimney with stone veneer. The building has not changed since 1939, with the exception of the furnace room being remodelled into a bedroom.

The main floor's south door is a 15 pane, short panel door. The downstairs west door has two panels with four vertical panes. Twenty-five windows are located in the bunkhouse. Fifteen are casement, swing-down windows and eight are two sash, double hung windows. The others are simple, nondescript windows.

The bunkhouse consists of five bedrooms, a bathroom/showerroom, and a meeting room. Three of the bedrooms are located on the main floor. The west downstairs furnace room has had panelling applied over the original walls. Also, one corner of the room has been partitioned off to contain the oil furnace which replaced the wood furnace. The east downstairs bedroom walls are horizontal v-notch boards and concrete. The bathroom/showerroom is the original design, except for a contemporary counter being installed. All downstairs floors are concrete. All bedrooms throughout the bunkhouse are carpeted over linoleum. Linoleum floors are located in the meeting room (original) and hallways (new).

East and West Warehouses (Buildings 5 and 6):

The east and west warehouses (plan B-20) were identical buildings when constructed in 1937. One description of the exterior of the buildings should suffice. The inside of the buildings will be described separately. Both face south and form the southern boundary of the warehouse/garage complex.

The warehouses have a hipped roof design with an offset center single stack chimney. Two hip roofed dormer windows are present on the south side of each building; each window having four horizontal panes. The front door is a short panel, six pane door. Twenty three windows are in each building. Twelve of these are swing-down casements, and two are single sash, six pane windows. The remaining nine are three light basement windows.

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The interiors of both warehouses were originally quite open. Walnut flooring was used throughout. Seven inch horizontal V-notch boards were used on the walls and ceilings. Each building had an electric elevator lift that transported heavy items from the attic to the basement. The east warehouse lift is still in operation. The west warehouse lift no longer operates. The elevator shaft is centrally located in both buildings. Eight inch shiplap boards were used for the attic floors. The floor and outside walls of each building's basement are concrete. The northwest corner of each basement houses a bathroom which have been enclosed since the mid 50's.

Today, the east warehouse basement has an original cold storage room in the northeast corner, with additional storage rooms added in the southwest and southeast corners. A dividing wall has also been added to the basement to form an east and west half. The bathroom is still present, although remodeled with contemporary fixtures. The main floor has been divided into offices with panelled partitions, and panelling has been applied to the original walls. The attic has not been altered. Carpeting covers the floors.

The interior of the west warehouse retains more of it's original appearance. The basement has had a storage room placed in the northeast and southwest corners. The bathroom is still present, and has also been updated. The main floor has been divided in half. The west side appears as it did originally. The east side has had an office partitioned off in the northeast corner, and some panelling put over the east and south interior wall. The attic has not been altered. Walnut flooring still appears throughout the west warehouse along with the original seven inch V-notch boards, on the walls.

East Garage (Building 9):

The east garage (plan B-17), 56 feet by 30 feet, was built in 1937. Originally the structure was a four bay garage. The two east bays of the building have since been turned into a kitchen for the bunkhouse. Four windows were added to this portion of the building. Two doors access the kitchen from the outside, and are located in the original bay door areas. The new doors are a flush, one panel contemporary and a double, one panel door. The remaining portions of the two east bay overhead door compartments have been covered over with a board and batten vertical siding and plywood. The two west bays of the garage have not been altered. A work area is located in the far west bay along with a parking spot. Originally this bay contained a grease pit which has since been filled with concrete. The interior walls of the garage are nine inch diagonal and horizontal shiplap. The west end of the building contains two windows. The north side at the west end also has the same two window arrangement. A side entrance to the garage is located at the west end. A block chimney is located in the northwest corner.

The two west bays still used as garages have metal overhead doors with three peep windows each. Originally, the doors were Stanley Overhead Doors. The floor is cement. The attic is used for storage and is unaltered. The attic floors and bay ceilings are eleven inch shiplap. Two nondescript windows are located in the attic, one in the east end, and one in the west. The exterior of the building was originally 1"x8" rustic siding.

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West Garage (Building 8):

The west garage is a 56'x30' gable building built in 1937, and is identical to the east garage. The west garage has not been altered except for filling in the grease pit. The west bay was also used as blacksmith shop in the early years. The four original parking bays are still present, and used for this same purpose. All other existing conditions are identical to the east garage, and need not be expressed again.

The east and west garages are south-facing and form the north boundary of the warehouse/garage complex.

Gas House (Building 7):

The gas house was built in 1938 and houses a north and south storage room, with a garage between. The garage door is the same style as the east and west garages. Two small porches to the north of the gas pump room, and to the south of the old fuel storage room are covered by a roof overhang. These two porches extend out flush with the side of the gas rooms. The gas house contains five single sash casement, swing down windows, and four fifteen pane single sash windows. The interior walls are 7" diagonal shiplap. The roof is a combination of hipped gable and offset gable design. This garage also features an original hydraulic lift and cement floor. A storage area located outside the east wall on the north end originally housed a gas pump. A small door on the side of this storage area was used to access the pump's hose when in use. Today this area is used as a gas can storage, with contemporary shelves having been added.

The east wall at the south end has an adjoining projection from the interior of the south end storage room. This room was originally used for fuel storage, and has a small door to the outside. This room is a mirror image to the gas pump room on the northeast side of the building, with the exception that gas pump room is not adjoined to the interior of the north end storage area.

Barn (Building 1):

The barn, a 46'x28' B-60 style structure, was built in 1940. The exterior of the barn is sheathed in original 8" rustic horizontal siding, and the interior walls are covered with 8" diagonal shiplap. The west end door is a single leaf, large two panel sliding door, and the east end door is a small single leaf two panel door. The west end loft door is a double leaf, two panel door with diagonal shiplap. The east end loft door features two sliding 4'x 8' plywood doors.

Six windows are arranged along both the north and south sides of the building. Two windows light the east end. The window farthest to the east on the north and south sides, along with the two east windows are casement single sash, swing down windows two over two that provide light to the two saddle rooms. The other five windows on each side illuminate the five stalls on each side of the barn.

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Between the north and south side stalls is a concrete runway with a scapper running the length of each side. The ten stalls are partitioned from each other by low walls, and each contains a hay and grain feeder. The stall floors have 3"x10" spaced planks over the concrete floor. The loft of the barn is used for storage and has exposed rafters. The grain room is located in the northeast corner, and a seed room in the southeast corner. The loft floor is 8" shiplap. Gable overhangs on the east and west ends provide support for pulley systems used to lift hay and other items into the loft. The barn has not been altered since its construction.

Located approximately 250 yards East of the administration complex, the barn is surrounded by horse pasture.

East and West Residences (Buildings 16 and 18):

The east and west residences were constructed in 1938 (R-22 Plans). These two 2,025 square foot buildings are mirror images of one another and are still serving the original purposes as housing for Forest Service employees. Since the buildings are the same, one description should suffice, with changes peculiar to each building also described.

The exteriors of the buildings are similar to the station buildings. They have been sided with cedar shingles and have cedar shingle roofs, in a hipped-gable design. There is a centrally located, single stack chimney with stone veneer in each house. The residences are frame construction over concrete foundations. Each has a basement with concrete floor.

There are two entrance doors. The door entering the side of the summer porch has a six pane fixed window with one panel below. There are identical doors separating the porch and the kitchen. The front doors to the buildings were constructed of V-groove pine boards with a specially designed leaded glass window in the upper third of the door. The windows are plain, clear glass, not beveled. The tops of the windows are curved.

The houses have a front porch, approximately 4'x6', made of flagstone laid over concrete foundations, with two stone steps running across the front. The porches have a small hipped-gable roof, and decorated posts with simple rails along the sides. The ceilings of the porches are beadboard. Each house also has a side stoop, level with stone walkways, and covered with a roof overhang. Stone walkways lead from the centrally located garage and driveway to each of the side entries and there are stone retaining walls along the walkways, identical to the walks and walls at the station. The ceilings of these overhangs are also beadboard.

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The east residence has had six windows replaced, four in the living room and two in the east bedroom. The west residence has had three casement windows replaced in the summer porch. Originally, each house had three double, side-opening casement windows in the summer porch, a fixed six pane window between the porch and kitchen, eight single sash, six over six pane windows in the living room and bedrooms, a three over three pane single sash window in the kitchen, and a six over six, single sash window in the bathroom. There are seven horizontal basement windows with three panes each.

The houses have maple floors with carpeting in some rooms. The bathrooms have new fixtures but retain their original cabinetry. The floors are covered with linoleum. The kitchens also have their original cabinets, with modernized counter tops and appliances, and a linoleum floor. The bedrooms and living rooms have not been altered except for replacing windows. Each residence has had additional bedrooms partitioned off in the basement. The east residence has two small rooms on the east end of the basement and the west residence has two bedrooms on the west end and a small playroom partitioned off along the south wall. The main floor in each house consists of living room, two bedrooms, bathroom, kitchen, and summer porch. There is an attic in each building.

Residence Garage (Building 17):

The residence garage (constructed in 1939) is located between the east and west residences and is a shared garage. The construction is frame over a concrete foundation with squared rubble, dressed stone masonry veneer covering the lower two feet of the wall. The roof is a hipped-gable style, with a vented cupola rising from the peak. The roof peaks over the center front and back of the garage contain dovecoats which have been screened and are no longer functional.

The garage has two stalls for autos, with original wooden pull-down garage doors. There are doors entering the garage from each side at the front corners. Both are five panel solid doors. Each door is covered by a roof overhang, supported by posts, serving as a small porch. The post details are repeated from the posts on the front porches of the residences. These porches also have beadboard ceilings. Ashlar random walkways connect each house to the garage and form the floor of these porches. There are four windows in the garage, one on the east and west sides, and two at the back of the garage, facing north. All are eight pane fixed windows. There is a wall between the two auto stalls from the front to the back of the garage. A 6x6 foot passthrough has been cut in this wall.

Originally, the garage was connected to the residences by a covered lath-panelled walkway, in a design similar to a trellis. These trellises and rooves have been removed, leaving only the stone walks and retaining walls. Two storage buildings were constructed in the 1960's and are immediately adjacent to the rear of the garage. The buildings have not jeopardized the integrity of the original structure.

The garage was resingled with cedar shingles over the original siding and has a cedar shingle roof. The garage doors are original, and constructed of v-groove knotty pine boards laid diagonally over the frame to meet at the center of each door.

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Boyd Creek Residence (Building 19):

The lower west residence was moved to its present location in 1962. Originally constructed at the Boyd Creek Fish Hatchery in 1936, the building was cut in half and brought downriver to the present site, reassembled, and set on a concrete foundation. The house has been resided with cedar shingles and the roof has also been cedar shingled. The walkways and entry porches are all poured concrete. The attic has wooden louver vents at both the east and west ends of the roof pitch. The roof is a gable roof with the peak at each end dropped to form a small hip. We consider this residence contributory.

The house contains five rooms: a living room, a kitchen, a bathroom, and two bedrooms. The floors are hardwood, covered with either carpet or linoleum. There are seven double hung, single pane single sash windows, two small single pane single sash windows, and one small non-descript window in the bathroom. Both the front and back doors have been replaced with core-veneer doors.

Boyd Creek Garage (Building 20):

Adjacent to the Boyd Creek house is a garage, built in 1936, that was also moved from the hatchery to the present site. This garage has space for two autos but has had one of the stall doors enclosed. The other stall has a wooden, pull-up door with ten panels and two single pane horizontal windows. There are four windows in the garage; two large six over six single sash windows in the back, one half of one of which has been replaced. There are two fixed six pane windows, one on the east and one on the west walls. The garage is frame construction and has been re-sided and re-roofed with cedar shingles. The garage was placed on a concrete slab. There is an entry door on the southeast side, with a five panel solid door. The garage is contributory.

Non-contributing buildings, structures and objects:

Structure 10:

A small two pump gasoline filling center covered by a cedar shingled gable roof is located just north of the gas house. It was constructed in the 1950's.

Structure 21:

A 4 1/2 foot by 3 1/2 foot x 4' high hipped roof house is located just northeast of the east warehouse, next to the bunkhouse. It is used for fire hose storage. It matches all other buildings in style, materials and color. Age is unknown.

Building 12:

A 7 foot by 11 foot pumphouse, built in 1964, is located between the administrative office and the barn. It has a rolled-roofing, shed roof. Cedar shingles cover the exterior. It functioned as a pumphouse during a brief period of time when a well was being used to supply water. The well failed and water has been extracted from the river since then.

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Structure 3:

A helicopter landing pad was constructed in 1967. It consists of a raised mound with a brick letter "H" inset into the mound. It is approximately 24 x 30 feet.

Object 14:

A stone wall, constructed to appear exactly as the retaining walls at the station, was added in 1967. The wall supports a series of seven interpretive signs. The wall was constructed from stone obtained at the O'Hara quarry.

Structure 11:

A weather station is situated about 150 feet to the west of the gas house, in the pasture. The instruments are surrounded by a wire fence, about 25 feet square.

Object 15:

An entrance sign announcing Fenn Ranger Station is located at the lower end of the west driveway. The sign is routed wood, painted brown with yellow lettering, typical of all Forest Service Ranger Stations. The sign is mounted in a stone foundation.

Structures 22, 23, 24, 25:

Satellite dishes mounted in concrete pads are situated behind all the residences and one between the garages.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Architecture	1937-1940	1937-1940
Conservation		
	Cultural Affiliation	
	N/A	
Significant Person	Architect/Builder	
	William Fox	

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Fenn Ranger Station, the administrative center for the Selway Ranger District of the Nez Perce National Forest, was built during the years 1937-1940. Built at a cost that was staggering for the time, \$500,000, the station was one of the most elaborate built by the Forest Service, and the attention to site design and building placement had not been seen in Forest Service facilities prior to this. The extensive attention given to the design of the station can be attributed, at least in part, to the use of the labor of the Civilian Conservation Corps. Because it contributes to the broad patterns of Idaho's history through its association with the US Forest Service and the Civilian Conservation Corps, the Fenn Ranger Station is significant under Criterion A. It is significant under Criterion C for the artistic value emodied in its siting and attempt to harmonize design with the landscape.

Beginning with the initial withdrawals of timbered land from the public domain in 1908, the Nez Perce National Forest experienced a time of rapid development and changing land management strategy, as did most areas under US Forest Service jurisdiction. Before 1918, trained foresters were few in number. During the period, however, from the end of World War I to the end of World War II, forestry science became a recognized field of study with an increasing number of people pursuing it as a career. As young people graduated from forestry schools, national forests, which previously had had to use a large number of remote stations to manage their resources adequately with few men, began to build larger administrative sites where efforts and expertise could be consolidated. As a result of this increase in administrative consolidation, the Fenn Ranger Station was constructed.

Prior to this, the Middlefork District was managed out of Number One Ranger Station on the Clearwater River and the Selway District was administered from O'Hara Ranger Station on the Selway River. The decision to construct Fenn Ranger Station would centralize this management in a facility built to meet the needs of district personnel. This was reflected in the architecture of the complex.

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Once the CCC became involved in building Forest Service structures, the character of the Forest Service facilities changed distinctly, heralding the attention that would later be given to Fenn. This occurred for three reasons. First, the cost limitation on the amount spent on a single building did not apply to those built by the CCC. (The cost limitation had previously been set at under \$2,000 as late as 1928, but this was raised to \$5,000 if the CCC was involved). Second, the labor pool was greatly expanded, so that complicated framework, natural rock walls or decorative details could now be employed. Third, each CCC company had a group of local experience men (L.E.M.'s) who supervised the work. The LEMs were often carpenters, masons or other skilled construction workers, and they could utilize more complicated construction qualities. In part owing to the CCC, Forest Service buildings lost their makeshift characteristics and new buildings were constructed with the attitude that they last beyond one decade.

Fenn Ranger Station, however, was more substantial and extensive than any Ranger Station built in this region, even with the assistance of the CCC and the ensuing increased funds. It is unique for the attention paid to the integration of the buildings with the landscape.

The final design was created by Region One architect William Fox, who has other Ranger Stations and buildings to his credit on the National Register of Historic Places. Materials, stone and cedar, were procured locally. A quarry was located nearby, and split cedars for the roof were made at a mill near the station. Although the buildings were resided in the 1950's because of weathering problems resulting from the damp climate, the overall style and the details and design of the station have been retained. The future integrity of the site and the surrounding area has also been guaranteed by the protection under the Wild and Scenic Rivers Act.

The CCC played an important role in Idaho, as the state received a substantial amount of federal largesse through this program. CCC workers built roads, cleared trails, erected buildings and fought fires and insect damage. One regional forester in Idaho estimated that work done in Region One forests in three years was equivalent to nearly a decade's work by the Forest Service.

The CCC enrollees who built Fenn were stationed at the O'Hara camp, built in 1935 a short distance away from the station. Camps were run along military lines by reserve Army officers, who made sure that enrollees underwent inspections, bed checks and formations at reveille and retreat, and CCC workers wore World War I surplus uniforms. The first enrollees at the O'Hara camp were from Illinois, but after the fall of 1936, most came from Arkansas. Job training was an important part of the program, but in addition, the camp conducted a voluntary educational service. In a local publication, Major Fenn's Country, Neal Parsell wrote:

"An educational advisor on the camp staff determined the needs and interest of the enrollees, then tried to find persons among the Army officers, the Forest Service

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people, and the enrollees themselves to serve as instructors. Classes in basic literacy were always being held; at one time, 83 out of 150 enrollees at O'Hara could neither read nor write. Other classes were set up on almost any subject if an interest existed and an instructor could be found." (3)

Fenn Ranger Station is still directly involved with the ongoing management of public lands and resources. It is a fine representation of CCC construction, and as such, it has made a significant contribution to the broad patterns of Forest Service history, and has been central to the management of one of the original seven rivers included in the Wild and Scenic Rivers system. The buildings are significant as a memorial to the care and craftsmanship of a generation of young American men who served their country in a unique way.

Footnotes:

1) Cort Sims, Ranger Stations on the Idaho Panhandle National Forest (U.S. Department of Agriculture): 20.

2) Ibid.

3) Neal Parsell, Major Fenn's Country (Upper Clearwater-Lochsa-Selway Chamber of Commerce): 33-36.

9. Major Bibliographical References

See continuation sheet.

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 hist. preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Nez Perce National Forest

10. Geographical Data

Acreage of property 14

UTM References

A 111 612130 5106410
Zone Easting Northing

C 111 612695 5105890
Zone Easting Northing

B 111 612790 5106105
Zone Easting Northing

D 111 612230 5106210
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

Fenn Ranger Station is 5 miles east of Lowell, Idaho on the Selway Road (223). It is within Idaho County, Idaho. Nearest Post Office is 27 miles east, Kooskia, Idaho. The station is located in the NW 1/4, Section 23, Township 32 N, Range 7 E.

See continuation sheet

Boundary Justification

The boundaries correspond with the property historically associated with the Fenn Ranger Station.

See continuation sheet

11. Form Prepared By

name/title Kendall Clark, Recreation Forester; Steve Lucas, Archeologist-Volunteer
organization USDA Forest Service date February 15, 1989
street & number HC 75, Box 91 telephone 208-926-4258
city or town Kooskia state Idaho zip code 83539

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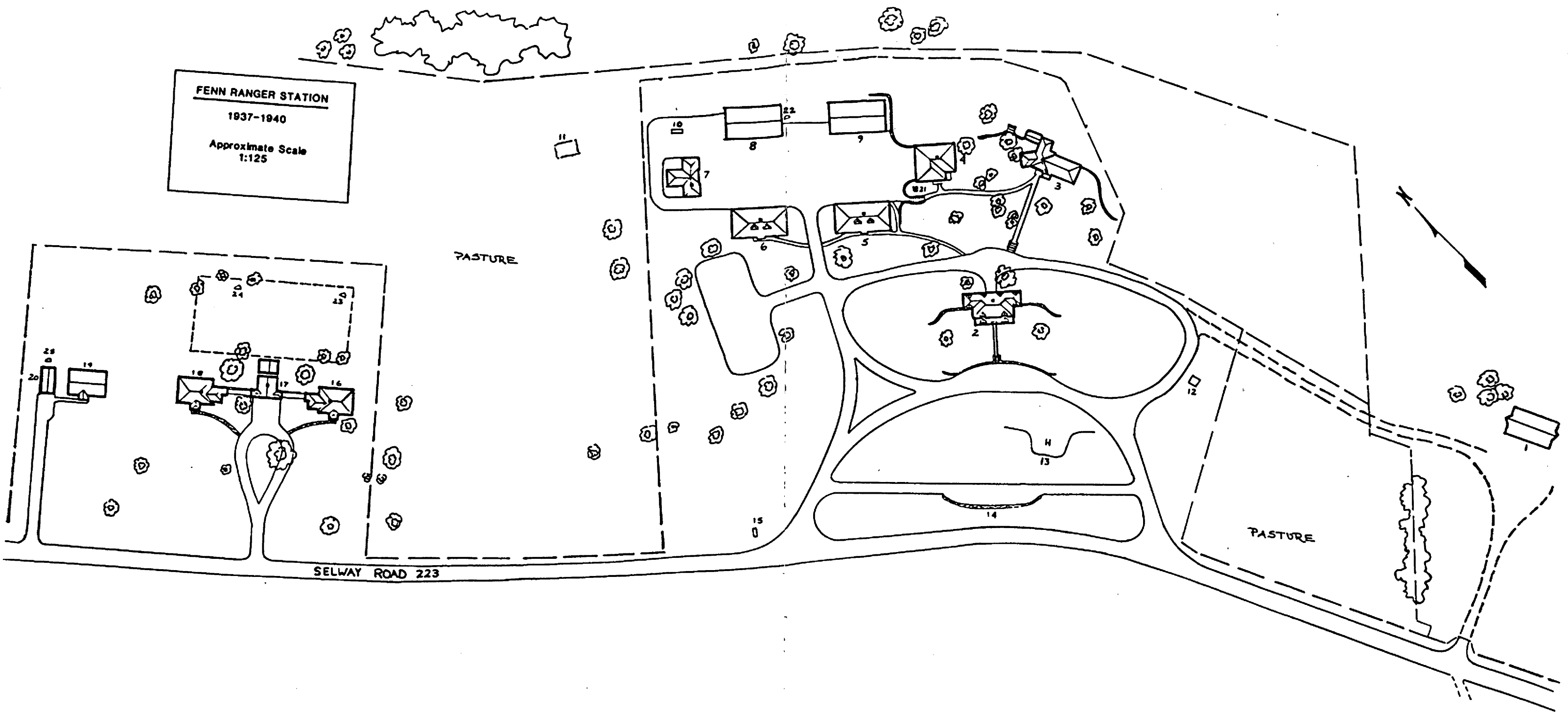
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Cohen, Stan 1980	The Tree Army - A Pictorial History of the Civilian Conservation Corps 1933-1942. Pictorial Histories Publishing Company, Missoula, Montana.
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Forest

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n.d.	Photograph collection. On file at Fenn Ranger Station, Kooskia, Idaho.
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Peters, John 1989	Personal communication; letter on file at Fenn Ranger Station, Kooskia, Idaho.
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Troop, Gail 1988	Personal communication; August, 1988.
Watt, Gus 1988 1989	Unpublished photograph collection and memorabilia. In possession of owner, Spokane, Washington. Personal communication; February, 1989.
Weholt, Carl 1989 1985	Personal communication; February, 1989. The Smokechaser. Carl Weholt, Grangeville, Idaho.

FENN RANGER STATION
1837-1940
Approximate Scale
1:125



PASTURE

SELWAY ROAD 223

PASTURE