

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

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

Nevada Northern Railway, McGill Depot
Name of Property

White Pine County, NV
County and State

Name of multiple property listing (if applicable)

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 15000010

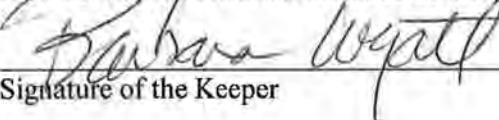
Property Name: Nevada Northern Railway, McGill Depot

County: White Pine County

State: NV

Multiple Name:

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

 2-17-15
Signature of the Keeper Date of Action

Amended Item in Nomination

This SLR is issued to make the following clarification:

Section 5. Number of Resources within Property

The two contributing structures included in the nomination are the stone retaining walls and the red brick conductor's station.

The State Historic Preservation Office was notified of this amendment.

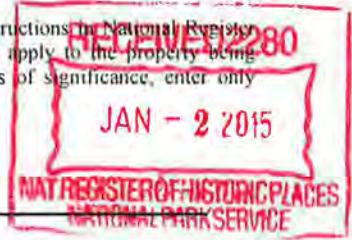
Distribution

National Register property file
Nominating Authority (without nomination attachment)

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: Nevada Northern Railway – McGill Depot

Other names/site number: McGill Depot

Name of related multiple property listing:

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

2. Location

Street & number: 1 North Avenue K

City or town: McGill 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,

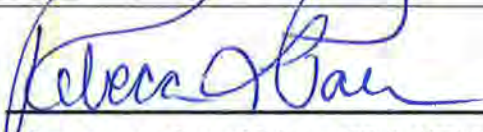
I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide local

Applicable National Register Criteria:

A ___ B ___ C ___ D

	SHPO	12/23/14
Signature of certifying official/Title:		Date
<u>Nevada State Historic Preservation Office</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

Harrison's Guest House
Name of Property

Clark, Nevada
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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:)

Barbara Wyatt
Signature of the Keeper

2-17-15
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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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN
MOVEMENTS/Craftsman

Materials: (enter categories from instructions.)

Principal exterior materials of the property: CONCRETE, METAL/steel, WOOD

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The McGill Depot sits on the east side of the town of McGill, located on the east side of Steptoe Valley against the Duck Creek Mountains, near the geographic center of White Pine County. Resting between two sets of railroad tracks, the depot is a one-and-one-half-story, Craftsman style railroad depot. It has a rectangular form, with a double-pitched hipped roof with wooden beams, trusses, and sheathing. It has concrete block walls, a poured concrete foundation, and wood and plaster finished interiors.

Narrative Description

The Nevada Northern Railway Depot is located at 1 North Avenue K in the community of McGill, Nevada. Located thirteen miles northeast of Ely, the county seat, McGill sits at the 6300' elevation on a sloping alluvial fan at the base of the Duck Creek Mountains. McGill straddles US Hwy 93, known locally as Fourth Street, for a length of nearly 1.75 miles. The

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town site, which covers about 1 square mile, is laid out in neat blocks with residential districts surrounding a central strip of commercial buildings along Fourth Street.

The Depot includes the typical features of an early-twentieth century combination depot. It is a one and one-half-story, rectangular building located on the east side of McGill at the end of First Street, situated along the McGill spur of the Nevada Northern Railway. It rests on a poured concrete foundation and its walls are constructed of smooth finished concrete blocks in alternating narrow and wide courses. The depot features a dual-pitched hipped roof with the central hip set having a steeper pitch than the outer hip set. The roof has wide eaves supported by diagonal wood knee brackets. Each bracket is supported by a decorative cast concrete plinth. The roof features gabled dormers at the midpoint of both the east and west sides of the building. Each dormer has a pair of vertical two-over-two, double hung wood sash windows. The roof has recently been re-clad with dark green standing seam metal.

All windows are a uniform vertical two-over-two, wood double hung sash with the exception of wood hopper style windows located in the freight room and a Chicago style window located in the north elevation which provides light and air to both public toilets. There is one panel door on each elevation, with two on the west elevation providing access to both the men's waiting room and the ticket office. Doors are of wood construction featuring multiple horizontal panels and hopper transoms. They provide direct exterior access to the ladies' and gentlemen's waiting rooms, the ticket office, and the baggage room. The southern half of the building is surrounded by an elevated freight platform with sloped ramps on either end. There are large freight doors on the south, east and west elevations that provide access to the freight room. As mentioned previously, the freight room has hopper style windows located just below eave level.

Internal organization of this building reflects the combination depot type, including both a passenger and freight section. At the north end of the building are separate gentlemen's and ladies' waiting rooms, each with its own toilet. Moving south there is the ticket office and telegraph/freight office—also with a toilet. Further south is the express room and agents office which features an insulated room for perishable freight. Lastly, at the southern end of the building, are a large, open baggage room and freight room. The freight room includes a built-in scale by the east sliding door. Walls and ceilings are lathe-and-plaster, with painted wainscoting in the passenger areas and offices. Elements of the utilities, including radiators, are still present. Ticket counters and teller windows are also still present. The freight area includes unfinished floors and an open ceiling, revealing the roof's truss and rafter system, as well as roof repairs made in the 2000s.

The surrounding landscape shows the terracing of several hillside rail-lines, with deteriorated gravel beds, embankments, and retaining features. Vegetation is sparse including short-grasses, weeds, and rabbitbrush. Associated with the depot are the rail lines and a retaining wall that supported the maintenance and operation of the depot. Along the east and west elevations of the building are sets of standard gauge railroad tracks on grade, and leading past the raised platforms on either side of the depot, and joining at a fork and switch approximately seventy meters south of the depot. Along the western edge of the rail line, the embankment falls off about four feet to the next grade. Fifteen meters west of the depot, there is a retaining wall marking the drop in

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elevation from the depot rail lines to the next grade, ensuring the depot foundation does not succumb to erosion. The wall runs approximately seventy-five meters in length north to south, with a four foot post-and-rail fence with wooden posts and metal rails. The fence is approximately four feet in height. The retaining wall is at the depot's grade, extending approximately four feet above the lower grade to the west. At the southern end of the retaining wall is a red brick conductor's station with a concrete roof for overseeing traffic on the lower rail lines. Above the railroad line to the east is an eroded embankment from the Hiline route that once ran raw ore into the mill above the depot.

Integrity and Work in Progress

The McGill Depot retains strong integrity to the period of significance in location, setting, feeling, association, workmanship, design, and materials. The majority of materials, both interior and exterior, have been retained from the historic period with minimal alteration. As a result, the design and workmanship of the depot is still apparent. There has not been significant development in McGill since the end of passenger service at the depot in 1941, or the folding of the Nevada Northern Railway in 1983. The setting and feeling of the depot as a rural transportation hub remain, as does its association with the railway through the still extant tracks running on either side of the building. While there is not currently rail access to the depot for passenger or interpretive purposes, the overall integrity of the building and surrounding landscape allows the depot to convey its significance as a primary component of the town's social and economic life between 1910 and 1941.

In 2004, the Nevada State Commission of Cultural Affairs provided the Nevada Northern Railway Museum with a grant to rehabilitate the roof and the exterior walls of the depot. That project led to the replacement of the failing roof with a compatible, steel, standing-seam roof. The Museum has periodically won grants to rehabilitate other exterior elements of the building including doors and windows. The Nevada State Historic Preservation Office reviewed all work to ensure adherence to Secretary of the Interior's Standards for the Treatment of Historic Properties.

Today the building is secure on the exterior, has electricity, and has an alarm system. The interior needs to be rehabilitated. The waiting rooms need to be plastered and painted. Plans call for the McGill Depot to serve as an interpretative center to tell the story of immigration to White Pine County, the story of the copper industry and the railroad. McGill and the surrounding area have a fascinating story to tell that goes to the heart of the story of America. As such, the McGill Depot is an excellent candidate for inclusion in the National Register of Historic Places for its significance to the community of McGill and the history of rail transportation in northeastern Nevada.

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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.)

TRANSPORTATION

Period of Significance

1910-1941

Significant Dates

1910

1941

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Nevada Northern Railway Depot in McGill, Nevada is eligible for listing in the National Register of Historic Places under Criterion A in the area of Transportation for its association with the Nevada Northern Railway and the development of McGill as a copper smelting center in the early twentieth century. Nevada Consolidated Copper Company established the town of McGill as a smelting plant in 1906. As both the plant and the town became a central component mining in White Pine County, the Nevada Northern Railway constructed the McGill Depot in 1910 to provide both freight and passenger service to the copper town until 1941.

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

Copper Processing in McGill

Eastern Nevada's mining history extends back to the foundations of the state in the 1860s. During the last half of the nineteenth century, the majority of miners in the state focused their attention on gold and silver deposits. Prospectors throughout northern Nevada found rich deposits and established boom towns at sites such as Eureka, Hamilton, Austin, and Pioche. The discovery of gold and silver in east Lander County led to the establishment of a separate White Pine County in 1865. By 1868, miners collectively established the Robinson Mining District to aid in regulating mining claims in communities such as Ruth and Kimberly. They established the Duck Creek district to the east the following year which would later include the future communities of McGill and Steptoe. However, operations in these two mining districts depleted their gold and silver veins and most of these towns decreased dramatically in size by the 1880s.¹

New copper processing techniques developed in the twentieth century, alongside the expansion of the copper market, precipitated the rise of Nevada as one of the leading copper producers in the country. Though copper had been in use in the United States for currency and brass production since the eighteenth century, developments in the early twentieth century facilitated increased extraction in areas like eastern Nevada. Enhanced mining techniques developed by Daniel C. Jackling of Utah in 1899 allowed for processing of low-grade copper ore, a common feature of the Robinson Mining District's mineral deposits.² This combined with increased use of

¹ James W. Hulse, *The Silver State: Nevada's Heritage Reinterpreted*, 3rd ed., (Reno & Las Vegas: University of Nevada Press, 2004), 108-112; Sam P. Davis, *The History of Nevada*, vol. 2, reprint, (Las Vegas: Nevada Publications, 1913 [reprint 1984]), 1043.

² 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 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.

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copper in wiring for electricity, telegraph lines, and telephone wire and led to a massive expansion of copper mining and processing in White Pine County in the early 1900s.³

With the new means to process low-grade copper ore, the Robinson Mining District experienced a transformation in its mining and transportation landscape. Precipitated by the Gray-Bartley discovery in 1900, mining companies began establishing operations in the district to process the low-grade copper ore. By the end of 1906 these various companies merged into the Nevada Consolidated Copper Company with controlling interest in the hands of Guggenheim Exploration Company. Initially, Mark Requa advocated for a reduction and milling site near Ely named Georgetown Ranch. However, due to the better availability of water for the process in nearby Steptoe Valley, Nevada Consolidated selected a site there next to McGill Ranch, thirteen miles north of Ely.⁴

In the late months of 1906, Nevada Consolidated moved quickly to establish their copper processing plant. The company acquired the land and water rights of W.N. McGill, the ranch owner, for \$100,000 and located a site for the plant on the east side of the valley against the Duck Creek Mountains, southeast of the ranch complex.⁵ However, due to the financial need for cooperation, both the Cumberland-Ely and Nevada Consolidated companies created a joint company, Steptoe Valley Smelting and Milling, to construct the plant in McGill. In December, crews began construction on temporary tent buildings, warehouses, barracks, and mess halls for the workers as well as a wood-staved metal pipeline to bring water from Duck Creek. The company town they constructed at McGill became the largest and most important of Nevada Consolidated's corporate communities in White Pine County.⁶

The following year, the town of McGill showed rapid expansion in industrial, residential, and commercial sectors, all of which Nevada Consolidated tightly controlled. Two general merchandise stores, a hotel, and a saloon provided basic accommodations, goods, and services for the town's residents and visitors. The jointly-run Steptoe Valley Smelting and Milling Company constructed fifty concrete houses for skilled employees, and company officials. As smelting and milling operations expanded at McGill, Nevada Consolidated followed suit with additional company-provided employee housing, beginning a steady campaign of home construction in 1907. By 1910, McGill had grown to such size that Nevada Northern Railway built a new, concrete block depot for the bustling community.⁷

Nevada Consolidated and Steptoe Valley Smelting and Milling conducted international recruitment that not only accelerated the growth of McGill, but created a diverse ethnic

³ Russell R. Elliot, *Nevada's Twentieth Century Mining Boom*, (Reno & Las Vegas: University of Nevada Press, 1988), 174.

⁴ Elliot, *Nevada's Twentieth Century Mining Boom*, 190.

⁵ Elliot, *Nevada's Twentieth Century Mining Boom*, 215.

⁶ Elliot, *Nevada's Twentieth Century Mining Boom*, 189, 215-216; State of Nevada – Division of Historic Preservation and Archaeology, *An Architectural and Historical Survey of Downtown McGill, White Pine County, Nevada*, by Barry A. Price, (Carson City, NV, 1985), 9-10; Russell R. Elliot, *History of Nevada*, 2nd ed., rev., (Lincoln: University of Nebraska Press, 1987), 227.

⁷ Elliot, *Nevada's Twentieth Century Mining Boom*, 216-217.

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landscape in the young community. Like industrial mining operations throughout the west, company officials viewed the recruitment of international laborers as a way to reduce costs through lower wages. Company supervisors often gave lower-paying positions to Japanese, Greek, Austro-Hungarian, and Serb laborers, while their English and Scandinavian counterparts enjoyed higher pay and responsibility. As a result, the Robinson Mining District soon included enclaves in communities like Ruth, Ely, and McGill, separated along ethnic and economic lines. Frequently, the company housed new arrivals in dormitories until their families arrived at the depot and they moved to one of these neighborhoods.⁸

At first, early Steptoe Valley residents tolerated the presence of immigrants, mostly because they perceived the new arrivals as temporary. However, the consistent application of new technology to the mining and milling operations created permanent, low-skill jobs and convinced many immigrant families to settle in mining communities permanently. These families usually settled in an ethnic enclave, not only to afford themselves familiar surroundings and friendly neighbors, but also because their employers encouraged the segregation to reduce ethnic tensions. In McGill, Greeks arriving at the depot usually found housing on the west side of Main Street while Austro-Hungarians, predominantly Serbs, Croatians, and Slavs, generally lived north of the Greeks. While these communities included many non-Greek and Austrian residents, they contained enough of an ethnic presence to receive the respective monikers of Greek Town and Austrian Town. The only strict enclave that developed in McGill was “Japtown,” housing the town’s several hundred Japanese residents. These enclaves remained fairly distinct until second-generation residents began establishing themselves in McGill and integrating with other ethnic groups.⁹

Copper continued to be a strong market force in the Robinson Mining District well into the twentieth century, despite periodic economic challenges. The start of World War I in 1914 caused copper prices to soar along with demand. Nevada Consolidated became one of the leading copper producers in the country. However, postwar drops in prices led to slowdowns and layoffs by 1919. Many area mines operated at roughly half capacity through 1920 and suspended operations by 1921. By that year, Nevada Consolidated laid off all but 250 workers who made improvements and repairs to the plant. Though the copper market recovered by 1922, on July 9th of that year, a fire destroyed the mill complex, requiring its reconstruction. Crews finished a temporary mill within forty-five days, and the company resumed continuous operations after sixty-nine days. However, Nevada Consolidated did not finish a new, permanent mill for another year and a half. Once completed, the new mill could process 9,500 tons of ore a day. In 1933, Kennecott Copper Company acquired Nevada Consolidated, creating one of the largest copper-producing firms in the country. They delayed changing the name of the operation to Kennecott Copper until 1943. That growth continued during and after the Second World War to support both wartime production and the postwar boom.¹⁰

⁸ Elliot, *Nevada’s Twentieth Century Mining Boom*, 228; Elliot, *History of Nevada*, 229.

⁹ Elliot, *Nevada’s Twentieth Century Mining Boom*, 228; Price, *Downtown McGill*, 11.

¹⁰ National Register of Historic Places, McGill Drug Store, McGill, White Pine County, Nevada, National Register #97001301, page 8-6; Hyde, 143.

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However, as the national copper market became much more volatile after the Second World War, the company sold off most of the town into private hands and reduced production. The long-term fall in the price of raw copper, rising production costs as copper pits became deeper, and increasing wage demands all combined to make domestic production more difficult. South American and African copper mines began to out-compete American operations, leading to their decline by the 1970s. Kennecott gradually reduced production until they shuttered the mill in 1983.¹¹

Nevada Northern Railway and McGill

Built in 1910 by Nevada Northern Railway, the McGill Depot became the primary transportation hub in Steptoe Valley for passenger and freight service. Co-owned by Nevada Consolidated and Ely-Cumberland, Nevada Northern was an integral component of both companies' copper processing system. Trains carrying copper ore from Ely and Ruth passed by the depot, depositing their cargo in the smelting and milling complex to the north and east. Trains with processed ore left the depot bound for the company's refinery, followed by transfer to manufacturing centers producing electric wiring, copper plumbing, and brass accoutrements. The depot itself provided Steptoe Valley's connection to regional social and economic networks, national consumer markets, and international migration trends.

Nevada Northern Railway provided an efficient transportation connection for Nevada Consolidated between Ely-area mines and the national railroad networks. Area mining entrepreneur Mark Requa led efforts to incorporate and establish the Nevada Northern Railroad as a co-owned company managed by both of the major copper interests in White Pine County. The vitality of the railway to the region supported the Nevada Northern Railroad as a highly profitable endeavor that continued to operate in the region until 1983.¹²

The line proposed for the Nevada Northern Railway connected the Robinson Mining District to the Central Pacific line to the north. Beginning in Cobre at the north end of the Goshute Valley, the line ran south into Steptoe Valley, linking with McGill and Ely and terminating in Ruth. Crews began work at Cobre in September of 1905, completing the line into Ely a year later. Concurrently, the railroad constructed a separate spur to move ore traffic bound for the McGill mill and smelter off of the main passenger and freight line, named the Hiline. The Hiline route branched off the main line near Ely and ran ore freight up the east side of Steptoe Valley and into the mill and smelter in McGill. In October of 1906, rail crews also added a three-mile passenger and freight spur into McGill from McGill Junction, three miles south of the town. This shorter line ran from McGill Junction north along the east side of the town, terminating just below the mill. By December, Nevada Northern constructed a small depot at the terminus of this spur to facilitate the offloading of passengers and non-ore freight. The company inaugurated passenger service on the line on February 9th, 1908, with most of the traffic staying local between McGill, Ely, and Ruth. A single train a day traveled north through Steptoe Valley to Cobre, but dozens

¹¹ McGill Drug Store, National Register #97001301, page 8-6; Hulse, *The Silver State*, 178.

¹² Elliot, *Nevada's Twentieth Century Mining Boom*, 197.

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more ran between McGill and the other towns in the county. Like many initial railroad depots, the first building that greeted passengers arriving in McGill was of wood frame construction without a foundation. However, as traffic increased and McGill became the primary hub for Nevada Consolidated's operations in the region, Nevada Northern relocated the first depot, replacing it in 1910 with the concrete block building present today.¹³

Local railroad depots like McGill's often became the center of the community because of the connections they afforded to regional, national, and international society. Through its prominence as a public space, and its location between the town and the copper mill and smelter, McGill Depot attracted a cross-section of the town's inhabitants. As a combination depot, it offered both freight and passenger service, with separate waiting rooms for men and women. Railroad architects throughout the country offered separate spaces in early depots because of the perceived coarseness of common men's activities such as smoking and tobacco chewing. However, during the height of Jim Crow segregation laws, many railroad depots converted these separate waiting rooms into white and "colored" facilities. Considering the presence of an African American community in McGill in the early-twentieth century, it is possible that the railroad established segregated seating.¹⁴

The McGill Depot became part of a vibrant transportation network that linked White Pine County socially and economically. Though regional and national traffic to and from Cobre was fairly light, there were thirty-three other passenger trains that ran within the McGill-Ely-Ruth network between 1908 and approximately 1941. The lines offered trains scheduled around church services, work shift schedules, social events like rabbit hunts, and school days. With only one area high school established in Ely, high-school age children in McGill enjoyed daily dedicated school trains from McGill Depot into Ely. Residents of McGill who desired more shops or services could access them in Ely by traveling on the frequently scheduled trains. They often utilized the depot's telegraph and freight services provided by Nevada Northern to connect with friends, relatives, and colleagues around the country, and order supplies and goods from national merchants. The connections afforded by the Depot not only allowed McGill residents to access national commodity markets, but also brought in tourist passengers from around the country hoping to view the spectacles of the mines and the beautiful scenery of eastern Nevada.¹⁵

The connectivity offered by the rail and telegraph service at the depot extended to the labor troubles of twentieth century mining and ore processing. In 1912, soon after the completion of the depot, the Western Federation of Miners called for strikes against Guggenheim-owned properties to protest conditions at a facility in Bingham, Utah. As a result, workers at McGill stopped work in support. Tensions led to strikes and state Governor Tasker L. Oddie rushed to

¹³ The Nevada Northern Railway moved the first McGill Depot to East Ely in 1910. Elliot, *Nevada's Twentieth Century Mining Boom*, 191-192; David F. Myrick, *Railroads of Nevada and Eastern California, Volume One – The Northern Roads*, (Berkeley: Howell-North Books, 1962), 117, 132; Sam P. Davis, ed., *The History of Nevada*, vol. 1, reprint, (Las Vegas: Nevada Publications, 1913 [reprint 1984]), 594-95; H. Roger Grant, *Railroads and the American People*, (Bloomington/Indianapolis: Indiana University Press, 2012), 101.

¹⁴ Grant, *Railroads and the American People*, 98, 130-159.

¹⁵ Myrick, *Railroads*, Vol. 1, 132; H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America*, (Sioux Falls: The Center of Western Studies, 1988), 3.

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the town in an effort to avoid the violence that had occurred in nearby Goldfield earlier in his term. Oddie declared martial law after strikebreakers killed two Greek workers, calling in the Nevada State Police to restore order. During the strike, both strikers and Oddie frequently congregated at or near the depot. Additional strikes in McGill in 1919 led to mediation from both Governor Boyle and federal official J. Lord. Both strikes led to modest wage increases for the workers, the negotiations for which depended on quick reactions facilitated by the rail line and depot.¹⁶

Declining copper production after the Second World War, and the popularity of the automobile since the 1920s, led to steady reductions in rail traffic through the depot. As local passenger traffic on the Nevada Northern Railway declined, the company ended its passenger service in 1941. Beginning that year, the company leased the McGill Depot to the Steptoe Valley Credit Union, but continued using the line and the depot for freight service to McGill until the company's close of operations in 1983. The credit union used the waiting rooms and the office area, but not the freight area. When the smelter closed in 1983, the credit union moved out and the company donated the building to the White Pine Historical Railroad Foundation along with the rest of the railroad. Due to lack of funding, the building sat vacant and unused from 1983 through the early 2000s. In 2004, the Nevada Northern Railway Museum, under the White Pine Historical Railroad Foundation, secured a grant from the Nevada State Commission for Cultural Affairs for repairs. The rehabilitation of the depot is ongoing with the hopes of opening it as an interpretive center on the Nevada Northern Railway's regional history in the future.¹⁷

¹⁶ Elliot, *History of Nevada*, 231, 261; James W. Hulse, *The Nevada Adventure: A History*, 3rd ed., (Reno: University of Nevada Press, 1972), 194; Mark S. and J. Joan Bassett, *Images of America: Nevada Northern Railway*, (Charleston: Arcadia Publishing, 2011), 61.

¹⁷ Janet Greenstein Potter, *Great American Railroad Stations*, (New York: Preservation Press, 1996), p510.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Grant, H. Roger, and Charles W. Bohi. *The Country Railroad Station in America*. Sioux Falls: The Center of Western Studies, 1988.

Hulse, James W. *The Nevada Adventure: A History*. Reno: University of Nevada Press, 1981.

Hulse, James W. *The Silver State: Nevada's Heritage Reinterpreted*, 3rd ed. Reno & Las Vegas: University of Nevada Press, 2004.

Hyde, Charles K. *Copper for America: The United States Copper Industry from Colonial Times to the 1990s*. Tucson: University of Arizona Press, 1998.

Nevada Northern Railway Depot
Name of Property

White Pine, Nevada
County and State

Myrick, David F. *Railroads of Nevada and Eastern California*, Vol. I-III. Berkeley: Howell-North Books, 1962.

National Register of Historic Places. McGill Drug Store. McGill, White Pine County, Nevada. National Register #97001301.

National Historic Landmark. Nevada Northern Railway, East Ely Yard and Shops. Ely, White Pine County, Nevada. National Register #93000693.

Potter, Janet Greenstein. *Great American Railroad Stations*. New York: Preservation Press, 1996.

State of Nevada – Division of Historic Preservation and Archaeology. *An Architectural and Historical Survey of Downtown McGill, White Pine County, Nevada*. By Barry A. Price. Carson City, NV, 1985.

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: _____

Historic Resources Survey Number (if assigned): _____

Nevada Northern Railway Depot
Name of Property

White Pine, Nevada
County and State

10. Geographical Data

Acreage of Property 2 acres

Use either the UTM system or latitude/longitude coordinates

UTM References

Datum (indicated on USGS map):

UTM is building centerpoint, captured from GoogleEarth (WGS1984) and converted to NAD83 UTM via <http://twcc.free.fr/>

NAD 1927 or NAD 1983

1. Zone: 11N	Easting: 691608	Northing: 4363932
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

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

Parcel No. 1 (McGill Depot) -- That parcel of unplotted land adjacent to the McGill Townsite, situated in White Pine County, Nevada known as the McGill Depot Parcel No. 1 as shown and delineated on the Kennecott, McGill Depot Parcel Map and described as follows: Beginning at the Northeast corner of said parcel No. 1, from which point the street well located on the East end of Avenue K bears N. 72° 47' 27" W., at 408.74 feet; Thence S. 17° 31' 27" W., 438.35 feet; Thence S. 59° 55' 41" W, 154.54 feet; Thence N. 73° 47' 24" W., 44.80 feet; Thence N. 16° 03' 20" E., 260.54 feet; Thence N. 3° 03' 53" E., 176.23 feet; Thence N. 3° 24' 38" E., 78.22 feet; Thence S. 69° 14' 52" E., 81.10 feet; Thence N. 20° 45' 08" E., 58.78 feet; Thence S. 69° 14' 52" E., 134.70 feet to the popint of beginning, containing 1.98 acres.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the parcel donated to the White Pine Historical Railroad Foundation, which includes the depot, and several associated features in the surrounding landscape.

Nevada Northern Railway Depot
Name of Property

White Pine, Nevada
County and State

11. Form Prepared By

name/title: Joan Bassett, Curator (with additions from Jim Bertolini, Nevada SHPO)
organization: Nevada Northern Railway Museum
street & number: 1100 Avenue A, P.O. Box 150040
city or town: East Ely state: NV zip code: 89315
e-mail: curator@nnry.com
telephone: 775-298-2085
date: Oct 30, 2014

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: **Nevada Northern Railway – McGill Depot**
City or Vicinity: **McGill**
County: **White Pine** State: **NV**
Photographer: **Jim Bertolini (SHPO)**
Date Photographed: **September 12, 2014**

Nevada Northern Railway Depot _____
Name of Property

White Pine, Nevada _____
County and State

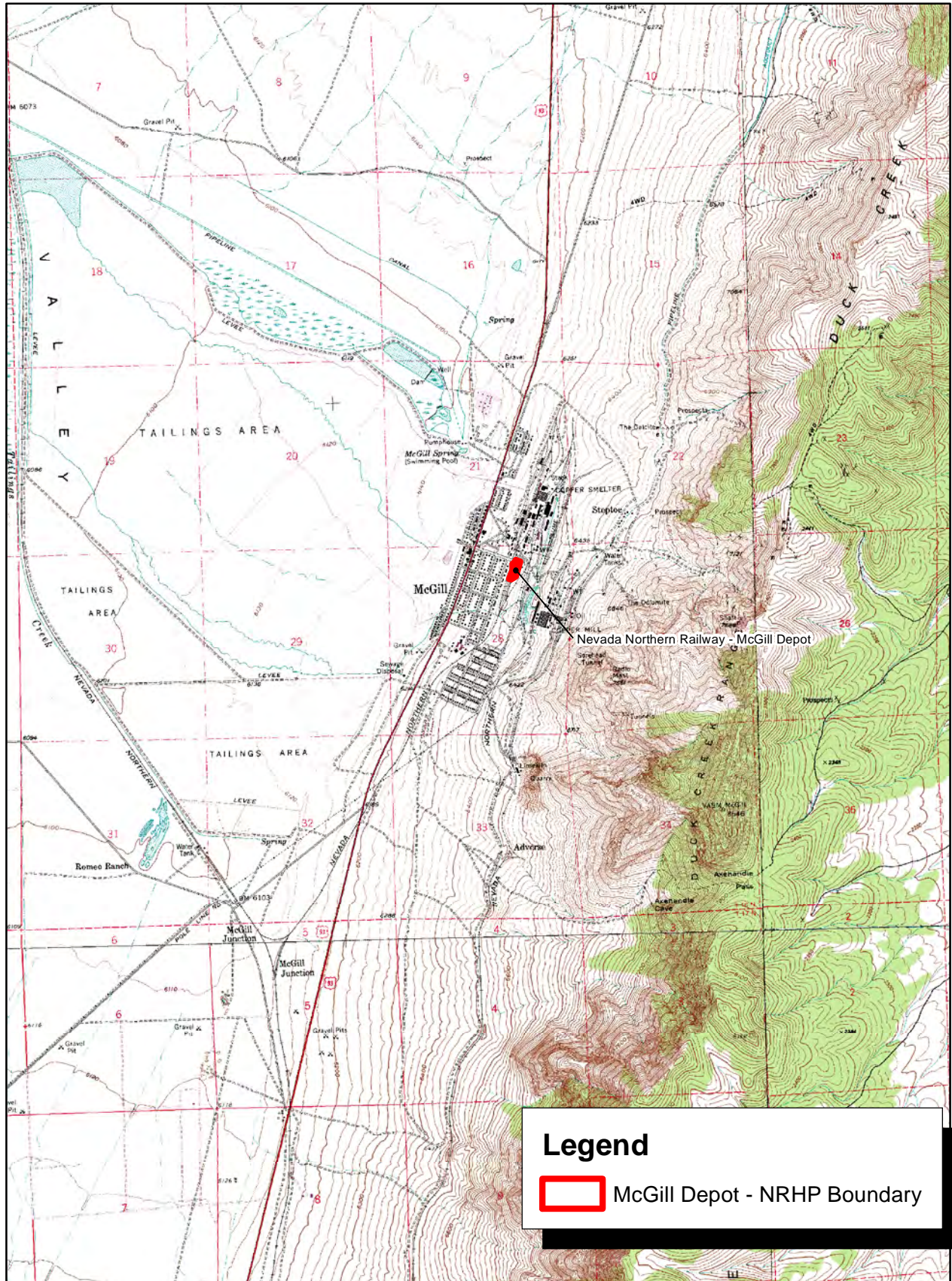
Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 8. **East elevation, looking northwest**
- 2 of 8. **South and west elevations, looking northeast.**
- 3 of 8. **North elevation, looking south**
- 4 of 8. **East elevation (close), looking south**
- 5 of 8. **Retaining Wall, looking south**
- 6 of 8. **Rail lines at fork, looking north to Depot**
- 7 of 8. **Ticket Office and Counter, looking south**
- 8 of 8. **Ticket Office, looking west into Telegraph and Freight Office**


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.

Nevada Northern Railway - McGill Depot
McGill Quadrangle
1 North Avenue K
McGill, NV



Legend

 McGill Depot - NRHP Boundary

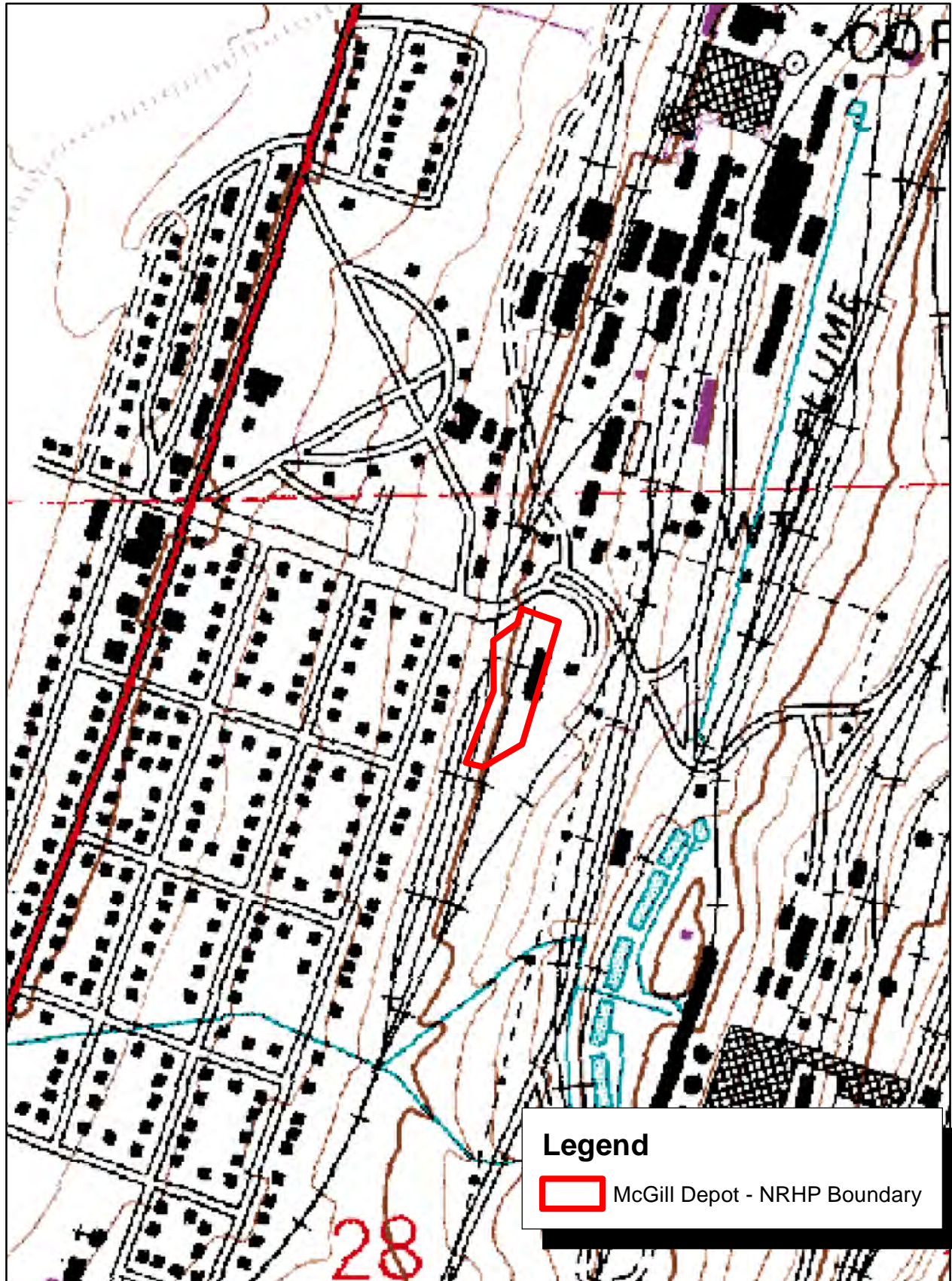
0 750 1,500 3,000 Meters

Northing: 4363932
Easting: 691608



Datum: NAD 83, Zone 11 North
Author: Jim Bertolini
Nevada State Historic Preservation Office
Date: November 10, 2014

Nevada Northern Railway - McGill Depot
McGill Quadrangle
1 North Avenue K
McGill, NV



0 100 200 400
Meters

Northing: 4363932
Easting: 691608



Datum: NAD 83, Zone 11 North
Author: Jim Bertolini
Nevada State Historic Preservation Office
Date: November 10, 2014

Nevada Northern Railway - McGill Depot Site Map



0 15 30 60
Meters



Datum: NAD 83, Zone 11 North
Author: Jim Bertolini
Nevada State Historic Preservation Office
Date: October 30, 2014

















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Nevada Northern Railway--McGill Depot

MULTIPLE NAME:

STATE & COUNTY: NEVADA, White Pine

DATE RECEIVED: 1/02/15 DATE OF PENDING LIST: 1/21/15
DATE OF 16TH DAY: 2/05/15 DATE OF 45TH DAY: 2/17/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000010

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

**Please see the attached
Supplementary Listing Record**

RECOM./CRITERIA A
REVIEWER Subana Gupta DISCIPLINE Historian
TELEPHONE 202-354-2252 DATE 2-17-15

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

McGill Town Council

P.O. Box 1334 McGill, Nevada 89318

November 18, 2014

RECEIVED

NOV 21 2014

**STATE HISTORIC
PRESERVATION OFFICE**

Rebecca L. Palmer, Preservation Officer
State Historic Preservation Office
901 South Stewart Street, Suite 5004
Carson City, Nevada 89701-5248

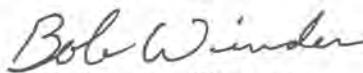
Dear Ms. Palmer,

The McGill Town Council is receipt of your correspondence dated November 4, 2014 where your agency nominated the Nevada Northern Railway – McGill Depot to be placed on the National Register of Historic Places.

The McGill Town Council discussed this nomination at their meeting held on the evening of November 18, 2014. This Council has always stood on the position of supporting any improvements to either the residential or business community. It is truly felt that the Nevada Northern Railway – McGill Depot will be a great addition to our community. The Council would be pleased if you would allow us to take part during the grand opening – we have a giant pair of scissors just waiting for such an occasion.

If there is anything further you require regarding this action, we would be honored if you would all upon us.

With Sincerity,



Bob Winder, Chairman
McGill Town Council

BW/dm

LEO M. DROZDOFF, P.E.
Director
Department of Conservation and
National Resources

REBECCA L. PALMER
State Historic Preservation Officer

BRIAN SANDOVAL
Governor

STATE OF NEVADA



Address Reply to:
901 S. Stewart St, Suite 5004
Carson City, NV 89701-5248
Phone: (775) 684-3448
Fax: (775) 684-3442

DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE



December 23, 2014

Barbara Wyatt, ASLA
National Register/NHL Programs
National Park Service
1201 Eye Street NW
Washington, DC 20005

RE: National Register Nomination, Nevada Northern Railway – McGill Depot, McGill, NV

Ms. Wyatt,

The enclosed disk contains the true and correct copy of the nomination for the Nevada Northern Railway – McGill Depot to the National Register of Historic Places. If you have questions regarding this nomination, please contact Jim Bertolini, National Register Coordinator, at (775) 684-3436 or jbortolini@nps.gov.

Sincerely,

A handwritten signature in black ink that reads "Rebecca Palmer".

Rebecca Palmer
State Historic Preservation Officer
(775) 684-3443
rlpalmer@nv.shpo.gov