

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	MAR 9 1984
DATE ENTERED	

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME Nevada Northern Railway Company
HISTORIC East Ely Depot Building

AND/OR COMMON
East Ely Depot

2 LOCATION

STREET & NUMBER

North Terminus of 11th Street (no address)

N/A NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

East Ely

N/A VICINITY OF

2

STATE

CODE

COUNTY

CODE

Nevada

32

White Pine

033

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Kennecott Minerals Company/Nevada Northern Railway

STREET & NUMBER

None

CITY, TOWN

McGill

N/A VICINITY OF

STATE

Nevada 89315

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, Complete legal descriptions are filed with the County
REGISTRY OF DEEDS, ETC. Recorder and are stored with Kennecott Minerals Company

STREET & NUMBER

Recorder: County Courthouse

CITY, TOWN

Ely

STATE

Nevada 89301

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Summary Paragraph

The East Ely Depot, erected in 1907, originally served Nevada Northern Railway passengers and freight. The building is a vernacular interpretation with style elements borrowed from both the Mission Revival and Renaissance Revival. The first floor is currently leased to Bear Creek Mining, a subsidiary of Kennecott Minerals Corporation, for offices. The second floor has been vacant since 1981. The building is in excellent condition.

Site

Ely and East Ely are adjacent small towns located in White Pine County at the junction of US 50, US 6 and US 93. They lie 320 miles east of Reno, 190 miles southeast of Elko, and 289 miles north of Las Vegas. The East Ely depot sits at the end of 11th Street and dominates the entire East Ely area. The building is rectangular with its long sides facing north and south. The depot is located immediately south of the railroad tracks and draws access from 11th Street east. It is flanked by the Freight House to the west and the Transportation building to the east. The depot is not landscaped.

Architectural Description

Exterior:

In many communities, especially those in rural areas, a vernacular style evolves. Detailing becomes stylized and abstracted, and retains little reference to "high style" types. In the case of the East Ely Depot, it is obvious that the building's design is comprised of a variety of borrowed, yet homogenous units.

The depot is rectangular in shape, and two stories in height, with a high-pitched hipped roof. The roof is covered with asbestos, though originally it was covered with a rubberized shingle material. The roof overhangs the building and is ornamented with a molded cornice and exposed and extended curved rafters under the eaves.

The building rests on a stone foundation. The ground level of the building is rusticated stone and exhibits a Renaissance Revival stylistic derivation. The rectangular stone blocks were quarried from the Cherry Creek area located approximately 46 miles north of the depot. The stone, laid in an English bond with alternating layers of stretchers and headers, is a soft tan color.

A Mission Revival style curvilinear gable, pierced with a triple arched vent, dominates both the north and south faces of the building. It is interesting to note that whereas the original plans for the depot indicate the use of galvanized iron for the copings of the facade, actual construction shows that stone was used. A predominant decorative feature on each curvilinear gable is the name Easy Ely, with each letter contained within a circle. Stone was also used for the lettering although galvanized iron was called for originally.

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1907 BUILDER/ARCHITECT Unknown

STATEMENT OF SIGNIFICANCE

Summary Paragraph

The Nevada Northern Railroad Passenger Depot of East Ely, built in 1907, is significant both culturally and architecturally. Architecturally, it is an interesting and well-designed example of a vernacular railroad depot which combines Mission Revival and Renaissance Revival stylistic elements. Culturally, the depot is a highly usable reminder of the major impact the railroad had on this area. The establishment of the Nevada Northern Railroad provided the basis for White Pine County's economic development. It allowed ore mined at Ruth, seven miles west of Ely, to be transported to McGill, thirteen miles north of Ely, for smelting. It was then shipped via the Nevada Northern to the Main Southern Pacific line, where it was transported to refineries and markets in the East. The copper industry was responsible for White Pine County's prosperity for much of the twentieth century, and it determined the character of the communities of Ely, Ruth, and McGill. The high design quality of this depot reflects the railroad's prominence when it began its operations in 1907.

Original and Subsequent Uses

In its early years the lower floor of the depot was used as a ticket office, baggage area, and divided waiting room with men's and women's benches. The upper floor housed offices of the Nevada Northern personnel. Passenger service ceased in 1941. The first floor was used for storage until it was leased to the Mt. Wheeler Power Company Board of Directors for its meetings, and later to Bear Creek Mining, a subsidiary of Kennecott Minerals Corporation, for offices. The second floor was used for Nevada Northern Railroad offices until 1981 when the personnel using the depot were moved to the Kennecott offices in McGill. Since that time the second floor has been vacant.

Historical Significance

As the demand for copper rose around the turn of the century there was a renewed interest in the copper resources in White Pine County and particularly around the town of Ely. One obstacle to making this copper available was transportation: there was no way to transport ore from the mine sites to areas with enough water resources for smelting, and the community of Ely did not have transportation systems necessary to carry processed ore to refineries in the East.

In 1902 Mark Requa, manager of the Eureka-Palisades Railroad, set in motion his plan to provide a shortline railroad to transport the copper ore mined near Ely and he invested \$150,000 in the White Pine Copper Company. In 1904, Requa consolidated the White Pine Copper Company with the Boston and Nevada Copper Company to form the Nevada Consolidated

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. "Kennecott, Nevada Mines Division," Unpublished Manuscript.
2. David F. Myrick, Railroads of Nevada and Eastern California. Berkeley: Howell-North Books, 1962, Vol. 1.
3. Mark L. Requa, "How and Why the Nevada Northern Was Built," Unpublished manuscript.
4. Jack R. Wagner, Short Line Junction: A Collection of California and Nevada Railroads. Fresno, California, Academy Library Guild. 1956

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2.58 +

UTM REFERENCES

A 11 6839210 43475110
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

The Building is located in an area described as follows:
 Beginning at a point approximately 650' East of the center of the North line of Section 15, T16N, R63E, which is located at the intersection of the North line and the Railroad tracks, thence in a southwesterly direction along the south side of the Railroad tracks approximately 750 feet, thence South 90° approximately 150 feet to the north line of Block 2 of the Ely City Townsite, thence approximately 750 feet in a

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
N/A			
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY Revised by Pat Lawrence-Dietz

NAME / TITLE

Karen Rajala, OEDP consultant and Liisa Kald, Regional Planning Director

ORGANIZATION

DATE

White Pine Chamber of Commerce and Regional Planning Commission 8-11-83

STREET & NUMBER

TELEPHONE

P. O. Box 239

(702) 289-8877

CITY OR TOWN

STATE

Ely, Nevada 89301

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Ronald M. Jones

TITLE

Deputy, State Historic Preservation Officer

DATE

2 March, 1984

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I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

[Signature]

DATE

4/12/84

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 1

The building is divided into distinct horizontal divisions. A pronounced stone belt course painted white separates the first and second stories. While the ground level is stone, the exterior of the second story is plaster-coated.

On the north side of the building, at the first floor level, a long and narrow shed roof supported by brackets covers the entranceways, providing shelter for passengers and baggage. This side of the building has also been fitted with a "shark's tooth" iron rail to discourage loitering.

Windows are primarily two-over-two light, double hung, with simple wood surrounds. Ground level windows are topped with a flat stone lintel. Other window types include rectangular four light windows, and small single light double windows. A predominant feature projecting from the north side of the building is a two-story slanted bay window. Door types vary and include both solid paneled and glass and paneled, single and double doors.

Alterations include the placement of storm windows on the south face of the building and the addition of the "shark's tooth" iron rail.

In summary, the East Ely Railroad Depot has retained its high design quality, almost untouched. As can be seen by the 1917 building plans and the 1983 photos, the exterior of the building has remained basically unchanged and in an excellent state of preservation.

Interior:

The interior of the building is also remarkably preserved, and has sustained minimal alteration; original room divisions and other construction features have been maintained.

Modifications within the building occurred in approximately 1918, when the interior of the express room was remodeled to include additional counters and shelving. Use of the building has historically been office space on the second floor and passenger/freight services on the first floor.

Originally, part of the first floor, the second floor hallway and staircase, and second floor offices on the north side were decorated with a light-wood wainscoting which covered approximately the lower 4 feet of the walls. The wainscoting was finished with a dark brown paint in a simulated wood grain pattern, and then varnished. The remainder of the walls are painted stucco. Apparently the original color was a light slate gray; however, the walls were later repainted institutional green. At that time, portions of the wainscoting, door and window trim were also painted over. Both story floors are laid with linoleum.

The building was originally steam heated through the use of a coal-fired boiler. Portions of the heating system have been converted to electric base-board heat. Much of the original wiring is in place, with several light "switches" being turn-type. The majority of the lighting fixtures have been replaced with florescent tube lighting to accommodate office worker needs. Many of the ornate door handles, plates, and locks are, however, original hardware.

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 2

The second floor restroom is marked by an elevated platform for each water closet. One of these is located in a unique position, directly below a "tunnel" skylight. The tunnel is lined with narrow, horizontal wooden slats.

There are several items which are unique to the use of the building, including the construction of two back-to-back vaults (Herring-Hall Martin Safe Company, Distributor: Inter-Mountain Safe and Lock Co. from Salt Lake, Utah) in the northwest portion of the second floor. A series of mail distribution boxes are also located there, just outside the freight department door. Offices on the second floor were also located in an interesting pattern, whereby the General Manager could see through the center of every office (east to west).

As noted earlier, the first floor served the needs of freight and passengers. The east half, which was devoted to passengers was divided in half by a wall and the ticket office. The west half of the room was devoted to a women's waiting and restroom area, and the east half of the room was devoted to a men's waiting area. The men's area still contains the original train scheduling board. Access to the second floor is provided by a set of wooden stairs with wainscoting along the walls.

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 3

Attached are 5 x 7 inch Black and White photographs as follows:

East Ely Depot Building (1983)

1. South elevation as viewed from the terminus of 11th Street East.
2. South and East Elevations.
3. North and West Elevations.
4. South and West Elevations.

East Ely Depot Plans - June 30, 1917.

5. Sheet 1 - Foundation Plan
6. Sheet 2 - First Floor Plan
7. Sheet 3 - Second Floor Plan
8. Sheet 4 - Roof Plan
9. Sheet 5 - Front Elevation
10. Sheet 6 - West Side Elevation
11. Sheet 6 - East Side Elevation
12. Sheet 6 - East and West Elevations.
13. Additional Sheet - Cashier's Office Counter
14. Same sheet - close-up detail.

Remodeling Plans for Express Room - July 24, 1918.

16. through 18.

Slides of the interiors are available.

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CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 1

Copper Company. Surveyors identified a feasible railraod route which ran from the copper mine seven miles west of Ely, through Ely to a site 13 miles north of Ely which would be used for smelting the copper, and then an additional 163 miles north where it connected with the Southern Pacific line at the new station named "Cobre".

Work on the track was begun September 9, 1905, and the line between Cobre and Ely was completed September 29, 1906. The 176 miles of track was put down in a little over a year. The remaining seven miles of track from Ely to Ruth took two years to complete. The 183.27 miles of the line was fully operational on April 16, 1908, under the supervision of Nevada Consolidated Copper Company. The passenger depot and freight house, built in East Ely in 1907, and the transportation office built ten years later, constituted the original Nevada Northern Railroad yards.

The coming of the railroad was not totally popular in Ely. Some feared the railroad would end Ely's isolation and bring undesirables into the area. Others were annoyed by the railroad's location of its yards in East Ely, one mile east of the main community, and its appropriation of property along the right of way. The railroad's decision to build the yards in East Ely was hotly contested by residents of Ely. They claimed it added freight cost and inconvenienced the community. When the railroad sold lots up hill from the depot to its employees and established Ely City, residents of Ely resorted to guarding their water supply with shot guns to protect it from the new community. Only after residents of Ely sued the railroad did it change the depot's name to East Ely. Although the geographic distinction between Ely and East Ely no longer exist, the latter still retains its own post office and identity.

On the positive side, in addition to transporting ore to the smelter and copper to market, the railroad benefited all sectors of the county's economy. It provided freight and passenger services which connected White Pine County to the rest of the world, stimulated the county's agricultural industry allowing cattle and wool to be shipped to feed lots and markets. It was also responsible for increased real estate values in Ely, and brought fuel oil and goods to county residents.

Between 1906 and 1941 Nevada Northern carried 4,661,976 passengers. Passenger services included transporting school children, carrying workers to and from the mill, and daily runs to Cobre where passengers could get connections to routes all over the United States. Passengers service ceased in 1941.

Ownership of the Nevada Northern Railroad was transferred to Kennecott when that company took over Consolidated Copper's holdings in 1933. By 1958, Kennecott Copper Company had acquired all of the major copper reserves in the county, the concentrating and smelting operation, and the railroad. Ely, Ruth, and McGill developed into company towns. At its peak, the Nevada Mines Division of Kennecott Copper Company was producing as much as 5 percent of the nation's new copper. During that time, Nevada Northern ran fifty-four trains a day carrying freight and passengers to and from Ely. Prior to World War II, almost all incoming freight for White Pine County came by rail. Following the war, motor freight replaced much of the incoming rail freight services for the area. Until June 1983, freight service was provided on a bi-weekly basis. In June a temporary embargo was placed on the shortline and freight service will halt for at least six months. Today, the Nevada Northern is the only operational shortline railroad in Nevada.

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CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 2

Architectural Significance

The Nevada Northern Railroad Passenger Depot at East Ely, built in 1907, is part of the original Nevada Northern Yards. Its appearance remains much the same as it did in the early 1900s.

The East Ely Depot is architecturally significant for its high design quality. This Period Revival building is an interesting vernacular form which incorporates elements from the Mission Revival and Renaissance Revival. The depot, with its symmetrical formality, conveys an aura of dignity and restraint. Its overall effect depends primarily on mass, volume and scale, rather than enriched or decorative detail. Dominant features include a high pitch hip roof with broad planes, a rusticated stone base, and a curvilinear gable over both the north and south entrances.

The depot remains basically unchanged. It evokes a past era when the railroad was of great importance to the life of the town, and the building was a symbol of this importance.

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CONTINUATION SHEET Verbal Boundary ITEM NUMBER 10 PAGE 1

northeasterly direction along the north lines of Blocks 3 and 4 of the Ely City
Townsite, thence approximately 150 feet North 90° from this line to the point of
beginning.