

PH0055719

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

(Type all entries - complete applicable sections)

STATE: Alaska	
COUNTY: III Judicial District	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
APR 24 1973	

1. NAME

COMMON:
Copper River and Northwestern Railway (Chitina-Tasuna River)

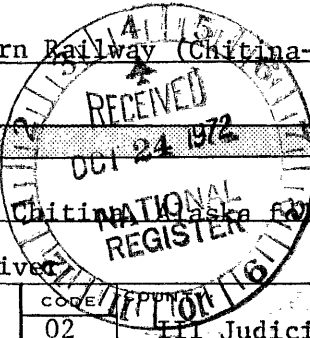
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Route of travel starting at Chitina, Alaska following the Copper River

CITY OR TOWN:
Railroad grade to Tasuna River

STATE: Alaska CODE: 02 III Judicial District



3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) State Highway ROW

4. OWNER OF PROPERTY

OWNER'S NAME:
Bureau of Land Management

STREET AND NUMBER:
555 Cordova Street

CITY OR TOWN: Anchorage STATE: Alaska CODE: 99501 02

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
None

STREET AND NUMBER:

CITY OR TOWN: STATE: Alaska CODE: 02

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
None

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE:

COUNTY:

ENTRY NUMBER

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DATE

7. DESCRIPTION

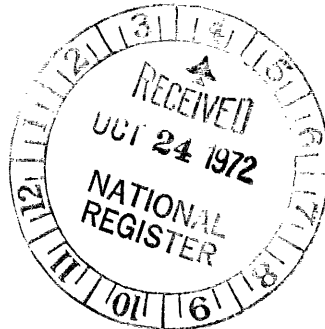
CONDITION	(Check One)						
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed	
	(Check One)			(Check One)			
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The railroad bed between Cordova - Tasnuna River and Chitina -McCarthy has been used intermittently for vehicular traffic and is to become the base for an all-weather gravel road now under construction. The Chitina - Tasnuna segment of the railway will not be affected except for a segment of 7 miles beginning at Chitina and running south. This has been adapted as a local road.

South of this point, evidence of the CR and NW Railway is still in fair condition. Sections of track, trestles, and buildings survive at various points and are indicated on the attached maps and photos.

The railroad bed is approximately 26 miles from Chitina to Tasnuna River. On this section 11 trestles, and the buildings of Tielke Station survive, as do remains of an abandoned native village and briefly occupied Russian post at Taral (which, although not associated with the railway, lend interest to its potential as an historic trail). Several tunnels, track remains, etc., also can be found along the route.



SEE INSTRUCTIONS

SIGNIFICANCE

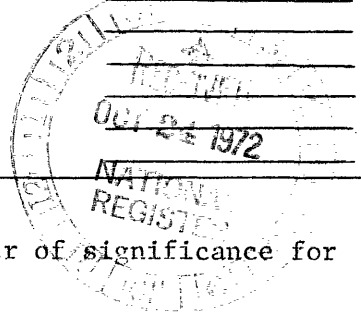
PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input checked="" type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |



STATEMENT OF SIGNIFICANCE

- I. We nominate this route as having a first order of significance for the following reasons:
- A. It is a unique, ingenious engineering feat that exemplifies an era of the U.S. railroad's role of wilderness conquest.
 - B. It played a role in the national Ballinger-Pinchot controversy in which a partial land freeze limited the CR and NW Railroad development and the development of Alaska and the Pacific Northwest.
 - C. It lead to the development of a major U.S. industry - the Kennicott Copper Corporation.
 - ? D. Copper hauled over this route was the major source of copper to the U.S. during World War I.

II. Background Summary

The history of the Copper River and Northwestern (CR & NW) Railroad started in the search of a railroad route from tidewater to Eagle, Alaska. Four companies were competing for the route, 2 out of Valdez, 1 out of Katalla and one out of Cordova. All proved unfeasible except for the one out of Cordova - the Copper River route backed and engineered by Michael J. Heney.

At this time (1906) New York capital (the Guggenheim-Morgan Syndicate) was being organized as the Alaska Syndicate. This syndicate was primarily a copper company but it also had extensive holdings in the salmon industry and controlled, with one exception, Alaska steamship lines. The Alaska Syndicate bought the Alaska Copper and Coal Company's property at the Bonanza Mine (Kennicott). This was the start of the present day Kennicott Copper Corporation.

During Heney's railroad construction from Cordova to Mile 13, the Ballinger-Pinchot dispute arose over the Bering coal fields, one of the prime facts in the justification for the route out of Cordova. This dispute led to a withdrawal from entry all timber, oil and coal in Alaska and a major U.S. controversy during the Taft administration. Forced to use expensive Canadian coal, the "Cordova Coal Party" was

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

"A Guide To Alaska", Merle Colby, The Macmillan Company, 1939

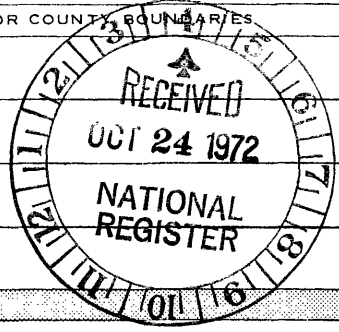
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	61 ° 32 ' 38 "	144 ° 37 ' 27 "		° ' "	° ' "	
NE	61 ° 29 ' 35 "	144 ° 23 ' 09 "				
SE	61 ° 02 ' 28 "	144 ° 48 ' 09 "				
SW	61 ° 05 ' 28 "	145 ° 02 ' 18 "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

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

STATE:	CODE	COUNTY	CODE



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11. FORM PREPARED BY

NAME AND TITLE: Robert H. Lund

ORGANIZATION: Bureau of Land Management DATE: August 1, 1971

STREET AND NUMBER: 4700 E 72nd Avenue

CITY OR TOWN: Anchorage STATE: Alaska 99507 CODE: 02

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

PROPERTY OWNER NOTIFIED
As the designated State Liaison 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. The recommended level of significance of this nomination is:
National State Local

Name: Theodore G. Smith
Title: ACT, State Liaison Officer
Date: _____

I hereby certify that this property is included in the National Register.
Robert H. Utley
Chief, Office of Archeology and Historic Preservation
Date: 4/24/73
ATTEST:
[Signature]
Keeper of the National Register
Date: 9/13/73

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formed and dumped several hundred tons of Canadian coal in the bay. A request for annexation to Canada was sent to the President. This finally had some results in changing the land laws governing Alaska in 1915.

In 1908 the Alaska Syndicate purchased Heney's interest and R.O.W. for the Copper River Railroad. The railroad was renamed Copper River and Northwestern and its primary goal was changed from Interior Alaska to the Kennicott area due to the land closure of timber, oil and coal. The value of the copper was deemed only enough to construct the railroad that far. Had the land closure not been in effect the original goal of a route to Fairbanks and a spur to the Bering coal fields would have been accomplished. Little imagination is necessary to see what a change this would have made in the development of Alaska. The entire focal point of development would have been shifted from Seward and the Alaska Railroad to Cordova and the CR and NW Railroad.

The significant engineering feat was the design and construction of the railroad over some of the most difficult terrain; bottomless swamps, braided glacial streams, iceberg infested water, along sheer rock cliffs and even across a glacier. This in itself, warrants recognition as a unique ingenious engineering feat. This route was engineered by the same person that built the White Pass and Yukon Railroad. The engineering feat also is an outstanding example of the U.S. railroad era, an era of wilderness conquest.

The route took 3½ years to build 196 miles of standard gauge track. The railroad was completed March 29, 1911. It cost \$23,000,000 to construct. About 15% of the track was on bridges and trestles. There were 129 bridges in the first 131 miles.

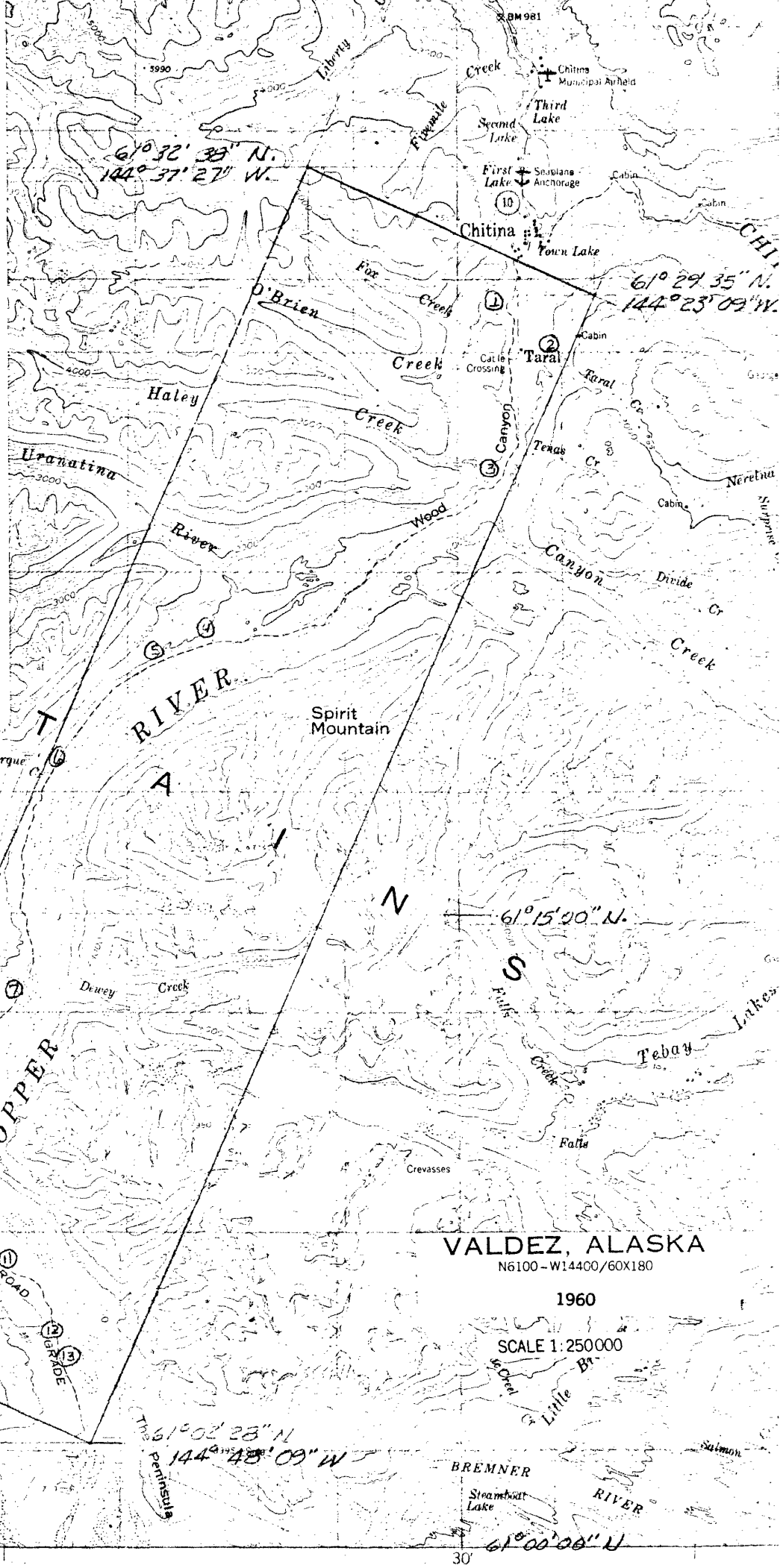
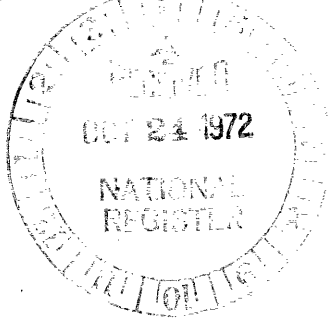
To keep the route open during the winter two of the largest snow plows then developed were employed.

Primary use of the copper taken out over the CR and NW was toward the U.S. effort in World War I.

The mine and railroad closed in 1938 after \$175,000,000 was taken out in copper ore.



1. Trestle.
2. Abandoned native village and Russian post.
3. Trestle.
4. Trestle.
5. Trestle.
6. Trestle.
7. Tiekel Station (trestle, station, outbuilding, watertower).
- 8.-13. Trestles.



VALDEZ, ALASKA
N6100 - W14400/60X180

1960

SCALE 1:250000