

PH0351431

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED FEB 24 1977
DATE ENTERED AUG 10 1977

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC * * Nenana Depot (AHRS Site No. FAI-105)

AND/OR COMMON

2 LOCATION

STREET & NUMBER "A" Street

CITY, TOWN

Nenana

___ VICINITY OF

___ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Alaska, at large

STATE

Alaska

CODE
02

COUNTY

Yukon-Koyukuk Division 290

CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input 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 type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input 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 The Alaska Railroad, U.S. Department of Transportation

STREET & NUMBER

Box 7-2111 (907) 265-2411

CITY, TOWN

Anchorage

___ VICINITY OF

STATE

Alaska 99501

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. The Alaska Railroad

STREET & NUMBER

Box 7-2111

CITY, TOWN

Anchorage

STATE

Alaska 99501

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Alaska Heritage Resource Survey (AHRS)

DATE

August 14, 1975

___ FEDERAL STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR SURVEY RECORDS

Alaska Division of Parks, 323 E. 4th Avenue

CITY, TOWN

Anchorage

STATE

Alaska

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" 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

Plans for construction of this building were approved and signed May 27, 1922, by Col. Frederick Mears, Chairman of the Alaska Engineering Commission. The plans were based upon those for the Depot designed and constructed for Seward in 1917, in exterior appearance and dimensions. The Seward Depot plan was altered by the construction of the outer walls, to allow for additional insulation, and in the layout of room partitions.

The structure at Nenana was built over a poured concrete foundation, which formed an off-center utility basement area 24 feet square and seven feet in height, and crawl spaces under the remainder of the structure, one 30'10" in length and the other 42'10" in length, and both 24' in width. The crawl space of the longer end included supports for a 4-ton Fairbanks scale. The main floor of the depot was originally partitioned so that most of the center section, directly above the main utility basement, was the office and ticket counter, with the balance partitioned for public toilets. A small area was reserved for train crews. The shorter end of the building served as the public waiting room, and the longer end of the structure was utilized as a freight and baggage room.

Except for the concrete foundation work and concrete pillars supporting the first floor, construction was of wood, with shiplap siding.

The total building is 98 feet in length and 24 feet in width. The medium (30°) hip roof is shingled and has a wide overhand all around, with a 12 foot porch-like extension at the east end. The roof studs are extended so that they terminate one width below the roof line and present a somewhat crenelated trim just below the bottom line of shingles. The wide extension of the roof is supported by a series of right angle brackets set at a level just above the lower border of the roof so that the gap between the rafter and outer shell of the building is 4'4".

The center section of the structure, seated over the utility basement, extends 6'6" beyond the building line, so that this section of the depot is 30'6" in width, 3 feet wider on the north side and 3'6" on the south side. These extensions of the building were continued upward through the roof line to provide a set of multi-windowed transoms just above the roof line, and were capped by a hipped roof which joined the main roof surface about midway up the roof surface. These lesser hipped roof surfaces were angled 30° at the front, and approximately 18° at the sides.

8 SIGNIFICANCE

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 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 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 type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Built: 1922, Modified: 1937 BUILDER/ARCHITECT R. Wood, Engineer in Charge, Alaska RR., Seward, Alaska

STATEMENT OF SIGNIFICANCE

Significance

This structure has been a focal point since 1922 of operation of the northern third of the Alaska Railroad. It also served for many years as a terminal for operations of the riverboat fleet operated by the Railroad on the Yukon River and its tributaries.

Historical Background

The present site of Nenana was settled in 1905 by James Duke, who operated a roadhouse for travelers and traded with local Indians. When the railroad route between Seward and Fairbanks was laid out by the Alaska Engineering Commission, this point on the Tanana River was chosen as the construction base for the northern segment of the railroad. Construction materials, including rails and heavy equipment, could then be shipped via ocean freighters from Seattle north to Skagway, from Skagway via the White Pass and Yukon Railway to Whitehorse, and from Whitehorse on shallow draft sternwheelers to Nenana via the Yukon and Tanana Rivers. An alternate, although considerably longer, was by ocean freighter to St. Michael at the mouth of the Yukon, then up the Yukon to the Tanana River on sternwheelers.

A townsite was laid out at this place in 1916 by the General Land Office, to provide for orderly administration of the anticipated population of a construction camp. By November 30, 1916, permits were issued for construction of permanent buildings in the townsite and 38 permits for construction of temporary buildings. Public buildings constructed on the lots reserved for public purposes included a telegraph office, a townsite office, offices for the U.S. Commissioner and Marshal, and a jail. It was the aim of the Commission that public offices and structures were to be built as needed.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

"Alaska Railroad, The: Probing the Interior", ms. by Charles M. Brown in Alaska Division of Parks files, Anchorage, Alaska. October 1975.
Alaska Railroad Record, 1916-1919.
 Engineering Department Plans Files, Alaska Railroad Headquarters, Anchorage, Alaska.
 Prince, Bernadine L., The Alaska Railroad in Pictures 1914-1964, Vol. II, Anchorage, Alaska. Ken Wray's Print Shop, 1964.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY -1

UTM REFERENCES

A	0,6	3,99	3,74	7,16	14,4	7	B			
	ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING				
C							D			

Handwritten: 350 above 3,99; 400 above 7,16

VERBAL BOUNDARY DESCRIPTION

Not Applicable

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Alfred Mongin, Architectural Historian

ORGANIZATION

Office of History & Archaeology, Alaska Division of Parks

DATE

Dec 30, 1976

STREET & NUMBER

323 E. 4th Avenue

TELEPHONE

(907) 274-4679

CITY OR TOWN

Anchorage

STATE

Alaska

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

Russell W. Cahill

TITLE SHPO

DATE 2/8/77

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
 ATTEST: *Charles W. [Signature]*
 KEEPER OF THE NATIONAL REGISTER

DATE 8/10/77
 KEEPER OF THE NATIONAL REGISTER
 DATE 8-10-77

UNITED STATES DEPARTMENT OF THE INTERIOR
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Nenana Depot, Alaska (AHRS Site No. FAI-105)

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

The east end of the building was lighted by three contiguous double-hung windows. The north face (adjoining the track) was lighted by two similar sets of triple windows and two sets of transom type windows with seven lights in each set, mounted at the top of the wall to light the baggage and freight room areas. There was a single two-panel door entering the waiting room, with the upper panel of glass, and a glass transom overhead. A matching door provided access to the office, and an industrial type heavy-duty sliding door provided access to the freight area. The design of this was somewhat unusual, as the slide rail was surmounted by a six light transom, which was set midway between the seven light matching windows which also provided illumination for the room within. This arrangement of windows and doors was paralleled by the arrangements for light and access on the south wall.

Construction of the depot was reportedly executed by Hartley Howard for \$24,000. It was completed and opened for business on December 12, 1922.

In November and December 1937 a second floor was added to the west end of the structure, over the baggage room, to provide quarters for the station agent and his family. The addition measured 24 feet in width and 43 feet in length, providing for two bedrooms, a kitchen, living room, and bath. The elevated roof line was constructed at the same angle as the original, and the original single chimney was extended upward to clear the heightened roof. The fenestration of the second floor consists of a pair of spaced out double hung windows at the west end, no windows on the east end, and matching sets of five double hung windows each in the north and south walls.

The shiplap siding is painted a light tan, the roof and trim are painted green.

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ITEM NUMBER 8 PAGE 1

Railroad construction was planned initially to move the end of steel south from Nenana under direction of Alaska Engineering Commissioner Riggs, to approach the end of steel moving north from Anchorage under Commissioner Frederick Mears. The laying of rails at Nenana began October 24, 1916, with the driving of the first spike by Mrs. James Duke, wife of the first (1907) settler and merchant at Nenana. AEC forces established the terminal base at Nenana, while station gangs cleared and graded a line and unconnected sections as far south as present day Healy. By the end of 1916, Nenana's population had grown to approximately six hundred persons.

During the period 1916-1922 constructed proceeded, with a considerable slow down due to shortages of men and material resulting from American engagement in World War I. During the spring and summer of 1922 the Nenana Depot was constructed.

When the Tanana River bridge, a short distance from the depot, opened in February 1923 and the track from north of Nenana to Fairbanks was converted from narrow gauge to standard by June, the Nenana Depot began its service in the northern operations of the Alaska Railroad.