

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED JUN 5 1979

DATE ENTERED AUG 10 1979

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

1 NAME

HISTORIC

Sullivan Roadhouse

AND/OR COMMON

also "T-3000", Real Property Designation

2 LOCATION

STREET & NUMBER

W of Delta Junction

Delta Creek, Tract A

NOT FOR PUBLICATION

CITY, TOWN

Fort Greely Military Reservation

VICINITY OF

Delta Junction, Alaska

CONGRESSIONAL DISTRICT

19

STATE

Alaska

CODE

02

COUNTY

None

CODE

240

3 CLASSIFICATION

Fairbanks Division

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

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)

Department of the Army

STREET & NUMBER

172d Infantry Brigade (Alaska)

CITY, TOWN

Fort Richardson

VICINITY OF

Anchorage

STATE

Alaska 99505

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Directorate of Facilities and Engineering, 172d Inf Bde (AK)

STREET & NUMBER

AFZT-FE

CITY, TOWN

Fort Richardson

STATE

Alaska 99505

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

"Alaska Historic Roadhouses"

DATE

1974

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

University of Alaska Archives and Manuscript Collection

CITY, TOWN

College

STATE

Alaska 99701

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" 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

SITE: The Sullivan Roadhouse is located near Delta Junction, Alaska, (at 64°03'N, 146°21'W) on Tract A of the Fort Greely Military Reservation, on the east bank of Delta Creek. The site is on the northwestern boundary of the Oklahoma Bombing Range/Impact Area, but is not itself within the Impact Area. It is in a grassy clearing at the edge of a small White Spruce/Quaking Aspen/Paper Birch boreal forest, which in turn forms a narrow forested strip between Delta Creek on the west and extensive open tundra on the east. It is not served by maintained roads or trails, although it can be approached by snow-machine during the winter over an occasionally passable 15-mile-long route from Delta Junction, when the ice on the Delta River is sufficiently strong to support a snow-machine. Normal access is by light plane or helicopter, landing on the unimproved gravel airstrip forty yards west of the property, on the edge of Delta Creek. The site is maintained free of debris and litter by Facilities Engineers, Fort Greely, Alaska and the one remaining building on the site has been designated T-3000.

During the active life of the site, between 1908 and 1924, the Roadhouse was operated as a sled-stage resting facility on the winter short-cut, called the Donnelly-Washburn Cutoff. The main route of the Valdez-Fairbanks Trail, which is now the Richardson Highway, was followed in the summers (see Site Map, page 7), but frozen stream crossings permitted the savings of about 35 miles in winter. The Cutoff left the main trail at Donnelly Roadhouse, traveled north about 31 miles to Sullivan Roadhouse then about 20 miles to Washburn Roadhouse, back on the main trail.

ORIGINAL BUILDINGS ON SITE: On the site being nominated, grassy clearing roughly rectangular and about two acres in size, without marked boundaries and unsurveyed, there were originally five structures. These were the main Roadhouse, a barn, a smithy, a cold cellar and an outhouse. All of these were of very solid hand-hewn White Spruce, unpeeled, round-log, notched-corner construction. The latter four structures were all sod-roofed, as was the back wing of the main house, in consequence of which all have long since deteriorated, rotted, fallen in and been reclaimed by the surrounding forest or grassy meadow. The sites of the smithy and barn are now low grassy mounds while the cold cellar and outhouse are grassy depressions. Some relics may be present in these mounds or depressions, but have not been excavated. The back wing of the house is a rectangular jumble of logs and beams, sod and grass, never excavated. Excellent, clear photos from the active era of the Roadhouse are available, showing the exteriors of the barn and main house (see attached photo). None are available of interiors.

CONSTRUCTION DETAILS:

OUTHOUSE: The outhouse originally measured 6 feet wide by 4 feet front-to-back, interior dimensions. It was made of White Spruce logs, with a sod roof. No other details are certain.

SMITHY: The smithy originally measured approximately 15 feet deep, and was of the same construction as the outhouse. At one time it contained an anvil, forge and bellows.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED JUN 5 1979

DATE ENTERED AUG 10 1979

CONTINUATION SHEET 1

ITEM NUMBER 7 PAGE 3 & 4

CONSTRUCTION DETAILS: (CON'T)

BARN: The barn originally measured approximately 40 feet long by 15 feet deep, and about 11 feet high at the peak of the pitched, sod roof. One end wall had a single rough board door with a glass window over. There was a draft ventilator on the roof, of board construction. The walls were of the same construction as the Outhouse and Smithy. Opposite the front double doors were eight to ten stalls and a manger.

COLD CELLAR: The cold cellar was built into a wooded hillside behind the house, and measured approximately 8 feet square, with a 2 feet by 6 feet entry-way with a board door at each end. The wall construction was as the other outbuildings above, with peaked log roof covered with sod. The side walls were backfilled with sod to the eaves, giving the cellar a mound appearance. The cellar is now caved in completely.

BACK WING OF MAIN ROADHOUSE: The back wing of the Roadhouse was quarters for Mr. and Mrs. Sullivan. It measured 12 feet wide by 20 feet long, and was of the same log construction as the outbuildings. Inside, the unpeeled logs of the walls were hewn somewhat flat, and hung with cloth. The floor was unpeeled round logs overlain by 2" by 10" sawn boards, with below-floor insulation of barley chaff. The roof of the wing was single ridge-pole with two opposing and lower flanking purlins, supporting roofing poles of unpeeled White Spruce laid side-by-side and ridge to eaves. This supported a 6-inch thick sod cover. Beneath the roof was a suspended ceiling of cloth, tacked to the roof-wall junction and tacking strips between the purlins. This was for heat retention and insulation. No interior furnishing details are available.

MAIN HOUSE: The main house is approximately 18 feet wide by 76 feet long, divided into four rooms each separated by an interior structural log wall. Facing the front facade of the building the rooms are, from left to right, the kitchen, the dining room/guest quarters, the front room, and the storeroom. The storeroom has a dirt floor, while the other rooms have the same insulated wood floors as the Back Wing, except that instead of a sod roof the poles of the main house roof are covered with three inches of mixed sand and gravel in turn covered with corrugated metal roofing. This roof is still weather tight. Several of the interior walls are still hung with their original printed cloth hangings, with a printed-paper border glued across the tops. The ceiling cloths are gone, but their tacking strips are still in place. The logs are nearly a foot in diameter, and are still well-chinked with moss. Inside approximate dimensions are given below.

STOREROOM: The 20' by 15' dirt-floored storeroom once had floor-to-ceiling shelves on the front and back walls, but these are gone now. The room is bare-walled now, and unfurnished.

ITEM NUMBER 7 CONTINUED

FRONT ROOM: This room is 20' by 15'. A printed cloth wall-hanging still covers one wall. There are several wooden, original shelves still in place, and the firewood box and an original, hand-made chair in poor condition are still here. The sofa, which was once in the rear left corner, is gone, as are three other chairs. The original barrel-type stove is still in place and in operating order. Over the stove is a wooden frame 5 feet square, stretched with chicken-wire and suspended from the ceiling, painted green, for drying mittens and foot gear.

DINING/GUEST ROOMS: This is now a single room measuring 23' by 15', and is bare of furniture. Two walls still have remnants of their original cloth wall-hangings. At one time the room was partitioned, side-to-side at the center. The front half was the dining room, with a stove, long table, and ten chairs. The back half was curtained off into several guest cubicles, each with a table, chair, washstand, and bed with sheets and white counterpane.

KITCHEN: This room measures 13' by 15', and still contains the hand-made kitchen sink of galvanized metal and wood. The stove is gone, however, as are the two kitchen tables and six chairs. The walls are bare.

WINDOWS: All windows are on the front wall, one being in the kitchen, two in the dining/guest room, two in the front room and one in the storeroom. None have glass anymore, but are boarded up to keep out the weather.

SITE INTEGRITY: The Roadhouse immediate site is today essentially the same as during the active life of the building. The surrounding forest has encroached on the back yard, and grasses have overgrown the sites of the barn and smithy. Where the Sled Trail once passed by, forty yards from the building and on the edge of Delta Creek, there is now an unimproved gravel airstrip for light aircraft, used occasionally by civilian hunters and weekend flyers, and by military helicopters checking on the condition of the Roadhouse.

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 checked="" 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 checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1908 - 1924

BUILDER/ARCHITECT Mr. John E. Sullivan

STATEMENT OF SIGNIFICANCE

The Sullivan Roadhouse was established circa 1907-08 on the Donnelly-Washburn Cutoff Sled Trail by Mr. John E. Sullivan and his wife (known as Ma and Pa Sullivan), and was operated by them at least until 1924. They may have continued to live here into the 1930's. The Roadhouse was located 86 trail miles south of Fairbanks on the Valdez-Fairbanks Trail, of which the D-W Cutoff Trail was a winter segment.

Until 1923 when the railroad from Seward to Fairbanks was completed on a route far to the west, the trail was traveled by prospectors and adventurers going north to the gold-fields. Many of them traveled on the Valdez-Fairbanks Winter Stage Line, a horse-drawn open sled stage carrying eleven passengers and freight. Until 1923 this stage also carried the U.S. Mail for Fairbanks and points north. At some points along the trail were U.S. Army garrisons, and troop units utilized the trail. Exploration branched off from the trail into the flanking wilderness. The Roadhouses became social centers for settlers and miners. After 1923, most freight and passengers, and all U.S. Mail for Fairbanks and points north utilized the new railroad, and the trail became less used.

Also of significance, Mr. Sullivan had a contract with the U.S. Army Corps of Engineers to rebuild bridges along the trail which were washed away every spring. He was reputedly paid \$1.75 per foot of bridge constructed.

The trail itself is discernable only in some places from the air. It is generally reforested and no longer used at all. No local residents are familiar with the original route. It has been determined by the U.S. Department of Interior, Bureau of Outdoor Recreation, that the trail itself has no potential as a National Historic or National Scenic Trail, in their publication "The Iditarod Trail and Other Alaska Gold Rush Trails", April 1977, pp 115-133.

The site is significant as a winter stop on the stage line. The building is of recognized local historical value by the citizens of Delta Junction. Mention of the Sullivan Roadhouse has been found in three other publications (see bibliography, item 9), however, it is not indicated to be more significant than other roadhouses on the trail. Three other roadhouses of the period are accessible to the public nearby on the Richardson Highway, the Rapids Hunting Lodge, Riko Roadhouse and Richardson Roadhouse.

It is not likely that a road will ever be constructed to the site, due to the remoteness, expense, the Military Reservation, and the fact that the immediate area may be contaminated with ordnance.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	JUN 5 1979
DATE ENTERED	AUG 10 1979

CONTINUATION SHEET

1

ITEM NUMBER 8

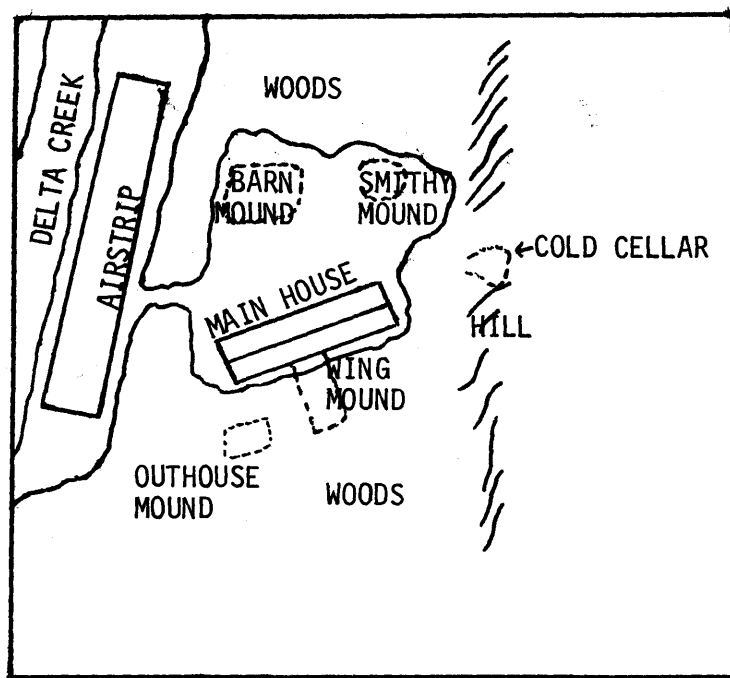
PAGE 6

It should be mentioned that residents of the town of Delta Junction have expressed interest in obtaining and relocating the building to town for use as a public museum and information center. They would assume responsibility for maintenance, restoration, and use of the building in consonance with its local historical significance. No official action has been made pending resolution of the nomination to the National Register of Historic Places.

CONTINUATION SHEET CON'T

ITEM NUMBER 9

4. Two in the Far North, Margaret E. Murie, Comstock ed., 1957.
5. "The Valdez-Fairbanks Trail", H. E. Bundy, AK Pub Co, Seattle, 1910.
6. "Alaska Historic Roadhouses" 1974, University of Alaska.



DETAIL OF TWO ACRE PARCEL

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

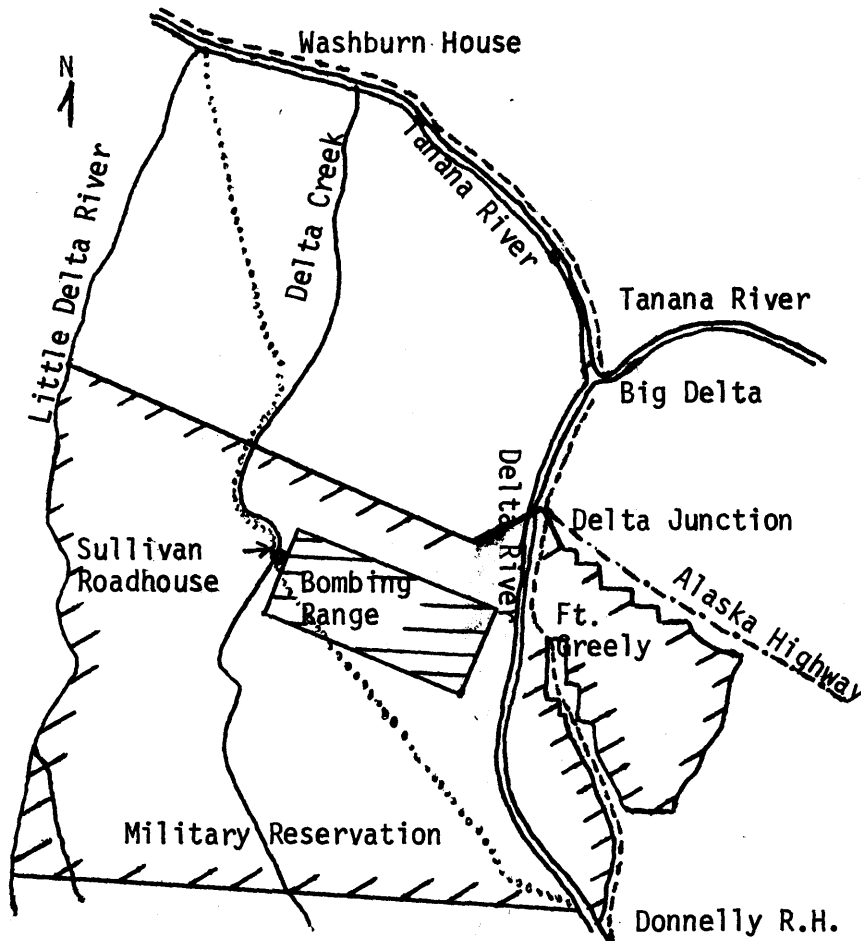
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY	
RECEIVED	JUN 5 1979
DATE ENTERED	AUG 10 1979

CONTINUATION SHEET

ITEM NUMBER

PAGE 7



- Richardson Highway (Original Valdez-Fairbanks Trail)
- .-.-.- Alaska Highway
- Donnelly-Washburn Cutoff Trail

SITE MAP

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Frank P. Young, personal interview, October 22, 1977, Fairbanks, AK, Sullivan's Friend, age ca. 72.
2. Bobby Sheldon, personal interview, October 21, 1977, Fairbanks, AK, Stage Driver on Valdez-Fairbanks Trail, age ca. 90.
3. "The Iditarod Trail (Seward-Nome Route) and Other Alaskan Gold Rush Trails" U.S. Department of Interior, Bureau of Outdoor Recreation, April 1977.

(continued)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Two Acres
 UTM REFERENCES Center of property.

A	6 W	532000	7102100	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Wooded edges of settlement clearing, roughly rectangular, approximately 200' by 400'.

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

STATE	N/A	CODE	COUNTY	CODE
STATE		CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME/TITLE Erica Z. Kracker, Environmental Technician and Edward B. Kiker, Natural Resources Specialist January 1978

ORGANIZATION Directorate of Facilities Engineering DATE 863-7185

STREET & NUMBER AFZT-FE TELEPHONE

CITY OR TOWN Fort Richardson STATE Alaska 99505

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES NO NONE

Douglas R. Rege
 Deputy STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National State Local .

FEDERAL REPRESENTATIVE SIGNATURE *Francis B. Locke*

TITLE Director, Real Property and Natural Resources DATE May 24, 1979

FOR NPS USE ONLY

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

Charles A. Harrington
 DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE 8-10-79

KEEPER OF THE NATIONAL REGISTER

ATTEST: *Carol Spull*
 DATE 8-10-79

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: PROPOSED MOVE

PROPERTY NAME: Sullivan Roadhouse

MULTIPLE NAME:

STATE & COUNTY: ALASKA, Fairbanks North Star

DATE RECEIVED: 10/17/97 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 12/01/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 79003756

NOMINATOR: STATE

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: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

Sullivan's Roadhouse is one of the few surviving early twentieth century log roadhouses built along what was the vital transportation corridor from Valdez, Alaska to Fairbanks; thus it represents an important aspect of the early development history of inland Alaska. The building was moved from its unprotected and isolated site to a new location to help preserve its historic character. The move and rehabilitation work were completed under an Advisory Council MOA and followed the Secretary of the Interior's Standards. While no longer located along the historic cutoff segment of the trail, the roadhouse remains adjacent to the main Valdez-Fairbanks trail corridor and the new location and setting are compatible.

RECOM./CRITERIA Accept Documentation

REVIEWER Paul R. Lusignea DISCIPLINE HISTORIAN

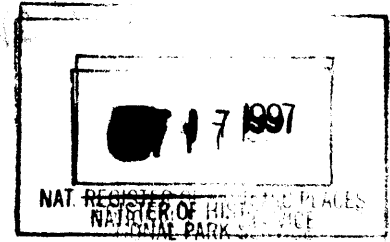
TELEPHONE _____ DATE 11/24/97

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

79-3750

1201

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property

=====

historic name Sullivan's Roadhouse

other names/site number AHRS Site No. XBD-177

=====

2. Location

=====

street & number Mile 266, Richardson Highway

not for publication n/a

city or town Delta Junction

vicinity n/a

state Alaska

code AK

county Southeast Fairbanks

code 240

zip code 99737

USDI/NPS NRHP Registration Form

Sullivan's Roadhouse
Southeast Fairbanks, Alaska

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Judith Bittner
Signature of certifying official

Oct 7, 1997
Date

Alaska
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register

other (explain): Approval of new
documentation regarding MOUC

[Signature]
Signature of Keeper
11/24/97
Date of Action

USDI/NPS NRHP Registration Form

Sullivan's Roadhouse
Southeast Fairbanks, Alaska

=====
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

Number of Resources within Property

Contributing	Noncontributing
<u> 1 </u>	<u> </u> buildings
<u> </u>	<u> </u> sites
<u> </u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u> 1 </u>	<u> 0 </u> Total

Number of contributing resources previously listed in the National Register 1

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

USDI/NPS NRHP Registration Form

Sullivan's Roadhouse
Southeast Fairbanks, Alaska

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: commerce/trade Sub: restaurant
domestic hotel

Current Functions (Enter categories from instructions)

Cat: recreation and culture Sub: museum

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

no style

Materials (Enter categories from instructions)

foundation concrete
roof metal
walls log
other n/a

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

In 1905, John and Florence Sullivan established a roadhouse at the midpoint of the Delta Cut-off Sled Road, Route No. 5b, approximately 16 miles southwest of Delta Junction and 86 miles southeast of Fairbanks. Earlier that year, the Alaska Road Commission (ARC) identified the Delta Cut-off Sled Road as a winter route of the Valdez-Fairbanks Trail. The cut-off shortened a trip over the trail by 35 miles. In 1907, the ARC rerouted the cut-off approximately four miles closer to the Little Delta River. This left Sullivan's Roadhouse stranded. The following summer, the Sullivans dismantled the roadhouse and moved it adjacent to the new route.

At its second site, Sullivan's Roadhouse consisted of at least six buildings and structures enclosed by a rail fence. It had a stable, blacksmith shop, root cellar, outbuilding, roadhouse, and guest sleeping quarters. Sullivan closed the roadhouse in 1922 and the Alaska Road Commission stopped maintaining the cut-off in 1925. Hunters, and in the 1940s military personnel, used the abandoned roadhouse. Creation of the Oklahoma Bombing Range placed the roadhouse under continual threat of being destroyed by accidental fire. Only the roadhouse stood when it was listed in the National Register of Historic Places August 10, 1979.

In 1996, the roadhouse was moved to Richardson Highway Mile 266 in Delta Junction. A concrete foundation and new floor were prepared at the new site. Prior to the move, archaeologists excavated around the roadhouse and associated features. The results did not suggest the site was likely to yield significant new information.

USDI/NPS NRHP Registration Form

Sullivan's Roadhouse
Southeast Fairbanks, Alaska

Page 5

=====

The site where the roadhouse now sits is an open 1.7 acre lot fronting on the main route of the Valdez-Fairbanks Trail (now named the Richardson Highway). Trees along its rear and sides screen the building from adjacent buildings. Except for paved pedestrian paths, the lot will be landscaped similar to the roadhouse's previous setting. Interpretive signs about the outbuildings will be placed in relation to where the five other buildings and structures stood at the second site.

The roadhouse could accommodate forty people. It measures 25 feet by 74 feet. The space was divided into four rooms, from right to left, the Sullivan's quarters (Pen 1), main entry (Pen 2), dining room (Pen 3), and kitchen (Pen 4).

Sullivan used full, unpeeled white spruce logs, chinked the buildings with moss, and had pole decked, sod roofs covered with galvanized, corrugated metal roofing. The log notching was rudimentary and the logs were pegged to one another. All window and door trim was hand sawn lumber that was hand planed on its exposed sides. Window sashes were also made by hand, although double glazed which was not typical.

The north elevation has a double glazed, single, fixed sash window (typical window throughout roadhouse) centrally placed in Pen 1, a door flanked by typical windows in Pen 2, two typical windows evenly spaced in Pen 3, and a single typical window centrally placed in Pen 4. The south elevation has a typical window centrally placed in Pen 4, and a door centrally placed in Pen 2. The west elevation is plain. The east elevation has a door towards its left-hand side. Originally, the interior had random width white spruce flooring, printed fabric wall covering with wallpaper borders on the top, and canvas attached to the underside of the purlins for a ceiling. Only remnants of the wall coverings have survived.

Before the 1996 move, the roof was removed. It was possible to maintain the original pole roof decking. As the building was dismantled, samples of all interior finishes were preserved and the logs were numbered. Badly deteriorated, the first three tiers of logs were replaced with new full, unpeeled white spruce logs. New, full batt insulation and galvanized corrugated roofing were put on top of the original roof decking. The depth of the 2x10 rafters mimics the original roof depth with log fascia matching original fascia. New glazing was applied to the windows and the sashes and trim restored. The original doors were replaced with copies. Because the roadhouse is to be open to the public, door swings were changed to meet code requirements. The restoration followed the guidelines in the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

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)

- X 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.
X B removed from its original location.
C a birthplace or a grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

commerce

Period of Significance 1905-1922

Significant Dates 1905-1906

Significant Person (Complete if Criterion B is marked above)

n/a

Cultural Affiliation n/a

Architect/Builder John E. Sullivan

USDI/NPS NRHP Registration Form

Sullivan's Roadhouse
Southeast Fairbanks, Alaska

=====
Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

Sullivan's Roadhouse is one of only a few remaining of the over thirty early roadhouses that once served travelers on the 386-mile Valdez-Fairbanks Trail. John E. and Florence Sullivan constructed a roadhouse at the midpoint of the Delta Cut-off Sled Road, Route No. 5b, in 1905. Earlier that year the Alaska Road Commission (ARC) identified the cut-off as a winter route of the Valdez-Fairbanks Trail. Passable after the bogs, streams, and rivers froze and before they thawed in the spring, the cut-off shortened a trip over the trail by 35 miles. The Sullivans closed the roadhouse in 1922 when the ARC stopped maintaining the cut-off.

From its establishment shortly after the discovery of gold in the Fairbanks area in 1902 until completion of a railroad from Seward to Fairbanks in 1923, the Valdez-Fairbanks Trail was the major overland route from the year-round port at Valdez to Alaska's interior. It was shorter than using the river routes to the interior, and could be used year-round. Along the trail, entrepreneurs established roadhouses to serve travelers. Spaced approximately every twenty miles, roadhouses offered shelter and food. The trip between Valdez and Fairbanks over the trail typically took two weeks. Sullivan's Roadhouse was one of the earliest roadhouses opened along the route.

In 1905, the Alaska Road Commission began construction of the Delta Cut-off Sled Road, Route No. 5b. Used only during the winter months, this route shortened a trip over the Valdez-Fairbanks Trail by two days. At its southern end, the cut-off started at Donnelley Roadhouse on the Delta River. At its northern end, it connected with the main trail at Washburn at the confluence of the Little Delta and Tanana rivers. At the midpoint of the cut-off, John and Florence Sullivan built their roadhouse in 1905. The Delta Cut-off Sled Road was renamed the Donnelley-Washburn Cut-off, Route No. 4A, in 1911.

Participating in the Klondike Gold Rush, Florence Hamberg reached Dawson in 1897. During the winter of 1899-1900 she joined the stampede to Nome. Traveling with two men she paid to haul her belongings, Florence walked the entire distance, traveling by snowshoe to break trail for their dog teams. John Sullivan arrived at Nome in 1900. The two met and married in 1901. They mined in the Port Clarence and Gold Run districts in the Nome area. In 1904, they joined the rush to the Fairbanks area. After two seasons there, they decided to open a roadhouse on the Delta Cut-off Sled Road. Their business opened 1906. A year later, the ARC rerouted the trail four miles closer to the Little Delta River. The Sullivans dismantled the roadhouse and relocated it just north of the trail.

Sullivan's Roadhouse was billed as "the acme of roadhouse comfort, spacious rooms, big wood stoves, and everything that pleases the traveler after traveling in the cold . . . and the meals are par excellent" (Bundy 1910:29). The Sullivans became known as Ma and Pa. Margaret Murie stayed in the roadhouse in 1918 when she was 15 and described her visit in *Two in*

USDI/NPS NRHP Registration Form

Sullivan's Roadhouse
Southeast Fairbanks, Alaska

Page 8

=====

the Far North. "The roadhouse was low and sprawling, so comfortable-looking, larger than the others so far, with a wing extending out at the back. Pa Sullivan himself and a barman came out to greet us, both looking well fed, rosy of face. . . . Ma was at the door, neat, roly-poly, pretty in a crisp blue-and-white checked gingham dress . . . Cretonne curtains at the windows; rag rugs on the floor; lots of fancy pillows on the big homemade sofa; floral lampshades on the oil lamps; big old-fashioned rocking chairs with flowered cushions on them. Not so fancy that a man of the Trail would be afraid to sit down and relax, but cozy, a home" (page 65).

Each fall, temporary bridges had to be constructed over streams, snow slides cleared, a trail broken, and grades flattened on the cut-off. Each spring, the temporary improvements washed away. The ARC contracted with John Sullivan to establish the sled road each fall between 1910 and 1922. In 1923, the new Alaska Railroad between Seward and Fairbanks took away much of the road traffic. The ARC ceased allocating money for the cut-off's maintenance. In 1922, the Sullivan's closed the cut-off roadhouse, purchased 18-mile Roadhouse along the main route, and moved to the new site. In 1924, Florence (56 years of age) and John (58 years of age) died four months apart. The ARC officially abandoned the cut-off in 1925.

Sullivan's Roadhouse was moved in 1996 from its inaccessible, isolated location to a site along the Richardson Highway (formerly the Valdez-Fairbanks Trail) for its preservation. Over the past twenty years the roadhouse had been threatened by fire. Because Sullivan's Roadhouse is one of only a few remaining log roadhouses from the early twentieth century along Alaska's first highway, its preservation is very important.

USDI/NPS NRHP Registration Form

Sullivan's Roadhouse
Southeast Fairbanks, Alaska

=====

9. Major Bibliographical References

=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Annual Report of the Alaska Road Commission. 1907, 1911, 1912, 1923, and 1925. Washington, D.C.: Government Printing Office.

Bundy, Hallock C. *The Valdez-Fairbanks Trail.* Seattle, Washington: Alaska Publishing Company, 1910.

Fairbanks Daily News Miner. "Mrs. Jack Sullivan Dies Sunday Morning." January 29, 1924.

----- . "Jack Sullivan Dies in Anchorage." May 23, 1924.

Murie, Margaret E. *Two in the Far North.* New York: Alfred A. Knopf Inc., 1957. Reprint edition, Anchorage: Alaska Northwest Publishing Company, 1974.

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 # AK-11
 recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: _____

=====

10. Geographical Data

=====

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>06</u>	<u>562108</u>	<u>7101380</u>	3	_____	_____
2	_____	_____	_____	4	_____	_____
	<u>See continuation sheet.</u>					

USDI/NPS NRHP Registration Form

Sullivan's Roadhouse
Southeast Fairbanks, Alaska

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

Sullivan's Roadhouse occupies Lot 77, Tract F, U.S.S. 3292.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses the only remaining building, and the principal one, of the historic Sullivan's Roadhouse.

=====
11. Form Prepared By

name/title Russell H. Sackett, Architectural Historian

organization Office of History and Archaeology

date September 16, 1997

street & number 3601 C St., Suite 1278

telephone 907-269-8721

city or town Anchorage **state** AK **zip code** 99503-5921

=====
Additional Documentation

Submit the following items with the completed form:

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Delta Chamber of Commerce

street & number P.O. Box 987

telephone 907-895-5068

city or town Delta Junction **state** AK **zip code** 99737

USDI/NPS NRHP Registration Form

Sullivan's Roadhouse
Southeast Fairbanks, Alaska

Page 11

=====

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Photograph Identification

1. Sullivan's Roadhouse
Southeast Fairbanks, Alaska
Russell H. Sackett
September 1996
Office of History and Archaeology, 3601 C St., Suite 1278, Anchorage,
AK 99503-5921
Looking northeast at front and south elevations of the roadhouse
2. Sullivan's Roadhouse
Southeast Fairbanks, Alaska
Russell H. Sackett
September 1996
Office of History and Archaeology, 3601 C St., Suite 1278, Anchorage,
AK 99503-5921
Looking west-southwest at back and north elevations of the roadhouse
3. Sullivan's Roadhouse
Southeast Fairbanks, Alaska
Unknown
Circa 1910
Slim Moore Collection, Alaska and Polar Regions Collection, Elmer E.
Rasmuson Library, University of Alaska Fairbanks, Fairbanks, AK
99775
Looking southeast at the roadhouse at its second location