

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JUN 18 1986
DATE ENTERED OCT 9 1986

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

FRIDAY'S STATION

AND/OR COMMON

Park Cattle Company Residence

2 LOCATION

STREET & NUMBER

Highway 50 between Kingsbury Grade and Loop Road N/A

NOT FOR PUBLICATION

CITY, TOWN

Stateline

CONGRESSIONAL DISTRICT

2

STATE

Nevada

CODE

32

COUNTY

Douglas

CODE

005

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Park Cattle Company

STREET & NUMBER

P.O. Box 2249

CITY, TOWN

Stateline

Nevada

STATE

N/A VICINITY OF

89449

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Douglas County Courthouse

STREET & NUMBER

8th Street

CITY, TOWN

Minden

Nevada

STATE

89423

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

N/A

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 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

SUMMARY

Friday's Station is a two-and-one-half story, frame building constructed in 1860 as an inn and Pony Express Station. The symmetrical building is a western adaptation of Greek Revival design and includes horizontal siding with cornerboards, eave returns on the gable ends, six-light-over-six light sash windows with thin muntin profiles, and a central entry with sidelights, pilasters and cornice. The inn, recently restored, is in excellent condition and is currently used as a guest house for the Park Cattle Company. A single cell, gable-roofed, log blacksmith shop and stable is located to the rear of the inn. This building was built in 1850 and is currently used for storage.

SITE

Stateline, Nevada, is situated on the southeast shore of Lake Tahoe near the California border. The two buildings are located on a rise overlooking Lake Tahoe amid clusters of tall, evergreen trees and lawn. The immediate site is part of a larger (approximately 112 acre) parcel of natural terrain. This parcel is surrounded by new development; immediately to the west are the high-rise, hotel casinos of Stateline, Nevada.

EXTERIOR

Originally supported by a redwood foundation, the inn now sits on a recent, concrete block foundation. The wood framed building is clad with horizontal V-grooved wooden siding with cornerboards and is topped by a shingled, gabled roof with a boxed cornice, plain frieze, and eave returns. Two interior chimneys protrude through the roof. These chimneys are enclosed in wood and are recent additions to the building.

The predominant feature of the building is a two tier verandah with shed roof which runs the length of the building. The verandah is supported by square posts with a criss-cross balastrade on the second floor. A one story addition with shed roof once ran the length of the building on the rear elevation. This addition was removed c. 1980 during the building's restoration.

The windows are six-over-six, double hung, sash with plain surrounds and are flanked by wooden shutters. There are four exterior doors, one centrally placed on each long side of the building on each floor. The main (front, first floor) door is flanked by sidelights and topped by a plain cornice supported by pilasters. The second floor, wooden doors have two panels and six lights.

INTERIOR

The interior has been remodeled several times. The present floor plan on the first floor is close to the original plan which included a restaurant on one end and a saloon on the other. The first floor plan now includes a living area on one side and a kitchen and dining room on the other. The second floor is divided into several small rooms, much as it always has been except for the addition of bathrooms. The second floor was decorated in knotty pine paneling in the 1930's. The third floor or attic is one large space with exposed log rafters.

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 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 checked="" type="checkbox"/> 1800-1899 | <input checked="" type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION |
| <input 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 1860

BUILDER/ARCHITECT Martin K. Burke & James W. Small

STATEMENT OF SIGNIFICANCE

SUMMARY

Friday's Station is an intact early Nevada inn significant for its association with the Pony Express (Criteria A) and as a representative example of a Greek Revival influenced commercial structure (Criteria C). The structure also served as an early Lake Tahoe resort, operating under the name "Buttermilk Bonanza Ranch" during the 1870's and 1880's. Of the thirty Pony Express stops in Nevada, Friday's Station is the only stop which has not undergone reconstruction. In addition to serving as a Pony Express stop, Friday's Station also served as a way-station for James McClean's Pioneer State Line, the Wells Fargo Express, and general traffic between California and the Comstock Mining District. Friday's Station is the oldest, documented, commercial inn on Lake Tahoe.

ELABORATION

Of the thirty Pony Express stations constructed in Nevada, Friday's Station is the only one to survive essentially intact. Unlike the majority of the Pony Express stations which were hastily erected from desert material, (stone, adobe, scrap lumber) Friday's Station was constructed as a substantial timber building and remained in operation under private ownership beyond the life of the Pony Express. (October, 1861)

Friday's Station was established in March 1860 by Martin K. "Friday" Burke and James Washington Small with the preempting of 320 acres of meadow and forest and the building of a one room cabin/station. Located on Kingsbury Grade, the main road over the Sierras to Washoe Valley, Friday's capitalized on the traffic to the Comstock Lode in 1860, one year after silver was discovered there.

In April of 1860, Burke and Small obtained a franchise to operate Friday's as a Pony Express station. Friday's is famous as the home station of "Pony Bob" Haslam, one of the most notable riders. "Pony Bob" was the first rider to cross the Sierra on the new Kingsbury Grade road, riding from Friday's to Buckland's Station on the Carson River near Fort Churchill.

"Pony Bob" is accredited the fastest run and the longest ride by a single rider in the short life of the Pony Express. He rode from Friday's to Buckland's, and then to Smith's Creek when the relief rider would not ride the second leg due to the danger posed by the Paiutes. This ride, the fastest in Pony Express history, was 190 miles long, ridden on May 6, 1860, the day before the Pyramid Indian War started. After a brief stay at Smith's Creek, "Pony Bob" headed back to Friday's with the westbound mail, on his way he stopped at Cold Springs to discover that the Paiutes had burned the station and killed John Williams and his group. He continued his ride to Friday's stopping only to change horses and to alert the other stations of the tragedy at Williams Station.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Angel, Myron, (ed.) Reproduction of Thompson & West's Historic of Nevada 1881, Berkeley, Howell-North, 1958.
 Bureau of Land Management, The Pony Express in Nevada. U.S. Department of Interior, 1981.
 Mason, Dorothy, The Pony Express in Nevada, Reno, Nevada, Harrahs, 1976.
 Scott, Edward B., The Saga of Lake Tahoe. Crystal Bay, Lake Tahoe, Nevada, Sierra Tahoe Publishing Company, 1957.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 7.64 acres
 UTM REFERENCES

| | | | | | | | |
|---|-------------------|---|--|---|------|---------|----------|
| A | <u>1</u> <u>1</u> | <u>2</u> <u>4</u> <u>5</u> <u>7</u> <u>1</u> <u>0</u> | <u>4</u> <u>3</u> <u>1</u> <u>6</u> <u>6</u> <u>7</u> <u>0</u> | B | | | |
| | ZONE | EASTING | NORTHING | | ZONE | EASTING | NORTHING |
| C | | | | D | | | |

VERBAL BOUNDARY DESCRIPTION

Parcel # 7-040-07-4, Douglas County Assessor's Map
 Section 26 and 27, Township 13 North Range 18 East consisting of 7.64 acres.
 beginning on east side of Nevada State Highway 50 and proceeding 500'-0" north,
 666'-0" east, 500'-0" south and 666'-0" west to the point of origin. Boundary
 is illustrated on accompanying sketch map.

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

NAME / TITLE

Revised by Kathryn M. Kuranda

Ana Beth Koval & Luch Scheid (Rainshadow Associates) Architectural Historian

ORGANIZATION

DATE

Historic Preservation and Archeology

6/2/86

STREET & NUMBER

TELEPHONE

201 South Fall Street

(702) 885-5138

CITY OR TOWN

STATE

Carson City

89710

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

6/6/86

TITLE

Deputy State Historic Preservation Officer

DATE

FOR NPS USE ONLY

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

Patrick Anders

DATE 10/9/86

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST *Bruce J. Noble Jr.*

DATE 10/7/86

KEEPER OF THE NATIONAL REGISTER

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

**National Register of Historic Places
Inventory—Nomination Form**

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date entered

Continuation sheet

Item number 7

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OUTBUILDING

The original Pony Express cabin (also built in 1860) is rectangular in plan, one room, log building. The round log exterior has saddle notched, corner joints with the logs extending about six inches beyond the corners. The building is topped with a gabled, wooden shingled roof. The gable ends are sided with vertical boards. Double doors, hinged at the sides and a small door in the gable-end provide the only openings into the building.

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Continuation sheet

Item number 8

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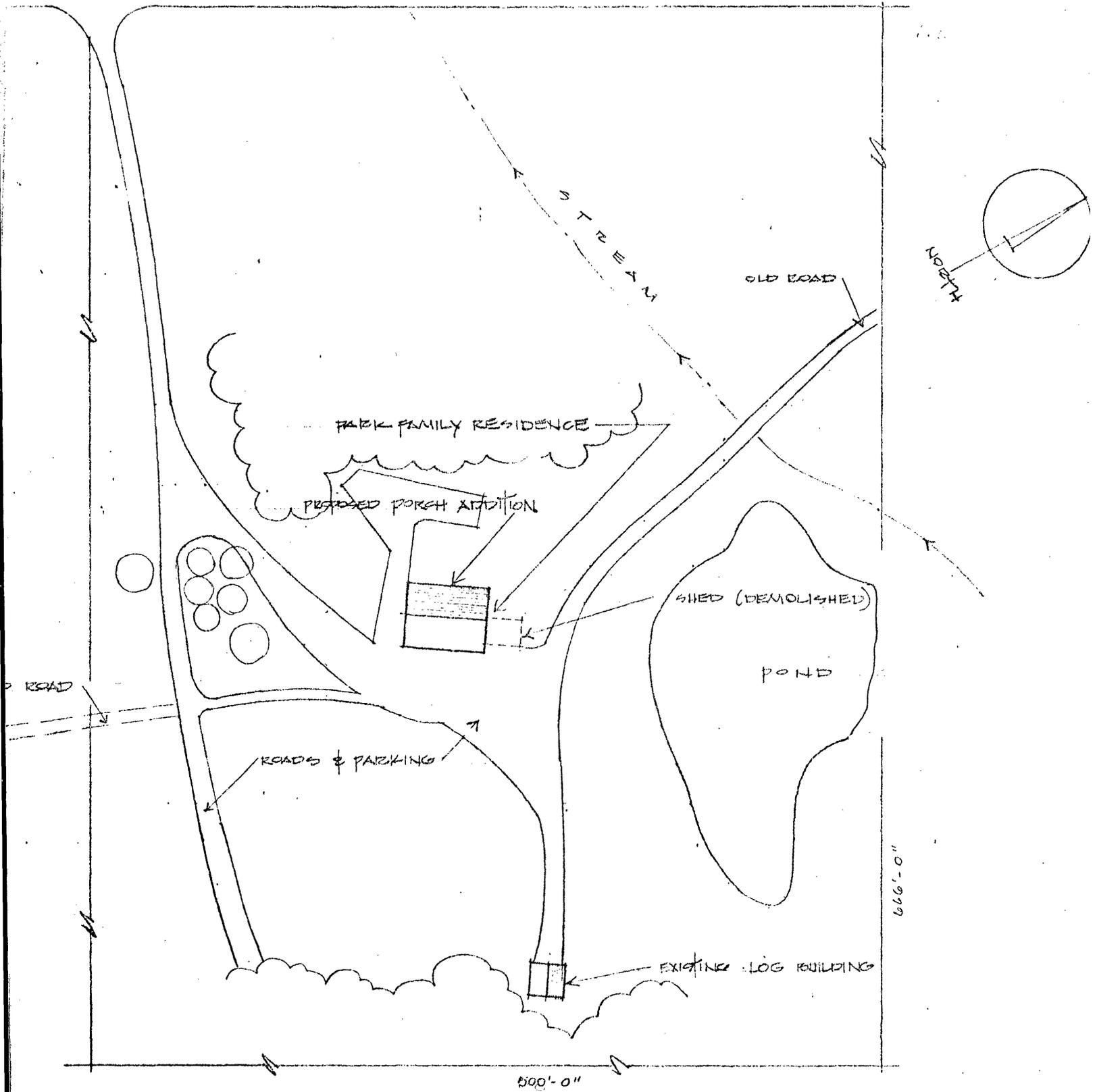
His total ride was 380 miles long, the longest ride by a single rider.

Friday's was also a station for James McClean's Pioneer Stage Line and the Wells Fargo Express. As a home station for these companies as well as a way station for travelers, Burke and Small were forced in 1860 to expand their one room facility by building the present inn building and several outbuildings. Friday's could then house 25 guests in the main house and the required number of stage drivers and teams of horses in the outbuildings. Friday's stable and haybarn was reported to be one of the largest in the West. It also boasted running water from a spring delivered to the stable and main building through 10 inch hollow logs.

Although the Pony Express ultimately failed, lasting only eighteen months, Friday's prospered, collecting as much as \$1,500 a day during the summers from their toll road, the western section of Kingsbury Grade. Friday's was the last "mountain oasis" for travelers going east into the desert and did a brisk business until 1868 when the Central Pacific Railroad was completed.

By August of 1875, Small, now solo owner, had turned Friday's Station into a resort named the "Buttermilk Bonanza Ranch" offering "the finest hunting, fishing, and general well-being to be found in the Tahoe Region". James and then his brother "Doc" ran the resort until 1888.

The inn is the oldest building of its type in the Tahoe Basin and an excellent sample of Classically inspired frontier architecture. There are few remaining resort complexes of any age in the basin. The closest, in distance and in age and most substantial is the Glenbrook Inn and Ranch Resort. At Glenbrook, the Lake Shore House (1863) (listed on the National Register) and the Jefferson Hotel (1882) are similar to Friday's Station in style, massing, and materials. Camp Richardson on the California side of Lake Tahoe survives but is associated with a much later period of the resort industry. The main lodge at Camp Richardson dates from the 1930s; its forty-seven associated guest cottages date from the mid-1920s through the late 1930s.



PARTIAL SITE PLAN 1"=50'
 (FROM AERIAL PHOTO)

- Friday's Station
- Stateline, NV
-
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