

United States Department of the Interior
National Park Service



1547

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: The Hazen Store
other names/site number: Hazen Market and Grocery

2. Location

street & number 600 Reno Highway not for publication N/A
city or town Hazen vicinity N/A
state Nevada code NV county Churchill code 001 zip code 89408

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.)

Ronald M. Jones 12-13-2001
Signature of certifying official/Title Date

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: Edson H. Beall 1-28-02
 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):

[Signature]
Signature of Keeper Date of Action

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 (Do not include previously listed resources in the count.)

Contributing	Noncontributing
<u> 3 </u>	<u> 0 </u> buildings
<u> 0 </u>	<u> 0 </u> sites
<u> 0 </u>	<u> 0 </u> structures
<u> 0 </u>	<u> 0 </u> objects
<u> 3 </u>	<u> 0 </u> Total

Number of contributing resources previously listed in the National Register N/A

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: COMMERCE Sub: General Store/Gas Station
TRANSPORTATION Road-related/gas station, rest stop

Current Functions (Enter categories from instructions)

Cat: COMMERCE Sub: General Store/Gas Station
TRANSPORTATION Road-related/gas station, rest stop

7. Description

Architectural Classification (Enter categories from instructions)

OTHER/Utilitarian Commercial

Materials (Enter categories from instructions)

foundation Concrete
roof Metal
walls Stucco over wood frame
other _____

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

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)

- 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.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- 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
TRANSPORTATION

Period of Significance 1944-1951

Significant Dates 1944

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder Unknown

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

9. Major Bibliographical References

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

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 # _____
- 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 .82 acres

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>11</u>	<u>324490</u>	<u>4381440</u>	3	<u> </u>	<u> </u>
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>

 See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)
See continuation sheet.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)
See continuation sheet.

11. Form Prepared By

name/title Mella Rothwell Harmon
organization State Historic Preservation Office date August 2001
street & number 100 N. Stewart Street telephone 775-684-3447
city or town Carson City state NV zip code 89701

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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 Mr. and Mrs. William Langan
street & number 600 Reno Highway telephone 775-423-4041
city or town Hazen state NV zip code 89408

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

7. Description

The Hazen Store is located in Churchill County along the Reno Highway (Alternate U.S. Highway 50), and the one track that remains of the Southern Pacific Railroad line that ran between Fernley and Fallon, Nevada. Three buildings comprise the Hazen Store National Register property: the store itself, a small railroad bunkhouse, and a garage. The three buildings were moved to their present location and orientation along the highway between 1944 and 1948, although they actually date to an earlier period. Since 1948, the significance of this complex of buildings has related to the highway, but they were originally associated with the railroad, which was the impetus for Hazen's development in the first few years of the twentieth century.

The Hazen Store almost defies architectural description, although to say it is soundly grounded in the vernacular would be an understatement. The largest interior space is a rectangular, gable-roofed structure built ca. 1904, the year of Hazen's birth. This part of the building originally operated as a bar called Shorty's Place, and was located along the railroad tracks about 200 feet from its present location until 1944. Appended to the north end of the building is an addition that abuts the rear of the central portion in a shallow hipped roof, dropping off to a shed roof. This space is part of the living area and the shed-roofed section is an enclosed porch that functions as the kitchen. This rear area reportedly was an old railroad building moved to the site between 1944 and 1948 from Wadsworth, Nevada, another defunct railroad town. A porch cover, presumably built in 1948, extends the full width of the rear of the building.

Another shed-roofed addition is attached to the central section along the east wall, extending half of the length of the building. This space houses restrooms that, according to tax records, were added in 1951 to accommodate automobile travelers. Sitting atop the restroom is a small structure with a gable roof that strongly resembles a Southern Pacific signal house (Steam Age Equipment Company 1997:3). It has one small window along the east-facing elevation and is used as storage. The building's front façade is faced with a three-tiered false front with a small centrally-placed wood-framed window. Extending more than the width of an automobile from the store's front, and supported by two brick-covered posts, is a wide canopy that shades the store's entrance and two gasoline pumps. The present pumps are modern, but tax records suggest that gasoline service was added to the store at some time before 1958. Above the canopy and extending perpendicular from the middle of the false front is a large neon sign that appears to be in original condition. It reads "HAZEN MARKET GROCERY," and tax records indicate that it was purchased and installed in 1949. The stretch of highway between Fernley and Fallon is fairly barren. This sign would have been visible for a long distance, and a welcome sight to weary travelers.

The entire building is sheathed in stucco, which was added at the time of the move between 1944 and 1948. The restroom addition was stuccoed to match at the time of its construction in 1951. All roof planes are covered in corrugated metal sheets. A small gabled dormer is located in the central roof section

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7, 8 Page 2

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

7. Description, continued

on the west side, and a brick chimney projects from the east side of the roof, just below the peak of the gable. Fenestration is wood-framed double-hung, with the exception of two fixed-pane windows on the front elevation.

Located slightly to the west behind the store, is a small rectangular former railroad bunkhouse building that was used as a rental. Long, narrow, and end-gabled, the building is accessed through a central wooden door. The exterior walls are stucco, the roof is composition shingle, and the few windows are double hung. A small porch cover supported by slender posts shades the front door. The other contributing outbuilding is a garage located behind the store. The garage consists of three attached sections, of differing heights and sizes, each with a flat corrugated metal roof, and board-and-batten walls. Both of these outbuildings were originally located along the railroad tracks and moved onto the site, along with the store, between 1944 and 1948.

As a grouping, and individually, the buildings of the Hazen Store retain all seven aspects of integrity. Integrity of design, materials, and workmanship are reflected in the utilitarian nature of the buildings that were adapted from a former railroad use, and are relatively unchanged from the period of significance in the late 1940s. Likewise, integrity of location, setting, feeling, and association are reflected in the complex's orientation along the highway, the evocative neon sign, and the building's use as a stop for automobile travelers that continues to the present day.

8. Significance

The Hazen Store is eligible for listing in the National Register of Historic Places for its association with the history of commerce and transportation along the stretch of the Reno Highway (U. S. Highway 50) between Fernley and Fallon, Nevada. The three contributing buildings date to Hazen's early days as a railroad center, but found new life after the town's subsequent demise, serving the automobile traveler along the interstate highway.

Hazen—Railroad Town

One source reports that Hazen was settled in 1869, but it did not appear on any maps until 1903, when it became a stop on the new route of the Southern Pacific Railroad, which began service on October 19, 1902. In addition to the rail stop, Hazen served as a settlement to house laborers on the Newlands Irrigation project south of town, which began in 1903. Initially, Hazen's main economy was derived from saloons and brothels, catering to the railroad, and canal and dam builders. Hazen's post office opened on April 25, 1904, and the U.S. Geological Survey established a commissary there later that summer. The

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 3

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

8. Significance, continued

head of the U.S. Reclamation Service moved his office and the Engineering Division from Reno to Hazen in August 1904 (Earl 1990).

Hazen quickly earned a reputation as a wild-and-woolly place, far enough away from the county sheriff in Fallon to foster a growing crime wave. Fame of another sort came to Hazen in what would become Nevada's last lynching. On the night of February 27, 1905, a career criminal known as "Red" Wood was jailed for attempted robbery. Having their fill of unrelenting crime and little punishment, a group of about 30 men broke into the jail, grabbed "Red," and hanged him from the nearest telegraph pole. Although the act was decried by some, it went unreprimanded. Ultimately the crime wave slowed, as Hazen's criminal element contemplated the fate of "Red" Wood (Earl 1990).

In late summer of 1905, the railroad "cut off" from Fort Churchill to Hazen was completed. Hazen became the northern terminus on this line, which was formerly the narrow-gauge Carson & Colorado Railroad. The new standard-gauge line ran south from Hazen, 28 miles to Fort Churchill and Mound House, the latter on the Virginia and Truckee rail line. The impetus for the cut-off was to garner for Southern Pacific a share in the business resulting from the mining booms in Tonopah, Goldfield, and Mina. The SP renamed the lines they acquired from the Carson & Colorado, the Nevada & California. Included in SP's expansion were plans for a branch line from Hazen to Fallon. Construction began on this 15-mile line in May 1906. Progress was slow, however, due to a shortage of rail resulting from the earthquake in San Francisco. The first train from Hazen arrived in Fallon on January 10, 1907 (Myrick 1962:38, 160, 181, 202).

By this time, Hazen had become an important four-way junction, and during the summer of 1905, SP laid out a plat map of town lots, and offered them for public sale. The 400 feet along the tracks were retained by the railroad. The plat map identified the rail route through Hazen as the main line from San Francisco to Ogden, Utah and points east. Business was so good in Hazen that in 1907, a depot and a roundhouse were built, as was a smelter that was operated by the Western Ore Purchasing Company. In addition to construction materials for the reclamation project, and supplies and ore to and from the southern mining districts, Hazen was a shipping point for the agricultural products of the Lahontan Valley, which the Newlands project was intended to make even more fertile. Fortunes turned a bit, however, when the Reclamation Service moved to Fallon in 1907, and a fire wiped out Hazen's business district in 1908. The depot and roundhouse escaped the fire, as did the building that housed Shorty's Place (Sheppard 1990:3-5).

Following the fire, the town was rebuilt, and the lavish (by Hazen standards), two-story brick Palace Hotel was constructed. The Palace was situated facing the railroad tracks, one town lot away from Shorty's

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 4

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

8. Significance, continued

Place. Shorty's was one of the earlier businesses built in Hazen. It was wood-framed and clapboard sided, and was one of the ubiquitous saloons that served the region. The Palace Hotel and Shorty's were located on Nevada Street, which became the original alignment of Lincoln Highway (later Highway 50). The Palace, in addition to hotel rooms, a barber shop, and a restaurant, housed the post office and a general merchandise store.

The Newlands reclamation project kept Hazen afloat until the completion of the Lahontan Dam in 1915. By then, the mines in Tonopah and Goldfield had played out and those towns were in decline. Lahontan Valley farms were keeping the railroad going. Dairy products, alfalfa hay, beef, turkeys, sugar beets, and Fallon's famous Hearts-'O-Gold cantaloupes were the primary commodities using Hazen's shipping facilities. By the 1930s, however, the technological change in the rail system from steam engines to diesel, the development of the highway system, and the Great Depression undermined the importance of the railroad. As a result, the population of the town shrank dramatically, and homes were sold and moved to other communities. The depot and roundhouse were moved to the former railroad community of Wadsworth in the 1950s, and the railroad town of Hazen virtually ceased to exist (Sheppard 1962).

Hazen—A Spot on the Highway Map

In September 1912, Carl Fisher, inaugurator of the Indianapolis 500 automobile race, proposed a plan to build a continuous highway to run from New York to San Francisco, a concept first proposed in 1902. Fisher's goal was to have the road completed in time to carry motorists to the Panama-Pacific Exposition to be held in San Francisco in 1915. The immediate result of Fisher's plan was the establishment of the Lincoln Highway Association, which was dedicated "to the establishment of a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all description without toll charges . . . in memory of Abraham Lincoln" (quoted in Givens 1995:ii).

Nevada's governor Tasker Oddie was an automobile enthusiast and supporter of the goals of the Lincoln Highway Association. In 1912, the Nevada legislature, in special session, proposed a state road to be known as "a Nevada State Highway," to run from the Utah-Nevada state line just east of Ely to the Nevada-California state line in Douglas County. The highway would run through Hazen on its way to Reno, following approximately the old Overland road. The problem, of course, was funding, but salvation came in 1913 when the Lincoln Highway Association announced the final route of their highway, which corresponded with Nevada's proposed route and ran down Nevada Street, Hazen's main thoroughfare. Oddie issued a Lincoln Highway Proclamation on October 29, 1913 and made a personal \$5 contribution to the Lincoln Highway Association. Hazen first benefitted from the Lincoln Highway in 1915, when approximately 1,000 people associated with the Glidden Tour traveled the

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 5

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

8. Significance, continued

route on their way from the East to the Pacific-Panama Exposition in San Francisco (Fey 1991). The original highway was generally unimproved, a mere dirt track.

The 1916 *Official Road Guide to the Lincoln Highway* offers the following description of services available to the motorist in Hazen:

Hazen, Churchill County

Pop. 100. One hotel, one garage. Route marked. One railroad, eight general business places, one express company, one telegraph company, one public school, electric lights, water works. Camp site. At this point the Western Ore Purchasing Company operates a sampling plant. Smelting grades of ore from all the big camps of Nevada are brought here for assay. Visitors should stop and watch this interesting operation of the mining industry.

A general highway construction program was going on across the country, and in 1916, the Federal Aid Road Act was passed. To obtain the financial aid from the act, states were required to establish highway departments, and employ a qualified highway engineer. World War I intervened, however, and the benefits of the act were not realized. The Federal Highway Act of 1921 re-established the matching-funds assistance program, and required interstate planning with each state's road plan. The 1921 act specified that 7 percent of the existing roads be qualified as federally-assisted and must include "projects as will expedite the completion of an adequate and connected system of highways, interstate in character" (Givens 1995:iii).

In 1922, the highway through Hazen was being improved. At the cost of \$49,540, FA 34 (indicating a federally-assisted project), contract #48, graveled the road from Leeteville to Hazen (Nevada State Archives Highway Department Records). By 1928, a red-white-and-blue Lincoln Highway marker had been installed at the passenger station in Hazen, with double arrows marking the route (Lincoln Highway Association 1928). It was not long after, however, that highway names were replaced with numbers and the road through Hazen officially became Highway 50.

By the early 1940s, the State of Nevada was undertaking upgrades to its highway system. During fiscal year 1940-1941, contract #619 was awarded for "plantmix" construction of a stretch of road from 1/4 mile west of Hazen to 1.5 miles west of Leeteville. This corresponds with deed records in the possession of the owners of the Hazen store that indicate rights-of-way near the present location of the store were being sold to the Nevada Highway Department in 1941. Acquisition of highway rights-of-way were facilitated

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 6

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

8. Significance, continued

by an earlier federal law and a new one in 1944 (Michael Brodhead, personal communication August 2, 2001).

The result of this highway work was a re-alignment of the highway through Hazen. By 1944, the new route bypassed the town, as did any hope for the economic revitalization of Hazen. It was at this time that Agnes Sever, who had operated the store on Nevada Street, moved her business, lock, stock, and barrel to the a spot along the new highway. Seizing the opportunity to expand her facilities, she also acquired several surplus buildings, including the bunkhouse, at the same time. Over the next four years, Mrs. Sever set up her store for the few residents remaining in Hazen, as well as the modern automobile tourist.

Hazen Store

The grocery business that was housed in the Hazen Store was originally located in the Palace Hotel under the name Hazen Trading Company. In 1934, young Agnes Hart had her eyes set on the postmistress position and with that job came the grocery. For \$1,500 Agnes acquired all of the merchandise and the title she longed for. Not long after, the Palace Hotel wanted to expand its restaurant and Agnes was forced to look for another location for her post office and store. The little building next door to the Palace that had housed Shorty's Bar in the railroad days was for sale and Agnes purchased it. Now re-named the Hazen Store, the post office and business operated on Nevada Street until 1944, when the highway was re-aligned. By this time, Agnes had married Tony Sever, a Southern Pacific agent, who was re-assigned to Fallon after the railroad services left Hazen (Pershing 1984).

The highway construction project meant that even fewer people ventured into the tiny town of Hazen. Even though the original road alignment and the railroad tracks were just a few hundred feet away from the new road, motorists did not want to take even a few extra minutes to leave their route. Agnes and Tony Sever decided the best way to survive was to move their business to the new highway. It was a wise business decision, because it was not long before the Palace Hotel shut its doors and was ultimately demolished (Pershing 1984).

Over the course of four years, the Severs moved their store and post office, and a few outbuildings they had acquired from the defunct railroad to their new lot along the roadway. Tax records indicate the improvements made during this time, including the installation of the shiny new neon sign in 1949, and the addition of public restrooms in 1951. Gas pumps were added at some time before 1958. With the move, the Sever's clientele changed from the occasional rail traveler and Hazen residents to motorists who were traveling in ever-increasing numbers along the nation's highways.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 7

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

8. Significance, continued

After World War II automobile travel and tourism increased as a result of post-war affluence, and the improved roadways that came about through President Eisenhower's interstate highway policies. The population of Nevada was growing, too and people were traveling between Reno and Fallon with greater frequency. The Hazen Store, with its inviting neon sign, provided much needed services to busy motorists. It was a welcome beacon along the highway, as well as the only grocery store serving Hazen residents.

In the late 1960s, a new four-lane highway was built across Nevada, by-passing the towns that had lined the old Victory and Lincoln Highway routes. With the advent of U.S. Highway 80, the road through Hazen became Alternate Highway 50, connecting the communities of Fernley and Fallon. In 1977, the Hazen post office was closed, and Agnes Sever was forced to give up a job she had held for 43 years. Mrs. Sever kept the store open following her husband's death, and up until her own poor health forced her to sell the business in 1995 (Rose Langan, personal communication, March 23, 2001).

The store was purchased in 2000 by a local couple, who have reopened it and are maintaining it in its 1950s form. The new owners have found many road-related items in original packaging stored on the property. Several of these items are currently on display in the store, including a 1950s window-mounted automobile air conditioner in pristine condition. This would have been a desirable commodity for drivers crossing the arid high desert of Nevada (Rose Langan, personal communication, March 23, 2001).

Few resources remain along this stretch of the old Lincoln Highway, and in its present state of preservation, with its neon still shining, the Hazen Store stands as a monument to this period of Nevada's history of transportation and commerce.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 8

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

9. Bibliography

Bronzini, Velio Alberto

1996 "Memories of My Grandfather Guiseppe Filippi," in *In Focus*, Volume 9:55-66. Churchill County Museum Association, Fallon.

Earl, Phillip I.

1990 "Nevada's Last Lynching," in *In Focus*, Volume 3:13-16. Churchill County Museum Association, Fallon.

Fey, Christine A.

1991 *A Preservation Plan for the Lincoln Highway in Nevada*. Unpublished master's thesis, University of Nevada, Reno.

Givens, W.E.

1995 *The Lincoln Highway in Nevada: A Preliminary Overview*. Lincoln Highway Association, Sierra-Nevada Chapter, Truckee.

Lincoln Highway Association

1916 *The Complete Official Road Guide to the Lincoln Highway, Nevada* (Excerpted from text submitted by G.S. Hoag, Lincoln Hwy, State Counsel). Lincoln Highway Association, Detroit.

Myrick, David F.

1962 *Railroads of Nevada and Eastern California*. Volume One. Howell-North Books, Berkeley.

Pershing, Anne

1984 Hazen Store Owners Recall the Days in a Railroad Town, *Eagle Standard*, December 22, 1984:1, Fallon, Nevada.

Rein, Russell S., editor

1997 *The Original Log of the Locations of the Markers and Signs of the Lincoln Highway, by Gael Hoag, Field Secretary, Lincoln Highway Association, 1928*. Lincoln Highway Association, Ann Arbor.

Sheppard, Doris E.

1990 "The Story of Hazen, Nevada," in *In Focus*, Volume 3:4-10. Churchill County Museum Association, Fallon.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9, 10 Page 9

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

9. Bibliography, continued

Smitten, Mary Ellen

1990 "Next Stop--Hazen!!," in *In Focus*, Volume 3:11-12. Churchill County Museum Association, Fallon

Steam Age Equipment Company

1997 *Southern Pacific Lines Common Standard Plans*. Steam Age Equipment Company, Dunsmuir, California.

Townley, John M.

1977 *Turn This Water Into Gold: The Story of the Newlands Project*. Nevada Historical Society, Reno.

Interviews

Michael Brodhead, August 2, 2001. Dr. Brodhead is a manuscript curator with the Special Collections department of the main library at the University of Nevada, Reno.

Martha Copenhaver, March 29, 2001. Mrs. Copenhaver is Agnes Sever's sister and a Hazen native.

Rose Langan, March 23, 2001. Mrs. Langan, and her husband Bill, purchased the Hazen Store in 2000.

10. Geographical Information

Verbal Boundary Description

The National Register boundaries of the Hazen Store include the .82-acre parcel identified as Assessor's Parcel Number 10-292-09, Churchill County, Nevada, located in Section 27, T.20 N, R.26E, MDM.

Boundary Justification

Resource boundaries include all land commonly associated with the lot identified as Churchill County, Nevada APN. 10-292-09.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Photographs Page 10

Hazen Store, 600 Reno Highway, Hazen, Churchill County, Nevada

Name of Property: Hazen Store
Location of Property: Hazen, Churchill County, Nevada
Location of Negatives: 1-6, State Historic Preservation Office
Carson City, Nevada
7-8, Churchill County Museum and Archives
Fallon, Nevada

Photograph 1: South and east elevations, facing northwest
March 23, 2001
Photographer-Mella Rothwell Harmon

Photograph 2: South elevation and west elevations, facing northeast
March 23, 2001
Photographer-Mella Rothwell Harmon

Photograph 3: North (rear) elevation, facing south
March 23, 2001
Photographer-Mella Rothwell Harmon

Photograph 4: East elevation of garage, facing west
March 23, 2001
Photographer-Mella Rothwell Harmon

Photograph 5: East and north elevations of bunk house, facing southwest
March 23, 2001
Photographer-Mella Rothwell Harmon

Photograph 6: Hazen General Merchandise and Saloon and the Palace Hotel
1915
Photograph PH-14-4, Churchill County Museum and Archives