

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         | OCT 16 1986 |
| DATE ENTERED     | NOV 25 1986 |

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

**1 NAME**

HISTORIC PATROL CABINS, MOUNT MCKINLEY NATIONAL PARK

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

|                                 |      |                        |      |                        |  |
|---------------------------------|------|------------------------|------|------------------------|--|
| CITY, TOWN                      |      | VICINITY OF            |      | CONGRESSIONAL DISTRICT |  |
| Denali National Park & Preserve |      |                        |      | 000                    |  |
| STATE                           | CODE | COUNTY                 | CODE |                        |  |
| Alaska                          | 02   | Yukon-Koyukuk Division | 290  |                        |  |

**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 checked="" type="checkbox"/> UNOCCUPIED      | <input type="checkbox"/> COMMERCIAL    | <input checked="" type="checkbox"/> PARK   |
| <input checked="" 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                   | <b>PUBLIC ACQUISITION</b>                  | <b>ACCESSIBLE</b>                                   | <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 type="checkbox"/> TRANSPORTATION    |
|   |  | <input type="checkbox"/> NO                         | <input type="checkbox"/> MILITARY      | <input type="checkbox"/> OTHER:            |

**4 AGENCY**

REGIONAL HEADQUARTERS: (If applicable)

Alaska Regional Office, National Park Service

2525 Gambell St., Rm. 107

CITY, TOWN Anchorage VICINITY OF STATE Alaska 99503-2892

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Bureau of Land Management, Alaska State Office

STREET & NUMBER

701 C Street

CITY, TOWN Anchorage, Alaska STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE "List of Classified Structures," Denali National Park and Preserve

DATE 1981  FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS Alaska Regional Office, National Park Service

CITY, TOWN Anchorage STATE Alaska

## 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 checked="" type="checkbox"/> GOOD | <input type="checkbox"/> RUINS                   | <input checked="" type="checkbox"/> ALTERED   | <input checked="" type="checkbox"/> MOVED DATE <u>1940</u> |
| <input checked="" type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED               |   |  |

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

#### Summary

Fourteen log cabins used predominantly as winter living quarters for National Park Service rangers conducting patrols in remote sections of Denali National Park (formerly Mount McKinley National Park) are included in this thematic nomination. Their dates of construction extend from 1924 to 1935. These cabins are spaced 10 to 15 miles apart along the eastern segment of the 90-mile road that traverses the park from east to west, and along the north and east park boundaries. All 14 cabins are located on major rivers or tributary streams, are sited on level ground between 1,600 and 3,600 feet in elevation, and stand in a forested setting. Ancillary cultural features, such as dog houses, caches, outhouses, and dumpsites are also present. These ranger cabins display local building techniques in use of horizontal logs for exterior walls, the design of their gable roof porches, and their small scale. Exterior alterations are minimal. Individually and collectively they feature a rustic appearance that reflects vernacular building traditions and use of indigenous materials and skills.

#### Themes

Built sequentially over an 11-year period between 1924 and 1935, each of the 14 buildings in this nomination relates to two identifying historical themes. All 14 cabins (some with nearly complete ensembles of dog houses, caches, and outhouses) are associated with the ranger patrols conducted in Mount McKinley National Park in the 1920's and 1930's. Used by National Park Service rangers whose primary winter activities involved patrolling the park boundary by dog sled or on snowshoes to deter poaching and illegal trapping, the existing geographic distribution and early construction dates of these cabins visually depict a significant era of wildlife conservation in the park. Additionally, five of the 14 cabins built cooperatively by the Alaska Road Commission and the National Park Service along the 90-mile park road, document the history of road construction and of transportation in this remote Alaskan park.

#### Geographic Features

Although the park boundaries embrace a variety of natural environments, the settings of the cabins share several common geographical features. All stand near a creek or major river. (In most instances, the name of the cabin is derived from the nearby waterway.) This access to water was not only critical to the survival of the rangers stationed in the cabins, but often encouraged the growth of spruce trees of suitable dimensions for cabin construction and also provided a source of firewood. Cabins are generally located on flatter ground in a forested or semi-forested setting. They are situated at lower elevations in the park, ranging from approximately 1,600 (Lower Toklat River Cabin) to 3,600 (Upper East Fork Cabin) feet above sea level. The cabins are generally spaced 10 to 15 miles apart, a distance that could be negotiated by dog sled or on snowshoes in one day of wintertime travel. The earliest built cabins are located along the park road, while those constructed between 1930 and 1935 are on the north and east park boundaries where poaching posed the greatest potential threat. The 14 cabins in this nomination include the following:

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| <u>HISTORIC NAME</u>                  | <u>DATE</u>    | <u>BLDG. NO.</u> |
|---------------------------------------|----------------|------------------|
| <u>Roadside Cabins</u>                |                |                  |
| (Upper) Savage River Cabin            | 1924-25        | 30               |
| Sanctuary River Cabin                 | 1926           | 31               |
| Toklat Ranger Station (Pearson Cabin) | 1927           | 4                |
| Igloo Creek Cabin                     | 1927 (or 1928) | 25               |
| (Upper) East Fork Cabin               | 1928 (or 1929) | 29               |
| (Upper) Toklat River Cabin            | 1930 (or 1931) | 24               |

| <u>HISTORIC NAME</u>  | <u>DATE</u> | <u>BLDG. NO.</u> |
|---|-------------|------------------|
| <u>Boundary Cabins</u>                                      |             |                  |
| Lower East Fork Ranger Cabin                                | 1930        | 9                |
| Riley Creek Ranger Cabin                                    | 1931        | 20               |
| (Upper) Windy Creek Ranger Cabin                            | 1931        | 7                |
| Ewe Creek Ranger Cabin<br>(Lower Savage River Ranger Cabin) | 1931        | 8                |
| Lower Toklat River Ranger Cabin                             | 1931        | 18               |
| Sushana Creek Ranger Cabin                                  | 1932        | 17               |
| (Lower) Windy Creek Ranger Cabin                            | 1932        | 15               |
| Moose Creek Ranger Cabin                                    | 1935        | 19               |

Physical Description

The cabins in Denali National Park and Preserve share several similar physical features. All are of horizontal log wall construction. All but one utilize peeled logs. They are small in scale; one-story; and most measure either 12' x 14' or 14' x 16' on the inside. The cabin roofs are a medium pitch gable with broad overhanging eaves and gable ends that expose structural members to full view. A notable feature in the design of all 14 cabins is the extension of the roof gable at one end of the cabin to form a four-to six-foot wide porch over the doorway to the cabin. The gable end of the porch roof often displays peeled pole support posts between the roof and the tie beam that serve as decorative, as well as structural, elements. The degree of workmanship achieved in each cabin is most visibly evident in the joinery of the plate log, end rafter pole, tie beam, and vertical porch post that all come together at the corner of the porch eaves. Changes have been limited to repairs to the original, or the in-kind replacement of building materials. An ongoing ranger cabin rehabilitation project that began in the summer of 1984 has utilized the skills and knowledge of an experienced cabin builder who has relied upon tools, construction methods and materials that accurately replicate the original fabric and design of each cabin. Only two of the 14 cabins are known to be landscape architect-designed. Although the quality of craftsmanship is unexceptional for the cabins as a group, these ranger cabins reveal the state-of-the-art of log cabin construction in interior Alaska as it existed in the 1920's and 1930's. As such, they are excellent representatives of a vernacular building type.

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Some architectural variations exist among the cabins. Small differences in style, dimensions, materials, and workmanship are found between three identifiable groups: 1) the roadside cabins (1925-1930); the boundary cabins dating from 1930 to 1932; and the boundary cabins built in 1932 and 1935.

Roadside Cabins (1924-1930)

The six cabins in this group are located on the 90-mile park road at intervals of 10 to 15 miles apart. They were erected cooperatively by the Alaska Road Commission (responsible for constructing the park road) and the National Park Service. They are constructed of logs hewn flat on three sides (top, bottom, and inside), with double square corner notching. The original roofing materials of these six cabins consisted of shiplap overlain with tar paper (recently covered with wood shakes). Their interior dimensions are 14' x 16'. Most of the roadside cabins have an outhouse. The Toklat Ranger Station (Pearson Cabin) is an exception within this group. It is smaller, has walls of unpeeled logs saddle notched at the corners, and roofing materials and construction methods that represent an early era of ranger-built cabins (all of which are gone in 1985). The porch design is unique among all the ranger cabins. Other features at the Toklat Ranger Station include dog house, cache, and the remains of an early pole outhouse.

Boundary Cabins (1930-1932)

These six cabins were built by carpenters hired by the National Park Service and used expressly for winter ranger patrols. Unlike the roadside cabins, walls are of round logs joined at the corners with saddle notches. Log ends are battered rather than sawn flat. They are smaller, 12' x 14' inside, and are better insulated. The quality of workmanship (noticeable on the corner notching and porch gable end) is higher in this group of cabins. Since most are more remote, the cluster of intact or decaying dog houses, cache, and dumpsite is often undisturbed. The Lower East Fork Ranger Cabin varies slightly in construction methods and quality of workmanship from the other cabins in this group.

Boundary Cabins (1932-1935)

The (Lower) Windy Creek Ranger Cabin (1932) and the Moose Creek Ranger Cabin (1935) make up a distinctive category within the group of boundary cabins. Last to be constructed of all the patrol cabins in the park, they conform to plans drawn by landscape architects in the National Park Service Branch of Plans and Design. They were built by contracted labor. They are the only two-room ranger patrol cabins and are slightly larger than the other cabins, measuring approximately 12' x 22' on the inside. While they duplicate many design features of the other six boundary cabins (walls are round logs with saddle notching and sawn and battered log ends, windows are multi-light, and the gable roof extends to form a porch), some variations exist. The roof material is shiplap sheathed with corrugated steel. Sill logs rest on a poured concrete foundation. Supporting king and queen posts in the porch gable end are vertical rather than radiating. Most notably, the interiors are more finished than the other 12 cabins with tongue-and-groove flooring, floor and ceiling molding, built-in cabinets, and manufactured

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hardware. As architect-designed cabins, they exhibit elements of the National Park Service rustic style.

Survey Methodology

Since the mid-1970<sup>s</sup>, at least three studies conducted by specialists employed by the National Park Service have focused on the park's ranger patrol cabins. In 1976, Harold LaFleur described the distinct thematic unity of the group of structures related to the patrol operation in the park. Five years later, architectural historian Barry Sulam examined selected patrol cabins and assessed the condition of each and cost of repairs. In 1984-85 cabin rehabilitation specialist David Evans assembled, for the first time in one document, information on the cultural and physical history, maintenance needs, and management priorities of each cabin. Preparation of this nomination has drawn heavily on Evans' "Cabin Management Plan" (draft 1985), as well as the initial conceptual suggestions of LaFleur and Sulam.

Additional research on the history of park road construction and ranger patrol activities was conducted by historian Gail Evans in the summer of 1985. The collection of superintendents' monthly and annual reports for the park, cabin log books, historical photo collections, oral history interviews, and administrative data located in the Denali National Park Library and Naturalists' Study Collection, as well as other National Park Service offices, provided a rich source of material relating to the history of ranger patrols and cabin construction in the park. Historical documentation on the construction and early appearance of the five extant roadside cabins built cooperatively by the Alaska Road Commission and the National Park Service was uncovered in the Archives (Rasmuson Library) at the University of Alaska, Fairbanks, at the Department of the Interior Resources Library in Anchorage, and the Alaska State Library in Juneau, Alaska. Photographic documentation and verbal descriptions of the 14 patrol cabins in this nomination were assembled by Gail Evans during the summer of 1985. Every cabin was visited and details of construction type, methods, materials, and physical setting recorded.

Historical and architectural information is compiled on separate inventory sheets which accompany this nomination. Historic photos and contemporary photos of the patrol cabins, as well as U.S.G.S. site location maps, are also appended to the nomination.

# 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 checked="" 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 1924 - 1935

BUILDER/ARCHITECT Alaska Road Commission; National

STATEMENT OF SIGNIFICANCE

Park Service

## SUMMARY

The 14 patrol cabins in Denali National Park and Preserve (historically Mount McKinley National Park) that are included in this thematic nomination are significant to the state of Alaska because of their association with two historical themes: the development of a transportation system in a remote area of interior Alaska; and the early efforts of the National Park Service to practice wildlife conservation in the first national park in Alaska. The conservation and protection of areas selected for their outstanding natural features and the provision of access to these areas through the development of transportation routes were two premiere objectives embodied in the National Park Service mission. Built between 1924 and 1930 in conjunction with the construction of the only major road in Mount McKinley National Park, five cabins in this nomination represent the National Park Service's effort to provide access into this mountainous park. By the early 1930's, the five cabins built initially for summer road construction purposes, were taken over by park rangers for winter patrols. The winter use of these cabins and the remaining nine cabins, erected in 1926 and between 1930 and 1935, illustrate the National Park Service's efforts to conserve the abundant wildlife inside the park boundaries. Utilized for the storage of supplies, overnight stopovers, or as base camps for extended stays, all 14 cabins formed the backbone of Mount McKinley National Park's ranger patrol system. The spatial distribution and the supporting cultural features of many of the extant cabins recall the heavy reliance on dog teams to conduct patrols. Individually, the 14 cabins possess substantial integrity of location, design, setting, materials, workmanship, feeling, and association. Only one cabin, moved around 1940 approximately one mile from its original location, has experienced some loss of integrity of location and design.

From the beginning, the administration of the "unrivaled" scenic and wildlife resources of Mount McKinley National Park embodied the dual tenets of the infant National Park Service philosophy. Access to and through the park to provide for the enjoyment of many and protection of the wildlife assumed a position of seminal importance in the minds of park advocates and early managers. The intact and nearly complete assemblage of roadside cabins and remote ranger patrol cabins scattered throughout the park visually represent the country's early national park ideal of promoting scenery by providing road access and wildlife conservation.

## HISTORICAL CONTEXT

Visitor Access. On the eve of his appointment as the park's first superintendent in mid-1921, Harry Karstens recognized the great need for visitor access into the park. "My urgent request," he wrote, "will be for a main artery road from the railroad to

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Page 23

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

See Inventory sheets

UTM REFERENCES

(Continuation Pages 8 - 22)

|   |      |         |          |
|---|------|---------|----------|
| A | ZONE | EASTING | NORTHING |
| C | ZONE | EASTING | NORTHING |

|   |      |         |          |
|---|------|---------|----------|
| B | ZONE | EASTING | NORTHING |
| D | ZONE | EASTING | NORTHING |

VERBAL BOUNDARY DESCRIPTION

See accompanying inventory sheets

(Continuation Pages 8 - 24)

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

Gail Evans, Historian

December 1985

ORGANIZATION

National Park Service, Alaska Regional Office

DATE

(907) 261-2638

STREET & NUMBER

2525 Gambell St., Rm. 107

TELEPHONE

CITY OR TOWN

Anchorage

STATE

Alaska 99503-2892

## 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

*Judith E. Buttner*  
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

*Edmund C. Beavers*

TITLE

*Chief Historian*

DATE

*10/8/85*

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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McKinley through the upper passes ...<sup>1</sup> Although Karstens, with three others, soon afterwards pioneered a road approximately 12 miles into the park (to the Savage River),<sup>2</sup> the Alaska Road Commission (ARC) assumed the major responsibility for constructing the 86-mile park road from the railroad station to the Kantishna post office.<sup>3</sup> Created in 1905 by Congressional legislation for the express purpose of developing a transportation network throughout the territory of Alaska, the ARC is noted for its construction of roads linking coastal towns and mining settlements in interior Alaska.<sup>4</sup> Additionally, during and after construction of the 470-mile government-owned Alaska Railroad between Seward and Fairbanks, the ARC expended great effort in constructing road and trail feeders directly tributary to the railroad.<sup>5</sup> The McKinley Park road was just such a tributary road.

Once underway, the Alaska Road Commission considered the McKinley National Park Road, built between 1923 and 1938, one of its most important construction projects in the southwestern region of Alaska.<sup>6</sup> Beginning in 1922, the ARC and the National Park Service jointly agreed to upgrade successive sections of the park trail to automobile standard as travel conditions warranted. That year \$2,000 was spent to brush out the trail across the park and erect eight tents at ~~about~~<sup>7</sup> 10-mile intervals to provide shelter for work crews. In 1924, Congress allotted the park \$272,700 to be expended over three years for the improvement of the McKinley Park trail to a road. From then until ~~actual~~ completion of the road in 1938, the National Park Service provided a major portion of funding for the ongoing maintenance and construction of the park road.<sup>8</sup> New construction progressed slowly but steadily. By June 30, 1925, the "McKinley Park Scenic Road" extended a total of 10 miles into the park; by mid-1928, 34 miles of road were in operation for vehicles;<sup>10</sup> in mid-1934, the road reached mile 67.50;<sup>11</sup> and by June 30, 1939, the road was opened to vehicular travel to the northwest park boundary.<sup>12</sup> Progress on the road correlated directly with increased visitation: the number of tourists entering the park jumped from seven in the summer of 1922 to 1,487 in 1938.<sup>15</sup>

Alaska Road Commission Roadside Cabins. The erection of roadside cabins by the Alaska Road Commission was an integral part of the road construction process in Mount McKinley National Park. Used primarily as shelter for road crew cooking facilities and for the storage of supplies,<sup>14</sup> these permanent, one-room, log cabins that adhered to a standard design and dimensions, formed the nucleus of seasonal ARC construction tent camps. As road construction pushed forward, new cabins were erected along the surveyed route. (These cabins successively replaced the earlier-built tents located along the park trail.) In McKinley National Park, the ARC built these rustic, 14' x 16' structures at the rate of one every year from 1925 to 1930 at 10- to 12-mile intervals along the park road. Savage River cabin was the first cabin completed in 1925, about 10 miles west of the railroad.<sup>15</sup> The following year, Sanctuary River Cabin was raised at mile 22.7 on the park road. (Cabin locations are given in present mileages.) In 1928, Igloo Creek Cabin was constructed at mile 34.1; in 1929, Upper East Fork Cabin was erected at mile 43; and in 1930-31, the ARC crews constructed the Toklat River Cabin at mile 53.7 on the McKinley Park road.<sup>16</sup> No cabins were built beyond the Toklat River Cabin. Together, these existing five cabins and their pattern of distribution along the road provide a visual document of the park road construction process accomplished through



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the cooperative efforts of the Alaska Road Commission and the National Park Service. These cabins represent the ongoing early development of Mount McKinley National Park and the establishment of a travel route in interior Alaska.

Wildlife Protection. As road construction progressed steadily and access became assured, the urgency for a trans-park road was soon overshadowed by the growing need for the protection of big game inside the park boundaries. As early as 1923, National Park Service Director Stephen Mather noted in his annual report to the Secretary of the Interior that a large number of prospectors, although permitted by the park's enabling legislation to "take and kill therein so much game or birds as may be needed for their actual necessities when short of food . . . ,<sup>17</sup> wantonly killed game for themselves and their dogs.<sup>18</sup> Two years later, Superintendent Harry P. Karstens reported continued violations of the hunting laws. "In the central and western portions of the park," he stated, "evidence of considerable slaughter of caribou and sheep has been observed. These camps [on the Toklat River forks] were littered with hides, bones, and offal of sheep and caribou."<sup>19</sup> Despite the 1928 repeal of the provision allowing prospectors and miners to kill game for actual necessities, protection of the great herds of caribou and Dall sheep in the park remained a continuing concern. In mid-1928, Harry Karstens reported: "The chief ranger estimates that between 35 and 40 trappers were operating along the north and east boundaries.<sup>20</sup> . . . As game becomes scarce outside the boundary, they follow the game inside."

Although Mount McKinley National Park rangers engaged in the widest array of activities, the greatest percentage of their time was spent preparing for and conducting patrols which aimed at both wildlife protection and observation. Throughout the winter and early spring, rangers traveled extensively through the northern and eastern sections of the park. Rangers were assigned a specific area to patrol. Typically, each ranger traveled between 150 to over 600 miles each month during the winter.<sup>21</sup> From 1922 until the eve of World War II, dog teams served as the principal mode of transportation on winter patrols. Since periods of snow quite frequently extended from late October into April or May and no roads existed to or along the vulnerable north and east park boundaries, sleds pulled by dogs provided the only viable means of transportation. Although rangers sometimes conducted patrols on horseback, snowshoes, skis, or foot,<sup>22</sup> dog teams invariably proved to be the safest and most efficient means of travel.

It was not until the early 1940's that the park's use of dogs in wildlife protection became overshadowed by modern technology. Soon after the park's experiment with winter airplane patrols in 1940, Superintendent Frank Been observed that, ". . . it may require weeks of tiring effort on the trail with dogs to accomplish that which can be done by plane in three or four hours flying time."<sup>23</sup> During the 1940's, many park dogs were pressed into service by U.S. military forces testing equipment in environments of extreme cold. Conversion to mechanized snow jeeps in Mount McKinley National Park ensued.<sup>24</sup> Although the park acquired one surplus U.S. Army dog team in 1950, it was not until the early 1970's that the value of working dogs in the park was reevaluated and once again realized. In the winter of 1977-78, park sled dogs logged more than

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2,000 miles in patrols<sup>25</sup> aimed at deterring poachers and contacting winter recreational visitors. The reinstatement of dog teams for winter patrols (a feature presently unique to Denali National Park and Preserve) recalls the park tradition of dog sled use as the primary means of protecting the park's wildlife.

National Park Service Patrol Cabins. Just as the use of dog teams facilitated wild-life protection in Mount McKinley National Park, the park's ranger patrol cabins, spaced one day's dog sled travel apart, formed the backbone of the park's patrol system. Cabins occupied by the small ranger force before 1924 were most likely temporary structures built by transient prospectors, trappers, and hunters who traveled through the area prior to the establishment of the park. These previously existing cabins inherited by the National Park Service were crudely built or deteriorating and provided unsatisfactory protection from the snow and severe cold of winter.<sup>26</sup> (Photos 1,2) Where existing shelter was inadequate or nonexistent, rangers erected relief tents.<sup>27</sup> (Photo 3) It was not until 1924 that the first Park Service-built cabins were erected near the threatened east and north boundaries. That year, the Park Service expended \$200 to build one cabin on Windy Creek at the southeast corner of the park and another near the confluence of Ewe Creek and the Savage River at the north boundary.<sup>28</sup> Two years later in 1926, two rangers (possibly with Superintendent Harry Karstens) erected a modest 10' x 12' log cabin situated on the north boundary (on Stony Creek).<sup>29</sup> (Photos 4,5) The following year, rangers built three patrol cabins (one each on the Lower Toklat River, McLeod Creek, and McKinley Bar).<sup>30</sup> (Photos 6-8)<sup>31</sup> Rangers erected one more cabin (at Copper Mountain, now Mount Eielson) in 1927-28. (Photos 9-11) Since no money was appropriated by the National Park Service expressly for building construction in the park until 1928, park rangers were compelled to build their own patrol cabins using whatever materials and tools were available. All construction was necessarily crude during this first era of patrol cabin construction.<sup>32</sup> Of this first generation of ranger-built cabins, only the 1927 Toklat River Ranger Station (Bldg. No. 4) is extant in 1985.

With the advent of funds for building construction, the five-year period from 1930 to 1935 experienced exuberant cabin-building activity. Nine patrol cabins were constructed on the north and east 1930's park boundaries where threats to the big game remained the greatest. In some instances, these cabins (often referred to as "snow-shoe cabins") replaced the more primitive ranger-built cabins dating from the 1920's. Beginning in 1930, Lower East Fork Cabin (Bldg. No. 9) was erected on the north boundary. The following year, new cabins appeared at Ewe Creek (Bldg. No. 8), (Upper) Windy Creek (Bldg. No. 7), Lower Toklat River (Bldg. No. 18), and Riley Creek (Bldg. No. 20). A cabin at Sushana Creek (Bldg. No. 17) was completed by late June 1932. In the fall that year, the park witnessed the construction of its first two landscape architect-designed, two-room cabins at (Lower) Windy Creek (Bldg. No. 15) and at Moody Creek (Photo No. 11).<sup>33</sup> Even with niggardly park appropriations in the economically depressed mid-1930's, one more boundary cabin was erected at Moose Creek (Bldg. No. 19) in 1935. It too was of the architect-designed two-room genre.<sup>34</sup> Unlike the National Park Service cabins of the 1920's, these nine cabins were not built by park

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rangers. Although cabin site selections, the felling of trees for log walls, and the freighting of building materials to the site was usually done by rangers, contracted labor accomplished the actual construction. Of the second generation of National Park Service-built cabins, only one (Moody Creek Cabin) is no longer standing.

From the late 1930's, through the 1940's and into the early 1950's, additional patrol cabins were proposed for areas primarily in the far western section of the park. World War II and the initiation of air patrols interfered. No new patrol cabins were built after 1935.

INTEGRITY

The five Alaska Road Commission cabins and the nine National Park Service cabins have experienced few exterior alterations. Following the completion of the park road and the elimination of regular dog patrols in the late 1930's and 1940's, the ARC and the Park Service expended limited funds for improvements or maintenance. During and after the war years, some of the more remote cabins stood idle and unvisited for several years. A few roadside cabins became the seasonal living quarters of park biologists, interpreters, and road maintenance workers. Only in recent years have ARC-built cabins been used increasingly to relieve the housing shortage for seasonal National Park Service employees. With the reinitiation and integration of dog teams into park operations, remote patrol cabins experienced a revival in use in the 1970's. As a result of contemporary uses, periodic improvements and changes have been made to the cabin interiors over the last few years. The ARC cabins saw the installment of shakes over original lumber and tar paper roofs in the late 1970's. Exterior alterations are generally minimal, however, and limited primarily to repairs of existing materials or their in-kind replacement. At the more remote patrol cabins, the full complement of dog houses, food cache and outhouse frequently exists in varying conditions of repair. With the increased park interest in dog patrols and cabin use, park administrators have recently taken a new interest in cabin management and the continued life of the most regularly used cabins. Beginning in 1984, the park undertook the sequential rehabilitation of cabins. Employing the skills of an experienced log cabin builder, two cabins (Sanctuary River and Ewe Creek [Lower Savage River]) cabins were rehabilitated using in-kind materials and, in some cases, historic tools to accomplish log work. In the summer of 1985, Igloo Creek Cabin underwent a similar rehabilitation.

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ENDNOTES (for Item No. 8)

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2. U.S. Department of the Interior, National Park Service, Report of the Director of the National Park Service to the Secretary of the Interior for Fiscal Year Ended June 20, 1922 (Washington, D.C.: Government Printing Office, 1922), 146 (hereafter cited as USDI, NPS, Report of the Director . . . for the Fiscal Year Ended June 30, \_\_\_\_\_); Harry P. Karstens to Charles Sheldon, 16 July 1921 and 22 January 1922, Sheldon Papers.
3. USDI, NPS, Report of the director . . . for Fiscal Year Ended June 30, 1922, 62.
4. Alaska Section, American Society of Civil Engineers, Alaska's Engineering Heritage (n.p., 1976), 125.
5. Board of Road Commissioners for Alaska, Annual Report of the Alaska Road Commission, Fiscal Year 1922 . . . (Juneau, AK: Alaska Daily Empire Print, 1922), 47; also for fiscal year 1923, 60; and fiscal year 1926, 73 (hereafter cited as ARC, Annual Report . . . Fiscal Year \_\_\_\_\_).
6. Ibid., fiscal year 1926, 86; fiscal year 1928, 8; fiscal year 1933, 33.
7. USDI, NPS, Report of the Director . . . for the Fiscal Year Ended June 30, 1923, 167.
8. ARC, Annual Report . . . Fiscal Year 1928, 66; fiscal year 1929, 106; fiscal year 1930, 64; fiscal year 1939, 2, 31.
9. Ibid., fiscal year 1925, 88; USDI, NPS, Report to the Director . . . for the Fiscal Year Ended June 30, 1925, 126.
10. ARC, Annual Report . . . Fiscal Year 1928, 61.
11. Ibid., fiscal year 1934, 10.
12. Ibid., fiscal year 1939, 10.
13. USDI, NPS, Report of the Director . . . for the Fiscal Year Ended June 30, 1922, 146; "Superintendent's Annual Report, Fiscal Year 1919, "Naturalists' Study Collection, Denali National Park and Preserve (hereafter cited as NSC, DENA).
14. Taped interview with William Nancarrow by Jane Anderson, 16 September 1984, NSC, DENA.
15. ARC, Annual Report . . . Fiscal Year 1925, 89.

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16. Ibid., fiscal year 1926, 76; fiscal year 1928, 66-67; fiscal year 1929, 106; fiscal year 1930, 64; fiscal year 1932, 51-52.
17. Hearing Before a Subcommittee of the Committee on Public Lands, Mount McKinley National Park, 54th Congress, 1st sess., May 4, 1916, H.R. 14775, 4.
18. USDI, NPS, Report of the Director . . . for the Fiscal Year Ended June 30, 1923, 76.
19. Ibid., fiscal year 1925, 126.
20. "Mount McKinley National Park" (Superintendent's Annual Report), fiscal year 1930 and 1938, NSC, DENA; "list of All Permanent and Temporary Departmental Appointed Positions," fiscal year 1936, NSC, DENA.
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23. "Superintendent's Annual Report, Fiscal Year 1940," 6, NSC, DENA.
24. Kogl, Sandy, Sled Dogs of Denali (n.p., Alaska Natural History Association and the National Park Service, 1981), unnumbered pages; taped interview with Bill Nancarrow by Jane Anderson, 16 September 1984, NSC, DENA.
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26. Myers, Harry M. and William A. Myers (Deke and Bill), Back Trails (Lapeer, MI: H.M. Myers, 1933), 157; Pearson, Grant, My Life of High Adventure (Englewood Cliffs, NJ: Prentice-Hall, 1962), 43.
27. Myers and Myers, 1933, 191; Pearson, 1962, 43.
28. Pearson, Grant, History of Mount McKinley National Park, Alaska (n.p.: Department of the Interior, National Park Service, 1953), 42.
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30. "Chief Ranger's Report for the Month of July 1927," NSC, DENA; "Mount McKinley National Park" (Superintendent's Annual Report), fiscal year 1926, NSC, DENA; taped interview with Fritz Nyberg and Bill Myers, 19 June 1979, NSC, DENA; Pearson, 1962, 46-47, 64-65.

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31. "Mount McKinley National Park" (Superintendent's Annual Report), fiscal year 1927, NSC, DENA.
32. Ibid., fiscal year 1926, NSC, DENA.
33. Ibid., fiscal year 1932, NSC, DENA.
34. Construction details for each extant cabin are given on individual inventory forms. Cited references for the history of each cabin are noted on a separate page attached to this nomination.
35. "Road and Rail System Plan (map), Part of the Master Plan for Mt. McKinley National Park," January 1937, Buildings and Utilities Office, DENA; "Road and Trail System Plan (map), Part of the Master Plan for Mt. McKinley National Park," January 1943; RG 30, Box 65638, National Archives and Record Administration, Seattle, WA; "Mount McKinley National park, Building Check List," October 1, 1951, RG 79, Box 80, File 620, National Archives and Record Administration, San Bruno, CA.

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Verbal Boundary Descriptions

Ewe Creek Ranger Cabin No. 8

Nominated property includes an area within a 50 yard circular radius measured from the center of the cabin.

Igloo Creek Cabin No. 25

Nominated property includes the patrol cabin and outhouse within an area that is 75 yards in a circular radius measured from the center of the cabin.

Lower East Fork Ranger Cabin No. 9

Nominated property includes the patrol cabin, outhouse and doghouse houses and is 75 yards in a circular radius measured from the center of the cabin.

Lower Toklat River Ranger Cabin No. 18

Nominated property includes the patrol cabin, dog houses and cache ruins and is 50 yards in a circular radius measured from the center of the cabin.

Lower Windy Creek Ranger Cabin No. 15

Nominated property includes the patrol cabin, dog houses, dumpsite and cache inside a 50 yard circular radius measured from the center of the cabin.

Moose Creek Ranger Cabin No. 19

Nominated property includes the patrol cabin, cache, dog houses, and outhouse within a 50 yard circular radius measured from the center of the patrol cabin.

Riley Creek Ranger Cabin No. 20

Nominated area is a 50 yard circular radius measured from the center of the patrol cabin.

Sanctuary River Cabin No. 31

Nominated area is a 50 yard circular radius measured from the center of the cabin.

Sushana River Ranger Cabin No. 17

Nominated area is a 50 yard circular radius measured from the center of the cabin.

Toklat Ranger Station—Pearson Cabin No 4.

Nominated area includes cabin, cache, dog house and privy remains and is a 50 yard circular radius measured from the center of the cabin.



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Upper East Fork Cabin No. 29

Nominated area is a 50 yard circular radius measured from the center of the cabin.

Upper Toklat River Cabin No. 24

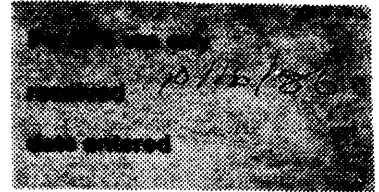
Nominated area is a 50 yard circular radius measured from the center of the cabin.

Upper Windy Creek Ranger Cabin No. 7

Nominated Area is a 50 yard circular radius measured from the center of the cabin.

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Multiple Resource Area  
Thematic Group

dnr-11

Name Patrol Cabins, Mount McKinley National Park TR  
State Yukon-Koyukuk Census Area, Alaska

Nomination/Type of Review

1. Ewe Creek Ranger Cabin  
No. 8

for Keeper  
Attest

*Cover*  
Date/Signature  
William B. Bushong  
11/25/86  
William B. Bushong  
11/25/86

2. Igloo Creek Cabin No. 25

for Keeper  
Attest

William B. Bushong  
11/25/86

3. Lower East Fork Ranger  
Cabin No. 9

for Keeper  
Attest

William B. Bushong  
11/25/86

4. Lower Toklat River Ranger  
Cabin No. 18

for Keeper  
Attest

William B. Bushong  
11/25/86

5. Lower Windy Creek Ranger  
Cabin No. 15

for Keeper  
Attest

William B. Bushong  
11/25/86

6. Moose Creek Ranger Cabin  
No. 19

for Keeper  
Attest

William B. Bushong  
11/25/86

7. Riley Creek Ranger Cabin  
No. 20

for Keeper  
Attest

William B. Bushong  
11/25/86

8. Sanctuary River Cabin  
No. 31

for Keeper  
Attest

William B. Bushong  
11/25/86

9. Sushana River Ranger  
Cabin No. 17

for Keeper  
Attest

William B. Bushong  
11/25/86

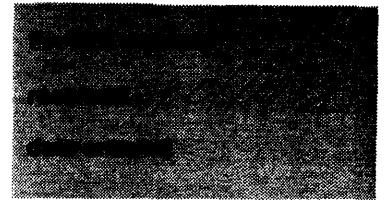
10. Toklat Ranger Station--  
Pearson Cabin No. 4

for Keeper  
Attest

William B. Bushong  
11/25/86

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Multiple Resource Area  
Thematic Group

Name Patrol Cabins, Mount McKinley National Park TR  
State Yukon-Koyukuk Census Area, Alaska

Nomination/Type of Review

Date/Signature

11. Upper East Fork Cabin  
No. 29

~~Substantive Review~~ Keeper

William B. Bushong  
11/25/86

Attest

12. Upper Savage River Cabin  
No. 30

~~Substantive Review~~ Keeper

Return

Attest

13. Upper Toklat River Cabin  
No. 24

~~Substantive Review~~ Keeper

William B. Bushong  
11/25/86

Attest

14. Upper Windy Creek Ranger  
Cabin No. 7

~~Substantive Review~~ Keeper

William B. Bushong  
11/25/86

Attest

15.

Keeper

Attest

16.

Keeper

Attest

17.

Keeper

Attest

18.

Keeper

Attest

19.

Keeper

Attest

20.

Keeper

Attest