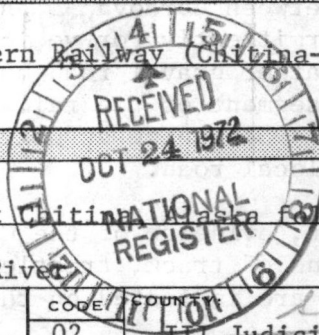


PH0055719

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

(Type all entries - complete applicable sections)

STATE: Alaska	
COUNTY: <i>Southcentral</i> III Judicial District	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
APR 24 1973	



**1. NAME**

COMMON:  
Copper River and Northwestern Railway (Chitina-Tasuna River)

AND/OR HISTORIC:

**2. LOCATION**

STREET AND NUMBER: *SW of Chitina*  
Route of travel starting at Chitina Alaska following the Copper River

CITY OR TOWN: *Chitina vicinity*  
Railroad grade to Tasuna River

STATE: Alaska CODE: 02 COUNTY: *Southcentral* III Judicial District

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input checked="" type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	State Highway	
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	ROW	

**4. OWNER OF PROPERTY**

OWNER'S NAME:  
Bureau of Land Management

STREET AND NUMBER:  
555 Cordova Street

CITY OR TOWN: Anchorage STATE: Alaska CODE: 99501 02

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
None

STREET AND NUMBER:

CITY OR TOWN: STATE: Alaska CODE: 02

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:  
None

DATE OF SURVEY:  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE: \_\_\_\_\_

COUNTY: \_\_\_\_\_

ENTRY NUMBER: \_\_\_\_\_

DATE: \_\_\_\_\_

FOR NPS USE ONLY

**7. DESCRIPTION**

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The railroad bed between Cordova - Tasnuna River and Chitina -McCarthy has been used intermittently for vehicular traffic and is to become the base for an all-weather gravel road now under construction. The Chitina - Tasnuna segment of the railway will not be affected except for a segment of 7 miles beginning at Chitina and running south. This has been adapted as a local road.

South of this point, evidence of the CR and NW Railway is still in fair condition. Sections of track, trestles, and buildings survive at various points and are indicated on the attached maps and photos.

The railroad bed is approximately 26 miles from Chitina to Tasnuna River. On this section 11 trestles, and the buildings of Tiekel' Station survive, as do remains of an abandoned native village and briefly occupied Russian post at Taral (which, although not associated with the railway, lend interest to its potential as an historic trail). Several tunnels, track remains, etc., also can be found along the route.



SEE INSTRUCTIONS

**SIGNIFICANCE**

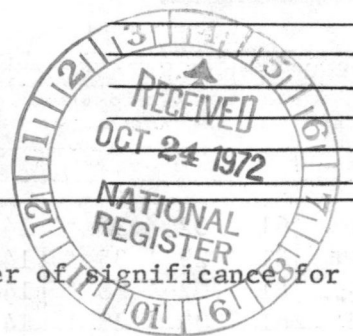
PERIOD (Check One or More as Appropriate)

- Pre-Columbian |  16th Century |  18th Century |  20th Century  
 15th Century |  17th Century |  19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal     | <input type="checkbox"/> Education              | <input checked="" type="checkbox"/> Political      | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric    | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy       | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic       | <input type="checkbox"/> Industry               | <input type="checkbox"/> Science                   |  |
| <input type="checkbox"/> Agriculture    | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 |  |
| <input type="checkbox"/> Architecture   | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       |  |
| <input type="checkbox"/> Art            | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   |  |
| <input type="checkbox"/> Commerce       | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation |  |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music                  |  |  |
| <input type="checkbox"/> Conservation   |   |  |  |



STATEMENT OF SIGNIFICANCE

- I. We nominate this route as having a first order of significance for the following reasons:
- A. It is a unique, ingenious engineering feat that exemplifies an era of the U.S. railroad's role of wilderness conquest.
  - B. It played a role in the national Ballinger-Pinchot controversy in which a partial land freeze limited the CR and NW Railroad development and the development of Alaska and the Pacific Northwest.
  - C. It led to the development of a major U.S. industry - the Kennicott Copper Corporation.
  - D. Copper hauled over this route was the major source of copper to the U.S. during World War I.

II. Background Summary

The history of the Copper River and Northwestern (CR & NW) Railroad started in the search of a railroad route from tidewater to Eagle, Alaska. Four companies were competing for the route, 2 out of Valdez, 1 out of Katalla and one out of Cordova. All proved unfeasible except for the one out of Cordova - the Copper River route backed and engineered by Michael J. Heney.

At this time (1906) New York capital (the Guggenheim-Morgan Syndicate) was being organized as the Alaska Syndicate. This syndicate was primarily a copper company but it also had extensive holdings in the salmon industry and controlled, with one exception, Alaska steamship lines. The Alaska Syndicate bought the Alaska Copper and Coal Company's property at the Bonanza Mine (Kennicott). This was the start of the present day Kennicott Copper Corporation.

During Heney's railroad construction from Cordova to Mile 13, the Ballinger-Pinchot dispute arose over the Bering coal fields, one of the prime facts in the justification for the route out of Cordova. This dispute led to a withdrawal from entry all timber, oil and coal in Alaska and a major U.S. controversy during the Taft administration. Forced to use expensive Canadian coal, the "Cordova Coal Party" was

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

"A Guide To Alaska", Merle Colby, The Macmillan Company, 1939

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	61 ° 32 ' 38 "	144 ° 37 ' 27 "		° ' "	° ' "	
NE	61 ° 29 ' 35 "	144 ° 23 ' 09 "				
SE	61 ° 02 ' 28 "	144 ° 48 ' 09 "				
SW	61 ° 05 ' 28 "	145 ° 02 ' 18 "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



11. FORM PREPARED BY

NAME AND TITLE:  
Robert H. Lund

ORGANIZATION: Bureau of Land Management

DATE: August 1, 1971

STREET AND NUMBER:  
4700 E 72nd Avenue

CITY OR TOWN: Anchorage

STATE: Alaska 99507

CODE: 02

12. STATE LIAISON OFFICER CERTIFICATION

PROPERTY OWNER NOTIFIED

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National  State  Local

Name Theodore G. Smith

Title Act. State Liaison Officer

Date \_\_\_\_\_

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert H. Utley  
Chief, Office of Archeology and Historic Preservation

Date 4/24/73

ATTEST:  
[Signature]  
Keeper of The National Register

Date 9/13/73

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

STATE	Alaska
COUNTY	III Judicial District
FOR NPS USE ONLY	
ENTRY NUMBER	PAGE 2
APR 21 1972	

Item 8 (Page 2)

(Continuation Sheet)

(Number all entries)

formed and dumped several hundred tons of Canadian coal in the bay. A request for annexation to Canada was sent to the President. This finally had some results in changing the land laws governing Alaska in 1915.

In 1908 the Alaska Syndicate purchased Heney's interest and R.O.W. for the Copper River Railroad. The railroad was renamed Copper River and Northwestern and its primary goal was changed from Interior Alaska to the Kennicott area due to the land closure of timber, oil and coal. The value of the copper was deemed only enough to construct the railroad that far. Had the land closure not been in effect the original goal of a route to Fairbanks and a spur to the Bering coal fields would have been accomplished. Little imagination is necessary to see what a change this would have made in the development of Alaska. The entire focal point of development would have been shifted from Seward and the Alaska Railroad to Cordova and the CR and NW Railroad.

The significant engineering feat was the design and construction of the railroad over some of the most difficult terrain; bottomless swamps, braided glacial streams, iceberg infested water, along sheer rock cliffs and even across a glacier. This in itself, warrants recognition as a unique ingenious engineering feat. This route was engineered by the same person that built the White Pass and Yukon Railroad. The engineering feat also is an outstanding example of the U.S. railroad era, an era of wilderness conquest.

The route took 3½ years to build 196 miles of standard gauge track. The railroad was completed March 29, 1911. It cost \$23,000,000 to construct. About 15% of the track was on bridges and trestles. There were 129 bridges in the first 131 miles.

To keep the route open during the winter two of the largest snow plows then developed were employed.

Primary use of the copper taken out over the CR and NW was toward the U.S. effort in World War I.

The mine and railroad closed in 1938 after \$175,000,000 was taken out in copper ore.



also includes information on where each is, type of equipment used, dates each operates (if only part-year), pictures, and much more information pertaining to each steam line. Also included are Electric lines and Museums. This year's cover is metallic red and gold, and carries out the Centennial theme. The Last Spike and the words "1869-1969" show on the front cover; while both sides of the Golden Spike Commemorative Medallion are illustrated on the back cover. This book is a must for every steam fan and golden spike railroadiana collection.



by Byron Fish

THE ALASKA RAILROAD  
ANNOUNCES WINTER SCHEDULE  
FOR PASSENGER TRAINS  
EFFECTIVE SEPTEMBER 9, 1969

NORTHBOUND (Read Down) Saturdays - Tuesdays	(Mixed Freight - Passenger)	(Read Up) SOUTHBOUND Sundays - Wednesdays
9:00 A.M.	LV Anchorage	AR 8:40 P.M.
10:42 A.M.	LV Wasilla	LV 6:53 P.M.
12:29 P.M.	LV Talkeetna	LV 5:02 P.M.
3:34 P.M.	LV Wasly	LV 12:19 P.M.
7:07 P.M.	LV Nenana	LV 10:44 A.M.
8:55 P.M.	AR Fairbanks	LV 9:00 A.M.

CALL LOCAL PASSENGER AGENT FOR INFORMATION  
PHONE: 265-2685 - 265-2688

THE COPPER RIVER AND  
NORTHWESTERN RAILROAD

By Bill Thomasson

South Central

Because of one of the biggest copper finds in the world being discovered up the Chitina River that was to become the Kennicott mines, the necessity of a railroad had to be built. Three railroads were already surveyed and started from the Prince William Sound region of Alaska before Mike Heney, the builder of the White Pass and Yukon Railway, together with the Close Brothers invested their total sources to start the Copper River and Northwestern Railway. Before Heney had ever set foot in Cordova he had his engineers in the area scouting up the Copper River, their main objective - to find a way past the Miles and Childs glaciers. Mike Heney said "We've two big problems, the first to get across the mud flats of the bay and the

second to build a bridge in front of the glaciers." He figured the rest would be easy an all water level route up the Copper River to Chitina then swing to the right and up to the Bonanza copper mountain. By April 1, 1906, when Heney reached the Copper River delta to unload his first shipment of material for building the railroad, only one of the other three railroads was left, the Guggenheim operation starting at Katella, who had obtained a right of way from the Alaska Petroleum and Coal Co. of Katella.

On August 28, 1906 the first spike was driven for the Copper River and Northwestern Railway which started on a curved causeway leading away from the water front and the start of a long one hundred and thirty-six miles to the Kennecott Copper Mine in the Bonanza Mountains. A steamer pulled alongside the dock on September 5, 1906 and unloaded the first locomotive.

A short time later Mike and the Close Brothers sold out to the Guggenheim - Morgan syndicate, and all operations out of Cordova stopped. The Guggenheim interests building out of Katella ran into all kinds of trouble with the weather and storms along the coast and after spending two million dollars and five years had gotten no farther than the day they started.

In 1908 they contracted with Mr. Heney to build the railroad for them. He immediately returned to Cordova to get the railroad construction underway again. He had 20 million dollars to spend, and had five thousand men out on the line pushing the railroad through to completion. The building of the million dollar bridge was to take two years finishing in the spring of 1910 just before the ice goes out.

The track was laid on ties of native timber to standard gauge and was of 70 lb. steel from Cordova to Chitina and 60 lb. rail from Chitina to Kennecott, and at its peak employed about 6,000 men. About 15% of the 196 miles of track was on bridges or trestles. There were 129 bridges in the 131 miles between Cordova and Chitina, and five major steel bridges into which went 20,000,000 pounds of steel. The first at Mile 27 was 1,300-ft., the second a mile further on was 560 ft. long. These two were completed in the summer of 1909 at a cost of \$560,000.00. Next came the hot cake bridge at Mile 34, 525 ft. long, then at Mile 47 was the most famous of all, the Miles Glacier cantilever bridge. This has become known as the million dollar bridge, though it actually cost about a million and a half. 18,000 cubic yards of concrete went into its two abutments and three caissons, and five million pounds of steel were required for its 1,550 feet of length. The highest of all was the Kuskulana River bridge, 228 ft. above the floor of its gorge and 550 ft. long. The wooden Gilahina River bridge 890 ft. long and 80 to 90 ft. high was built in eight days. The longest bridge crossed the Copper River just out of Chitina at Mile 132. It was 2,790 feet long.

It had to be rebuilt every year as the ice would take it out with the spring thaw.

On March 29, 1911, at 3:30 P.M. a hand-wrought copper spike was driven in the last rail by several officials of the railroad. On the track stood No. 50, one of the first locomotives placed in service on the line, with a framed picture under her big headlight of Mike Heney who had died in November the year before.

Following the ceremonies the spike was carefully withdrawn and sent to S.W. Eccles, President of the railroad in New York. Engraved on three sides were the words, "Native Alaska Copper", "Copper River and Northwestern Railroad", and "Kennecott Mines, March 29, 1911."

At this time the Copper River and Northwestern had;

- 15 locomotives
- 8 passenger cars
- 256 freight cars
- 4 steam shovels
- 2 rotary ploughs
- 1 wrecking crane

On April 8, 1911, Cordova celebrated "Copper Day" when the first train load of copper ore, approximately 1,200 tons, arrived from the mines and was poured into the holds of the steamship, Northwestern, bound for the smelter at Tacoma, Washington. During the next 27 years, millions of tons of ore came down over the tracks and over the Cordova docks, which made this one of the most successful and profitable railroads in Alaska.

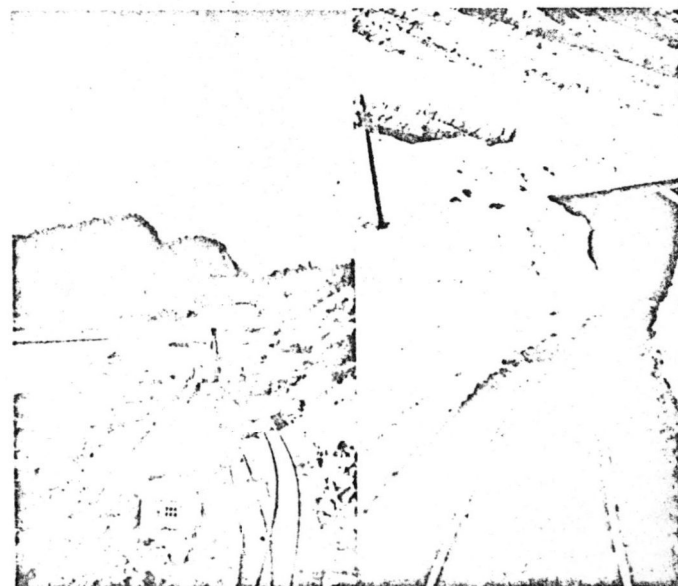
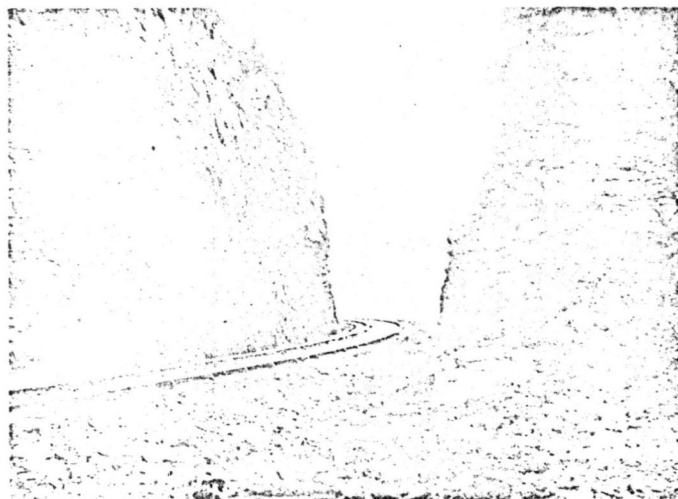
Chitina, a division point on the railroad, was also a transfer point for freight from the railroad to the interior of Alaska. At one time a survey was completed from Chitina to the Matanuska Valley and also from Chitina to the Yukon River near Fairbanks.

By 1939 the mines were worked out to the point that it was unprofitable and the mines closed down and the railroad abandoned, except for a 13 mile section out of Cordova which the army used during World War II. The CR&NW was the second longest railroad in Alaska.

In 1940 the company sold three locomotives and 30 freight cars to the Alaska Railroad. In the fall of 1964 a Washington salvage firm was pulling up the last rails of the CR&NW, and also rails from the Seward Peninsula Railroad, and the Alaska-Juneau Gold Mine Railroad.



Scene at Cordova, Alaska October 12, 1908 showing trestle work for the CR & NW  
E.A. Hagg photo - courtesy Phyllis Carlson



Along the CR & NW

ENGINE ROSTER OF THE CR&NW

No. 1	0-4-OT	Dickson	41749	1/07	} to Aloha Lmbr. Co. No. 1 (Aloha, Wash.) to Willapa Harbor Lmbr. Mills No. 5, to Port of Greys Harbor, Wash. No. 5 <i>From Katalla Co.</i>
No. 2	0-4-OT	Dickson	41750	1/07	
No. 3	0-4-OT	Dickson	41751	1/07	
No. 4	0-4-OT	Dickson	41753	1/07	
No. 5	0-4-OT	Dickson	42765	5/07	
No. 6	0-4-OT	Dickson	42767	5/07	
No. 7	0-4-OT	Dickson	41748	1/07	
No. 20	2-8-0	R.I.	44597	11/07	} Southern Pacific No. 187, No. 1665, No. 2098, to Valdez-Yukon No. 101, to CR&NW, to Midland Terminal No. 62, to Mexican Northwestern, to Chihuahua Pacific to Alaska Railroad 1940 (?)
No. 21	2-8-0	R.I.	44598	11/07	
No. 22	2-8-0	R.I.	44599	11/07	
No. 23	2-8-0	R.I.	44600	11/07	
No. 50	4-6-0	Rogers	2859	/81	
No. 70	2-8-2	Brooks	55490	11/15	} to McCloud River Railroad No. 26 to McCloud River Railroad No. 27 to Midland Terminal No. 63, to Mexican Northwestern, to Chihuahua Pacific No. 201
No. 71	2-8-2	Brooks	55491	11/15	
No. 72	2-8-2	Brooks	55492	11/15	
No. 73	2-8-2	Brooks	57291	4/17	
No. 74	2-8-2	Brooks	58164	8/17	
No. 76	2-8-2	Brooks			} to Alaska Railroad 1940 (?)
No. 100	2-6-0	Brooks	46182	5/09	
No. 101	2-6-0	Brooks	46183	5/09	
No. 102	2-6-0	Brooks	46184	5/09	

Copper River and Northwestern Railway STATE Alaska

So. Central Dist  
Val Dep Div  
6/26/72  
73002275

Working number 10.24.72. ~~15~~ 1600

TECH REVIEW  
Photos 3  
Maps 1

REVIEW No date after SLO's signature.

Otherwise

HISTORIAN No acreage - hard to \$ compute? engineering notified

Accept. AML  
3/2/73

ARCHEOLOGIST Possible publishable photo. Railroad bed has been used intermittently for vehicular traffic; seven miles are being developed as an all-weather gravel road. Publications: (1) possible publishable photo. (2) suggest someone check validity of statement: "Copper hauled over this route was the major source of copper to the U.S. during world war I."

Accept  
3-16-73

ARCHITECT

Very nice - Acient  
Call 3-22-73

BRANCH CHIEF

EDITORIAL REVIEW

KEEPER

OK  
for  
4/13/73

Acknowledge 10/26/72

National Register write-up \_\_\_\_\_

Send-back \_\_\_\_\_

Federal Register entry 7-3-73

Re-submit \_\_\_\_\_

Register no. APR 24 1973



#8

Thunder Creek Trestle

CRNW Ly

ADP Photo - 1972

NPS Number 4/24/73

Title: Cooper River & Northwestern  
Railway

Loc. 3<sup>rd</sup> JUDICIAL DIST., ALASKA

FROM NORTH

0

**PROPERTY OF THE NATIONAL REGISTER**

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE

Alaska

COUNTY

III Judicial District  
FOR NPS USE ONLY

ENTRY NUMBER

DATE

APR 24 1975

SEE INSTRUCTIONS

1. NAME

COMMON: Copper River & Northwestern Railway  
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN:

Thunder Creek Trestle, CRNW Ry (#8 on map)

STATE:

Alaska

CODE

02

COUNTY:

III Judicial District

CODE

3. PHOTO REFERENCE

PHOTO CREDIT: Alaska Division of Parks

DATE OF PHOTO: 1972

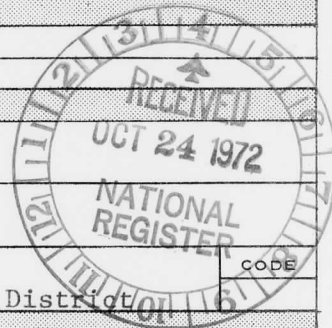
NEGATIVE FILED AT:

323 E 4th Avenue, Anchorage, Alaska 99501

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

From North





#7 TIEKEL STATION  
CENW RY, ALASKA  
ADP Photo 1972  
PLATFORM AND GRADE  
AGE UNDERBRUSH

NPS Number 4/24/73

Title: Copper River & Northwestern

Railway

Loc. 3rd Judicial Dist. Alaska

ACROSS GRADE TO STATION

②

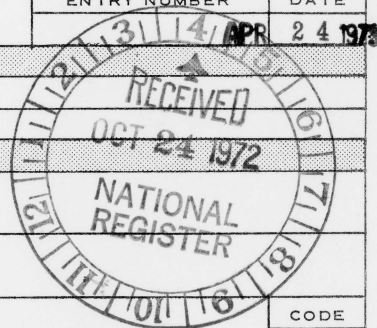
**PROPERTY OF THE NATIONAL REGISTER**

UNITED STATES DEPARTMENT OF THE INTERIOR  
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PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE Alaska	
COUNTY III Judicial District	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	APR 24 1972



SEE INSTRUCTIONS

<b>1. NAME</b>			
COMMON:		Copper River & Northwestern Railway	
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER:			
CITY OR TOWN: Tiekel Station (#7 on map)			
STATE:	CODE	COUNTY:	CODE
Alaska	02	III Judicial District	
<b>3. PHOTO REFERENCE</b>			
PHOTO CREDIT:		Alaska Division of Parks	
DATE OF PHOTO:		1972	
NEGATIVE FILED AT: 323 E 4th Avenue, Anchorage, Alaska 99501			
<b>4. IDENTIFICATION</b>			
DESCRIBE VIEW, DIRECTION, ETC.  Across Grade to Station			

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY MAP FORM**

*(Type all entries - attach to or enclose with map)*

STATE Alaska	
COUNTY III Judicial District	
FOR NPS USE ONLY	
ENTRY NUMBER APR 24	DATE 1973

SEE INSTRUCTIONS

**1. NAME**

COMMON: Copper River & Northwestern Railway (Chitina - Tasnuna River)

AND/OR HISTORIC:

**2. LOCATION**

STREET AND NUMBER:

Chitina - Tasnuna River on W. bank of Copper River

CITY OR TOWN:

STATE:

Alaska

CODE

02

COUNTY:

III Judicial District

CODE

**3. MAP REFERENCE**

SOURCE:

USGS Valdez

SCALE:

1:250,000

DATE:

1960

**4. REQUIREMENTS**

TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.





ENTRIES IN THE NATIONAL REGISTER

STATE **ALASKA**

Date Entered **APR 24 1973**

Name

Location

**Copper River and Northwestern  
Railway**

**Southcentral District**

Also Notified

Hon. Ted Stevens  
Hon. Mike Gravel  
Hon. Don Young

Mr. Louis Reid, BOR  
Director, Pacific Northwest Region

**State Historic Preservation Officer  
Mr. Theodore G. Smith  
Director, Division of Parks  
323 East Fourth Avenue  
Anchorage, Alaska 99501**

PHR

NRowland:mm

5/1/73

4-24-74  
Third Ind. Dist.

L7619-OCC

OCT 12 1973

Memorandum

To: Director, Office of Environmental Project Review

Through: Assistant Secretary for Fish and Wildlife and Parks  
Acting

From: Assistant Director, Park Management

Subject: Copper River and Northwestern Railway, Alaska (ER-73/445  
and ER-73/1199)

The Alaska State Historic Preservation Officer, Mr. Theodore G. Smith, Director, Division of Parks, 323 East Fourth Avenue, Anchorage, Alaska 99501, and the Bureau of Land Management designee for Executive Order 11593, Mr. Floyd Newby, Assistant Chief of Recreation, Bureau of Land Management - Room 3657, U.S. Department of the Interior, Washington, D.C. 20240, are both aware of the legal question concerning the ownership of land included in the right-of-way of the Copper River and Northwestern Railway, a property listed in the National Register of Historic Places on April 24, 1973.

The Alaska State Historic Preservation Officer has advised us that Mr. Robert H. Lund of the Alaska Office of the Bureau of Land Management assisted the State in preparing the nomination and advised them that the Bureau of Land Management was the legal owner. The State Historic Preservation Officer was aware that the Alaska State Highway Department has some claim to the right-of-way, and in a letter dated October 4, 1971, his office advised Mr. Tom W. Young, South Central District Engineer, Alaska State Highway Department, that a nomination was being prepared. In a letter of October 11, 1971, Mr. Young acknowledged this notification.

The State Historic Preservation Officer is awaiting the legal decision concerning ownership of the property. If it is determined that Alaska State Highway Department is the legal owner, rather than the Bureau of Land Management, the State will correct Item 4.

State Historic Preservation Officers make every feasible attempt to determine ownership of a property and to notify the owner before forwarding a nomination to the National Park Service. Ownership,

however, has no bearing upon the historic significance of a property, nor upon its legal standing in the National Register. We wish to emphasize that this question does not in any manner affect the responsibilities of Federal agencies under Section 106 of the National Historic Preservation Act of 1966. Any Federal agency proposing to execute, license, finance, or grant a permit for any undertaking having an effect upon the Copper River and Northwestern Railway is bound by law to allow the Advisory Council on Historic Preservation opportunity to comment.

(sgd) Richard W. Marks

FNP:JFweiler:nb 10/4/73

bcc: FW  
Regional Director, Pacific Northwest Region  
PHR  
OCC

BASIC RETAINED IN RM. 3316-OCC

UNITED STATES GOVERNMENT

# Memorandum

*File w report*

TO : Ted Swem, Chairman, Alaska Planning  
Group

DATE: October 17, 1973

FROM : Dave Clark, Environmental Quality Division

SUBJECT: State of Alaska Highway Work Impact on National Historic  
Register Entry

As a continuation of our project review on two major road projects in the ~~Chitina, Copper and Tasnuna River valleys~~, Alaska, I held an exploratory meeting on October 16 concerning the above subject which was attended by Ken Tapman (ACHP), Jerry Rogers (PHR) and Dave Clary (PPH). I briefed them with the information I shared with you concerning the work of the Alaska Highway people running some 22 1/2 miles south from Chitina - well into the Copper River and Northwestern Railway National Historic Register entry.

We discussed the current status of the EIS's on the Cordova-Thompson Pass road and the Chitina-McCarthy road, the question (yet unanswered) before the Solicitor as to the ownership of the Copper River and the Northwestern Railroad right-of-way and the underlying threat of a road from Chitina to Cordova which would decimate the features upon which the Historic Register entry is based. We agreed a Federal action needs to be discovered, and felt there must be some, at least indirect action, involved. When the Solicitor expresses the ownership of the right-of-way, we might then consider where the State has deviated from the right-of-way and discover what permit action the Bureau of Land Management may have. Meanwhile, Ken Tapman is going to write to the Department of Transportation and inquire as to what the State is doing, indicate the jeopardy to Register entry and ask what Federal actions are involved with such a road project between Chitina and the Tasnuna River (the Register entry).

(Sgd) David E. Clark

FNP:DEClark:nb 10/17/73

bcc: PEP - Joe Fromme  
ACHP-Ken Tapman  
PHR - J. Rogers  
PPH - D. Clary  
MDE - Stottlemeyer  
D. Clark

BASIC RETAINED IN RM. 3316-MDE

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
WASHINGTON OFFICE

To:

FR

FOLLOW-UP SLIP

Date

6/10

Good info, & gathered quickly.  
Thank you. You may want to  
put this back into the file for  
future reference in case it comes up again.  
This is the second time.

Signature

B

## Copper River and Northwestern Railway Corridor

The Advisory Council initiated a Section 106-Executive Order 11593 inquiry on the proposed highway with a letter of inquiry to DOT on November 29, 1973. Because the road is involved in litigation, the Advisory Council has not finished review of the case. One of the main points in question is whether BLM or the State of Alaska highway department has jurisdiction over the right-of-way.

The Alaska SHPO has advised us that they submitted a draft report, Jan. 1974, to the Alaska highway department with detailed recommendations on the mitigation of adverse effects on historic sites along the route. In Bill Hanibils (SHPO's staff) opinion, the SHPO feels that if his recommendations are taken, the highway will not damage historic properties, except possibly part of the old roadbed). When asked if the State planned to submit nominations on the other historic sites in the area (only a portion of the corridor is on the NR) he replied that there are two alternatives: (1) nominations of the entire route as a district, (2) nominations for separate sites. He said that the SHPO was waiting for more information before making a decision, but it is definitely political.

Court case: The project is involved in litigation: Alaska Conservation Society and Sierra Club vs. Claude Brinegar, several FHWA and state highway officials, and Secretary Morton. The plaintiffs claim that the defendants did not comply with NEPA (EIS insufficient).. Secretary Morton was not originally named in the suit but was added in Nov. 1973. Plaintiffs claim that any transfer of land in the right-of-way by Secretary Morton was in violation of NEPA, 4(f) of DOT Act and Native Claims Settlement Act. A portion of the right-of-way was initially declared by the Secretary of the Interior as a National Interest Study Area for possible inclusion in one of the 4 National systems (like parks, etc.) provided for in the Native Claims Settlement Act. Historic preservation as such has not been an issue in the case according to John Fowler and John Wine (Justice Dept.). The case is now on appeal in Alaska court of appeals. Case will not be heard until the final EIS is circulated by DOT.

EIS: State has seen final EIS but it has apparently not been released at this level for official Departmental consideration.

Our general recommendations should be that a complete survey of the historic resources should be completed and the Advisory Council's procedures be complied with before the road is built. The Advisory Council (Mike Buerman) indicated the SHPO's recommendations in his report looked like a fairly satisfactory basis for a memorandum of agreement once the other issues were cleared up. We may be asked to do a determination of eligibility on the segments not on the NR.

COPPER RIVER RAILROAD

Added to the National Register; April 24, 1973

Environmental Impact Statement: In office of the Secretary of Transp. (final)  
Draft: Advisory Council never saw

FHWA (Art Love):

Art talked to the man reviewing the EIS in the Secretary's Office in Transportation. The man says that he doesn't believe that the EIS deals with Section 106, and that he thinks that the EIS contains a letter from the SHPO saying that there were no historic sites involved. Man also says that the Chitina to Tasnuna River Road corridor appears most sensitive corridor and that it probably won't be used.