

PH0351393

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED APR 29 1976
DATE ENTERED SEP 1 1976

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

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

1 NAME

HISTORIC Rika's Landing ~~Site~~ ^{Roadhouse} (AHR SITE No. XBD 059)

AND/OR COMMON

McCarty Roadhouse / Big Delta Roadhouse

2 LOCATION

STREET & NUMBER

Mile 252, Old Richardson Highway

NOT FOR PUBLICATION

CITY, TOWN

Big Delta

CONGRESSIONAL DISTRICT

VICINITY OF

At Large

STATE

Alaska

CODE

02

COUNTY

Southeast-Fairbanks

CODE

240

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input checked="" type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<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 checked="" type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Alyeska Pipeline Service Company (907) 278-1611

STREET & NUMBER

1835 Bragaw

CITY, TOWN

Anchorage

VICINITY OF

STATE

Alaska

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. District Recorder

STREET & NUMBER

607 Barnette Street

CITY, TOWN

Fairbanks

STATE

Alaska

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Alaska Heritage Resource Survey (AHR)

DATE

1970

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

Alaska Division of Parks, 323 E. 4th Ave.

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 type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Original Physical Appearance

This roadhouse was built in 1909. It was more ambitious in design than the roadhouses built during the first wave (1904) of such buildings constructed along the Valdez Trail. Construction materials not locally available were transported to the site by riverboat along with the materials for summer 1909 work scheduled to upgrade the McCarty-Fairbanks section of the trail to wagon road status.

The house was built in a massive single detached "L" shape, measuring 40 feet on the front by 75 feet deep. The walls were of horizontal log construction, the southernmost corners were joined saddle-cornered, and all other corners made in a V-plate type joint, two stories and an attic in height. The front entrance was a centre located door on the gable facade, on the heel of the "L" shaped building. Flat window forms were built into every one of the six main wall surfaces, including all vertical wall facings, both of the main building and of the left hand wing section, and the three outer wall surfaces of the attic dormitory spaces. Internal architectural examination of the wall fabric will reveal whether all of these windows were original or were cut at later dates. The two roof sections were a medium gable of approximately 48° pitch. Midway on the outer surface of each of the main roof sections was a medium gable, of the same pitch as the main roofs, each built with a minimum overhang, practical rather than decorous, designed to provide an additional measure of light and ventilation to the attic sleeping spaces. There was no centrally constructed chimney and no constructed fireplace. Instead, apertures were cut at various appropriate places in the walls for stove pipes for the stoves used for cooking and heat.

The interior was spaced to provide a large dining room and kitchen, a spacious parlor, eleven private rooms or compartments, and a large dormitory-like sleeping area on each floor, plus the sleeping loft in the attic.

Present Physical Appearance

The external appearance of the roadhouse has changed little with the passing of time. The basic structure is stable and in no immediate danger of serious natural deterioration. The interior has deteriorated and is unsafe to enter prior to structural evaluation.

This is a flat, sandy area, marked by growths of birch and alder. A windmill stands in back of the roadhouse building, and eleven other outbuildings of this former roadhouse complex dot the area, as shown in the June 1975 map. The roadhouse was built and stands nearer to the Tanana River than any of the other buildings of the group, except for the ferry operations building.

UNITED STATES DEPARTMENT OF THE INTERIOR
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INVENTORY -- NOMINATION FORM**

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Rika's Landing Site (AHRS SITE NO. XBD 059)

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

The roadhouse and its outbuildings are now owned by Alyeska Pipeline Service Company. They are unused and not open to the public.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

Rika's Landing Site (AHRS SITE NO. XBD 059)

SPECIFIC DATES 1909 (constructed) BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Significance

Rika's Landing Site at Mile 252 on the Old Richardson Highway remains much as it was when operations began in 1909 and terminated in 1947. Together with its windmill and group of outbuildings, it is now owned by Alyeska Pipeline Service Company and is closed to the public. The roadhouse and outbuildings are physical evidence of a major enterprise which functioned at this most significant location on this route to the Alaskan interior--the Valdez Trail, later called the Richardson Trail, which became the present Richardson Highway.

Historical Background

Because of the Klondike gold discoveries of 1897-1898, Congress provided for construction of land transportation routes into interior Alaska. A trail was surveyed and established from Valdez, an all weather port on Prince William Sound, to Eagle, on the Yukon River, in the interior bowl of Alaska. As the population pattern emerged in the Tanana Valley, additional routes were opened. The Valdez Trail was surveyed in 1904-1905 from a point on the Trans-Alaska Military Road, northward, then northwestward, to Fairbanks. This became the main route of access from the outside to the interior. Later this route was renamed the Richardson Highway for its entire length between Fairbanks and Valdez, honoring the name of the Army officer, Major (later General) Wilds P. Richardson, who was Chairman of the Alaska Road Commission during the early years of its operations, 1905-1917.

These early "roads" were of a pioneer character, but a 100% improvement over the trails they replaced. The Valdez-Fairbanks road was developed to serve immediate requirements in the Territory of Alaska for transportation and communications. In 1909 the objective was to widen the road throughout its length, improve the grades, increase and perfect the drainage by further ditching, with additional culverts where necessary.

A vital element in making the route functional was the establishment of roadhouses to provide food and shelter for travelers of all kinds, for freight and stage services, and for the U. S. Mails. They were established at distances approximating one day's travel from each other. At the junction of the Delta and Tanana Rivers the McCarty Telegraph Station was established by the U. S. Army Signal Corps in 1904, when the Valdez Trail was established. It was on a tract of land adjacent to that on which the roadhouse was later built in 1909.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2.55 acres

UTM REFERENCES

A	0.6	556-500 5581977	7.00 7.1146512	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Tracts No. 1, U. S. Survey No. 1483

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Alfred Mongin
Architectural Historian

ORGANIZATION	DATE
<u>Alaska Division of Parks</u>	<u>9 January 1976</u>
STREET & NUMBER	TELEPHONE
<u>323 East 4th Avenue</u>	<u>(907) 272-4401 X225</u>
CITY OR TOWN	STATE
<u>Anchorage</u>	<u>Alaska</u>

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. Owners Notified.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE William Mansfield DATE April 26, 1976

TITLE Deputy State Historic Preservation Officer

FOR NPS USE ONLY

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

DATE 9/11/76

Acting DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: Charles [Signature] DATE 8-27-76

Acting KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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Rika's Landing Site (AHRS SITE NO. XBD 059)

CONTINUATION SHEET

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PAGE 2

When compared with the more basic 1904 period roadhouses built along this route, these larger roadhouses built in 1909 (and some in 1910) are representative of the elevation in the level of accommodations provided for the type and use level of the Valdez Trail, as it was improved from a sled trail to a wagon road in 1909-1910. These larger roadhouses were built, in common with the 1904 buildings, with a view to speed and economy in construction. Though larger and somewhat more pretentious in appearance, they are a relic of a slightly later order of the same age, evidencing a larger form of the same type of construction for very much the same purpose, a food and shelter service station in the wilderness. They represent the ultimate in functional design and construction in the Alaskan interior.

in another building,
The Washburn Post Office was established here, or near here, and operated from 1905 to 1913. The name Big Delta came into common use to pinpoint the community's location at the junction of the Tanana and Delta Rivers and to differentiate the location from Delta Telegraph Station on the nearby Little Delta River. The name of Big Delta was applied to the Post Office which operated here from 1925 to 1959. The postmistress, from 1925, until her death in 1947, was Rika Wallen, who was, simultaneously, the owner-operator of the roadhouse. Following local custom, the roadhouse at Big Delta was usually referred to as Rika's, and the location as Rika's Landing. During her proprietorship it was described in a 1928 Travelogue of the Richardson Highway as:

...one of the most important centers of trade along the road, being the supply point for the inhabitants of the entire region of the headquarters of the Tanana River. A War Department radio station here maintains communication with the outside world. Here also is located a commodious roadhouse boasting of such luxuries as fresh milk, and domestic fowls, including chickens, geese, ducks, and turkeys, as well as all kinds of wild meats, berries, fish, etc.. The Tanana River never freezes over at this point, however cold it may be in the winter. This is due to the warm springs emptying into it above McCarty. The river is navigable in summer for small steamboats, between Fairbanks and Grundler, providing there is a wise and careful pilot at the wheel. We cross the river on a ferry at this point. The ferryman, like Charon, works 24 hours a day...

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The first automobile drove the length of the highway from Valdez to Fairbanks in 1913, a pioneering two weeks trip. By 1936 a two-ton truck would ordinarily schedule the drive in 18 hours, including the ferry crossing at Big Delta.

World War II-related construction projects upgraded transportation in the area and hastened the end of the roadhouse era. These were the Big Delta airstrip, built in 1936 and enlarged in 1939; the Alcan Highway, joining the Richardson south of Big Delta in 1942, for the final leg of military traffic past Big Delta to Ladd Field and Fairbanks; and, in 1943, completion of the two 300-foot steel spans bridging the Tanana at Big Delta. Within a few years an average of almost 700 vehicles each day in summer crossed this bridge. Their daily range was the entire length of the highway, not merely the torturous distance of shanks mare, from one roadhouse to the next.

This roadhouse, which was built and began operation in 1909, was closed down in 1947.

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CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1 of 1

Alaska: A Travelogue of the Richardson Highway 1928. n.p. n.d.

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Valdez Transportation Company, 1937/1938?/.

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Co., 1935.

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Tales and Recollections of the Earliest Alaskan Gold Miners,
1883-1923. N.Y.: World Publishing Company, 1967.

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of Highways, 1960.

Endicott, Wendell, Adventures in Alaska and Along the Trail. N.Y.:
Frederick A. Stokes Company, 1928.

Highway Handbook for Alaska, The Yukon, and Northern British Columbia,
The. Anchorage: Alaska Hiway Research Co., 1952.

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1922.

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Alaska and Alaska Business Index. Seattle: Tewkesbury Publishers,
1947.

Winslow, Kathryn, Alaska Bound. N.Y.: Dodd, Mead & Co., 1960.

Property Rika's Landing ~~_____~~

Road House

*So. Inst Fairbanks
D.V.I.
76000364*

State Alaska

Working Number 4.29.76.3246

TECHNICAL

Photos 1
Maps 2, Sketch

NAM appears incorrect

CONTROL

OK 5.18.76

HISTORIAN

*accept
B. Grovona
8/12/76*

"Site" is a misnomer.

ARCHITECTURAL HISTORIAN

*ACCEPT
H. J. J. J.
8/12/76*

ARCHEOLOGIST

OTHER

HAER

Inventory _____
Review _____

REVIEW UNIT CHIEF

BRANCH CHIEF

*Accept
Cole
8/26/76*

KEEPER

*H. J. J. J.
8.27.76*

National Register Write-up _____ Send-back _____
Federal Register Entry 10-5-76 Re-submit _____

Entered SEP 1 1976

INT:2106-74



Roadhouse at Lika's Landing
from west, June 18, 1975
W. Hanabee

RIKA'S LANDING SITE ^{Roadhouse}
(AHR SITE NO. XBD-059)
-Mile 252, Old Richardson
Highway, Alaska
-Photo by William S. Hanage
~~Southeast Fairbanks Div.~~

VIEW

HOUSE

FR 0

- Date of Photo: 18 June 1975
- Photo Negative location:
Alaska Division of Parks,
Anchorage, Alaska
- View of Roadhouse from West
- Photo #1

9/1/76



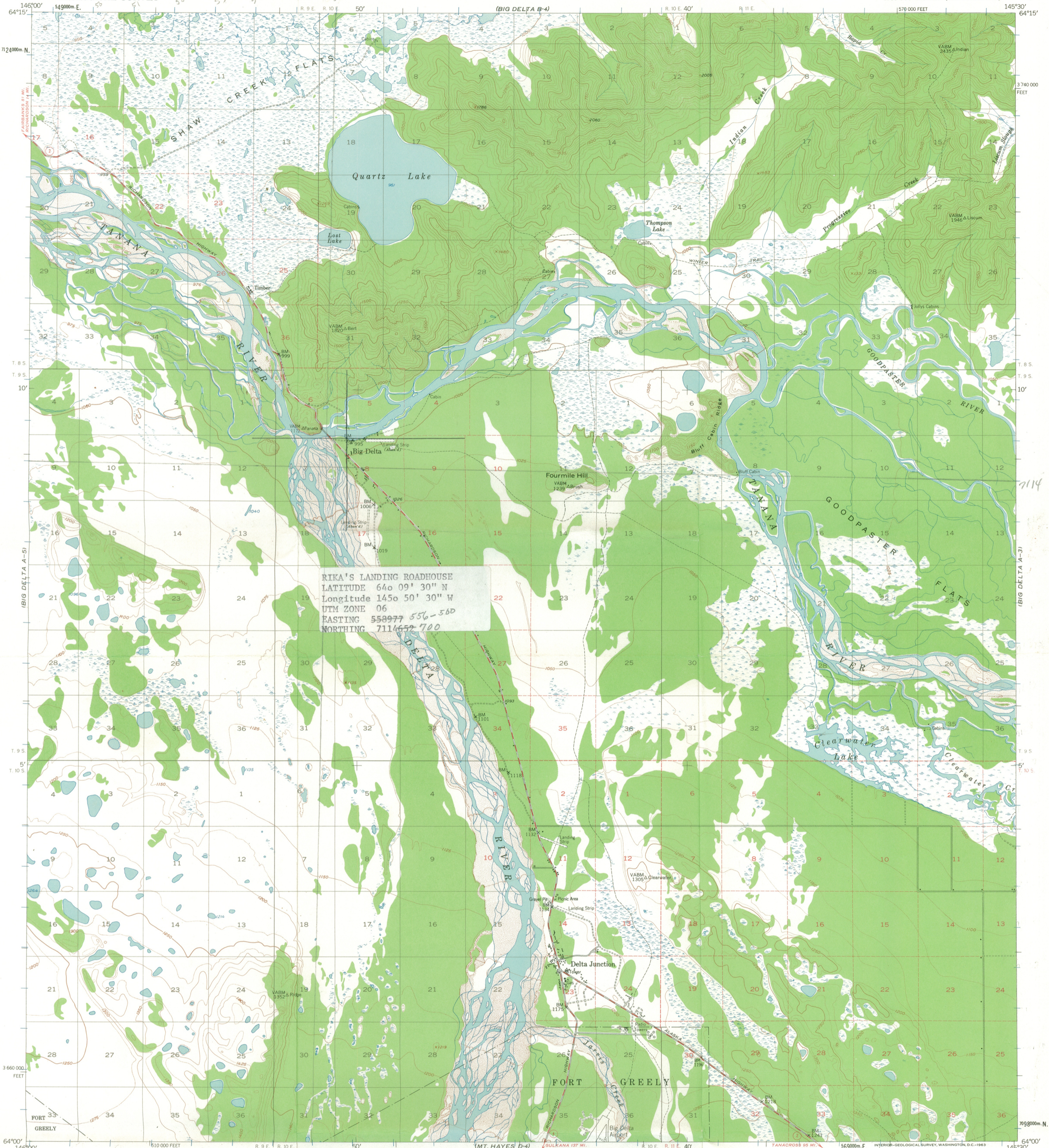
4

AK-7

PROPERTY OF THE NATIONAL REGISTER

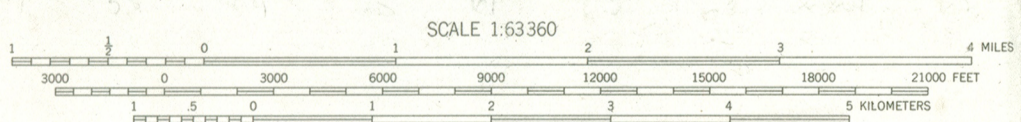
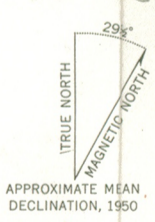
XBD 059-7
Map location
#10

APR 29 1976



RIKA'S LANDING ROADHOUSE
LATITUDE 64° 09' 30" N
LONGITUDE 145° 50' 30" W
UTM ZONE 06
EASTING 558977 556-560
NORTHING 7114652 7100

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs
taken 1949, field annotated 1950. Map not field checked
Universal Transverse Mercator projection, 1927 North American datum
10,000-foot grid based on Alaska coordinate system, zone 3
1000-meter Universal Transverse Mercator grid ticks,
zone 6, shown in blue
Land lines printed in gray represent unsurveyed and
unmarked locations predetermined by the Bureau of
Land Management. Folio F-9, Fairbanks Meridian
Swamps, as portrayed, indicate only the wetter areas,
usually of low relief, as interpreted from aerial photographs



CONTOUR INTERVAL 50 FEET
DOTTED LINES REPRESENT 25-FOOT CONTOURS
DATUM IS MEAN SEA LEVEL

FOR SALE BY U. S. GEOLOGICAL SURVEY
FAIRBANKS, ALASKA DENVER 25, COLORADO WASHINGTON 25, D. C.
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



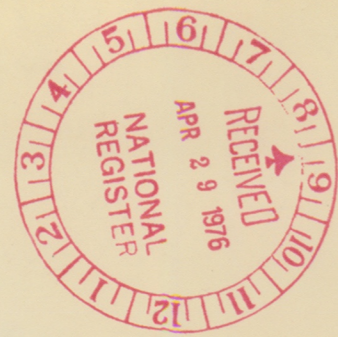
ROAD CLASSIFICATION
Medium-duty — Light-duty
Unimproved dirt —
State Route

BIG DELTA (A-4), ALASKA
N6400-W14530/15X30

1950
MINOR REVISIONS 1962

RIKA'S LANDING ROADHOUSE
(AHRIS SITE NO. XBD-059)

AMERICAN
MILITARY
RECORDS
SECTION

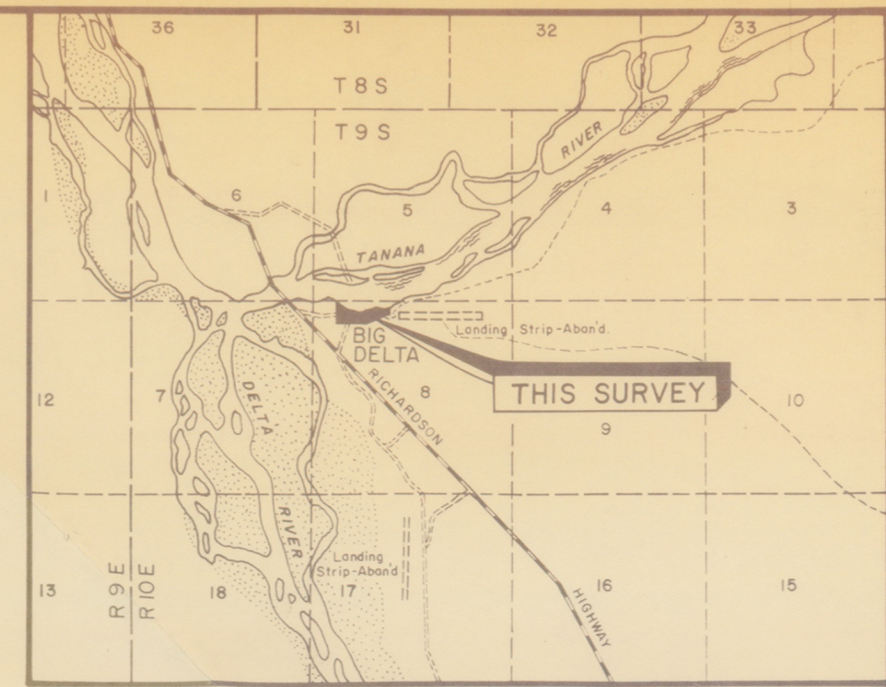


T. 9 S. - R. 10 E. F.M.

Sec. 8

RIKA'S LANDING ROADHOUSE
(AHR SITE No. XBD-059)

-92-



TAKEN FROM U.S.G.S. BIG DELTA (A-4) Scale 1" = 1 Mile



RIKA'S LANDING ROADHOUSE
LATITUDE 64° 09' 30" N
LONGITUDE 145° 50' 30" W
UTM ZONE 06
EASTING 558977 556-560
NORTHING 7114652 706

W.C.M.C. Cor. No. 1
LAT. = 64° 09' 20"
LONG. = 145° 50' 08"

NOTES

1. ALL BEARINGS AND DISTANCES ARE TRUE.

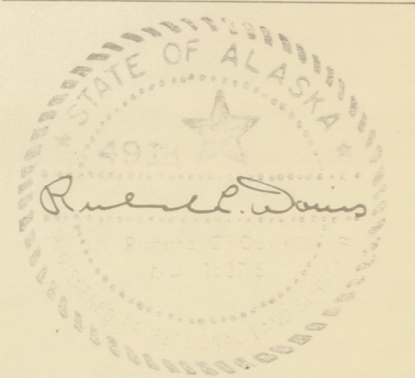
LEGEND

- ⊗ B.L.M. W.C.M.C. Brass cap on 1" iron pipe. (Located this survey)
- ⊕ SURV-CAP set on re-bar
- △ P.G. Along pipeline
- R/W Monuments. Located on North 1/16 th. Line
- 1" X 3" Wooden Hub. (Set by others)
- MEANDER CORNER
- x POINT OF INTERSECTION

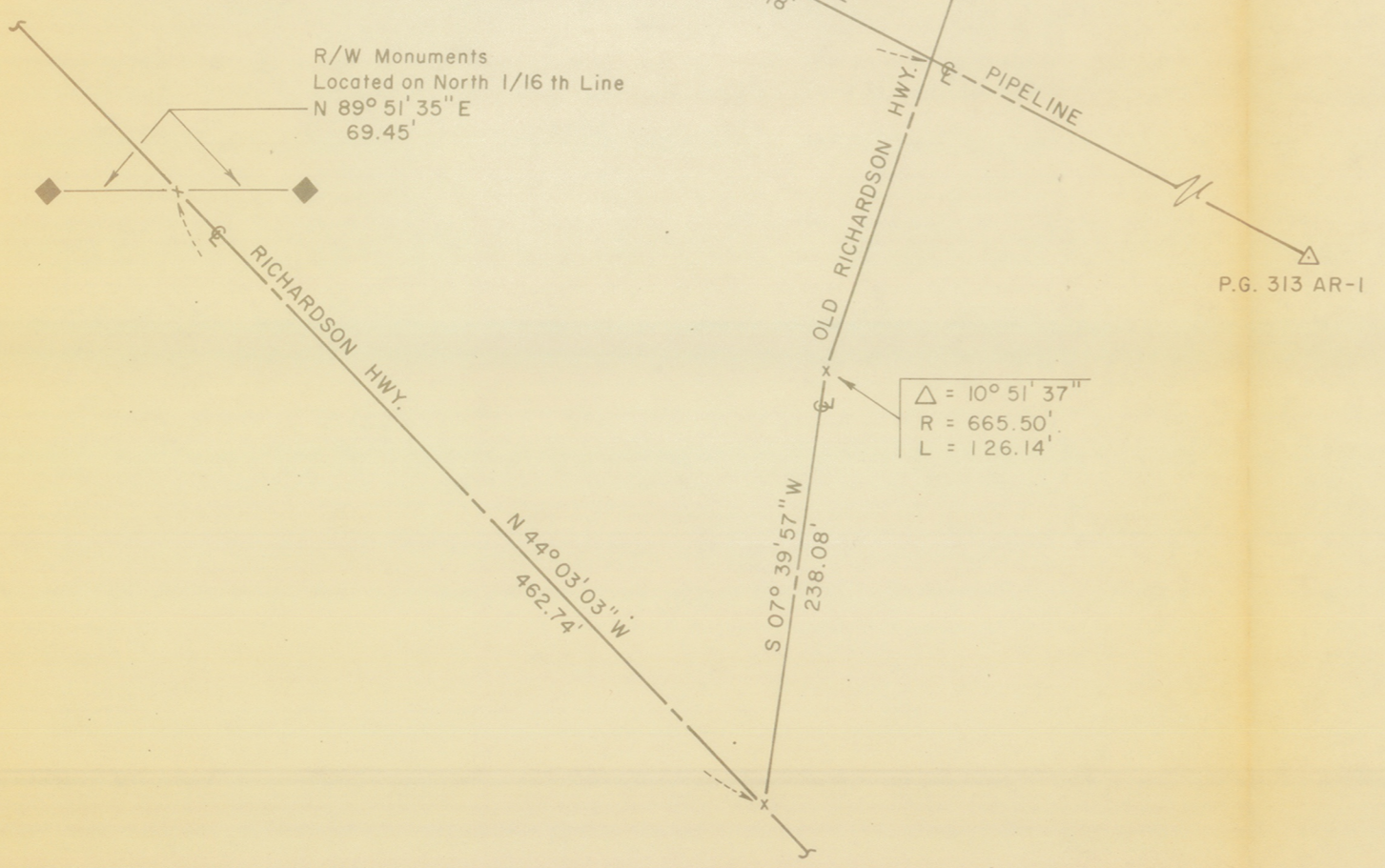
SURVEYOR'S CERTIFICATE

I hereby certify that I am registered to practice land surveying in Alaska and that this plat represents a survey made by me or under my direct supervision, and the monuments shown thereon actually exist as located, and that all dimensional and other details are correct.

Date Dec. 7, 1975 *Ruehl E. Davis*



R/W Monuments
Located on North 1/16 th Line
N 89° 51' 35" E
69.45'



FEE PROPERTY - DELTA CAMP PROPOSED STATE HISTORICAL SITE	
FOR ALYESKA PIPELINE SERVICE CO.	
PO	SURVEYED BY F.M. LINDSEY & ASSOC.
DATE: DEC. 5, 1975	LAND & HYDROGRAPHIC SURVEYORS
SCALE: 1" = 100'	2502 West Northern Lights Blvd. Box 4-081 Anchorage Alaska
DRAWN BY C.G.	CHECKED BY K.J.

ALASKA HISTORIC SITES ADVISORY COMMITTEE
Spring 1976 Meeting
April 20-21, 1976
Fairbanks, Alaska

NATIONAL REGISTER NOMINATION VOTING RECORD

NOMINATION: Rika's Landing Site

<u>NAME</u>	<u>YES</u>	<u>NO</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
State Historic Preservation Officer	X			
Director, Division of Libraries and Museums	X			
Edwin B. Crittenden Architect	X			
Rene Blahuta Historian	X			
Karen Wood Workman	X			
Ellen Lang Historian				X
Walter Soboleff Historian				X

William Brasher
Deputy SHPO



HISTORIC PRESERVATION MATERIAL

Transmittal Inventory

April 22, 1976
(Date)

TO: Dr. William J. Murtagh
Keeper of the National Register
National Park Service
Department of the Interior
Washington, D.C. 20240

1. National Register Nomination: Rika's Landing Site
 2. Property Photographs and Forms: a. View of Roadhouse from West
b. _____
c. _____
d. _____
 3. Property Maps and Forms: a. U.S.G.S. BIG DELTA (A-4), ALASKA 1950
b. Delta Camp Proposed State Historical Site,
Dec. 5, 1975
 4. Other: Certification of owner's concurrence in nomination
-

State of Alaska
Department of Natural Resources
Division of Parks
323 E. Fourth Avenue
Anchorage, Alaska 99501



STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS

323 E. 4TH AVENUE
ANCHORAGE 99501

JAY S. HAMMOND, GOVERNOR

April 22, 1976

Re: 3330-1 (Rika's Landing Site)

Dr. William J. Murtagh
Keeper of the National Register
of Historic Places
National Park Service
Washington, D.C. 20240

Dear Dr. Murtagh:

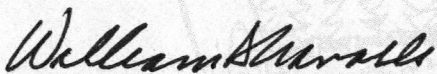
Referenced nomination to the National Register of Historic Places is forwarded for consideration.

The owners of the property have been notified of this action.

Request immediate consideration, as the property is subject of an FY 1977 grant request.

Sincerely,

Russell W. Cahill, Director
Division of Parks



By: William S. Hanable, Chief
History and Archaeology

Enclosures

WSH/ml



ENTRIES IN THE NATIONAL REGISTER

STATE ALASKA

Date Entered SEP 1 1976

Name

Location

Rika's Landing Road House

Big Delta
Southeast Fairbanks Division

*Has card been changed?
yes ✓*

Also Notified

Hon. Ted Stevens
Hon. Mike Gravel
Hon. Don Young
Regional Director, Pacific
Northwest Region

State Historic Preservation Officer
Mr. Russell W. Cahill
Director, Alaska Division of Parks
Department of Natural Resources
323 East Fourth Avenue
Anchorage, Alaska 99501

PR MMott/row 9/8/76

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: **Rika's Landing Roadhouse** 2 OTHER NAMES: **McCarty Roadhouse; Big Delta Roadhouse; (AHRs SITE no. XBD 059)** 3 date of entry: **9-1-76** 4 county code: **240**

5 LOCATION street & number: **Mile 252, Richardson Hwy.** city / town: **Big Delta** vicinity of: **AK--** state: **AK--** county: **2. Southeast Fairbanks** 6 NPS REGION: **Pacific N. West**

7 OWNER: PRIVATE STATE MUNICIPAL COUNTY MULTIPLE FEDERAL (agency name) 8 ADMINISTRATOR: **2. county Div.**

9 EXISTING SURVEYS: HABS HAER NHL 10 FUNDED? YES NO 11 CONGRESS. DISTRICT: 12 SOURCE of NOMINATION: STATE FEDERAL if state who prepared form? 13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES, NAME: 14 WITHIN NATIONAL HISTORIC LANDMARK? YES, NAME: 15 ACREAGE: **2.55** LOCAL PRIVATE ORGANIZATION

16 CONDITION: deteriorated altered original site excellent ruins unaltered moved good unexposed reconstructed unknown fair unexcavated excavated 17 features: INTERIOR: SUBSTANTIALLY INTACT-1 NOT INTACT-0 UNKNOWN-4 NOT APPLICABLE-7 EXTERIOR: SUBSTANTIALLY INTACT-2 NOT INTACT-0 UNKNOWN-5 NOT APPLICABLE-8 ENVIRONS: SUBSTANTIALLY INTACT-3 NOT INTACT-0 UNKNOWN-6 NOT APPLICABLE-9

18 ACCESS: YES-Restricted YES-Unrestricted No Access Unknown 19 ADAPTIVE USE: YES NO 20 SAVED? YES NO IS PROPERTY A HISTORIC DISTRICT? yes no

21 AREAS OF SIGNIFICANCE: ARCHEOLOGY-prehistoric-2 COMMERCE-6 ENTERTAINMENT-26 LANDSCAPE ARCH.-15 LAW-16 POLITICS/GOVT.-21 RECREATION-28 ARCHEOLOGY-historic-1 COMMUNICATIONS-7 EXPLORATION-12 LITERATURE-17 RELIGION-22 SETTLEMENT-29 AGRICULTURE-3 CONSERVATION-8 HEALTH-27 MILITARY-18 SCIENCE-23 URBAN PLANNING-31 ARCHITECTURE-4 ECONOMICS-9 INDUSTRY-13 MUSIC-19 SOCIAL/HUMANITARIAN-24 OTHER (SPECIFY) SOCIAL/CULTURAL-30 TRANSPORTATION-25 ART-5 EDUCATION-10 INVENTION-14 PHILOSOPHY-20 22 CLAIMS: explain 'first' 'oldest' 'only'

23 functions: WHEN HISTORICALLY SIGNIFICANT: **transportation/commercial** CURRENTLY: **NOT IN USE** 24 dates of initial construction: **1909** major alterations: historic events: 25 ETHNIC GROUP ASSOCIATION:

26 architectural style(s): **PIONEER** 27 architect: 28 master builder: 29 engineer:

30 landscape architect / garden designer: 31 interior decorator: 32 artist: 33 artisan: 34 builder/contractor:

35 NAMES give role & date PERSONAL: EVENTS: INSTITUTIONAL:

36 NATIONAL REGISTER WRITE-UP **L-SHAPED** LOG CONSTRUCTION, 2 1/2 STORIES, ~~...~~, GABLED ROOF WITH PROMINENT DORMER, GABLE END CENTER ENTRANCE; WINDMILL AND 11 OUTBUILDINGS AT REAR. PIONEER. BUILT AS AN INN ALONG THE VALDEZ TRAIL, THE MAIN ROAD INTO THE GOLD FIELDS IN THE ALASKAN INTERIOR.