National Park Service
Cultural Landscapes Inventory
2024

Denali Park Road Patrol Cabins

Denali National Park and Preserve

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Chapter 1: General

Region

Alaska

Park Alpha Code

DENA

Park Org Code

9830

Resource Type

Cultural Landscape

Resource Classification

Component Landscape

Inventory Status

Complete

Resource ID

975954

Resource Name

Denali Park Road Patrol Cabins

Parent Landscape

Denali Park Road Historic District

Parent Resource ID

100044

State

Alaska

Park Name

Denali National Park and Preserve

Cultural Landscapes in the Cultural Resources Inventory System:

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archaeological sites, historic structures, ethnographic resources and cultural landscapes. The set of CRIS records for cultural landscapes is referred to as CRIS-CL. CRIS-CL records conform to a standardized data structure known as the Cultural Landscapes Inventory (CLI).

The legislative, regulatory and policy directions for conducting and maintaining the CRIS are: Section 110 of the National Historic Preservation Act, NPS Management Policies (2006), Director's Order 28 (Cultural Resources) and Director's Order 28a (Archeology).

The Cultural Landscapes Inventory (CLI)
The CLI is the data structure within CRIS used to document and evaluate all potentially significant landscapes in which NPS has, or plans to acquire any enforceable legal interest. Each CRIS-CL record is certified complete when the landscape is determined to meet one of the following:

Landscape individually meets the National Register of Historic Places criteria for evaluation; or, Landscape is a contributing element of a property that is eligible for the National Register; or, Landscape does not meet the National Register criteria, but is managed as cultural resources because law, policy or decisions reached through the park planning process.

Cultural landscapes vary from historic sites, historic designed landscapes, historic vernacular landscapes to historic ethnographic landscapes, but may also fit within more than one type. Those eligible for the National Register have significance in the nation's history on a national, state or local level, as well as integrity or authenticity.

The legislative, regulatory and policy directions for conducting and maintaining the CLI within CRIS are: *National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish…a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places…of properties…*

Executive Order 13287: Preserve America, 2003. Sec. 3(a)…Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA…No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior…

Executive Order 13287: Preserve America, 2003. Sec. 3(c) each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying…historic properties in its ownership and make the report available to the Councill and the Secretary…

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A) Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories…about cultural resources in units of the national park system…Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,…and historic sites…

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Landscape Description

The Denali Road Patrol Cabins cultural landscape is located between mile 12 and mile 54 of the Denali Park Road in Denali National Park and Preserve, Alaska. The cultural landscape incorporates five sites along the 90-mile Denali Park Road that traverses the park from east to west. The landscape is a historic site that encompasses 61 acres surrounding the five log cabins. The cabins are sited very intentionally: they are 10 to 12 miles apart (a day's travel apart by foot or dogsled), near rivers for water sources, and built on level ground at lower elevations between 2400 and 3200 feet.

SIGNIFICANCE SUMMARY

The Denali Road Patrol Cabin cultural landscape is a component landscape of the Denali Park Road Historic District. The contributing features of the cultural landscape are listed on the National Register of Historic Places under Criterion A for Transportation and Conservation. The five cabin sites, located on the eastern portion of the road, are directly related to the construction of the road. The Alaska Road Commission (ARC) constructed the cabins for use as cookhouses and storage structures during the building of the road, which began in 1922. The first cabin was built at Savage River in 1925. The fifth cabin, at Toklat River, was finished in 1931, and the road was completed in 1938.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

The Denali Road Patrol Cabins cultural landscape maintains a strong association with the period of significance (1925-1940). The ARC built the Upper Savage River Cabin beginning in 1925. The last cabin, the Upper Toklat Cabin, was completed in 1931 at milepost 53.7; however, for the purpose of this Cultural Landscape Inventory (CLI) the period of significance ends with the relocation of the Upper Savage River Cabin in 1940. The cabins demonstrate local building techniques through the use of local building materials, horizontal logs for exterior walls, the design of their gable roof porches, and their small scale (Evans, 1986, 7, 15). The cabins are supported by a variety of ancillary cultural features, including dog houses, outhouses, and dumpsites (Evans, 1986, 2). In addition, spur roads to the cabins, social trails, and native vegetation are important features within the cultural landscape sites.

Landscape Hierarchy Description

The Denali Road Patrol Cabins (975954) is a component landscape of the Denali Park Road Historic District (100044) parent landscape.

Recent Condition

Fair

Subsite/Child components

[enter text here]

Landscape Type

Historic Site

Cover Page Graphic

See Cover Page.

Site Plan(s)

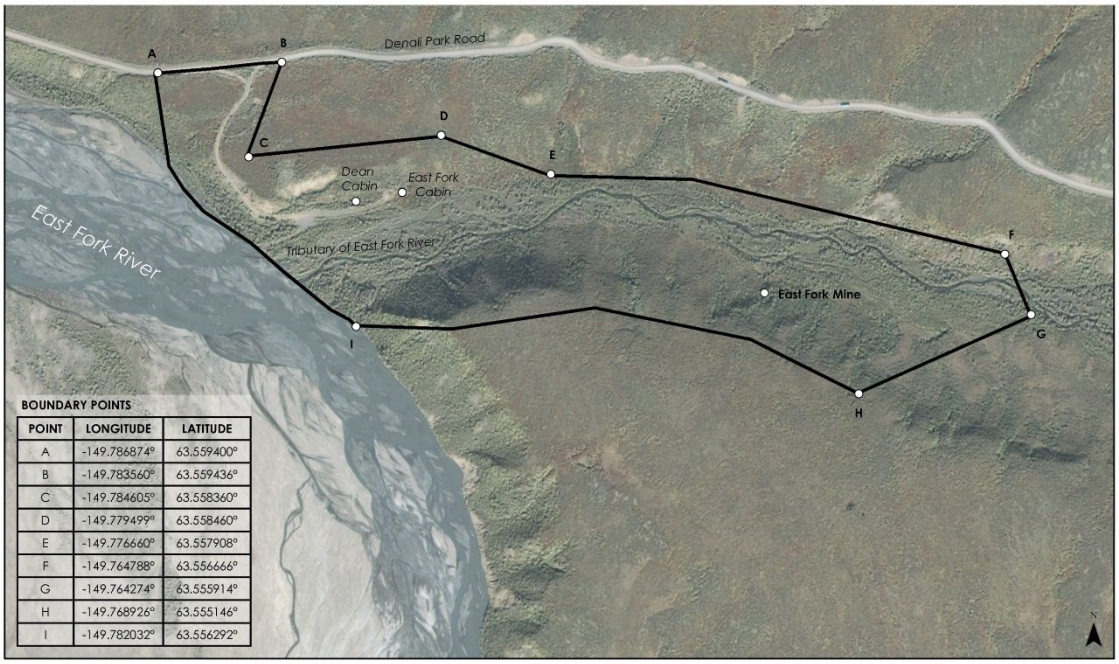


Fig 1.1. Boundary Map of East Fork Cabin Complex (2015).

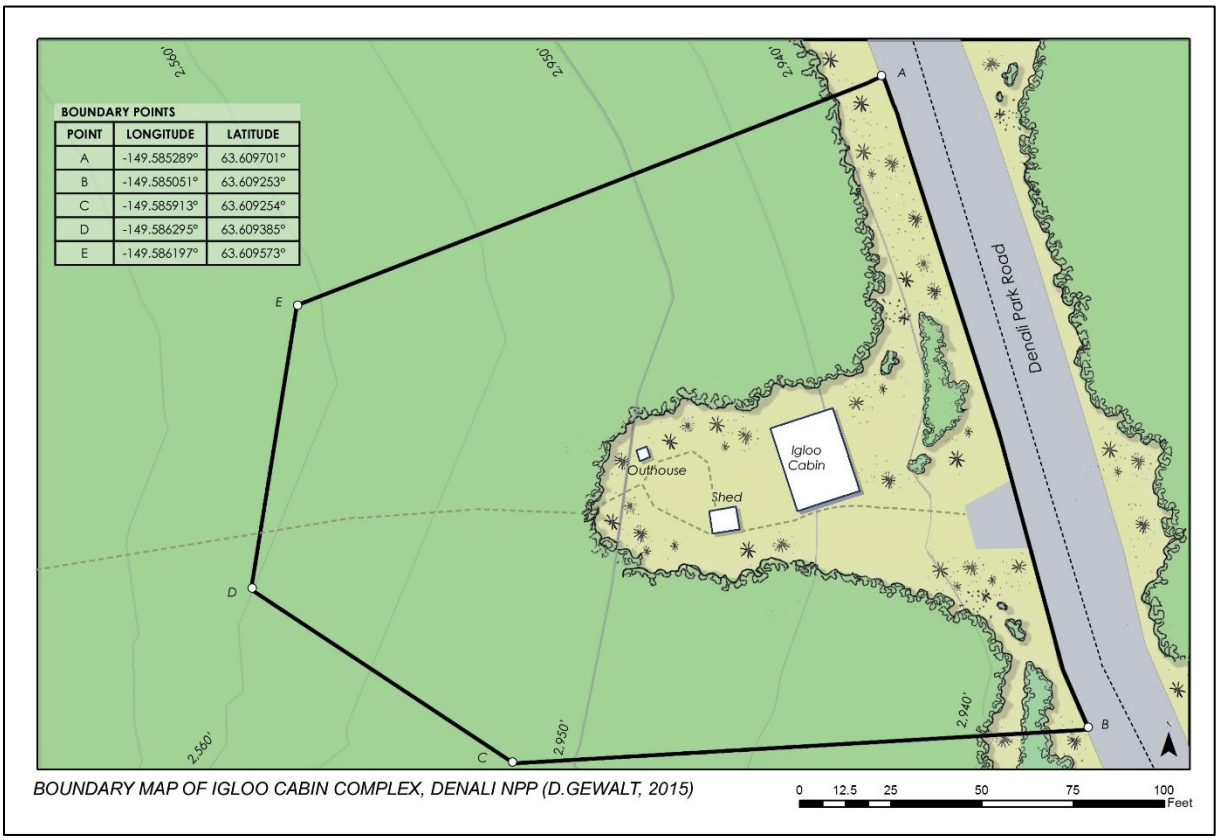


Fig 1.2. Boundary Map of Igloo Cabin Complex (2015).

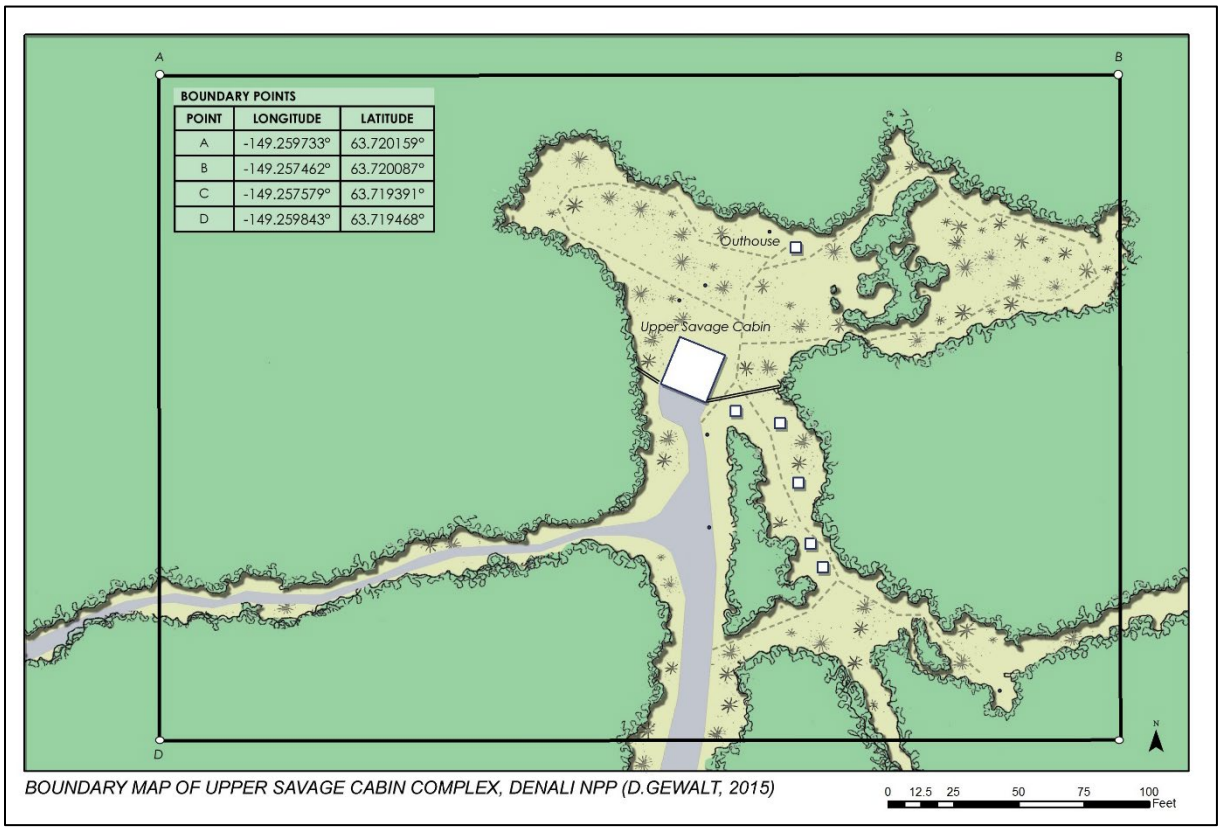


Fig 1.3. Boundary Map of Upper Savage Cabin Complex (2015).

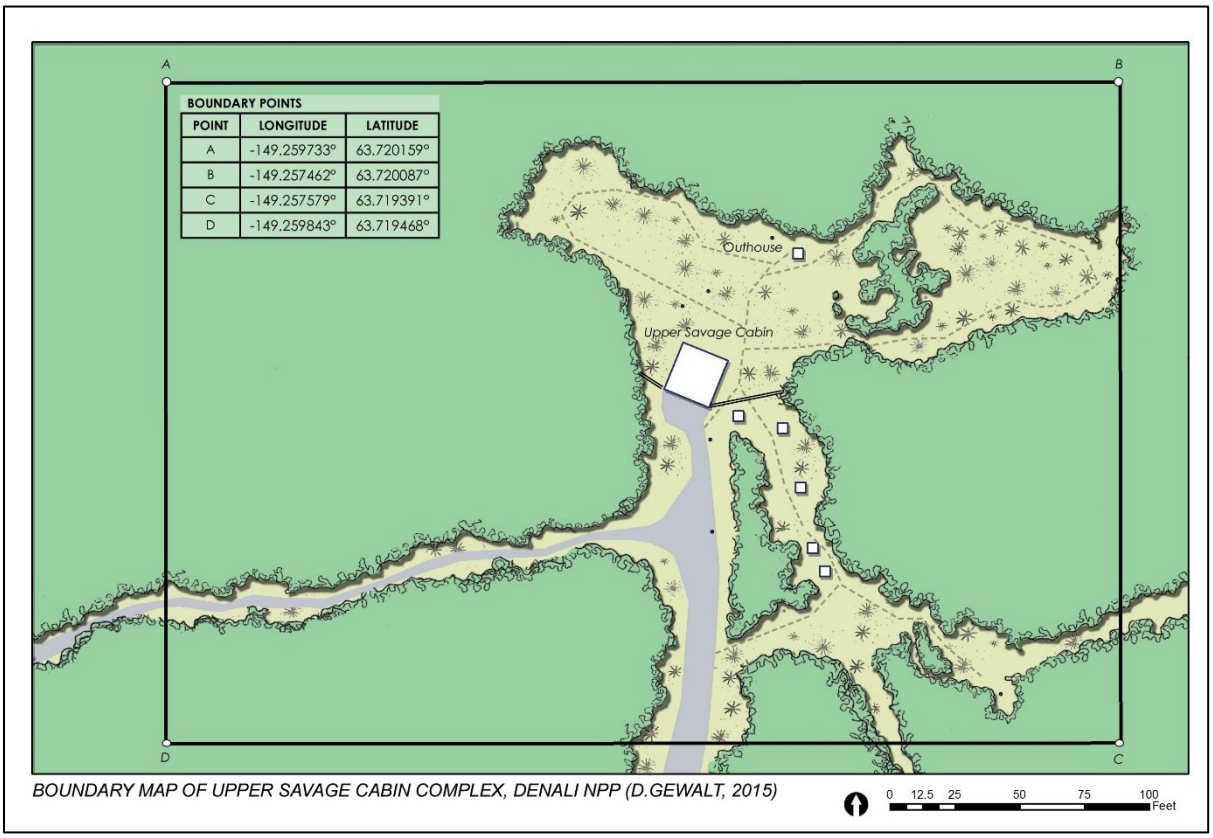


Fig 1.4. Boundary Map of Upper Savage Cabin Complex (2015).

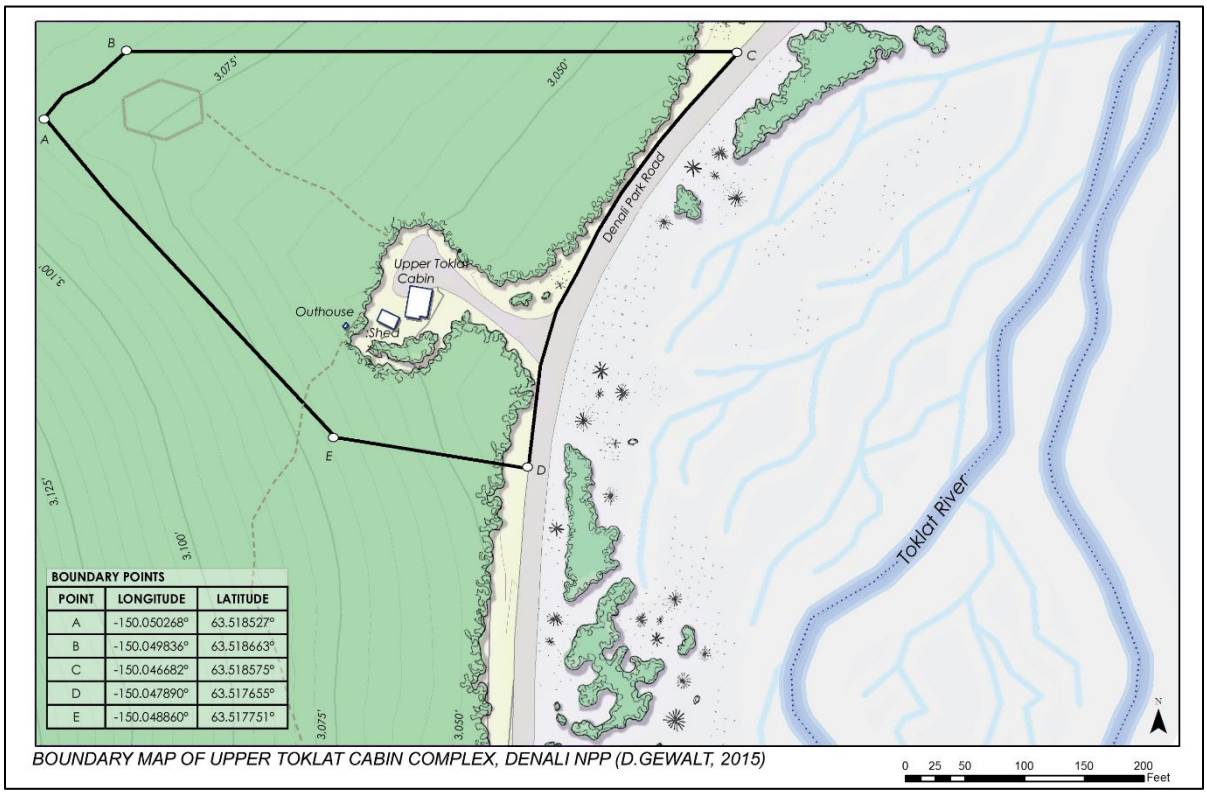


Fig 1.5. Boundary Map of Upper Toklat Cabin Complex (2015).

Hierarchy Description Graphic

[insert graphic and caption]

Other Names

Seq. No.	Name	Type
10	Alaska Road Commission (ARC) Cabins	Historic
20	Winer Patrol Cabins	Historic
30	Denali Road Patrol Cabins	Current
40	Upper Savage Cabin	Both Current and Historic
50	Upper Savage River Cabin	Both Current and Historic
60	Igloo Cabin	Both Current and Historic
70	Igloo Creek Cabin	Both Current and Historic
80	East Fork Cabin	Both Current and Historic
90	Upper East Fork Cabin	Both Current and Historic
100	Upper Toklat Cabin	Both Current and Historic
110	Sanctuary Cabin	Both Current and Historic
120	Sanctuary River Cabin	Both Current and Historic

Chapter 2: Concurrence Status

Park Superintendent Concurrence Date

[mm/dd/yyyy]

Park Superintendent Concurrence

[Yes or No]

Completion Status Explanatory Narrative

The CLI was drafted by MIG and Dinah Gewalt, AKRO Regional Office in 2018 and finalized by Corinna Walzenbach, acting Historical Landscape Architect, AKRO. Kelsey Mork, contractor for AKRO, input the record into the database. However, the document did not receive concurrence as the SHPO returned comments, primarily concerns about the eligibility of the Upper Savage River Cabin and the need to clarify National Register status. Allison Kennedy, acting Historical Landscape Architect, AKRO, updated and corrected the CRIS-CL record in summer 2022 and resubmitted for SHPO concurrence.

Concurrence Graphics

[insert graphics and captions]

Revision

Comments were returned by the SHPO in January 2022 requesting changes to the CLI before concurrence could be given. This required a rewrite of the NR Explanatory Narrative to demonstrate that the Upper Savage River Cabin retains sufficient integrity to be contributing. A. Kennedy also made corrections to the document as a whole at this time - corrected typographical errors, edited for clarity, and added information. Part of this work involved removing the duplicate cabin features from the parent landscape and transferring all relevant feature information about the patrol cabins into this component landscape.

Chapter 3: Geographic Information

Area (Acres)

61

Land Tract Number(s)

[enter text here]

Boundary Description

The boundary of the Denali Road Patrol Cabins cultural landscape is non-contiguous and composed of five irregular polygons, each encompassing a historic ARC cabin (Upper Savage River, Sanctuary River, Igloo Creek, Upper East Fork, and Upper Toklat) and its associated features. Collectively, these polygons contain 61 acres within Denali National Park and Preserve, Alaska. All coordinates of the boundary are in NAD 83 Alaska Albers. The boundary points are keyed to the maps following the descriptions.

Upper Savage River Cabin Complex

The boundary of the Upper Savage River Cabin Complex is encompassed by a rectangular polygon containing 2.2 acres. The boundary begins at point A (-149.259733°/63.720159°), 220 feet northwest of the Upper Savage River Cabin. From point A, the boundary strikes 370 feet east through spruce forest to meet with point B (-149.257462°/63.720087°). The boundary then extends south for 255 feet to meet with point C (-149.257579°/63.719391°). From there, the boundary strikes west 370 feet, crossing the Upper Savage River Cabin Trail, to meet with point D (-149.259843°/63.719468°) in the forest. Finally, the boundary travels north for 255 feet, crossing the Upper Savage Interpretive Trail, to meet once again with point A.

Sanctuary River Cabin Complex

The boundary of the Sanctuary Cabin River Complex is encompassed by an irregular polygon containing 1.6 acres. The boundary begins at point A (-149.474135°/63.722957°) at the intersection

of the east bank of the Sanctuary River and the south side of the Sanctuary River Bridge. The boundary follows the south limit of the Denali Park Road northeast for 460 feet to meet with point B (-149.471419°/63.723324°) at the head of the Sanctuary Campground Road. From there, the boundary follows the west and north limits of Sanctuary Campground Road for roughly 500 feet to meet with point C (-149.473357°/63.722650°) at the Sanctuary Cabin parking area. The boundary strikes southwest for 37 feet to meet with point D (-149.473498°/63.722578°) at the south limit of the historic roadbed. The boundary then crosses the width of the Sanctuary Campground Road (25 feet to the west) to meet with point E (-149.473646/63.722580°). From there, the boundary roughly follows the south limit of the historic roadbed westward for 107 feet to meet with point F (-149.474281°/63.722547°) at the east bank of the Sanctuary River. Finally, the boundary strikes north, following the edge of the river bank for roughly 160 feet to once again meet with point A.

Igloo Creek Cabin Complex

The boundary of the Igloo Cabin Complex is encompassed by an irregular polygon containing 0.5 acres. The boundary begins at point A (-149.585289°/ 63.609701°) on the west side of the Denali Park Road. From there, the boundary extends south 170 feet following the west limit of the road to meet with point B (-149.585051°/ 63.609253°). The boundary then strikes west for 140 feet to meet with point C (-149.585913°/ 63.609254°) in the forest. From point C, the boundary extends roughly 80 feet to the northwest to meet with point D (-149.586295°/ 63.609385°) to the south of Igloo Creek Trail. The boundary then crosses the trail to meet with point E (-149.586197°/ 63.609573°) 70 feet to the north. Finally, the boundary extends 155 feet northeast from point E to meet once again with point A.

Upper East Fork Cabin Complex

The boundary of the Upper East Fork Cabin Complex is encompassed by an irregular polygon containing 54 acres of which 35 acres are designated wilderness. The boundary begins at point A (-149.786874°/ 63.559400°) on the south limit of the Denali Park Road. From point A, the

Shouboundary extends east 545 feet alongside the road, crossing the East Fork Cabin turnoff, to meet with point B (-149.783560°/ 63.559436°). The boundary then heads southwest 430 feet to meet with point C (-149.784605°/ 63.558360°) above the neck of the East Fork Cabin turnoff. From there, the boundary extends 837 feet east along the hillside to meet with point D (-149.779499°/ 63.558460°) above the outhouse. The boundary continues southwest towards the stream bed for 492 feet to meet with Point E (-149.776660°/ 63.557908°) at the edge of the tributary to the East Fork River floodplain. The boundary continues eastbound for 1,364 feet to meet with point F (-149.764788°/ 63.556666°) before crossing the tributary to meet with point G (-149.764274°/ 63.555914°) on the south bank. From point G, the boundary proceeds southwest for 817 feet to reach the top of the adjacent plateau at point H (-149.768926°/ 63.555146°). The boundary continues west along the plateau for 2,220 feet to meet with point I (-149.782032°/ 63.556292°) where the tributary feeds into East Fork River. Finally, the boundary proceeds 1,460 feet north, following the east bank of East Fork River, before proceeding north to meet with point A at the Denali Park Road.

Upper Toklat Cabin Complex

The boundary of the Upper Toklat Cabin Complex is encompassed by an irregular polygon containing 2.7 acres. The boundary begins at point A (-150.050268°/ 63.518527°) in the spruce forest before roughly heading northeast at 3,085' elevation for 85 feet to meet with point B (-150.049836°/ 63.518663°). From there, the boundary strikes east 512 feet to meet with point C (-150.046682°/ 63.518575°) on the western limit of the Denali Park Road. The boundary then follows the western limit of the road south for 400 feet, crossing the cabin turnoff, to meet with point D (-150.047890°/ 63.517655°). The boundary extends west and upslope 165 feet to meet with point E (-150.048860°/ 63.517751°) on the east side of the trail leading to the Pearson Cabin. From there, the boundary strikes northwest 530 feet, crossing the trail, to meet once again with point A above the gravel pit.

Latitude/Longitude

Seq. No.	Geometry	Latitude	Longitude	GeoDatum	Elevation (Meters)	Position Source	Position Accuracy	Date	Narrative
10	Point	63.720159	-149.259733	1983 North American Datum					Upper Savage Cabin Complex Point A
20	Point	63.720087	-149.257462	1983 North American Datum					Upper Savage Cabin Complex Point B
30	Point	63.719391	-149.257579	1983 North American Datum					Upper Savage Cabin Complex Point C
40	Point	63.719468	-149.259843	1983 North American Datum					Upper Savage Cabin Complex Point D
50	Point	63.722957	-149.474135	1983 North American Datum					Sanctuary Cabin Complex

									Point A
60	Point	63.723324	-149.471419	1983 North American Datum					Sanctuary Cabin Complex Point B
70	Point	63.72265	-149.473357	1983 North American Datum					Sanctuary Cabin Complex Point C
80	Point	63.722578	-149.473498	1983 North American Datum					Sanctuary Cabin Complex Point D
90	Point	63.72258	-149.473646	1983 North American Datum					Sanctuary Cabin Complex Point E
100	Point	63.722547	-149.474281	1983 North American Datum					Sanctuary Cabin Complex Point F
110	Point	63.609701	-149.585289	1983 North American Datum					Igloo Cabin Complex Point A

120	Point	63.609253	-149.585051	1983 North American Datum					Igloo Cabin Complex Point B
130	Point	63.609254	-149.585913	1983 North American Datum					Igloo Cabin Complex C
140	Point	63.609385	-149.586295	1983 North American Datum					Igloo Cabin Complex Point D
150	Point	63.609573	-149.586197	1983 North American Datum					Igloo Cabin Complex Point E
160	Point	63.5594	-149.786874	1983 North American Datum					East Fork Cabin Complex Point A
170	Point	63.559436	-149.78356	1983 North American Datum					East Fork Cabin Complex Point B
180	Point	63.55836	-149.784605	1983 North American Datum					East Fork Cabin Complex

									Point C
190	Point	63.55846	-149.779499	1983 North American Datum					East Fork Cabin Complex Point D
200	Point	63.557908	-149.77666	1983 North American Datum					East Fork Cabin Complex Point E
210	Point	63.556666	-149.764788	1983 North American Datum					East Fork Cabin Complex Point F
220	Point	63.555914	-149.764274	1983 North American Datum					East Fork Cabin Complex Point G
230	Point	63.555146	-149.768926	1983 North American Datum					East Fork Cabin Complex Point H
240	Point	63.556292	-149.782032	1983 North American Datum					East Fork Cabin Complex

									Point I
250	Point	63.518527	-150.050268	1983 North American Datum					Upper Toklat Cabin Complex Point A
260	Point	63.518663	-150.049836	1983 North American Datum					Upper Toklat Cabin Complex Point B
270	Point	63.518575	-150.046682	1983 North American Datum					Upper Toklat Cabin Complex Point C
280	Point	63.517655	-150.04789	1983 North American Datum					Upper Toklat Cabin Complex Point D
290	Point	63.517751	-150.04886	1983 North American Datum					Upper Toklat Cabin Complex

									Point E

Regional Landscape Context

Physiographic

The Denali Road Patrol Cabins are spaced 10 to 12 miles apart along the eastern segment of the Denali Park Road, which winds though the foothills north of the Alaska Range. While Denali rises to 20,310 feet, the park road and the patrol cabins remain under 4,000 feet in elevation. The Savage, Sanctuary, East Fork, and Toklat cabins are all located along glacier-fed river drainages that are characterized by broad floodplains. The Igloo Cabin is located on the smaller Igloo Creek that runs through the narrow drainage between Cathedral Mountain and Sable and Igloo Mountains.

The cultural landscape is located at 63 degrees north latitude within the continental climate zone characterized by cold subarctic winters and great fluctuations in temperature. Temperatures can range from -50 degrees Fahrenheit in the winter to 90 degrees Fahrenheit. in the summer. At the Upper Savage Cabin, near the beginning of the road, the average low temperature in January is -7 degrees Fahrenheit. and the average high is 11 degrees Fahrenheit. In July, the average low temperature is 43 degrees Fahrenheit. and the average high is 66 degrees Fahrenheit. The long winters and persistent snowpack limits the use of the majority of the road by automobiles to the summer months. Sled dog teams are used to navigate the park in the winter months.

Cultural

The Denali Road Patrol Cabins are associated with the period of road construction and maintenance by the Alaska Road Commission (ARC) and the winter dogsled patrols essential to park operations. Their location near rivers and streams shows the need for a water source, but also demonstrates the location of work camps at the bridge construction sites. The construction of the cabins, through the use of local building techniques and materials, exhibits needs of shelter and storage for the ARC and the National Park Service (NPS). The road indicates the park's need of a route from the McKinley Station to the interior of the park. The cabins are still in use by the NPS as shelter cabins during the winter months for dogsled patrols and continue to provide temporary housing in the summer.

Political

In February, 1917, Congress established the 1,591,897 acre Mt. McKinley National Park as a game refuge and Alaska's first national park. The boundary was expanded in 1922 to 1.9 million acres and in 1932 to 2.2 million acres. In 1980, the Alaska National Interest Lands Conservation Act (ANILCA) further expanded the park's acreage by almost four million acres to 6,075,030 acres and renamed the park Denali National Park and Preserve.

Location Map Graphic Information

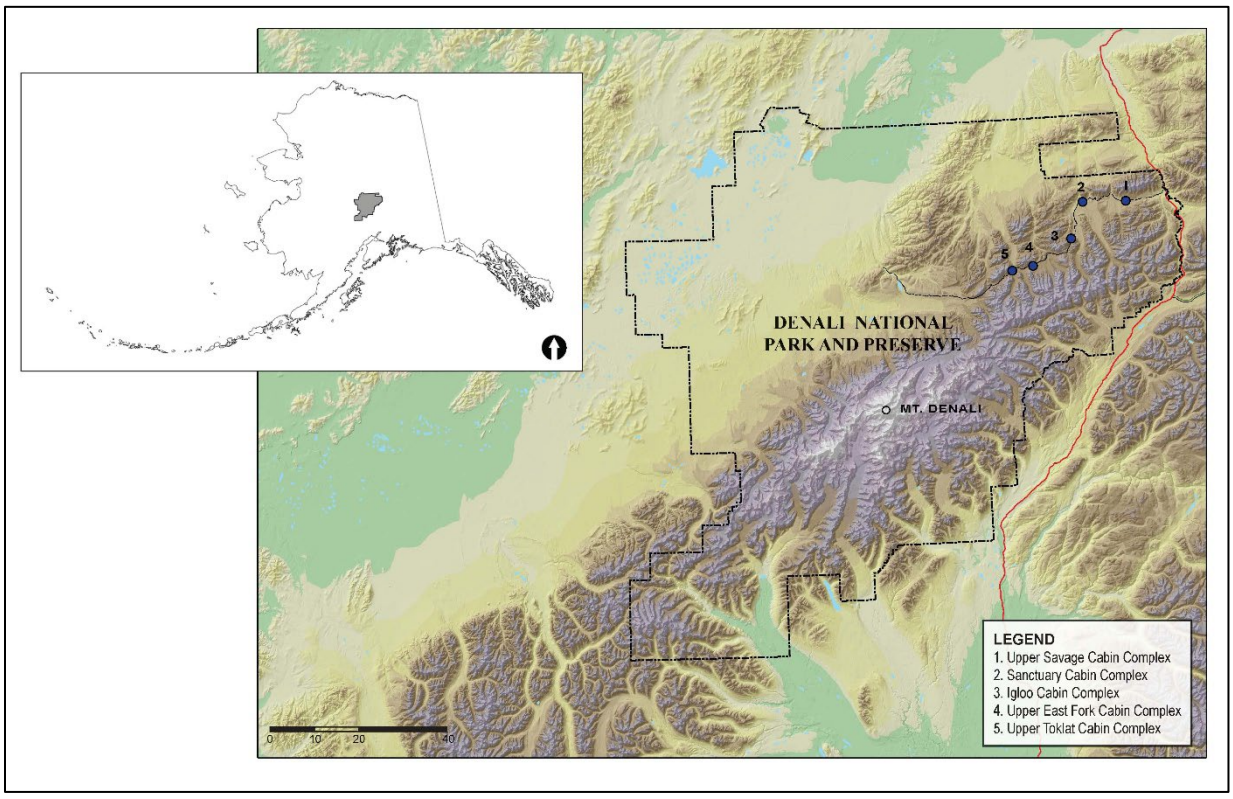


Fig 1.6. Patrol Cabins Site Map

Counties and States

Denali County	AK

Chapter 4 : Management Information

Management Category

Should be Preserved and Maintained

Management Category Date

09/10/2022

Management Category Explanatory Narrative

The inventory unit meets the National Register criteria as described in the 1986 Patrol Cabins, Mount McKinley National Park nomination and the 2020 Mount McKinley National Park Road Historic District nomination. In addition, the unit is compatible with the park's legislated significance to be a game reserve used by the public for recreation. The cabins facilitated construction of the road to provide public access and were used by winter patrols, originally instigated to prevent poaching within the park. As such, the Denali Road Patrol Cabins cultural landscape should be preserved and maintained.

Management Agreements

Management Agreement	Other Management Agreement	Management Agreement Expiration Date	Management Agreement Explanatory Narrative
N/A			

Legal Interests

Legal Interest Type	Fee Simple Reservation Expiration Date	Other Organization/Agency	Legal Interest Narrative
Fee Simple			

Located in a managed wilderness?

No

Chapter 5: National Register Information

National Register of Historic Places

Documentation Status

Entered Inadequately Documented

Documentation Narrative Description

The Denali Park Road Patrol Cabins were listed on the National Register through a Multiple Property Form in 1986. The form included all fourteen patrol cabins in the park - nine of which are not directly associated with the road - and evaluated them as individual buildings and structures. The Period of Significance was from 1924-1935. While the Savage River Cabin represents the earliest of the construction dates, it was altered and moved in 1940. Therefore, that cabin alone was returned by the Keeper and not listed in 1986.

The road and its features were next addressed in a 2009 Determination of Eligibility (DOE) that was drafted but may not have been forwarded for review; could not be verified.
A CLI was completed for the Denali Park Road Historic District (parent landscape) in 2013 and received a consensus DOE from Alaska SHPO. The Period of Significance is from 1922-1972 to incorporate the first bushing for the road through the start of shuttle service (initial Period of Significance of 1922-1968 was expanded upon SHPO recommendation). This CLI found all five of the ARC Patrol Cabins to be contributing features to the cultural landscape, including Savage River Cabin. Still, this document did not sufficiently record the landscape pertaining to the cabins as the focus was on the historic road itself. In fact, the SHPO letter of concurrence noted, "We recommend providing photos of each of the contributing resources. No photos of the cabins listed as contributing properties…were provided in this Cultural Landscape Inventory."

In 2017, a draft nomination for the district was underway. The Cultural Landscape Report (CLR) produced in 2018 by MIG is based off this document. Titled "Mount McKinley National Park Road Historic District," the CLR is somewhat ambiguous as to the Savage River Cabin since it notes that it was contributing to the CLI, but uses the feature list from the 1986 nomination.

The national register nomination for the Mount McKinley National Park Road Historic District was then entered by the Keeper in 2020. The form follows the 2013 CLI with the same period of significance as well as adding the Savage River Cabin as contributing. It should be noted that it lists the significance at both the national and statewide levels, and under Criterion A and C. However, the national significance and Criteria C only apply to the road; the cabins are still considered at state-level significance under Criteria A.

Completed in 2022, this component CLI for the Denali Park Road Patrol Cabins documents the unifying landscape character of the cabin sites as an important component to the history of the road construction and subsequent patrol uses of the park. It does not need to serve as a consensus DOE for the resources already listed in the Alaska Heritage Resources Survey (AHRS) and the NRHP. It does serve to clarify the status of the Savage River Cabin, which, though it has been listed, has conflicting documentation as elaborated above. The cabin was built in 1925 and later moved in 1940 at the request of the Superintendent who wanted less visual clutter in the landscape. At this time, half of the "two-log" or dogtrot style of construction was demolished. While this loss of integrity might render it individually ineligible, the cabin still conveys the significance of the Historic District and cultural landscape as a feature supporting road building and patrols as a larger pattern of development and use. Design-wise, it is more like the other ARC cabins in its current form that dates to the period of significance. Given that it is an integral part of a district that does meet the criteria for NR listing, it is not considered under Criteria Consideration B (NR Bulletin 16).

Feature Name NR # CRIS-HS ID (formerly LCS) AHRS # Contributing?
Savage River Cabin (Upper Savage River Cabin), No. 30 005233 HEA-692 Not eligible 1986; eligible/contributing 2013, 2020, 2022
Sanctuary River Cabin, No. 31 86003206 005234 HEA-00216 contributing
Igloo Creek Cabin, No. 25 86003208 005231 HEA-00217 contributing
Upper East Fork Cabin, No. 29 86003209 005232 HEA-00218 contributing
Upper Toklat River Cabin, No. 24 86003211 001074 MMK-00074 contributing

Eligibility

Eligible-Keeper

Concurrence Eligibility Date

05/19/2020

Concurrence Eligibility Narrative

The Keeper concurred with the Mount McKinley National Park Road Historic District - which includes the five cabins as contributing features under Criteria A at the state level - in 2020.

Significance Level

State

Contributing/Individual

Contributing

National Register Classification

District

Documentation Status

Entered Inadequately Documented

Documentation Narrative Description

National Park Service (NPS) Historian Gail Evans completed the Mt. McKinley National Park Patrol Cabins Historic District nomination, listed on the National Register of Historic Places on November 25, 1986.

Though the cabins are associated with the Denali Park Road, their documentation has not been sufficient to date. This is in part due to the discontinuous physical boundaries of the five Denali Road Patrol Cabin sites. The initial boundaries are described in the narrative of the 1986 nomination to encompass a circular radius measured from the center of each cabin and refers to various maps showing the extent of the designated areas. The Denali Park Road Historic District draft nomination does not include boundary descriptions for the individual Denali Road Patrol Cabins, but documents the boundary of the entire district, which includes a 300-foot swath for all contributing features within 150 feet of the centerline of the Denali Park Road. Although these

documents are clearly articulated both in the narrative and graphic representation, they fail to recognize these cabins' relationships to the greater landscape, notably each cabin's siting and orientation, their close proximity to natural water features, and their relationship to typical site features, such as outhouses, spur roads, and native vegetation. This CLI provides a more in-depth analysis of the cabins as sites, including the landscape features that were not yet documented. In addition, the CLI justifies an appropriate landscape boundary for each cabin site within the inventory unit.

Eligibility

Eligible-Keeper

Concurrence Eligibility Date

11/25/1986

Concurrence Eligibility Narrative

Significance Level

State

Contributing/Individual

Contributing

National Register Classification

District

Statement of Significance

The following Statement of Significance is adapted from the 1986 Nomination to the National Register of Historic Places for Patrol Cabins, Mount McKinley National Park, Alaska by Gail Evans and adapted to focus on the Alaska Road Commission patrol cabin sites (five of the fourteen sites addressed in the original nomination).

The five Alaska Road Commission (ARC) patrol cabin sites in Denali National Park and Preserve (historically Mount McKinley National Park) that are included in this Cultural Landscape Inventory 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 (NPS) to practice wildlife conservation in the first national park in Alaska. The conservation and protection of areas selected for their outstanding natural features and wildlife, and the provision of access to these areas through the development of transportation routes were two primary objectives of the National Park Service mission and Mount McKinley National Park's enabling legislation. Built between 1925 and 1931 in conjunction with the construction of the only major road in Mount McKinley National Park, the Alaska Road Commission cabins represent the National Park Service's effort to provide access into this mountainous park.

Soon after construction, the five cabins built initially for summer road construction purposes were utilized by park rangers for winter patrols. The winter use of these cabins and the additional nine NPS built patrol cabins 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, ARC cabins formed the backbone of the patrol route from the main park entrance to Wonder Lake. The spatial distribution and the supporting cultural features of the extant cabins recall the heavy reliance on dog teams to conduct patrols. The cabin sites possess substantial integrity of setting, materials, workmanship, feeling, and association. The Upper Savage Cabin, moved in 1940 from its original location, has experienced some loss of integrity of location and design, but continues to represent the period of park operation after the road construction was complete. The period of significance extends from 1925 when the ARC built the first cabin at Savage River until 1940 when the same cabin was relocated.

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

The Denali Road Patrol Cabins are eligible under Criterion A in the areas of Transportation and Conservation as examples of early National Park Service development within Alaska and the United States. They also represent a unique collaboration between the ARC and the NPS to develop infrastructure for tourism within Alaska.

CRITERION A

Transportation

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 McKinley through the upper passes…" (Karstens, April 25 1921 and July 16 1921). Although Karstens, with three others, soon afterwards pioneered a road approximately 12 miles into the park (to Savage River), the Alaska Road Commission assumed the major responsibility for constructing the 86-mile park road from the railroad station to the Kantishna post office (NPS, 1922, 146, 62; Karstens, July 16 1921 and Jan. 22 1922). 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 (ASCE, 1976, 125). 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 extending from the railroad (ARC, 1922, 47; 1923, 60; 1926, 73). The McKinley Park Road initially served as such a road.

The period between World War I and World War II marked the Golden Age of road development in the National Park System. Scenic roads were constructed within parks to serve tourists who were now using cars to access national parks. Roads provided visitors with greater access to scenic wonders and addressed conservation objectives by consolidating impacts to the landscape. Although the Denali Park Road was developed in the remote territory of Alaska, it was

constructed in the same time frame as the most monumental park roads within the National Park System under the same planning framework. Up until its collaboration with the NPS, the ARC focused on utilitarian routes and construction practices. The NPS, with its road construction philosophy centered on incorporating the road into the natural environment and choosing routes and alignments that highlighted natural wonders, challenged the ARC to construct a scenic tour road.

Once underway, the ARC considered the McKinley National Park Road, built between 1922 and 1938, one of its most important construction projects in Alaska (ARC, 1926, 86; 1928, 8; 1933, 3). 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 10-mile intervals to provide shelter for work crews (NPS, 1923, 167). 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 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 (ARC, 1928, 66; 1929, 106; 1930, 64; 1939, 2, 31). 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; in mid-1934, the road reached mile 67.50; and by June 30, 1939, the road was opened to vehicular travel to the northwest park boundary (NPS, 1925, 126; ARC, 1925, 88; 1928, 61; 1934, 10; 1939, 10). 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 (NPS, 1922, 146; Karstens, 1919). In the end, the ARC provided Kantishna miners, who had been lobbying for a road, a practical route to the district, while at the same time, providing the park with a scenic tour route comparable to the iconic park roads in the contiguous United States.

The construction 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 cooking and dining facilities and for the storage of supplies, these permanent, one-room log cabins that

adhered to a standard design and dimensions formed the nucleus of seasonal ARC construction tent camps (Nancarrow, 1984). 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 (ARC, 1925, 89). The following year, Sanctuary River Cabin was raised at mile 22.7 on the park road. (Cabin locations are given in present mileages.) In 1927, Igloo Cabin was constructed at mile 34.1 on the McKinley Park Road; in 1929, East Fork Cabin was erected at mile 43; and in 1930-31, the ARC crews constructed the Toklat River Cabin at mile 53.7 (ARC, 1926, 76; 1928, 66-67; 1929, 106; 1930, 64; 1932, 51-52). No cabins were built beyond the Toklat River Cabin. Together, these existing five cabin sites and their pattern of distribution along the road provide a visual document of the Park Road construction process accomplished through 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.

CRITERION A

Conservation

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," wantonly killed game for themselves and their dogs (54th Congress, 1966, 4; NPS, 1923, 76). 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" (NPS, 1925, 126). 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.

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, eastern, and central 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 (Karstens, 1926). 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 extended from late October into April or May, no roads existed to or along the vulnerable north and east park boundaries, and the Park Road was not plowed, sleds pulled by dogs provided the only viable means of transportation. Although rangers sometimes conducted patrols on horseback, snowshoes, skis, or foot, dog teams invariably proved to be the safest and most efficient means of travel (Karstens, 1928).

Just as the use of dog teams facilitated wildlife protection in Mount McKinley National Park, the park's ranger patrol cabins, spaced one day's dogsled travel apart, formed the backbone of the park's patrol system. It was not until 1924 that the first NPS built cabins were erected near the threatened east and north boundaries. From 1924 to 1928, rangers built seven cabins. Of this first generation of ranger-built cabins, only the Pearson Cabin, adjacent to the ARC's Upper Toklat Cabin, remains. From 1930 to 1935, the NPS hired contractors to construct an additional nine patrol cabins. All but one of these cabins remain. The ARC cabins documented in this report, combined with the NPS built cabins, provided comprehensive winter routes to patrol the interior along the road corridor to Wonder Lake and the northern and eastern borders of the park.

It was not until the early 1940s that the park's use of dogs in wildlife protection became temporarily overshadowed by modern technology. During the 1940s and 1950s, dog patrols waned as the park experimented with airplane, snow machine, and snow jeep patrols. Although the park acquired a U.S. Army dog team in 1950, it was not until the early 1970s that the value of

working dogs in the park was reevaluated. In the winter of 1977 to 1978, park sled dogs logged more than 2,000 miles in patrols aimed at deterring poachers and contacting winter recreational visitors (Shives, 1978, 7). The reinstatement of dog teams for winter patrols recalls the park tradition of dogsled use as the primary means of protecting the park's wildlife.

In addition to serving as shelter for winter patrols, the ARC cabins facilitated wildlife conservation by serving as summer housing for conservation scientists. Most notably, wildlife biologist Adolph Murie and botanist Louise Murie, utilized Igloo Cabin and the East Fork Cabin as research base camps. Their scientific research and conservation ethic strongly influenced the limited development and future management of the park.

INTEGRITY

The five Alaska Road Commission cabins have experienced few exterior alterations. Following the completion of the park road and the elimination of regular dog patrols in the late 1930s and 1940s, the ARC and the NPS expended limited funds for improvements or maintenance. The roadside cabins, however, had more substantial visitation and use, serving as seasonal living quarters for park biologists, interpreters, and road maintenance workers. With the re-initiation and integration of dog teams into park operations in the 1970s, the roadside cabins were again utilized for winter patrols. As the result of contemporary uses, periodic improvements and changes have been made to the cabin interiors. The ARC cabins saw the installment of shakes over original lumber and tar paper roofs in the late 1970s. However, when the shakes required replacement original tar paper roofs were restored at all but the Upper Savage Cabin. Several of the cabins sill logs and floors have been replaced due to deterioration and wood stoves have been replaced with propane. Exterior alterations are generally minimal, however, and limited primarily to repairs of existing materials or their in-kind replacement.

The overall cabin sites have experienced minimal development. The completion of the park road to Kantishna in 1938 led park officials to take a more critical view of the ARC camps. In 1939, Superintendent Been informed ARC chief engineer Ike P. Taylor that the camps and cabins were unsightly. He did not object to the cabins themselves, but to the items and refuse haphazardly

collected around them. Despite the superintendent's desire to remove and move the cabins, their usefulness to the park took precedence and the park continued to use the cabins for winter patrol. However, because it was out in the open, the Upper Savage Cabin and surrounding equipment storage continued to attract negative attention. The main changes that did occur took place at this cabin, which consisted of two rooms connected by a dog trot. The rooms were separated and moved in 1940, and one of the rooms was demolished in 1964. Over the years, much of the debris at the former ARC camps has been removed and the primary remnant of the substantial camps is the cabins. In addition, some developments along the road, such as the Igloo Campground and Sanctuary Campground, are likely in the same location as former ARC camps.

Additional sheds were constructed after the period of significance at a few of the ARC cabin sites, and several of the outhouses have been replaced. In addition, some of the spur road footprints have expanded and vegetation patterns have changed as a result of climate change and altered use. However, very few incompatible features have been installed at the cabin sites and they retain a rustic character indicative of the period of significance.

CRITERIA CONSIDERATION B

Moved Properties

Criteria Consideration B for Moved Properties applies to the Upper Savage Cabin. The cabin originally consisted of two rooms connected by a dog trot through the center and was located at Mile 10. In 1940, half of the cabin was moved to its current location north of the Park Road at Mile 12.9. The other half was later used for firewood. Despite this loss of integrity, the cabin remains an important cultural resource as it is the oldest ARC cabin. The cabin's relocation also reflects the desire of park management to maintain the natural setting of the road. The cabin was moved at the request of Superintendent Frank Been, who in 1939 complained that the ARC camps were "unsightly" (Been, October 9, 1939). The ARC camp at Savage River was particularly visible as it was located in an open area. After the Upper Savage Cabin was moved to a forest location adjacent to the road, it continued to be used by the park on winter patrols.

National Register Significance Criteria

A-Associated with events significant to broad patterns of our history.

National Register Criteria Considerations

Consideration B

National Register Periods of Significance (with Historic Context Themes)

Seq. No.	Start Year/Era and End Year/Era	Historic Context Theme	Subtheme	Facet
	1925 CE- 1940 CE	Transforming the Environment	Conservation of Natural Resources	Game Protection
		Expressing Cultural Values	Architecture	Rustic Architecture
		Expressing Cultural Values	Landscape Architecture	The 1930's: Era Of Public Works

National Register Areas of Significance

Seq. No.	Category	Subcategory (only for Archeology and Ethnic Heritage)	Narrative
	Transportation		
	Conservation		

NRIS Information

Seq. No. (R)	NRIS Name (R)	NRIS ID (R)	NRIS URL (R)	Other Name	Primary Certification Date (R)
	Upper Toklat River Cabin No. 24	86003206			11/25/1986
	Igloo Creek Cabin No. 25	86003208			11/25/1986
	Upper East Fork Cabin No. 29	86003209			11/25/1986

	Sanctuary River Cabin No. 31	86003211			11/25/1986

State Register Documentation

Seq. No. (R)	Identification Number	Name	Listed Date	Narrative

National Historic Landmarks

Status	Theme	Contributing	NHL ID	NHL URL	Date
No					

Statement of Significance for National Historic Landmark

World Heritage Site

Status	Category	WHS ID	WHS ID URL	Date
No				

Is Resource within a designated National Natural Landscape?

No

Chapter 6: Chronology & Physical History

Chronology

Seq. No.	Major Event	Major Event Narrative	Start Year of Event	Start Era	End Year of Event	End Era
10	Established	The U.S. War Department establishes the Alaska Road Commission (ARC) to provide winter and summer trails and wagon roads throughout Alaska (Bryant, 2011, 36-37).	1905	CE	1905	CE
20	Established	The ARC is responsible for building roads in the Alaska Territory between 1905 and the 1950s.	1905	CE	1959	CE
30	Established	Denali National Park and Preserve, then called Mt. McKinley National Park and containing 1.6 million acres, is created by an act of Congress (Bryant, 2011, 4).	1917	CE	1917	CE
40	Platted	Preliminary reconnaissance for the construction of a road through Mt. McKinley National Park is completed (Bryant, 2011, 39).	1921	CE	1921	CE
50	Expanded	The Alaska Railroad construction reaches Riley Creek (Bryant, 2011, 5).	1921	CE	1921	CE
60	Established	Henry P. "Harry" Karstens, the park's first superintendent, establishes a base of operations at McKinley Park Station and looks to provide access into the new park (Bryant, 2011, 36).	1921	CE	1921	CE
70	Built	The ARC flags and brushes an 86-mile trail through the park and sets up shelter tents for work crews at 10 mile intervals (Bryant, 2011, 37; Evans, 1986).	1922	CE	1922	CE
80	Established	The ARC establishes a base of operations near the McKinley Park Station (Bryant, 2011, 37).	1922	CE	1923	CE
90	Built	Road construction is completed through Milepost 2 (Bryant, 2011, 39).	1923	CE	1923	CE

10	Built	Road construction is completed through Milepost 12 near Savage River (Bryant, 2011, 39).	1924	CE	1924	CE
110	Built	The ARC constructs the Upper Savage Cabin on a bench along the Savage River (Bryant, 2011, 48).	1924	CE	1925	CE
120	Built	Road construction is completed through Milepost 22 at Sanctuary River (Bryant, 2011, 39).	1925	CE	1926	CE
130	Built	The ARC constructs the Sanctuary Cabin (Bryant, 2011, 55-56).	1925	CE	1926	CE
140	Built	Road construction is completed through Milepost 34 at Igloo Creek (Bryant, 2011, 39).	1927	CE	1927	CE
150	Built	The Igloo Cabin is constructed by the ARC on the right side of the road just before the Igloo Creek bridge (Bryant, 2011, 65; Evans, 1986).	1927	CE	1927	CE
160	Built	Road construction is completed through Milepost 38.5 at Sable Pass (Bryant, 2011, 39).	1928	CE	1928	CE
170	Built	The ARC constructs the East Fork Cabin, the fourth of the roadside cabins (Bryant, 2011, 72).	1928	CE	1929	CE
180	Built	Road construction is completed through Milepost 43.5 at East Fork of the Toklat (Bryant, 2011, 39).	1929	CE	1929	CE
190	Moved	Chief Landscape Architect Thomas Vint re-routes the road from a lowland route to one that goes over the scenic "Highline" section (Bryant, 2011, 75).	1929	CE	1929	CE
200	Built	Road construction is completed through Milepost 46.5 near Polychrome Pass (Bryant, 2011, 39).	1930	CE	1930	CE
210	Built	The ARC builds the Upper Toklat Cabin, the last of the five roadside cabins, at Mile 53.7 (Bryant, 2011, 86).	1930	CE	1931	CE
220	Built	Road construction is completed through Milepost 54.5 near Toklat River (Bryant, 2011, 39).	1931	CE	1931	CE
230	Moved	Twelve doghouses are moved from Park Headquarters to Upper	1931	CE	1931	CE

		Savage Cabin (in its original location at the time) (Leeper & Partlow, 1994; circa 1930 historic photograph).				
240	Mined	Mining begins for coal at the East Fork Coal Mine, located approximately .25 miles southwest of Milepost 42.5 near the East Fork Cabin. The mine remains in use until 1940.	1931	CE	1940	CE
250	Built	Road construction is completed through Milepost 66 1/4 at Copper Mountain (Bryant, 2011, 39).	1932	CE	1932	CE
260	Built	Road construction is completed through Milepost 67.5 (Bryant, 2011, 39).	1933	CE	1933	CE
270	Built	Road construction is completed through Milepost 74.5 (Bryant, 2011, 39).	1934	CE	1934	CE
280	Built	Road construction is completed through Milepost 80 (Bryant, 2011, 39).	1935	CE	1935	CE
290	Built	A storehouse is built behind the Upper Toklat Cabin for supplies (Evans, 1986).	1935	CE	1935	CE
300	Built	Road construction is completed through Milepost 85 (Bryant, 2011, 39).	1936	CE	1936	CE
310	Built	Road construction is completed past Milepost 88 to the north park boundary (Bryant, 2011, 39).	1937	CE	1937	CE
320	Altered	The road is widened through Milepost 44 (Bryant, 2011, 39).	1938	CE	1938	CE
330	Inhabited	Biologist Adolph Murie spends 16 summers using the Igloo Cabin as his base for wildlife studies (Bryant, 2011, 65, 69).	1939	CE	1965	CE
340	Moved	The ARC separates the Upper Savage Cabin and relocates it 1.5 miles east to its current location. One is used as a ranger patrol shelter and the other is ultimately used as firewood (Bryant, 2011, 49; Leeper & Partlow, 1994).	1940	CE	1940	CE
350	Inhabited	Louise and Adolph Murie live in the East Fork Cabin for eight summers during this period (Bryant, 2011, 73).	1940	CE	1970	CE

360	Built	Two small structures appear west of the Upper Toklat Cabin (1950 photograph).	1950	CE	1950	CE
370	Built	A cache is located near the southwest corner of the Upper Toklat Cabin (NPS, LCS, 1986; 1950 and 1954 photographs).	1950	CE	1950	CE
380	Established	Twelve doghouses are pictured near Upper Savage Cabin at its new location (1952 photograph).	1952	CE	1952	CE
390	Established	One doghouse and a wood lean-to storage structure are present on the Sanctuary Cabin site (1954 photograph).	1954	CE	1954	CE
400	Altered	The cache or shed at the Upper Toklat Cabin has been removed (NPS, LCS, 1986).	1954	CE	1954	CE
410	Altered	A new Sanctuary River bridge is built and the road is subsequently realigned from the south to the north side of the Sanctuary Cabin (Bryant, 2011, 56).	1956	CE	1956	CE
420	Established	The six-site Toklat Campground is established on the circular road that was used by the ARC camp adjacent to the Upper Toklat Cabin. The campground is closed when private automobile road use is restricted in 1972 (Bryant, 2011, 86).	1958	CE	1972	CE
430	Planned	A master plan is developed for Denali National Park and Preserve as part of Mission 66. The plan envisions the park with expanded visitor access and the patrol cabins as sites for interpretive features and/or ranger assistance (NPS, 1961).	1961	CE	1961	CE
440	Established	A lean-to storage structure, two small structures (possibly doghouses), and an outhouse are located on the Sanctuary Cabin site (1962 photograph).	1962	CE	1962	CE
450	Established	A flagpole is located on the east side of the Igloo Cabin (1962 photograph).	1962	CE	1962	CE
460	Demolished	The second room of the Upper Savage Cabin is demolished (NPS, 2013, 51).	1964	CE	1964	CE

470	Established	A tall structure, possibly a storage shed, is identified on the East Fork Cabin site (1965 photograph).	1965	CE	1965	CE
480	Built	By 1968, a shed has been constructed behind the Upper Toklat Cabin (NPS, LCS, 1986).	1968	CE	1968	CE
490	Altered	A 1968 photograph shows a picnic table, water spigot and wood sign located a short distance away from the Upper Toklat Cabin's west side. A sloped roof cache is located near the cabin's southwest corner along with a tall wood structure which could be an outhouse (1968 photograph).	1968	CE	1968	CE
500	Conserved	The park begins restricting private vehicles on the park road, closing the Toklat Campground (Bryant, 2011, 86)	1972	CE	1972	CE
510	Altered	Shake roof is installed on all ARC cabins (Evans, 1986). The roofs at all but Savage Cabin are later replaced with rolled roofing similar to the original material.	1974	CE	1979	CE
520	Rehabilitated	Foundation logs are replaced and the floor is repaired at the Upper Savage Cabin (Evans, 1986).	1975	CE	1975	CE
530	Rehabilitated	Sill logs are replaced on four sides of the Upper Savage Cabin with creosoted logs (NPS, Compendium of Work).	1981	CE	1981	CE
540	Altered	The East Fork Cabin is painted (NPS, Compendium of Work).	1983	CE	1983	CE
550	Rehabilitated	A rehabilitation project at the Sanctuary Cabin includes jacking up the cabin to pressure treat the sill logs and install new floor footings, installing stringers, insulation, floor planks, propane lights, wood box, book shelves, chinking and yellow oil cloth. Trim paint is also applied (NPS, Compendium of Work; Evans, 1986).	1984	CE	1984	CE
560	Established	A photograph of the Sanctuary Cabin in summer shows a portion of a metal antenna structure	1985	CE	1985	CE

		located on the east side of the cabin and a bear-proof garbage can is located on the south side of the cabin (1985 photograph).				
570	Rehabilitated	A new 12' x 12' pressure treated timber foundation is installed at the Igloo Cabin. Other improvements include replacement of logs and flooring and repair of eaves (Evans, 1986).	1985	CE	1985	CE
580	Altered	1985 photographs of the Upper Toklat Cabin show a gravel drive running along its north façade. A storage building, tank and trailer are located on the cabin's west side. A flagpole and utility pole are located on the east side (1985 photographs).	1985	CE	1985	CE
590	Rehabilitated	An 8' x 8'pressure treated timber foundation is installed at the Upper Toklat Cabin (Rees & Weddle, 1999).	1987	CE	1987	CE
600	Rehabilitated	A pressure treated timber foundation installed at the Upper Savage Cabin (Rees & Weddle, 1999).	1988	CE	1988	CE
610	Rehabilitated	An 8' x 8' pressure treated timber foundation is installed at the East Fork Cabin (Rees & Weddle, 1999).	1990	CE	1990	CE
620	Established	The Upper Savage Cabin is used as a visitor destination where living history interpretive programs are presented (Bryant, 2011, 49).	1994	CE	2018	CE
630	Altered	Photographs show a well-defined entry road and the first appearance in photographs of a flagpole located near the northwest corner of the Sanctuary Cabin (1999 photographs).	1999	CE	1999	CE
640	Altered	Photographs show a small structure, perhaps an outhouse and storage shed, located on the west side of the Igloo Cabin, and a flagpole has been reinstalled on the east side of the cabin (1999 photographs).	1999	CE	1999	CE

650	Altered	A photograph of the west side of the East Fork Cabin appears to show that the tall wood structure located on the north side of the cabin is no longer present (2004 photograph).	2004	CE	2004	CE
660	Altered	A photograph of the southwest corner of the Sanctuary Cabin shows a utility storage box on the front porch of the cabin. The flagpole is located on the northwest side of the cabin along with two wood structures. The metal utility pole is located east of the cabin (2005-2006 photographs).	2005	CE	2006	CE
670	Established	The Denali Park Road is determined eligible for the National Register. In addition to the road itself, the district includes the Igloo Cabin, the Sanctuary Cabin, the East Fork Cabin and the Upper Toklat Cabin (NPS, 2013, 27, 29)	2009	CE	2009	CE
680	Altered	A photograph of the southeast side of the Igloo Cabin shows a small wood board and batten shed located to the west of the cabin (2011 photograph).	2011	CE	2011	CE
690	Rehabilitated	Rolled roofing is replaced at the East Fork Cabin and is in excellent condition (NPS, LCS, 2012).	2011	CE	2011	CE
700	Altered	Five doghouses remain near the Upper Savage Cabin but are not used for dogs. One, the replica doghouse, is maintained while four are "weathering to ruins". All are used to support interpretation of the cabin sites (NPS, LCS, 2012).	2012	CE	2012	CE
710	Rehabilitated	Sanctuary Cabin was recently painted and a non-historic sign was recently added above the door (NPS, LCS, 2012).	2012	CE	2012	CE

Physical History

Denali National Park and Preserve and the Park Access Road

In 1917, Mount McKinley National Park (later expanded and renamed Denali National Park and Preserve) and containing 1.6 million acres, was created by an act of Congress (Bryant, 2011, 4). During this time, the park could not be accessed by road, railroad or air; it was reached by dog team in winter and by foot, horseback and boat in summer. The broader region was populated with Alaska Natives, prospectors, miners, explorers and hunters, including a small frontier community that emerged at Riley Creek around 1914 (Bryant, 2011, 5). When Alaska's railroad construction reached this community in 1921, Riley Creek was quickly recognized as an advantageous location for access into the new park. The site became McKinley Park Station, the depot from which visitors began their explorations. The same year, Henry P. "Harry" Karstens, the park's first superintendent, established a base of operations at the station (Bryant, 2011, 36).

Karstens and the National Park Service (NPS) were strongly in favor of providing greater tourist access into the park (Bryant, 2011, 37). Similarly, the Alaska Road Commission (ARC) sought to provide road access to the Kantishna mining district, located 90 miles west from the park entrance. The ARC was established by the U.S. War Department in 1905 to provide winter and summer trails and wagon roads throughout Alaska (Bryant, 2011, 36-37). These responsibilities were expanded around 1920 and the ARC built traditional roads until 1959. Within the park, the NPS and the ARC agreed on a cooperative project to construct a 90-mile road from McKinley Park Station to Kantishna (Bryant, 2011, 37). Preliminary reconnaissance prior to construction was completed in 1921 (Bryant, 2011, 39). In 1922, the ARC established a base of operations at McKinley Park Station, flagged and brushed an 86-mile trail and set up eight shelter tents at 10-mile intervals (Bryant, 2011, 37; Evans, 1986). A total of $2,000 was expended on the tents and trail (Evans, 1986).

Road construction started in 1922, progressing west in slow, incremental stages (Bryant, 2011, 37). Three factors were critical in determining the road alignment – adhering to the maximum six percent grade set by NPS, choosing a route that would offer spectacular views, and aligning with the greatest sun exposure (NPS, 2013, 45). If the road received more sun during the spring, the snow would melt faster, less permafrost would be encountered, and the road could be opened sooner (NPS, 2013, 45). The harsh weather conditions and rugged terrain created many

challenges. Work crews ranging from a few dozen to 100 men spent 16 summers building the road with no scheduled days off, using a variety of equipment ranging from motor graders to teams of horses (Bryant, 2011, 37-38). Although crews only reached Milepost 2 by the end of 1923, construction was completed in 1938, which required building an average of six miles of road per year. The ARC upgraded and maintained the road until 1956.

During the early years of road construction, the ARC built five cabins along the eastern segment of the road at 10 to 12 mile increments. The cabins were situated on major rivers or tributary streams between 2400 and 3200 feet in elevation. Each spring, road crews spent months clearing ice and snow to open previously constructed sections of the road, freighting supplies, repairing and maintaining equipment and building the next cabin along the road (Bryant, 2011, 54-55). The ARC built the cabins adjacent to the road to provide cooking, dining and storage space for the construction crews (Evans, 1986; Bryant, 2011, 48-49). The ARC cabins were located adjacent to the road near water channels. The cabins served as the loci of road construction work camps. The employees stayed in canvas tents, but the permanent cabins were required to protect the food and cooking area from wildlife.

Although construction of the road was initiated for both tourism and to provide access to Kantishna, the prospect of tourists guided a variety of decisions moving forward. For example, Chief Landscape Architect Thomas Vint visited the park in 1929 and wrote a report about its potential for recreation and tourism (Report on Mt. McKinley National Park, 1929). His recommendations were ultimately adopted and the road was re-routed from a lowland route to one that went over what was called the "Highline" section (Bryant, 2011, 75; Letter from Horace M. Albright to Thomas Vint, 1930). Chosen for its scenic views, this new route along Polychrome Pass required specialized rock blasting equipment in some places and laborers shoveling by hand in others (Bryant, 2011, 75; Letter from Thomas Vint to Horace Albright, 1929). Ultimately this provided a route with better views of the surrounding scenery (Letter from Horace M. Albright to Thomas Vint, 1930).

Road construction required additional support to the cabins and road crew camps that grew up alongside the project. Near the East Fork Cabin a coal mine was established in 1931. It was located a quarter mile southwest of Milepost 42.5, which is now within the Sable Pass Restricted Wildlife Area. It connected to the Denali Park Road by a spur road. Coal was hauled from the mine in a cart on steel rails. The coal, including 45 tons that were extracted in 1937, was used for fuel in the ARC and NPS camps (NPS, 2015, 27). The mine's structure was solid and strong when air circulation was minimal and remained frozen, but collapsed when the airway was opened and the structure thawed. The mine was abandoned in 1940 (NPS, 2015, 28).

Although there is some disagreement about the exact years the ARC cabins were built, it is generally accepted that all were constructed between 1924 and 1932. The five cabins, in order of construction, are Upper Savage Cabin, Sanctuary Cabin, Igloo Cabin, East Fork Cabin and Upper Toklat Cabin. The first four of these cabins were built on the side of the river first approached from the beginning of the road. As such, the work camps particularly served the workers constructing the bridges over the Savage, Sanctuary, Igloo, and East Fork of the Toklat Rivers. After the bridges were complete, the work camps supported the construction of the next section of road. The East Fork work camp, for example, supported road development across Polychrome Pass. The Upper Toklat Cabin is located on the western side of the Toklat Bridge and supported construction of Highway Pass, Thorofare Pass, and the western portions of the road. In addition, due to its location near to the midpoint of the road, the Upper Toklat site continued to serve as a maintenance base camp until 1956. In that year, maintenance responsibilities were transferred to the Bureau of Public Roads and the maintenance camp was moved to its current location to the north of the Toklat River Bridge. The NPS began maintaining the road in-house in 1960.

Winter Patrols

Even before the road was completed, the NPS used the ARC cabins for winter dogsled patrols as part of the efforts to monitor and conserve the wildlife within the park boundaries. After the creation of the park, poaching within the park became a problem. The caribou and Dall sheep, which the park was created to protect, were a valuable food source to local miners and trappers. Superintendent Karstens, who had formerly delivered the mail between Fairbanks and Valdez

via dogsled, purchased the park's first dog team in 1922. Rangers patrolled the eastern and northern boundaries of the park in the winter in order to monitor and prevent poaching. In addition, they traveled the route from the entrance to Wonder Lake in the interior of the park. The ARC cabins, located 10 to 12 miles apart, served as winter quarters for rangers travelling the interior route.

In the 1940s the use of dog teams was reduced, replaced by snowshoes and mechanized transport. From 1952 to 1960, dog teams were utilized sparingly for annual patrols. Patrols were temporarily discontinued when replaced by a snow machine, but reinstated again in 1963 (Norris, 2006, 243). By 1969, echoing a statewide resurgence of interest in mushing, the park began to realize the benefits of dogsledding as a cultural practice well suited for the wilderness environment (Norris, 2006, 243). In that year, the park added a full time musher, who conducted patrols in the winter and demonstrations for tourists in the summer.

Since that time, dogsledding has remained a vital and unique aspect of the park's operations. As was the case in the 1920s and 1930s, the winter patrols require intermittent shelter. The ARC cabins continue to serve as winter shelter stops for the rangers mushing one of the main sled routes from Park Headquarters to Wonder Lake.

Adolph and Louise Murie

As road construction progressed westward, individual ARC cabins were no longer needed for road construction. The NPS began to utilize them for ranger housing and as basecamps for scientific research in the summer. Housing within the park's interior allowed scientists more direct and regular access to their research subjects. Ultimately, multi-year studies based out of the ARC cabins provided a greater understanding of the park's ecosystems.

Most notably, wildlife biologist Adolph Murie and botanist Louise Murie, utilized Igloo Cabin and the East Fork Cabin as research base camps. Adolph Murie based his research out of Igloo Creek from 1939 to 1965 (Bryant, 2011, 65). In addition, the East Fork Cabin served as home and basecamp for Louise and Adolph for eight seasons from 1940 to 1970 (Bryant, 2011, 73). From his cabin base camps, Adolph studied wolves, birds, grizzly bears, and other wildlife. In 1944, his book "The Wolves of Mount McKinley" was published. Based on his research in Yellowstone and

Mt. McKinley National Parks, Adolph was an early advocate for the role of predators in an ecosystem and successfully promoted the elimination of wolf eradication. He also strongly opposed additional development in Mt. McKinley Park and persuasively argued for the retention of the gravel surface on the western portions of the Park Road when paving was proposed in the 1950s. Adolph and Louise, along with Olaus and Margaret Murie, are reknowned in the National Park Service and conservation communities for their scientific research and successful advocacy for wildlands. The Murie Science and Learning Center at Denali is dedicated to the Murie family's research and conservation efforts.

Upper Savage Cabin

The ARC constructed the Upper Savage Cabin at mile 10 on a bench along the Savage River, 50 feet south of the road at the third curve west of the present Savage River Campground (Bryant, 2011, 48; Rees & Weddle, 1999). Sources disagree about the year the cabin was built. Several indicate it was built in 1924 and completed in 1925 (Evans, 1985; Leeper & Partlow, 1994; Bryant, 2011, 48; Evans, 1986), while another claims it was built entirely during the spring and summer of 1925 by five men and two horses (Charles Porter Collection, National Archives, 796-11F-55, 1925).

The Upper Savage Cabin was unique in that it combined two rooms facing each other with a dogtrot or walkway in between (Bryant, 2011, 48). During the winter of 1925, it was converted from an ARC cabin to a patrol cabin for park staff (Leeper & Partlow, 1994). Photos from 1924 to 1925 show the cabin set in an open grassland with no trees, few nearby shrubs and no other permanent buildings or structures. A photograph from the early 1930s shows the cabin alongside what appears to be white canvas tents. Vegetation surrounding the cabin is low-growing shrubs and grasses with no trees (Early 1930s Historic Photo). Horses and equipment appear to be scattered around the cabin site, but no other permanent buildings or structures are present. However, another image from what appears to be the same period but a different vantage point shows a small wood structure, perhaps a cache or outhouse, near some of the white canvas tents (Undated Nyberg Photo).

In 1940, new park superintendent Frank Been was concerned enough about the general unattractiveness of the area that he had the rooms of the cabin separated and moved 1.5 miles east (Bryant, 2011, 49; Leeper & Partlow, 1994; NPS, 2013, 51). The new location was described as north of the Park Road and near to Milepost 12.9 (Denali Park Road Historic District: National Register of Historic Places Registration Form, 2015, 9). One room was reconfigured and used as a ranger patrol station (Bryant, 2011, 49). In 1964, the other room was demolished and used for firewood (Bryant, 2011, 49).

In 1931, doghouses were moved from Park Headquarters to the original Savage Cabin location (Leeper & Partlow, 1994). A photo from the 1930s shows at least 12 doghouses at the site.

Apparently these doghouses were relocated as well in 1940, as a 1952 photo also shows 12 doghouses surrounding the cabin in its new location. Only seven doghouses that were built in association with Upper Savage Cabin were in usable condition in 1994 (Leeper & Partlow, 1994). By 2012, five doghouses remained but only one, replica not dating from the period of significance, was maintained (NPS, LCS, 2012). None were used for sheltering dogs, but all were used to show the living history of the site.

During the latter part of the twentieth century and the early twenty-first century, the Upper Savage Cabin was used for a variety of purposes. In 1983, two moose researchers used the cabin as their base during the fall (Evans, 1985). Two years later, it was used as lodging by a supervisory interpreter who worked at Park Headquarters; during most winters throughout its existence it was used by NPS dog team patrols and training (Evans, 1985). Beginning in 1994 and continuing to the present (2015), the cabin is used as a historical interpretive visitor destination during the summer and staffed for that purpose (Bryant, 2011, 49; Patrol Cabins Assessment Trip Report, 2006). As of 2006, the Denali Natural History Bus Tour visited the cabin (Patrol Cabins Assessment Trip Report, 2006).

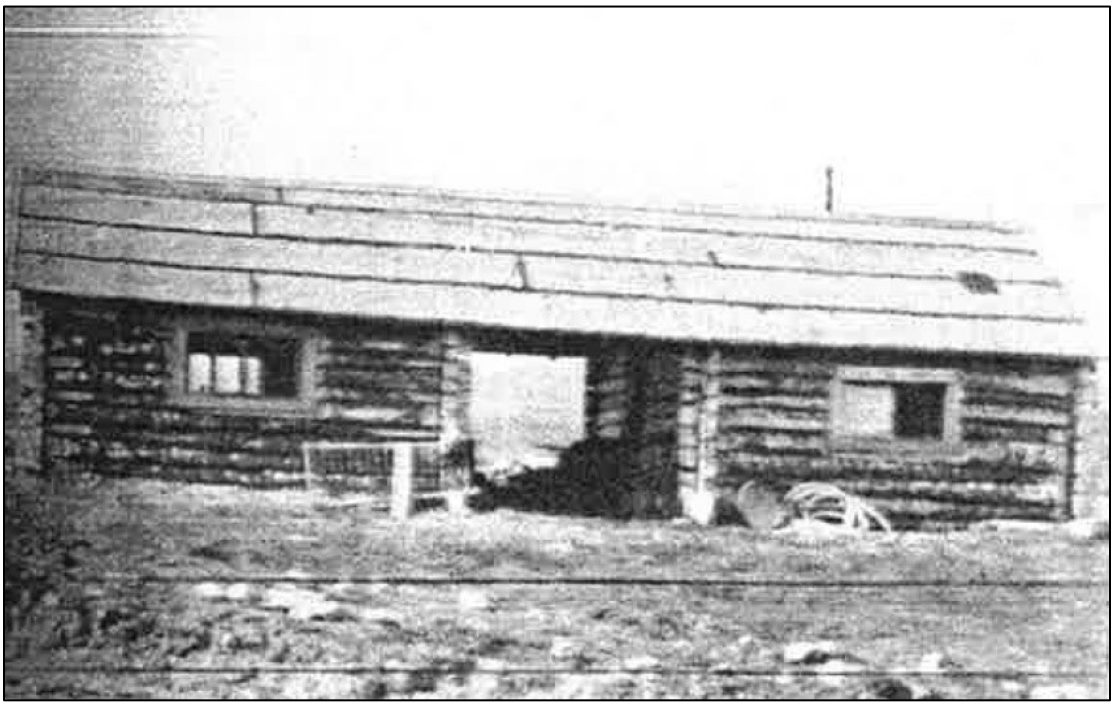


Fig 2.1. Original Upper Savage Cabin, pre-1940 National Park Service, Denali National Park and Preserve.

Fig 2.2. Original Upper Savage Cabin, 1924, ARC Collection, National Park Service, Denali National Park and Preserve.

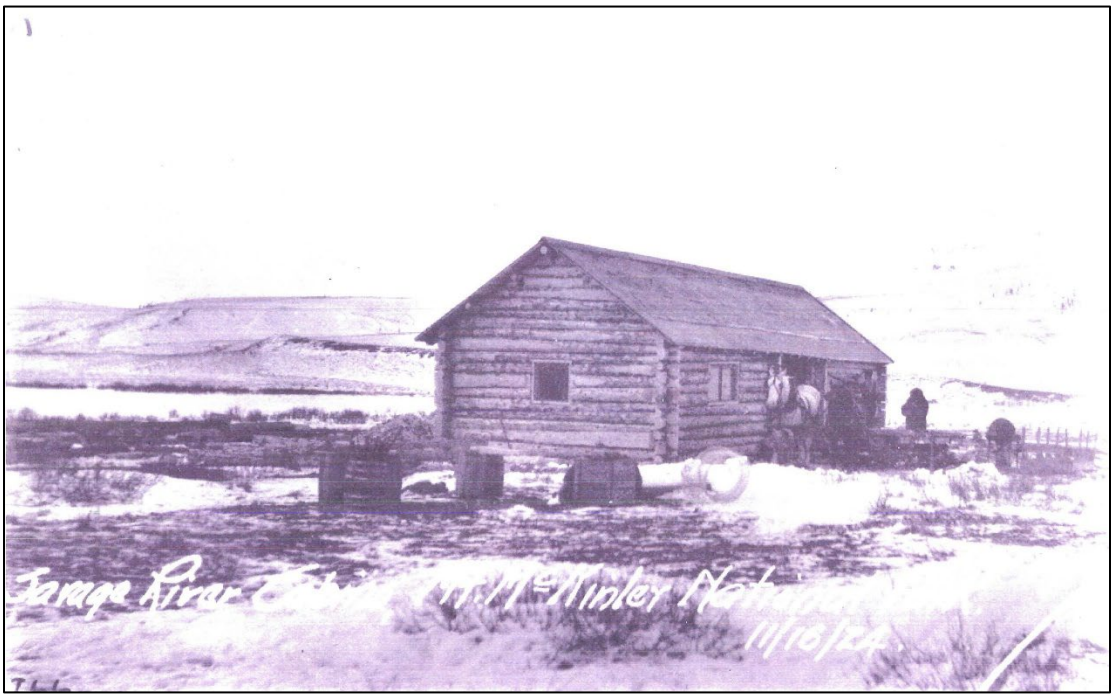


Fig 2.3. Original Upper Savage Cabin, 1924, National Park Service, Denali National Park and Preserve.

Fig 2.4. Original Upper Savage Cabin, March 1925. NARA 796-11F-55. March 1925. Charles Porter Collection, National Park Service, Denali National Park and Preserve.

Fig 2.5. Upper Savage Cabin camp, 1929. UAF 79-44-1338. 1929. Heller Collection, National Park Service, Denali National Park and Preserve.

Fig 2.6. Carrying water near original Upper Savage Cabin, 1929 UAF 79-44-1347. 1929. Heller Collection, National Park Service, Denali National Park and Preserve.

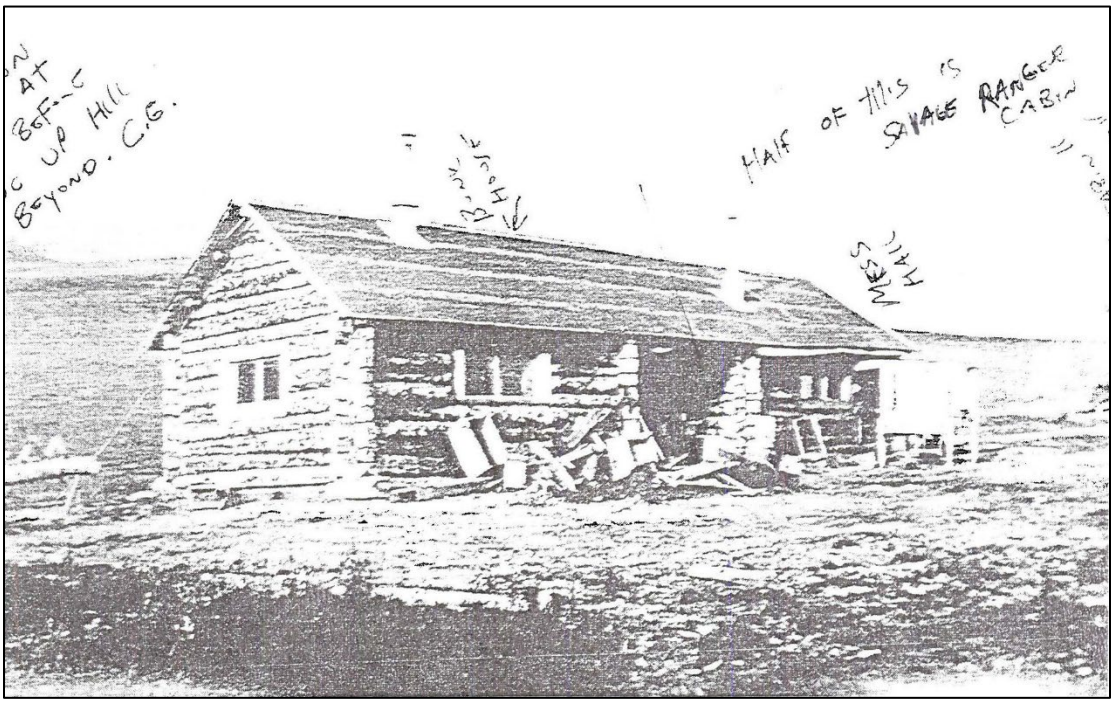


Fig 2.7. Original Upper Savage Cabin with written description of layout, c. 1930
Heller Collection, National Park Service, Denali National Park and Preserve.

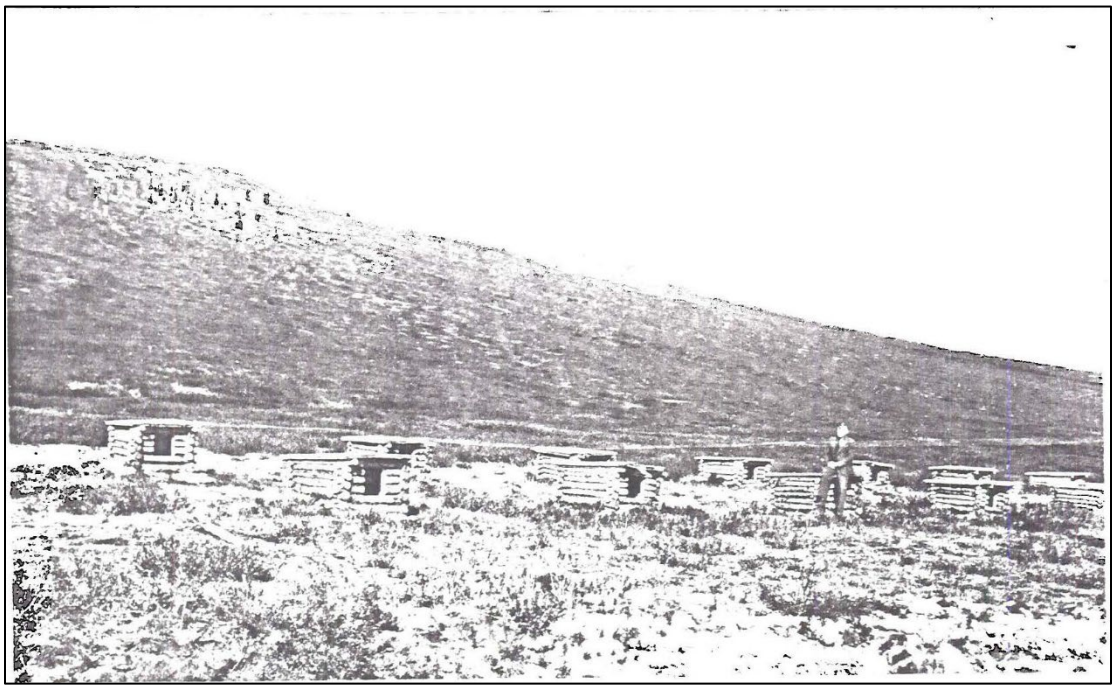


Fig 2.8. Doghouses near original Upper Savage Cabin, 1930s National Park Service, Denali National Park and Preserve.

Fig 2.9. Original Upper Savage Cabin and ARC camp, 1930s DENA 25-02. National Park Service, Denali National Park and Preserve.

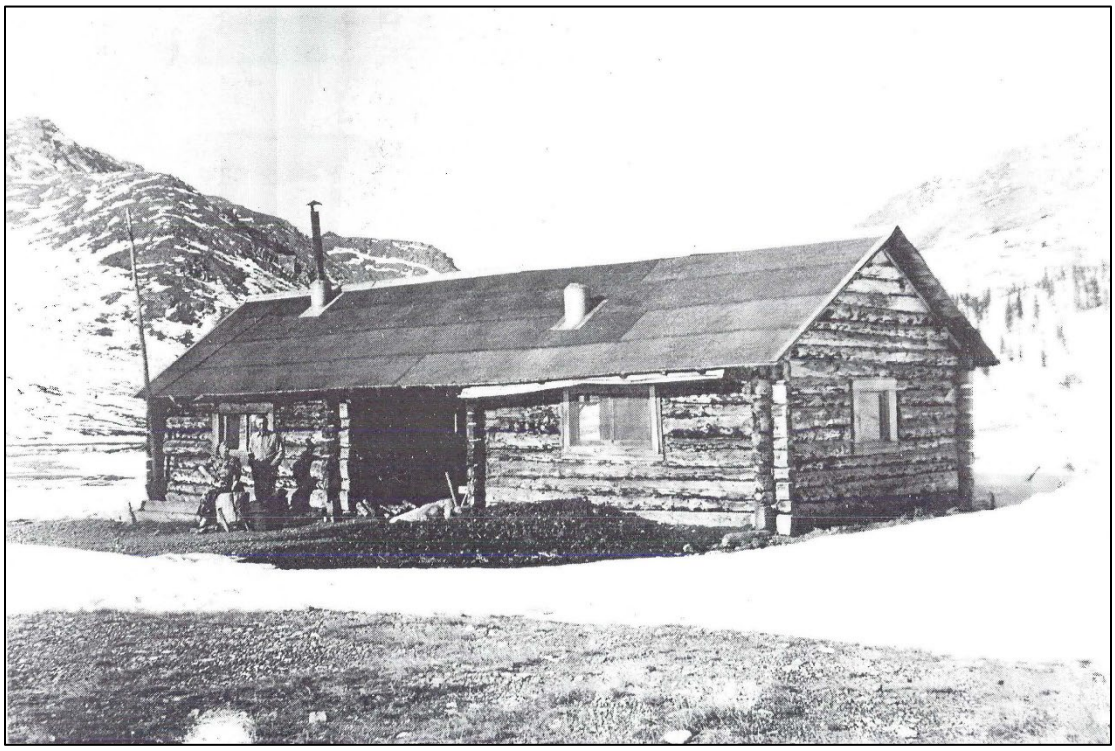


Fig 2.10. Original Upper Savage Cabin, c. 1940 DENA 6-50. National Park Service, Denali National Park and Preserve.

Fig 2.11. Doghouses near the site of the original Upper Savage Cabin, 1952 Chinn Collection, National Park Service, Denali National Park and Preserve.

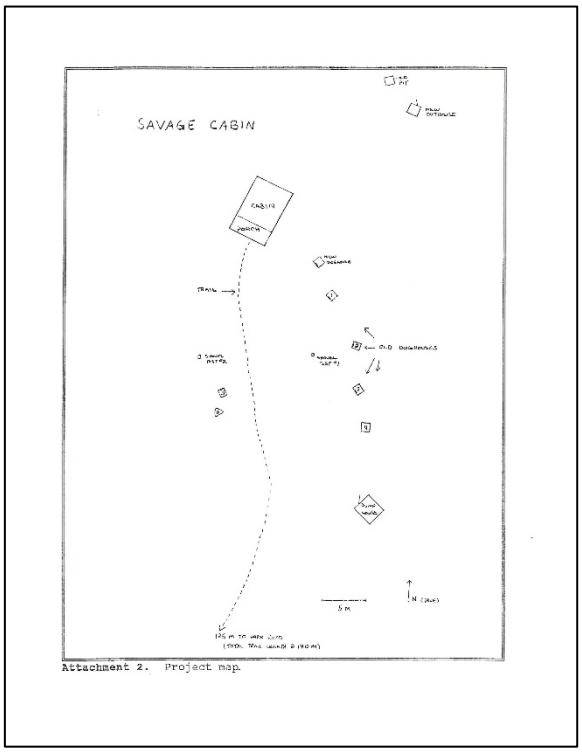


Fig 2.12. Upper Savage Cabin site map after cabin is disassembled and moved, 1994 National Park Service, Denali National Park and Preserve.

Fig 2.13. Front view of separated Upper Savage Cabin, 1999 National Park Service, Denali National Park and Preserve.

Fig 2.14. Side view of separated Upper Savage Cabin, 1999 National Park Service, Denali National Park and Preserve.

Fig 2.15. Original Upper Savage doghouses, n.d. B75-134-39. Anchorage Museum, National Park Service, Denali National Park and Preserve.

Fig 2.16. Original Upper Savage ARC camp looking north, pre-1940 Heller Collection, National Park Service, Denali National Park and Preserve.

Fig 2.17. Original Upper Savage Cabin, pre-1940 Heller Collection, National Park Service, Denali National Park and Preserve.

Fig 2.18. Original Upper Savage Cabin and ARC camp looking south, pre-1940
Heller Collection, National Park Service, Denali National Park and Preserve.

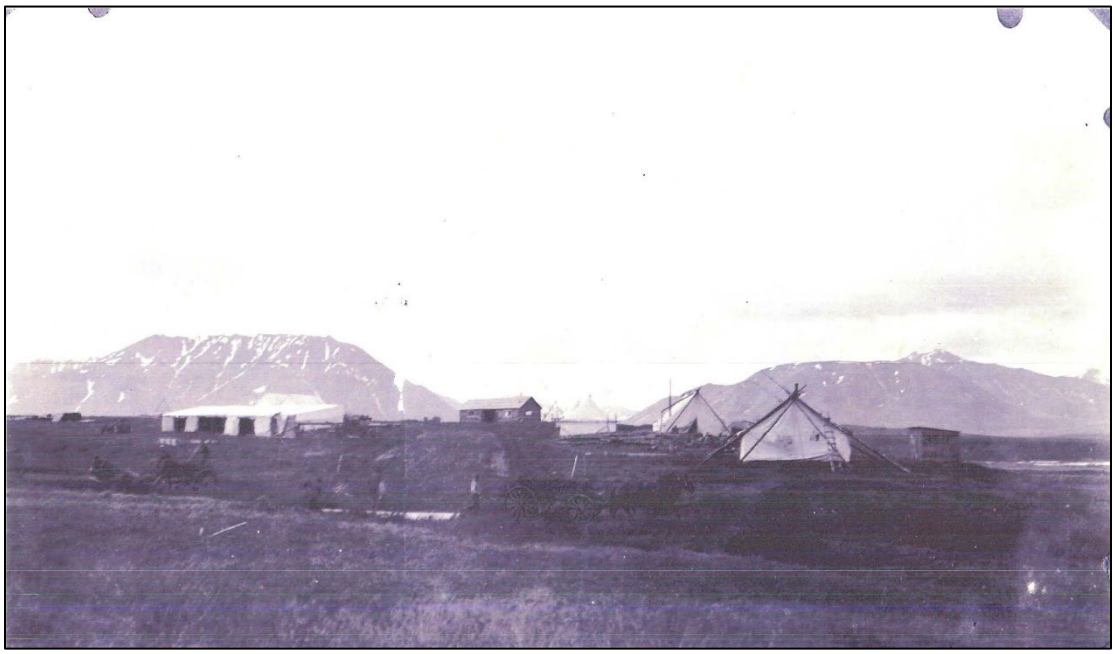


Fig 2.19. Original Upper Savage Cabin and ARC camp, pre-1940 Nyberg Album, National Park Service, Denali National Park and Preserve.

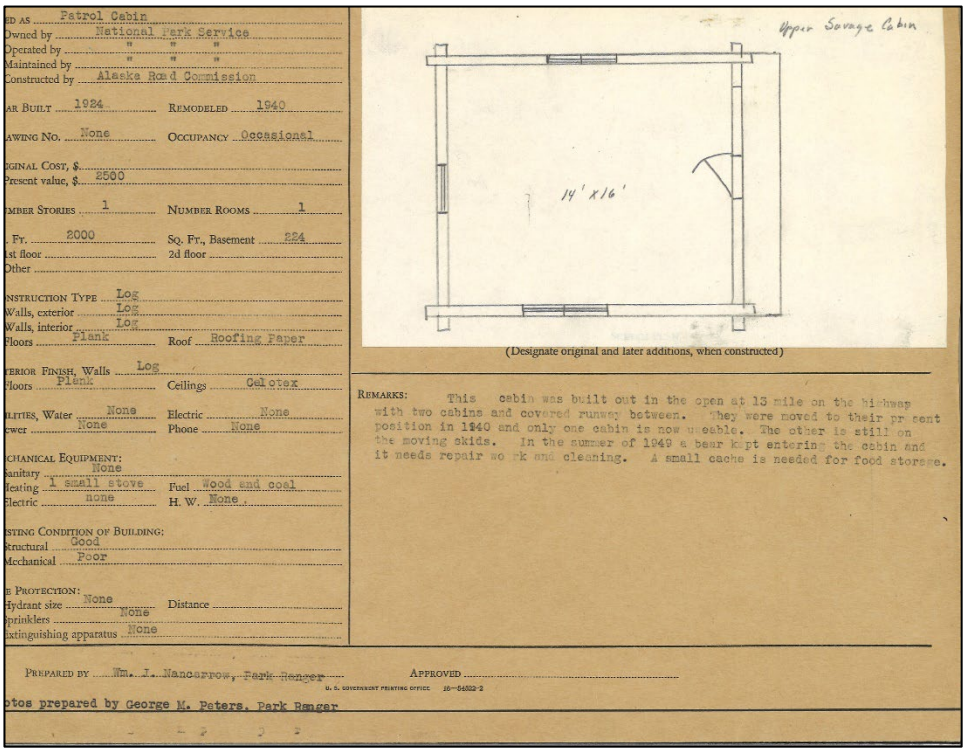


Fig 2.20. Overview of Upper Savage Cabin after split and move, c. 1950 DENA 1745. National Park Service, Denali National Park and Preserve.

Sanctuary Cabin

The Sanctuary Cabin was constructed in 1926 (Bryant, 2011, 55; Evans, 1986). It was built ¼-mile south of current Mile 22.7 and replaced a more primitive structure used by park rangers, located five miles to the south (Evans, 1986). Ranger Grant Pearson was so enamored with the new cabin and its furnishings that he admiringly called it "the Waldorf."

By 1954 a doghouse was located northwest of the cabin and a wood lean-to storage shed stood on the north side of the cabin. These were later removed. The Sanctuary River Bridge was rebuilt in 1956, which realigned the road from the south to the north side of the cabin (Bryant, 2011, 56). It is not clear whether the realignment immediately impacted the cabin or the site.

Few details are known about the cabin during its earliest years. Biologist Adolph Murie started his fieldwork on the relationship between wolves and Dall sheep at Sanctuary Cabin during 1939 (Evans, 1986; NPS, 2013, 51). In 1949, a bear broke into the cabin and damaged the rear window, which was replaced the following year (NPS, Compendium of Work). For a period of time, the cabin was used as seasonal quarters during the summer and for extended dogsled patrols during the winter (Evans, 1986). Park historians also indicate the cabin was used during the summer of 1976 as quarters for shuttle driver Linda Franklin, who delivered tourists to the Pearson Cabin for long visits.

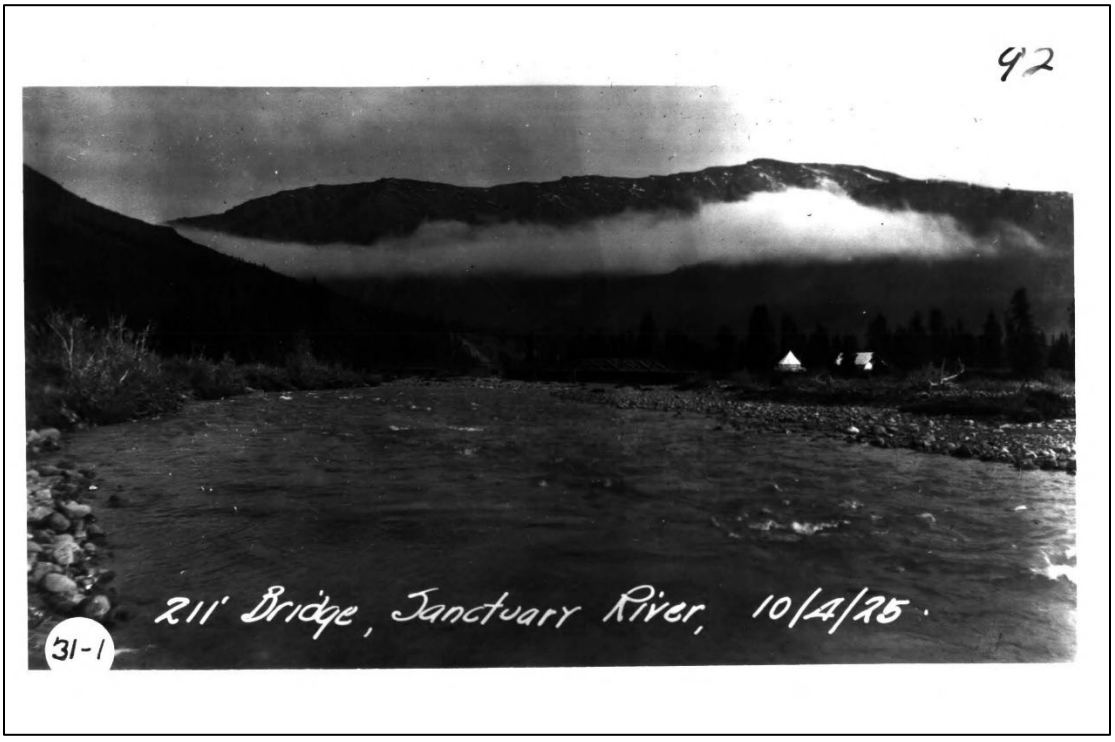


Fig 2.21. Sanctuary Cabin with Sanctuary Bridge blended in the background, 1925
1925. ARC Collection, Alaska Historical Library, Denali National Park and Preserve.

Fig 2.22. ARC camp near Sanctuary Cabin, 1928 61-2-108. 1928. ARC Collection, Alaska State Library, Denali National Park and Preserve.

Fig 2.23. Sanctuary Cabin, 1929 UAF 1390. 1929. Heller Collection, National Park Service, Denali National Park and Preserve.

Fig 2.24. ARC camp near Sanctuary Cabin, 1929 UAF 1385. 1929. Heller Collection, National Park Service, Denali National Park and Preserve.

Fig 2.25. Sanctuary Cabin, 1938 UAF 297. 1938. Russel W. Dow Collection, National Park Service, Denali National Park and Preserve.

Fig 2.26. Sanctuary Cabin, 1950 National Park Service, Denali National Park and Preserve.

Fig 2.27. Ranger Grant Pearson with a dog team at Sanctuary Cabin, 1954 Ott. DENA 3476. National Park Service, Denali National Park and Preserve.

Fig 2.28. Sanctuary Cabin, August 1958 Housden. August 1958. National Park Service, Denali National Park and Preserve.

Fig 2.29. Sanctuary Cabin, 1961 1961. WA Cole Collection, National Park Service, Denali National Park and Preserve.

Fig 2.30. Sanctuary Cabin, 1962 Watson, Verde, Richard Stenmark and Elroy Bohlin. DENA 22922. January 1962. National Park Service, Denali National Park and Preserve.

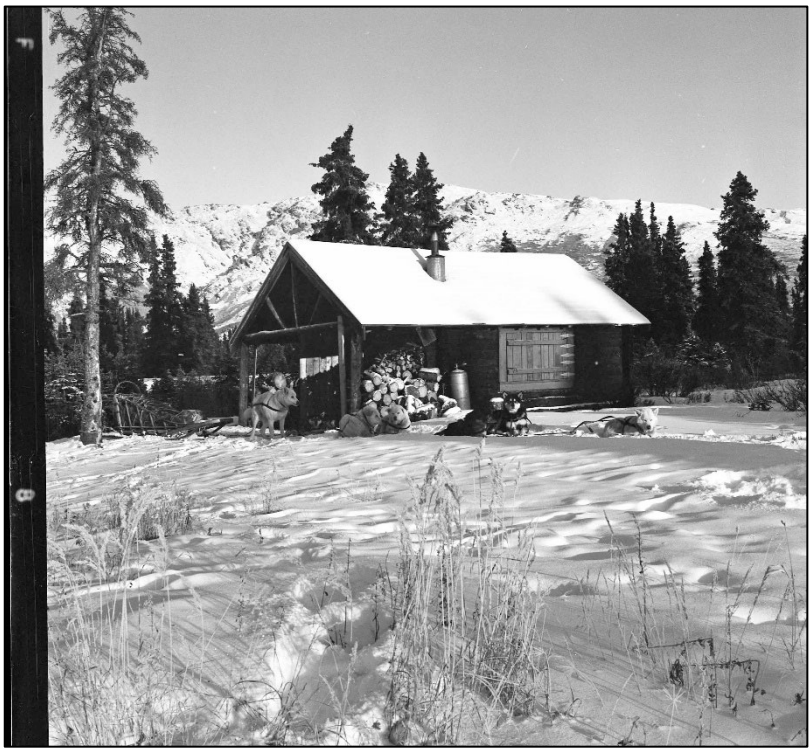


Fig 2.31. Sanctuary Cabin, 1963 Coe, Darrell. DENA 21399. November 1963. National Park Service, Denali National Park and Preserve.

Fig 2.32. Sanctuary Cabin, 1963 Coe, Darrell. DENA 21400. November 1963. National Park Service, Denali National Park and Preserve.

Fig 2.33. Sanctuary Cabin, 1985 1985. Gail Evans, National Park Service, Denali National Park and Preserve.

Fig 2.34. Back of Sanctuary Cabin, 1985. Gail Evans, National Park Service, Denali National Park and Preserve.

Fig 2.35. Sanctuary Cabin, 1999. National Park Service, Denali National Park and Preserve.

Fig 2.36. Sanctuary ARC camp, n.d. Heller Collection (#1389), National Park Service, Denali National Park and Preserve.

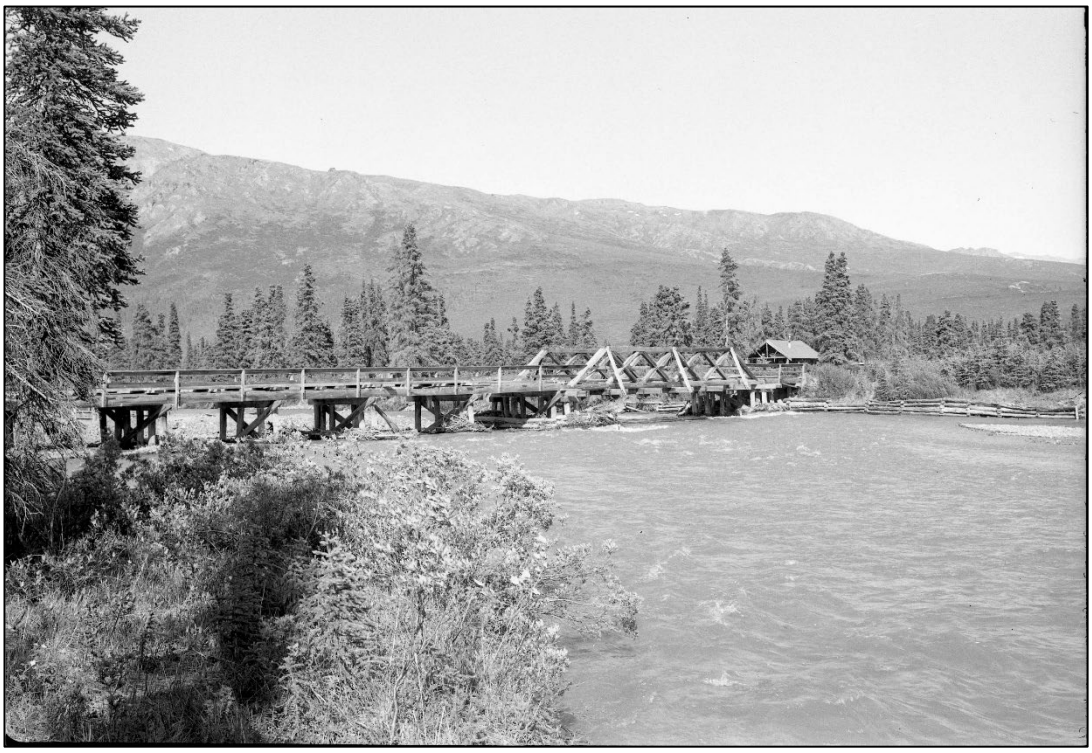


Fig 2.37. Sanctuary Bridge, n.d. AKRO 0021112. National Park Service, Denali National Park and Preserve.

Fig 2.38. Sanctuary Bridge and Sanctuary Cabin, n.d. 1391. Heller Collection, National Park Service, Denali National Park and Preserve.

Igloo Cabin

The third cabin to be constructed by the ARC was the Igloo Cabin at present Mile 34.1, on the right side of the park road just before the Igloo Creek Bridge (Evans, 1986; Bryant, 2011, 65; Rees & Weddle, 1999). It was constructed in 1927 (Bryant, 2011, 65). Like the other ARC cabins, the Igloo Cabin was initially used as a cookhouse for road construction and maintenance crews and also to store supplies for part of the year (Evans, 1986).

The site for the Igloo Complex was first identified in 1921 on a U.S. Army Corps of Engineers survey of the park. It was named for a crude shelter structure constructed of wood poles and branches along the bank of a creek nicknamed "igloo" at the time and located just beyond the

future Igloo Cabin site. The original crude structure was built by 'California mountain men' and used by trappers (Evans, 1986). An outhouse was constructed at the site in 1925, prior to the cabin's construction (NPS, Compendium of Work).

After the cabin was used during road construction, it served a variety of purposes. Adolph Murie spent 16 summers between 1939 and 1965 using it as his base for wildlife studies (Bryant, 2011, 65, 69). Specific years included 1948, 1951, 1953, 1955, 1956 and every summer between 1958 and 1965 (Evans, 1985; Bryant, 2011, 65, 69). After Murie left, the cabin was used seasonally as a ranger residence, a practice that continues today (Bryant, 2011, 65). During 1983 and 1984, research biologists used the cabin as a base at various points throughout the year (Evans, 1985). One report noted that in 1985, the cabin was used as summer quarters for road patrol or backcountry rangers and three to four times during the winters by NPS dog team patrols and the Denali Dog Tours concessioner.

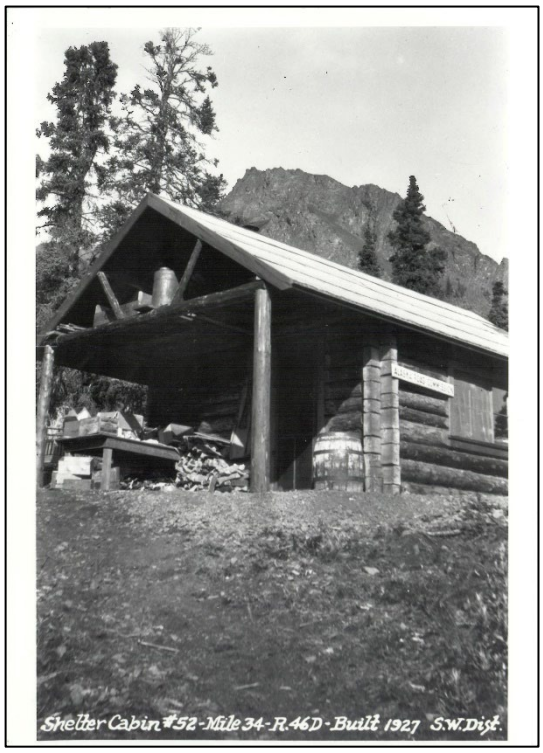


Fig 2.39. Igloo Cabin, c. 1928 PCA 61-2-279. ARC Collection, Alaska State Library, Denali National Park and Preserve.

Fig 2.40. ARC construction camp near Igloo Cabin, 1929 UAF 79-44-1412. 1929. Heller Collection, National Park Service, Denali National Park and Preserve.

Fig 2.41. Mt. McKinley Tourist and Transportation Company (MMT&T) camp at Igloo Creek, c. 1930 Lingo Collection, National Park Service, Denali National Park and Preserve.

Fig 2.42. Road alongside Igloo Cabin, November 1930 November 1930. ARC Collection, Alaska Historical Library, Denali National Park and Preserve.

Fig 2.43. Fox next to Igloo Cabin, October 1930 October 1930. ARC Collection, Alaska Historical Library, Denali National Park and Preserve.

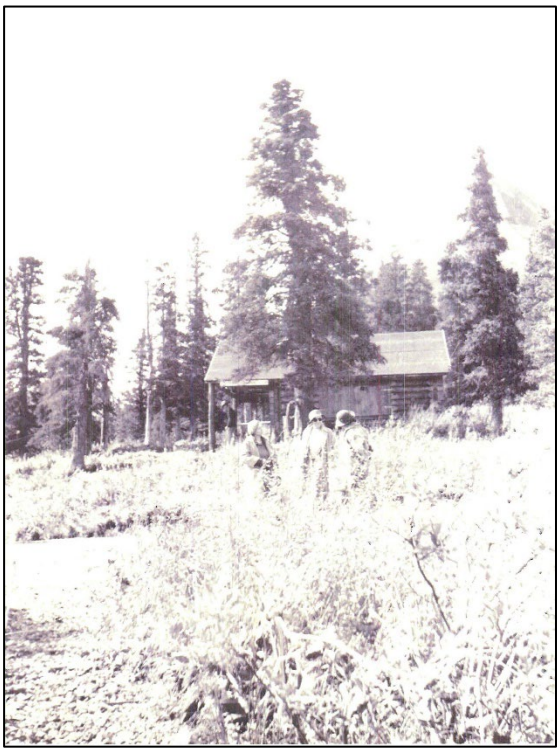


Fig 2.44. Igloo Cabin, 1935 DENA 3842. 1935. National Park Service, Denali National Park and Preserve.

Fig 2.45. Original "igloo" shelter used by trappers, 1938 Dame, Ray B. B75-175-337. 1938. Ickes Collection, Anchorage Museum, Denali National Park and Preserve.

Fig 2.46. Igloo Cabin with tour bus, 1948. Alaska Railroad Collection, National Park Service, Denali National Park and Preserve.

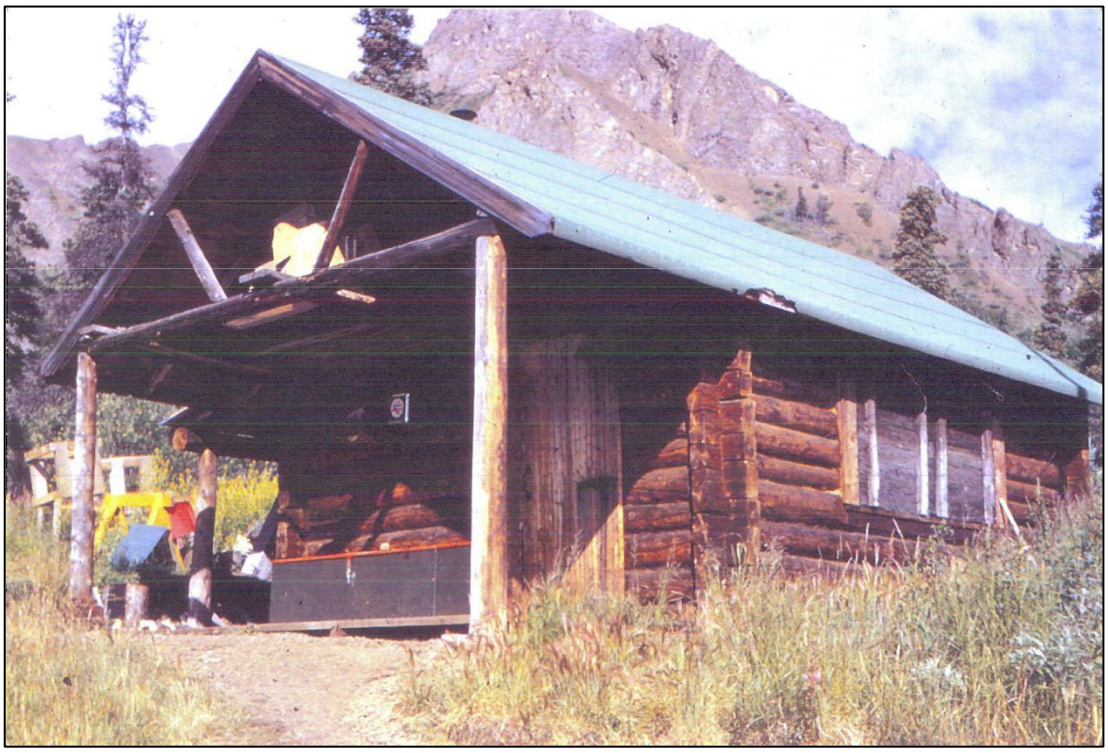


Fig 2.47. Igloo Cabin, c. 1950 Hugh Klett, National Park Service, Denali National Park and Preserve.

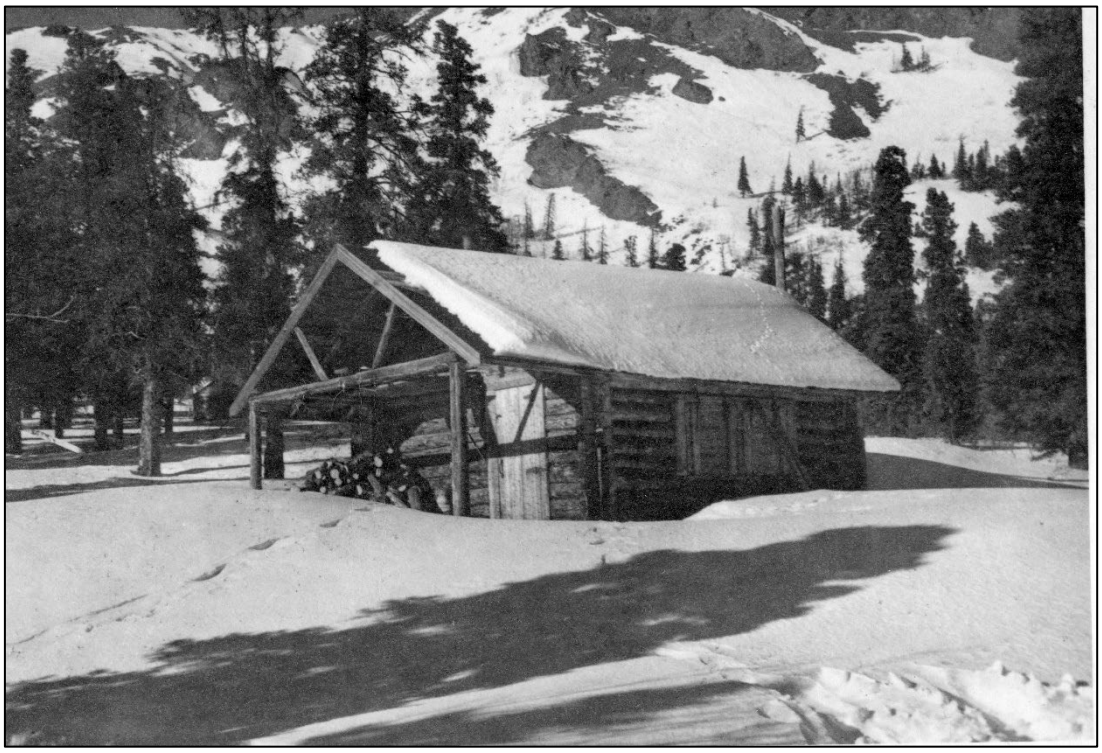


Fig 2.48. Igloo Cabin, 1950 Peters, George. DENA 21368. March 15, 1950. National Park Service, Denali National Park and Preserve.

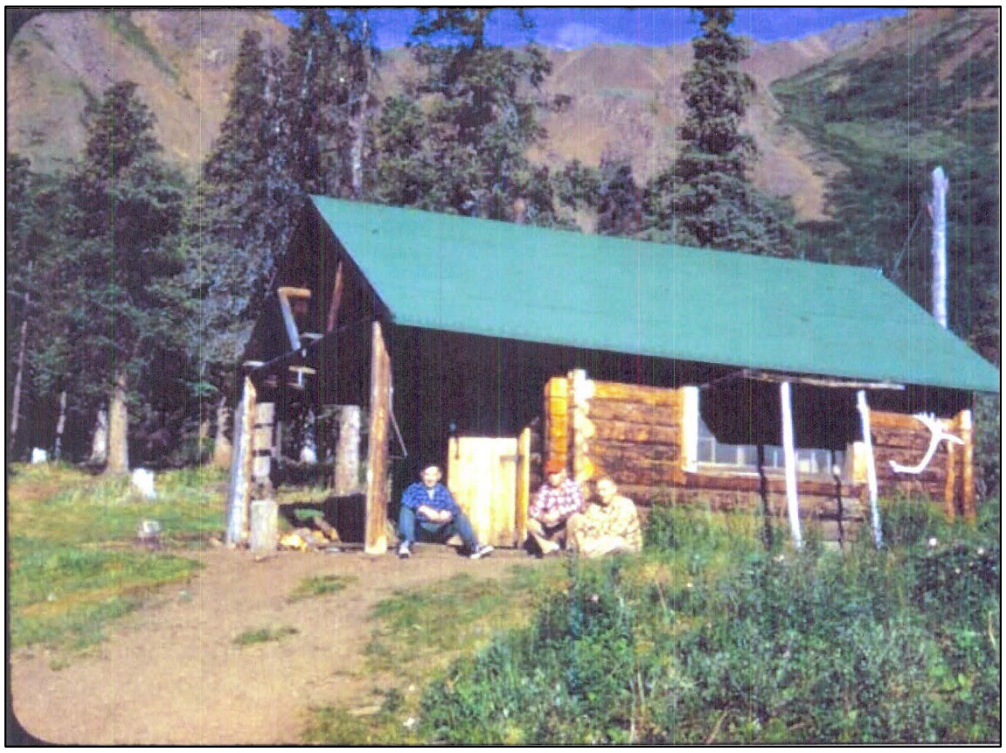


Fig 2.49. Igloo Cabin, 1951 1951. Maynard C. Dahlstrom Collection, Alaska State Library, Denali National Park and Preserve.

Fig 2.50. Igloo Cabin, 1961. Charlotte Mauk Collection, University of Alaska Anchorage, Denali National Park and Preserve.

Fig 2.51. Igloo Cabin, 1962 Watson, Verde, Richard Stenmark and Elroy Bohlin. DENA 22918. January 1962. National Park Service, Denali National Park and Preserve.

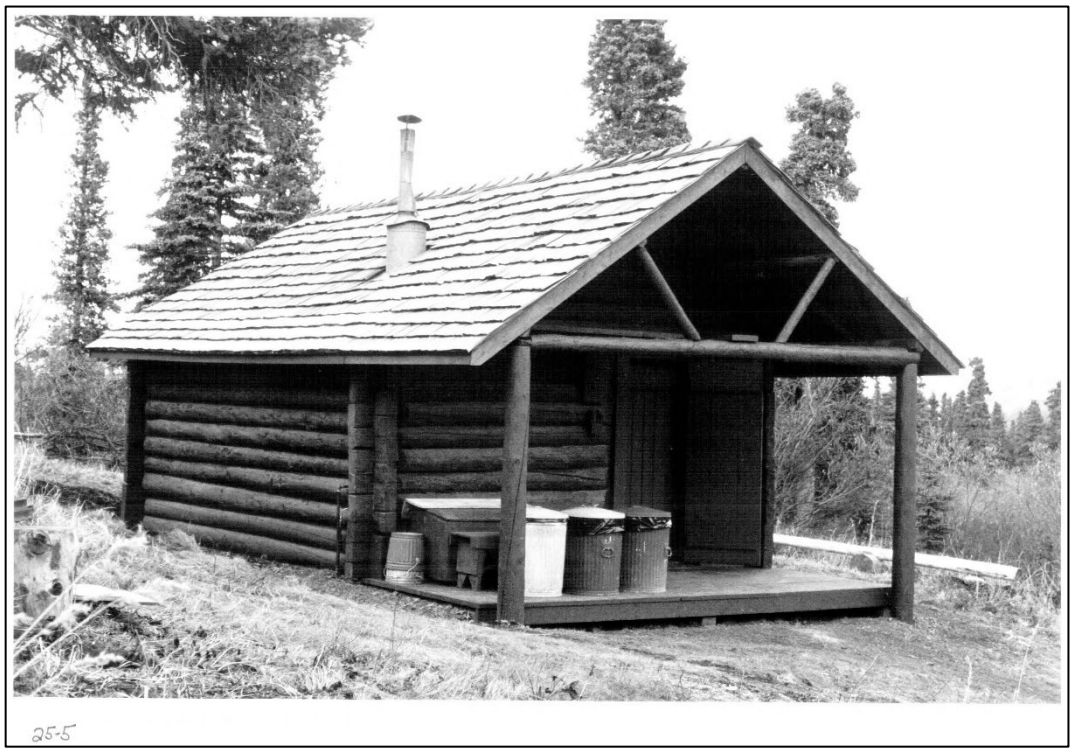


Fig 2.52. Igloo Cabin, October 1985. David Evans, National Park Service, Denali National Park and Preserve.

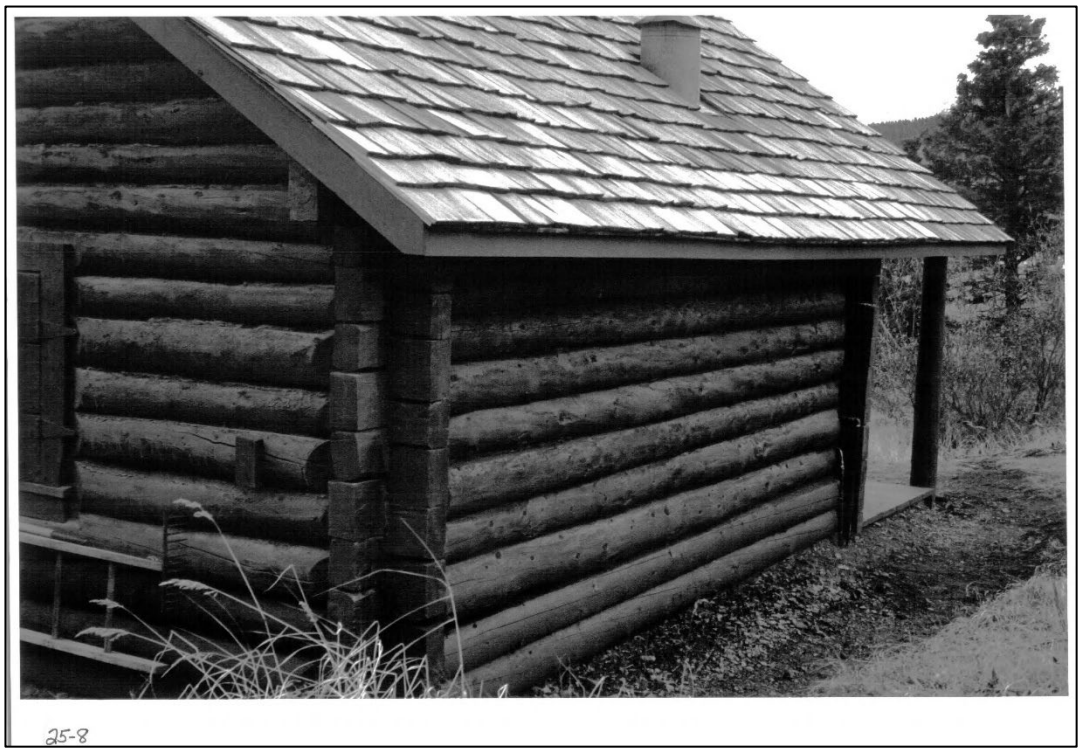


Fig 2.53. Back corner of Igloo Cabin, October 1985. David Evans, National Park Service, Denali National Park and Preserve.

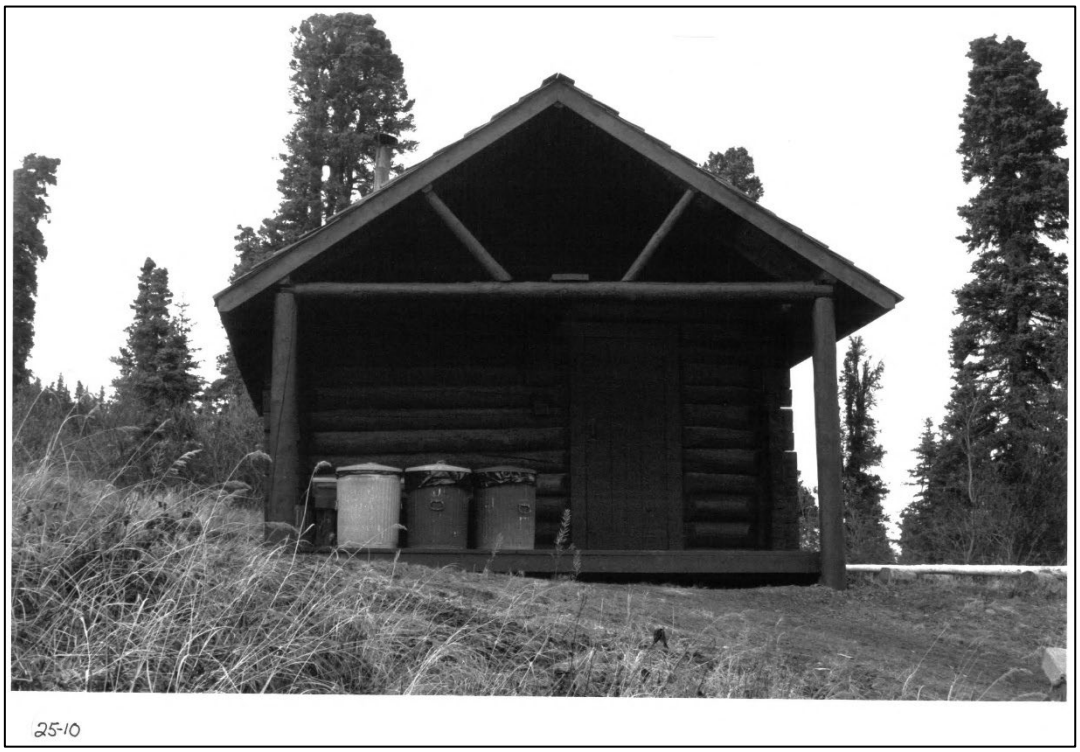


Fig 2.54. Igloo Cabin, October 1985. David Evans, National Park Service, Denali National Park and Preserve.

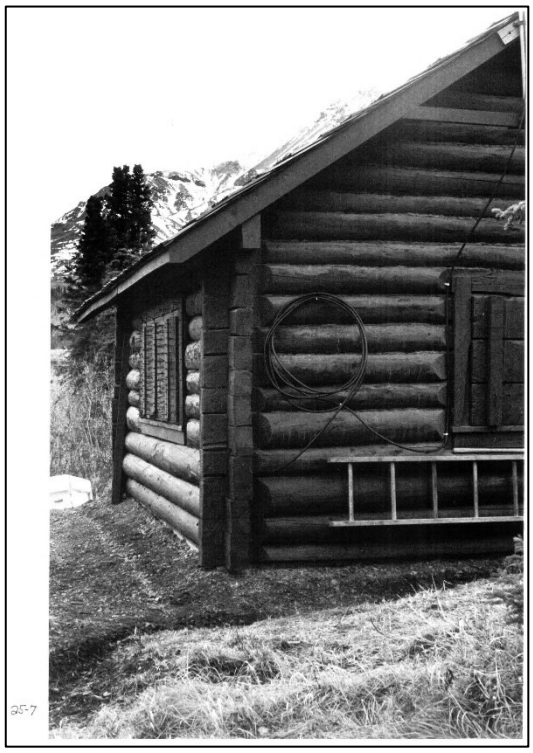


Fig 2.55. Back corner of Igloo Cabin, October 1985. David Evans, National Park Service, Denali National Park and Preserve.

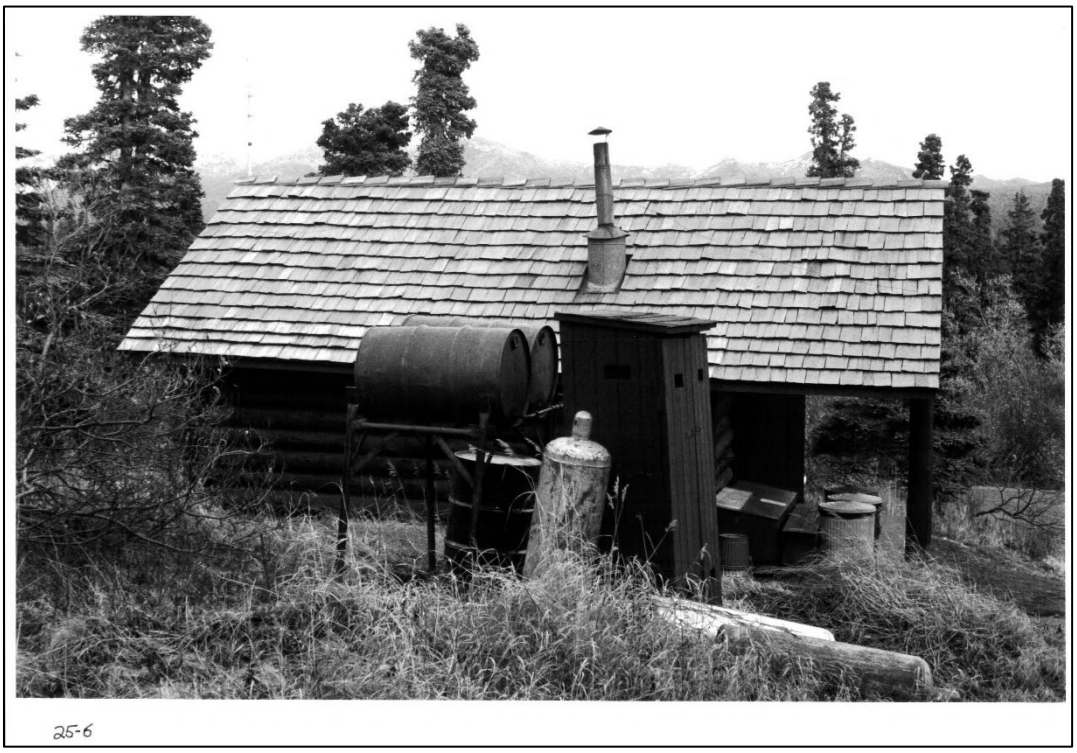


Fig 2.56. Side view of Igloo Cabin, October 1985. David Evans, National Park Service, Denali National Park and Preserve.

Fig 2.57. Igloo Cabin, 1999. National Park Service, Denali National Park and Preserve.

Fig 2.58. Flagpole near Igloo Cabin, August 2006 DENA 078. National Park Service, Denali National Park and Preserve.

Fig 2.59. Tour group at the Igloo Cabin, n.d. Candy Waugaman Collection, National Park Service, Denali National Park and Preserve.

Fig 2.60. Tour group at the Igloo Cabin, n.d. Candy Waugaman Collection, National Park Service, Denali National Park and Preserve.

Fig 2.61. Igloo Cabin, n.d. BL79-2-10008. Anchorage Museum, Denali National Park and Preserve.

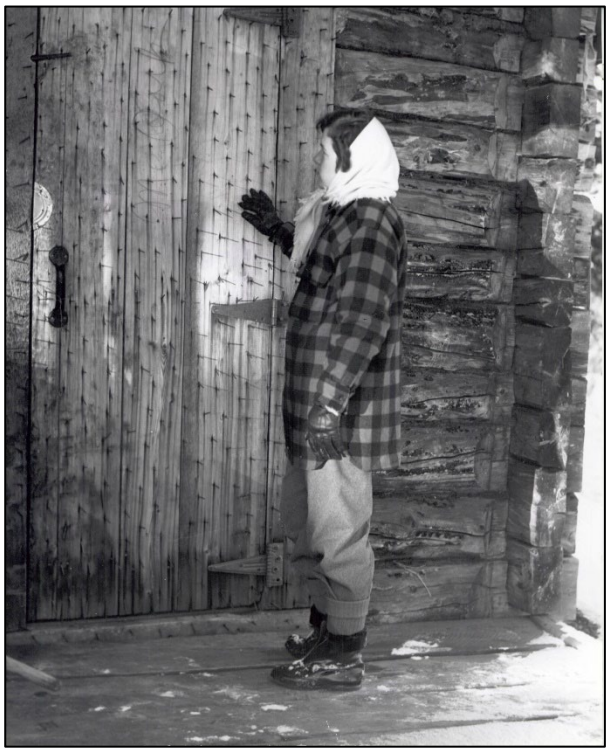


Fig 2.62. Door of Igloo Cabin after encounter with a bear, n.d. Charlie Ott Collection, National Park Service, Denali National Park and Preserve.

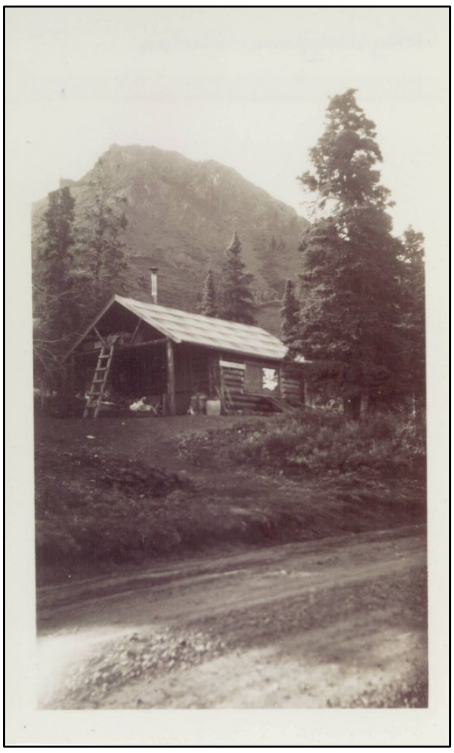


Fig 2.63. Igloo Cabin from road, n.d. Candy Waugaman Collection, National Park Service, Denali National Park and Preserve.

East Fork Cabin

The East Fork Cabin was the fourth ARC cabin to be built. In present mileage, the cabin was built 200 yards south of the park road at Mile 43 (Evans, 1986). This cabin served as the base for road construction crews working on the East Fork Bridge and Polychrome Pass who positioned their white canvas tents between it and a tributary of the East Fork River located to the south. The site was first used as a base for winter patrols as early as 1922 (Bryant, 2011, 72).

Like the other cabins, the date of construction for the East Fork Cabin is debated. One source lists 1928 (Bryant, 2011, 72) and another lists both 1928 and 1929 (Evans, 1986). The cabin is shown in images dating from 1929 and thus was at least completed by this year.

The earliest description of the cabin is provided through historic photos. One dated from 1929 shows the cabin set into the hillside, surrounded on the south and west sides by about seven white canvas tents that are on an adjacent flat. In the same image, a tributary of the East Fork River meanders along the site's south boundary (1929 Photograph). An image from around 1930 shows an outhouse located north of the cabin, slightly higher on the hillside, along with a wood platform located west of the cabin. Some posts and what appeared to be rope were strung in the area between the cabin and the wood platform, but this was likely a telephone line (c. 1930 Photograph). On the plain between the cabin and tributary are eight white canvas tents with wood stoves (1931 Photograph). Though partially hidden by the cabin, another roofed building appears to the west, possibly replacing the wood platform shown in the 1930 photograph, which is no longer present. By 1958, a tall utility pole was located on the south side of the cabin, but its use is not known.

Very few details are available for the cabin's use during its first half-century of existence. According to one source, it served as a ranger patrol stopover place between 1929 and 1940 (Evans, 1986). Adolph and Louise Murie lived in the cabin for eight summers between 1939 and 1970 while studying wolves, including the consecutive summers between the years 1939 to 1941 (Evans, 1985; Evans, 1986; Bryant, 2011, 73). By 1950, the cabin had been unused for a number of years with the exception of a bear that tore out the windows and door (NPS, Compendium of Work). Around 1985 the cabin maintained its ongoing use as summer quarters for a backcountry ranger. During the winters NPS dog team patrols and the Denali Dog Tours concessioner used the cabin (Evans, 1985).

A second, smaller cabin, called the Dean Cabin, located 100 yards west of the main cabin, was built in 1975. The cabin was used as housing for researchers from the University of Alaska Fairbanks. It is currently owned by the NPS and is still used to house researchers.

Fig 2.64. East Fork Cabin and ARC camp, 1929 UAF 79-44-1439N. 1929. Heller Collection, National Park Service, Denali National Park and Preserve.

Fig 2.65. ARC camp at East Fork Cabin, 1930 PCA 61-2-231. 1930. National Park Service, Denali National Park and Preserve.

Fig 2.66. East Fork Cabin, c. 1930 PCA 61-2-278. ARC Collection, Alaska State Library, Denali National Park and Preserve.

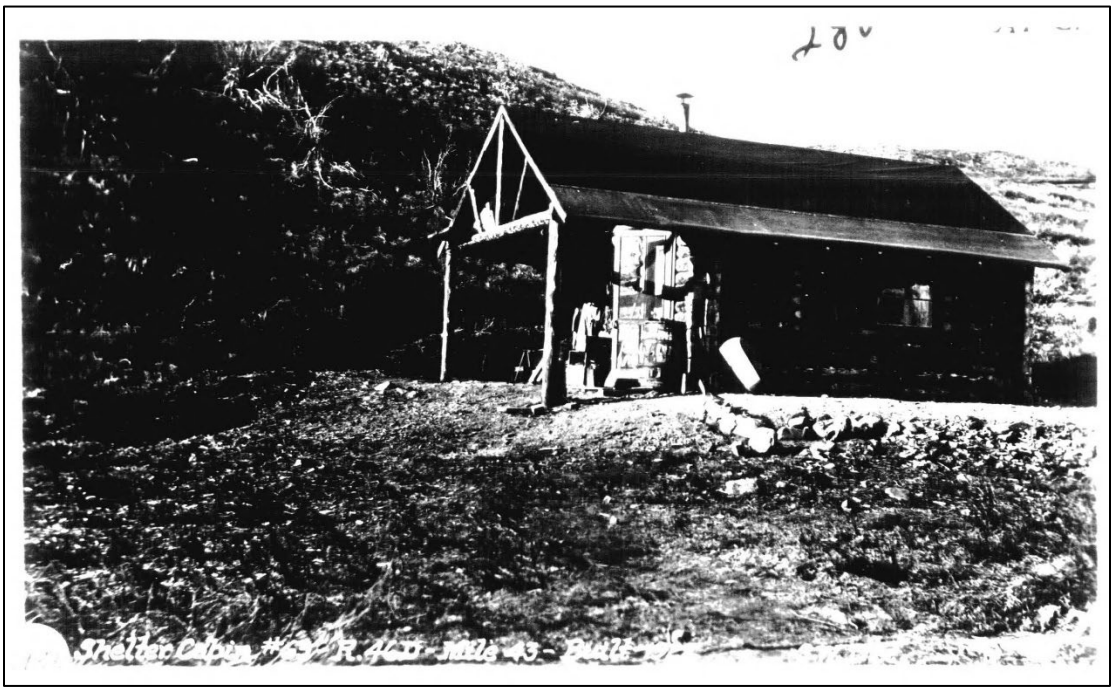


Fig 2.67. East Fork Cabin, c. 1930 Alaska Historical Library, Denali National Park and Preserve.

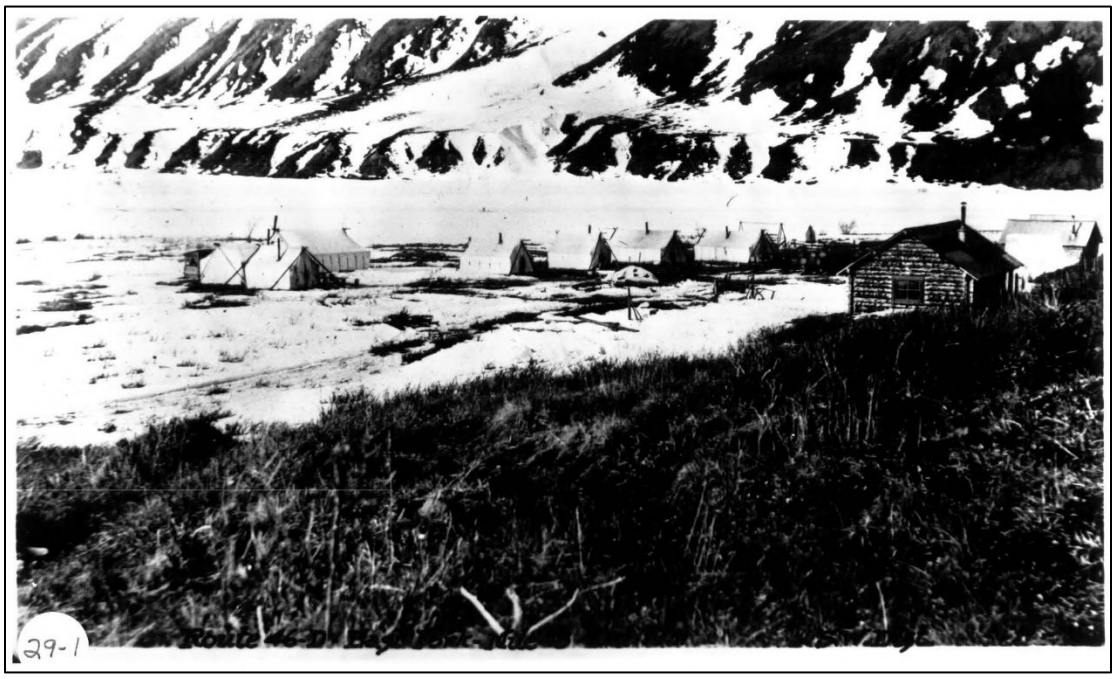


Fig 2.68. East Fork Cabin and ARC camp, October 1931 October 1931. Alaska Historical Library, Denali National Park and Preserve.

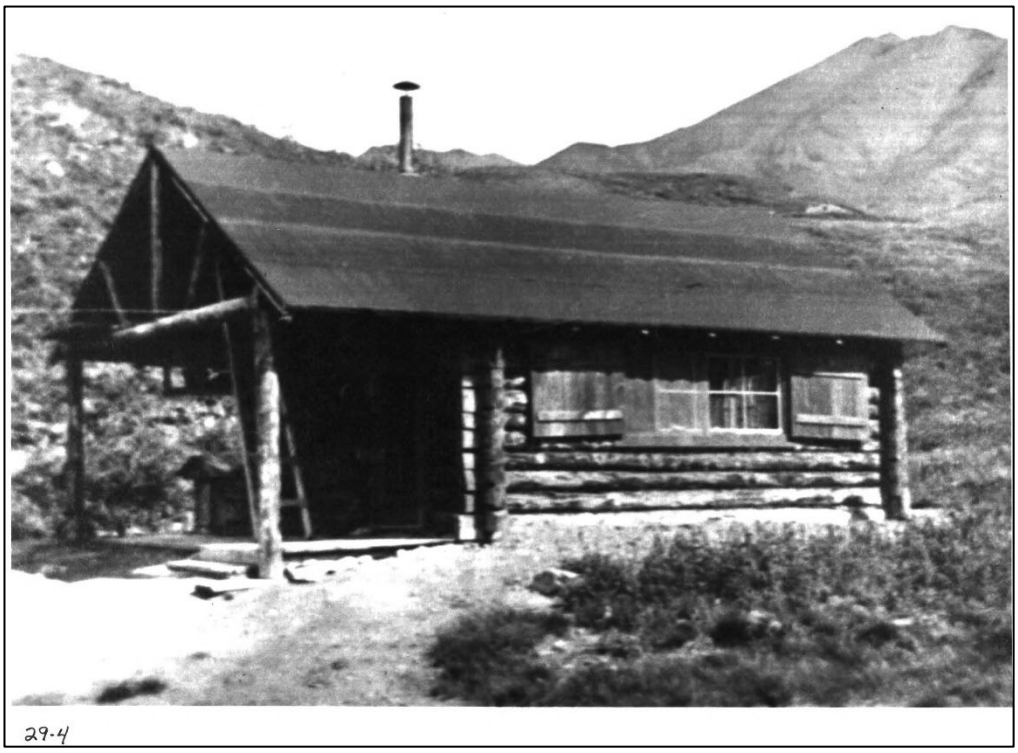


Fig 2.69. East Fork Cabin, c. 1940 National Park Service, Denali National Park and Preserve.

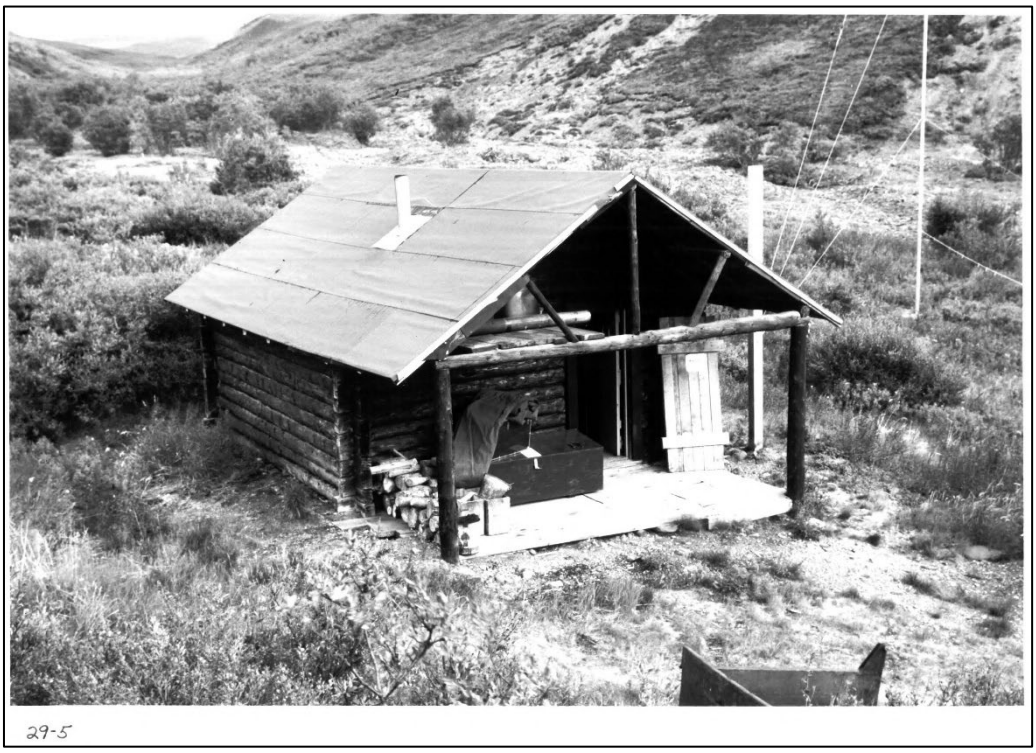


Fig 2.70. East Fork Cabin, 1958 Housden. DENA 21391. August 10, 1958. National Park Service, Denali National Park and Preserve.

Fig 2.71. East Fork Cabin site and East Fork River, 1958 Housden. DENA 21390. August 10, 1958. National Park Service, Denali National Park and Preserve.

Fig 2.72. Louise and Adolph Murie at the East Fork Cabin, 1965 DENA 28-78. 1965. National Park Service, Denali National Park and Preserve.

Fig 2.73. East Fork Cabin, 1965 Ott. 1965. National Park Service, Denali National Park and Preserve.

Fig 2.74. Loading the Snow-Trac near the East Fork Cabin, 1968 Sanchez, Peter. DENA 22952. January 4, 1968. National Park Service, Denali National Park and

Fig 2.75. East Fork Cabin, July 1985. Gail Evans, National Park Service, Denali National Park and Preserve.

Fig 2.76. Back of the East Fork Cabin, 1999. National Park Service, Denali National Park and Preserve.

Fig 2.78. East Fork Cabin, 1999. National Park Service, Denali National Park and Preserve.

Fig 2.79. East Fork Cabin, 1999 1999. National Park Service, Denali National Park and Preserve.

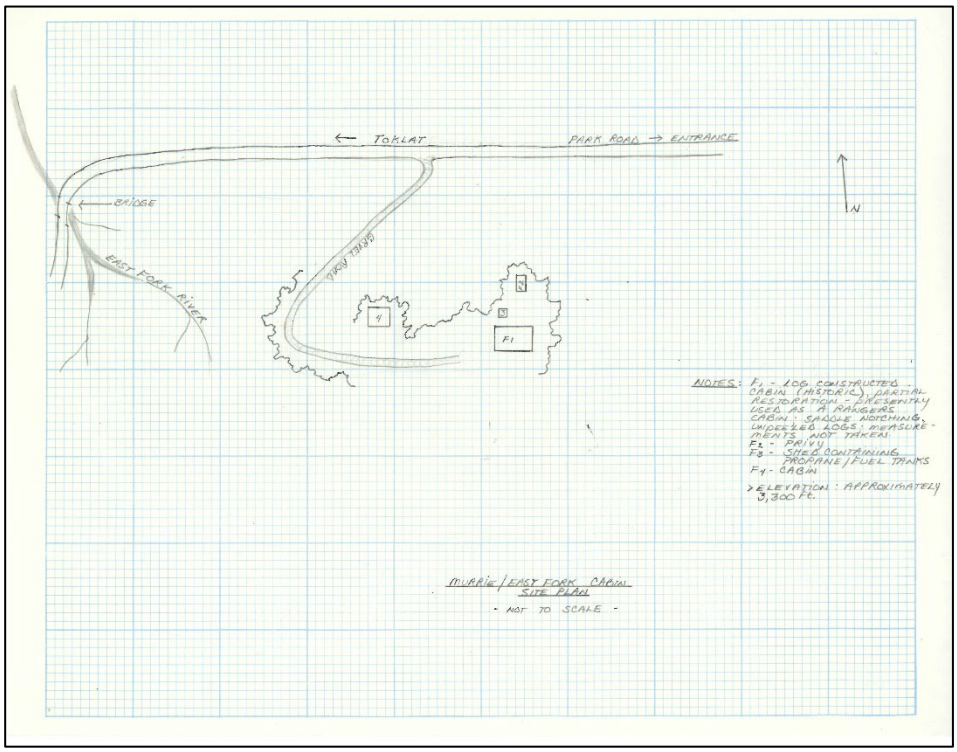
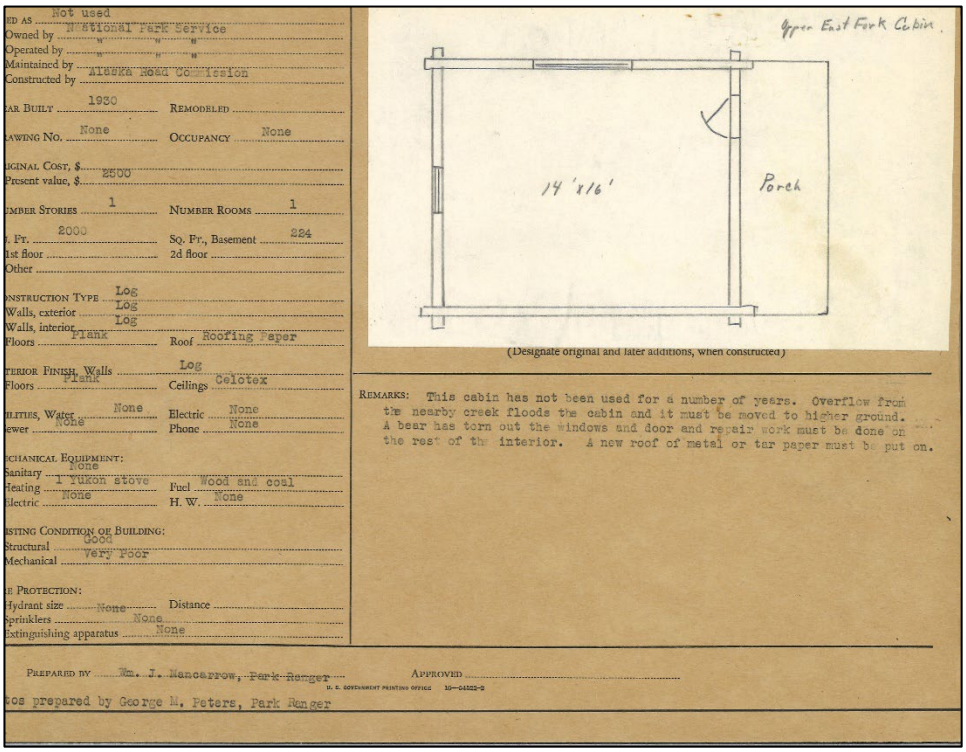


Fig 2.80. Site map of East Fork Cabin, 1999 1999. National Park Service, Denali National Park and Preserve.

Fig 2.81. Jona and Jon Van Zyle at the East Fork Cabin, 2004 2004. Bryant Collection, National Park Service, Denali National Park and Preserve.



ED AS Not used
Owned by National Park Service
Operated by " " "
Maintained by " " "
Constructed by Alaska Road Commission

AR BUILT 1930 REMODELED
AWING NO. None OCCUPANCY None

IGINAL COST, $
Present value, $ 2500

MBER STORIES 1 NUMBER ROOMS 1
. FT. 2000 SQ. FT., BASEMENT 224
1st floor
2d floor
Other

ONSTRUCTION TYPE Log
Walls, exterior Log
Walls, interior Log
Floors Plank ROOF Roofing Paper

TERIOR FINISH, Walls Log
Floors Plank CEILINGS Celotex

ILITIES, Water None ELECTRIC None
ewer None PHONE None

CHANICAL EQUIPMENT:
Sanitary None
Heating 1 Yukon stove FUEL Wood and coal
Electric None H. W. None

ISTING CONDITION OF BUILDING:
Structural Good
Mechanical Very Poor

E PROTECTION:
Hydrant size None DISTANCE
Sprinklers None
Extinguishing apparatus None

PREPARED BY Wm. J. Mancarrow, Park Ranger APPROVED
U. S. GOVERNMENT PRINTING OFFICE 16—64322-2

os prepared by George M. Peters, Park Ranger

Upper East Fork Cabin

14' x 16'

Porch

(Designate original and later additions, when constructed)

REMARKS: This cabin has not been used for a number of years. Overflow from the nearby creek floods the cabin and it must be moved to higher ground. A bear has torn out the windows and door and repair work must be done on the rest of the interior. A new roof of metal or tar paper must be put on.

Fig 2.82. Overview of East Fork Cabin, n.d. DENA 1746. National Park Service, Denali National Park and Preserve.

Fig 2.83. Coal mine near site of East Fork Cabin, n.d. AMHA BL79-2-10079. National Park Service, Denali National Park and Preserve.

Fig 2.84. ARC camp near site of East Fork Cabin, n.d. PCA 61-2-229. Alaska State Library, Denali National Park and Preserve.

Upper Toklat Cabin

The last of the five roadside cabins to be built by the ARC was the Upper Toklat Cabin, 130 feet northwest of present Mile 53.7 (Bryant, 2011, 86; Evans, 1986; Rees & Weddle, 1999). The site was originally cleared for tent camping as early as 1925. Two sources place construction in 1930 (Bryant, 2011, 86; NPS, 2013, 34). The National Register nominations separately lists both 1930 and 1931 (Evans, 1986). As of 2006, park historians still disagreed as to whether the cabin was built in 1930 or 1931 (Correspondence between Jane Bryant and Frank Norris, 2006). A storehouse was built behind the cabin in 1935 for supplies because of the location's role as a shelter and major distribution point for ongoing winter patrol activities (Evans, 1986). At some point two other structures (a cache and small cabin) were also located adjacent to the Upper Toklat Cabin, but were later removed.

Of the five ARC cabins, the least is known about Upper Toklat. Some of the confusion associated with this cabin might be attributed to the nearby Pearson Cabin. When road construction was progressing slowly in the 1920s, Ranger Grant Pearson was concerned about the lack of adequate shelter for winter patrols (Bryant, 2011, 89). In 1927 and 1928, he and his colleagues built the cabin that eventually bore his name, 1/8-mile west of the site of the future Upper Toklat Cabin, on the north side of the road (Bryant, 2011, 89). However, at some point each structure was called some variation of the Toklat Ranger Station. The manner in which these are distinguished now depends on the source. For example, the draft National Register nomination form for the Denali Park Road Historic District lists the two buildings as the Upper Toklat River Cabin (Upper Toklat Cabin) and the Toklat Ranger Station (Pearson Cabin) (Denali Park Road Historic District: National Register of Historic Places Registration Form, 2015).

Much like the other cabins, the Upper Toklat Cabin served a variety of uses. In addition to its initial function of support for construction crews, rangers used the cabin as shelter during the winter patrol. This continues today during extended dogsled patrols (Bryant, 2011, 86; Evans, 1985). After the road was completed, the cabin continued to be used by the ARC as a cook shack into the 1950s (NPS, Compendium of Work). This was in conjunction with the ARC's nearby road maintenance base camp (Bryant, 2011, 86). The footprint of the original ARC camp served as a six-site Toklat Campground starting in 1958, until it was closed to the public in 1972 (Bryant, 2011, 86). Rangers used the cabin as seasonal quarters during the summer, another practice that continues today (Bryant, 2011, 86; Evans, 1985). Starting around 1985, the cabin was used by the Denali Dog Tours concessioner during the summer (Evans, 1985). As of 2006, the cabin was used for volunteers and the Artist-in-Residence program (Patrol Cabins Assessment Trip Report, 2006).

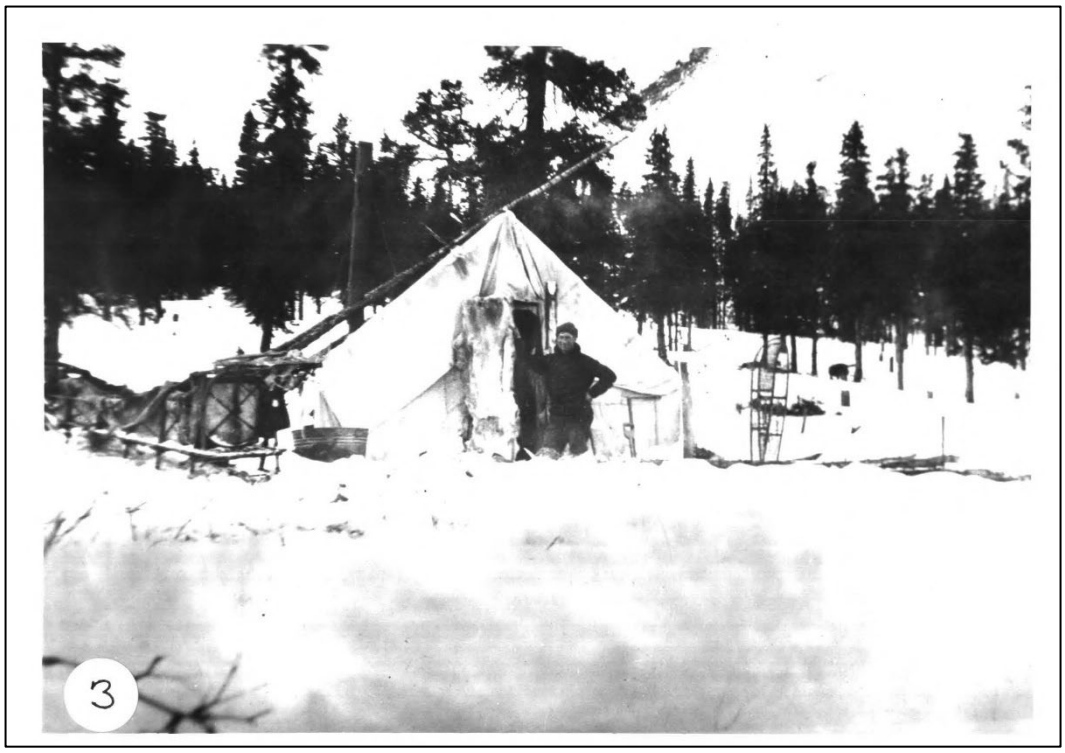


Fig 2.85. Patrol station near future site of Upper Toklat Cabin, c. 1925 National Park Service, Denali National Park and Preserve.

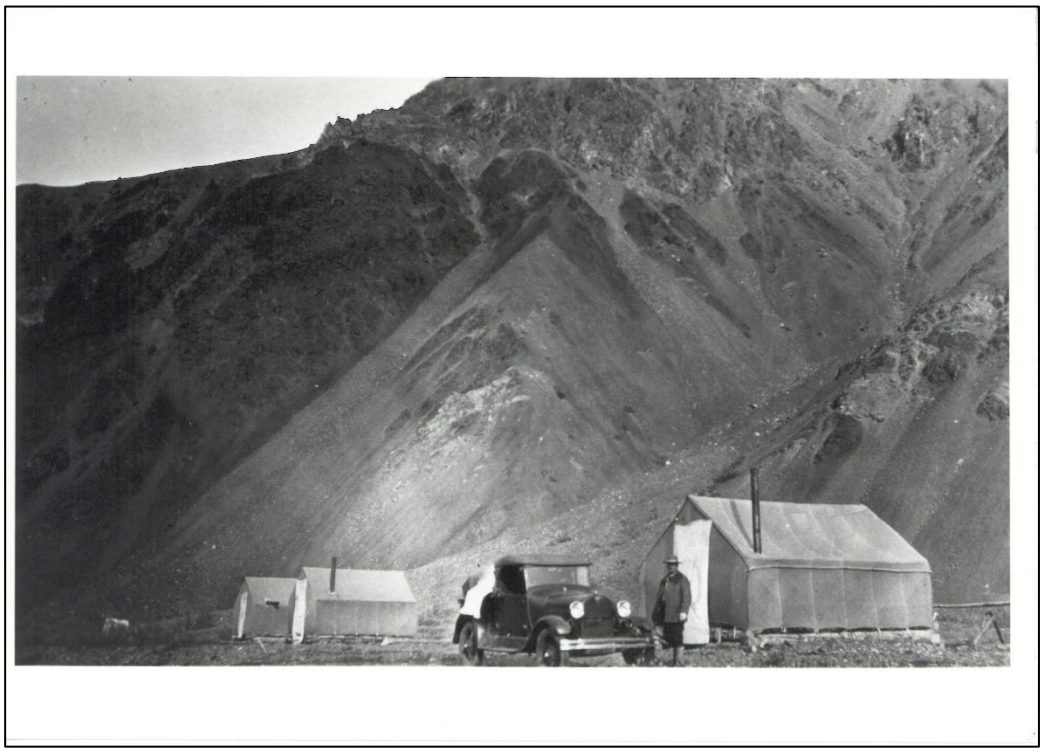


Fig 2.86. ARC camp near future site of Upper Toklat Cabin, 1929 1929. Alaska State Library, Denali National Park and Preserve.

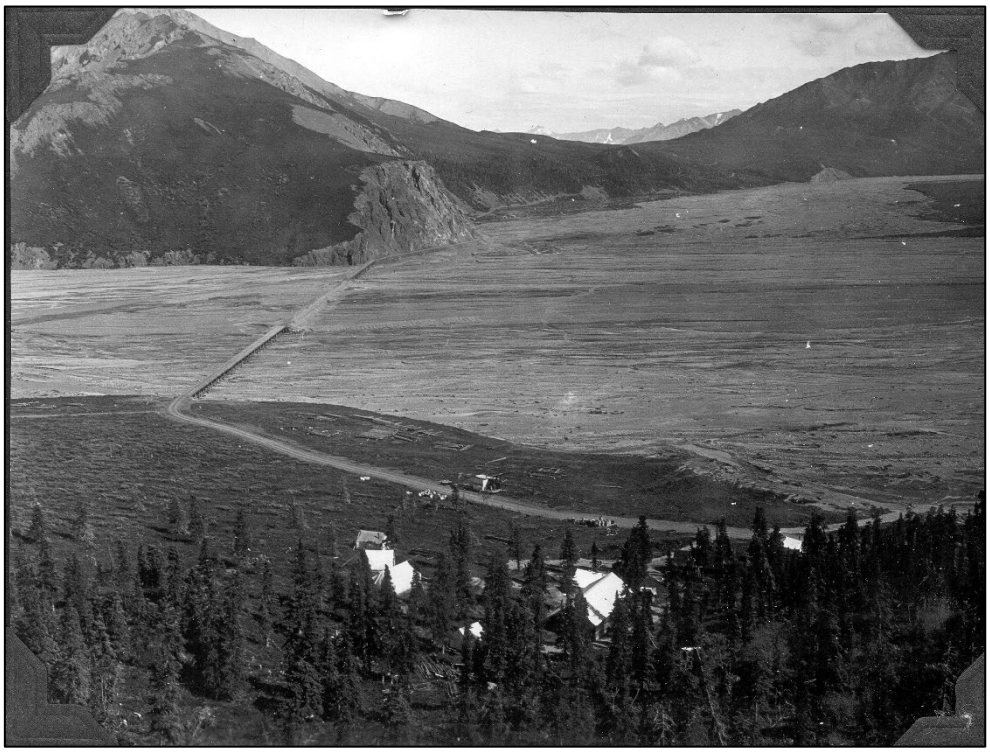


Fig 2.87. Upper Toklat Cabin and ARC camp, 1932. Hoyt Collection, National Park Service, Denali National Park and Preserve.

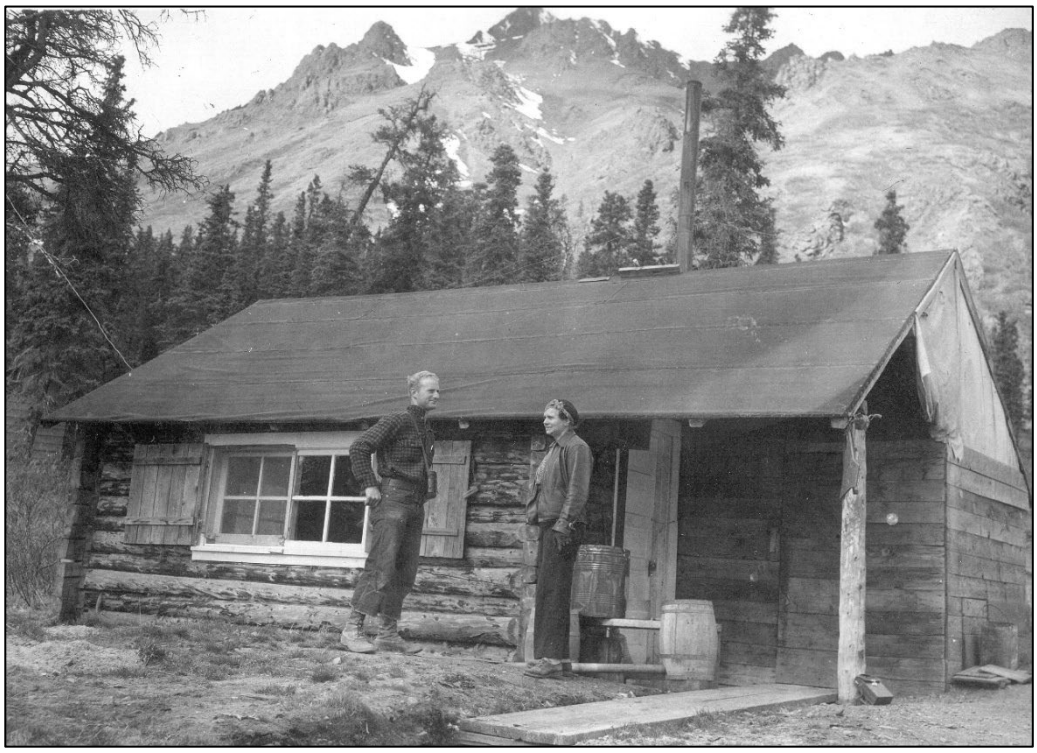


Fig 2.88. Upper Toklat Cabin with Harold Herning on left, 1938 1938. National Park Service, Denali National Park and Preserve.

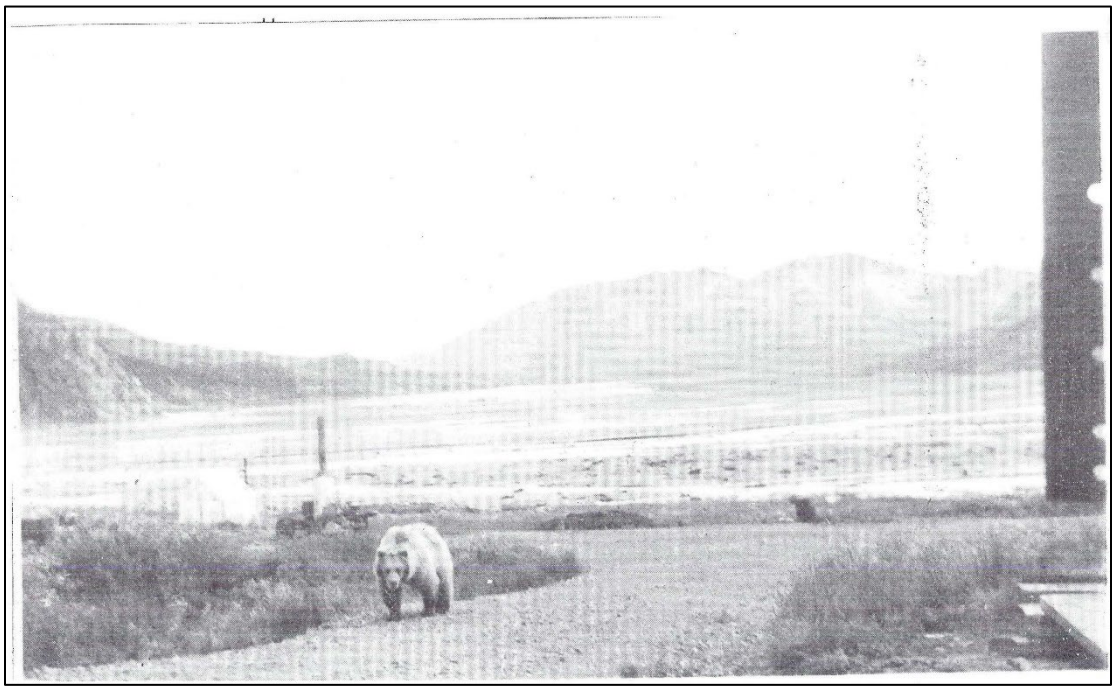


Fig 2.89. View from Upper Toklat Cabin, c. 1938-39 Beatrice Herning Collection, National Park Service, Denali National Park and Preserve.

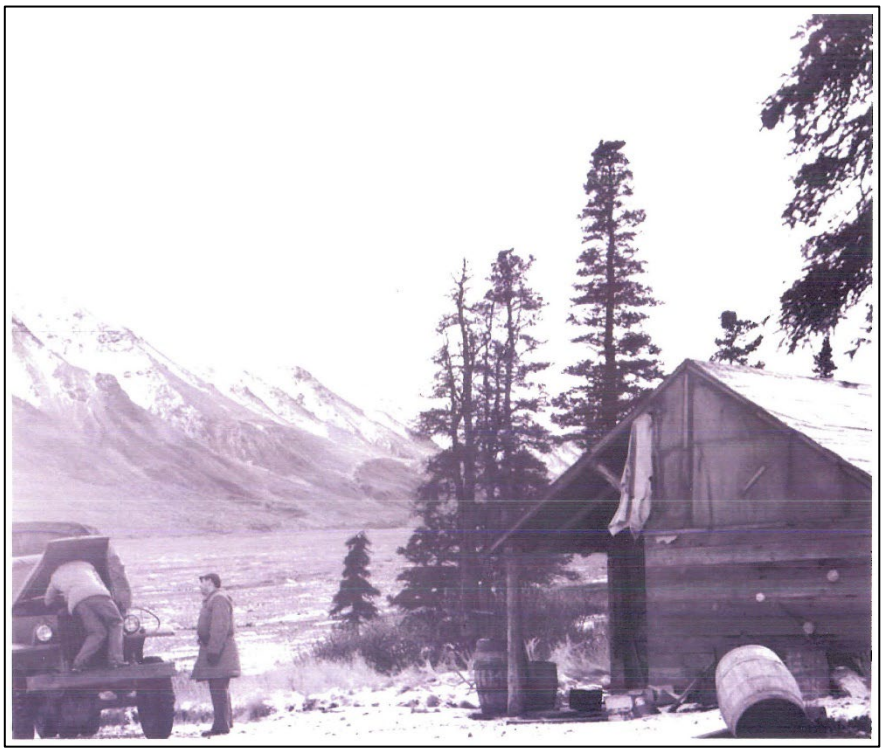


Fig 2.90. Upper Toklat Cabin, 1946 1946. Bernie Rinear Collection, National Park Service, Denali National Park and Preserve.

Fig 2.91. Upper Toklat Cabin, March 1950 DENA 21372. 1950. Peters Collection, National Park Service, Denali National Park and Preserve.

Fig 2.92. Upper Toklat Cabin, 1954 DENA 3454. 1954. Charles Ott Collection, National Park Service, Denali National Park and Preserve.

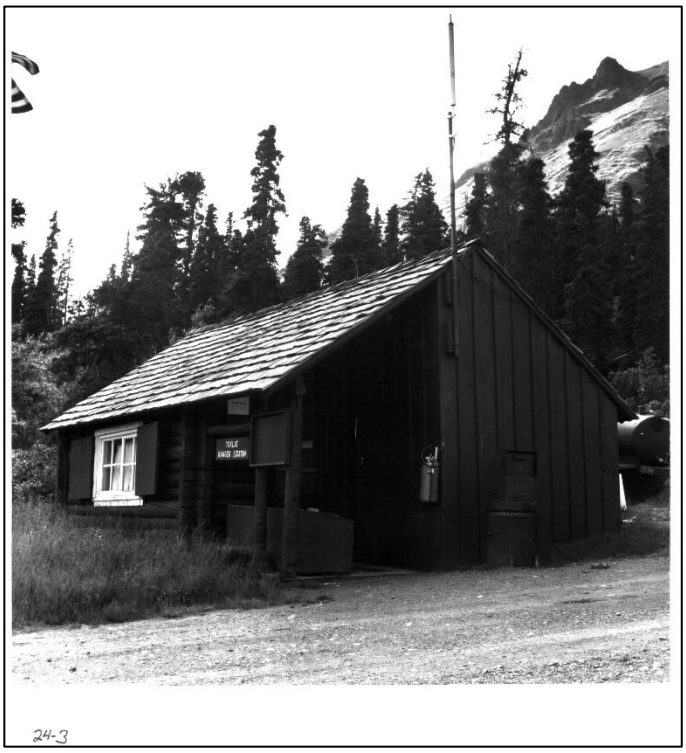


Fig 2.93. Upper Toklat Cabin, 1954 DENA 3454. 1954. Charles Ott Collection, National Park Service, Denali National Park and Preserve.

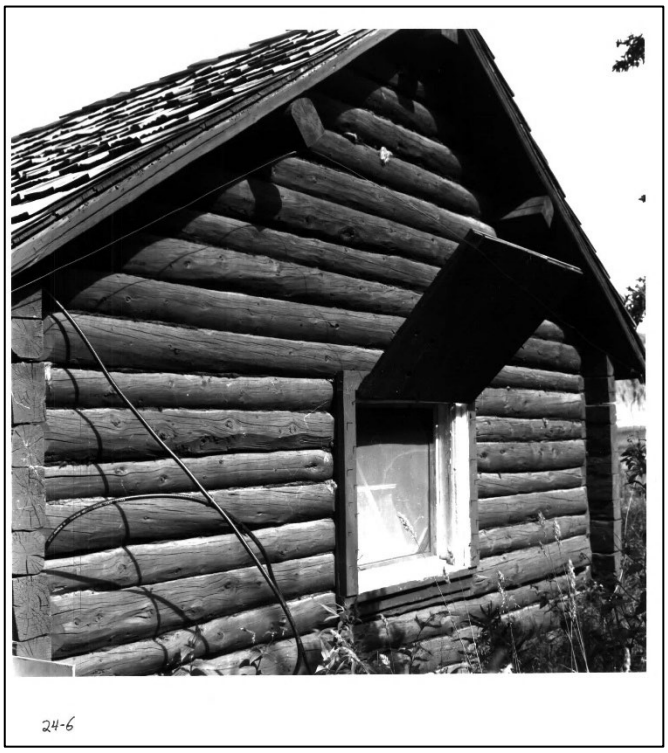


Fig 2.94. Back façade of Upper Toklat Cabin, August 1985 August 1985. Gail Evans, National Park Service, Denali National Park and Preserve.

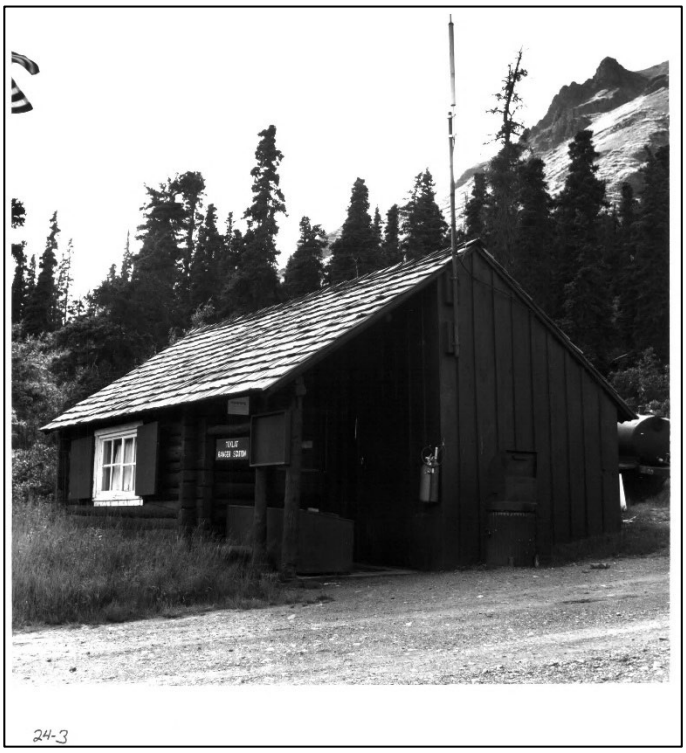


Fig 2.95. Upper Toklat Cabin, August 1985. Gail Evans, National Park Service, Denali National Park and Preserve.

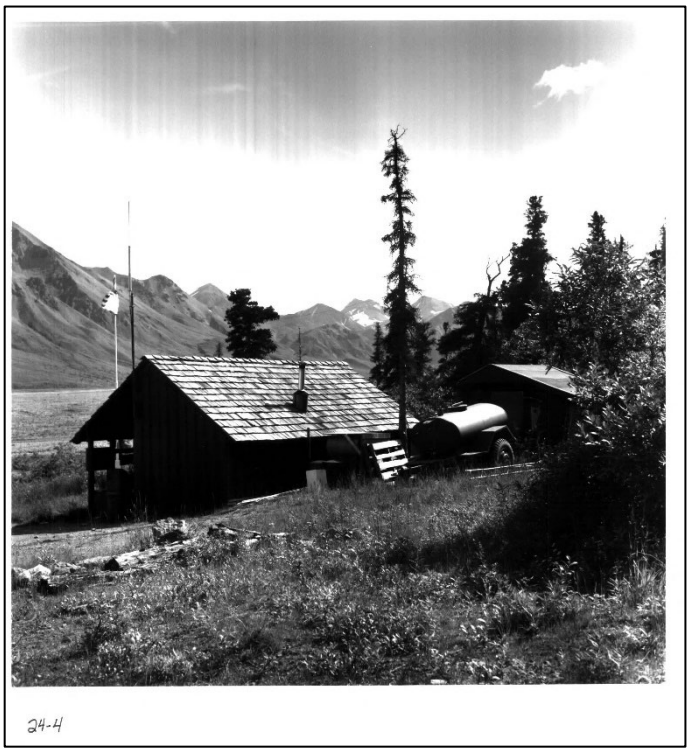


Fig 2.96. Upper Toklat Cabin, August 1985. Gail Evans, National Park Service, Denali National Park and Preserve.

Fig 2.97. Upper Toklat Cabin, August 1985 August 1985. Gail Evans, National Park Service, Denali National Park and Preserve.

Fig 2.98. Picnic table and utilities at the Upper Toklat Cabin, August 2006, National Park Service, Denali National Park and Preserve.

Fig 2.99. Original Toklat River East Bridge, n.d. Candy Waugaman Collection, National Park Service, Denali National Park and Preserve.

Fig 2.100. Toklat River, n.d. Candy Waugaman Collection, National Park Service, Denali National Park and Preserve.

Fig 2.101. Upper Toklat Cabin (left), cache (middle) and unidentified building (right), n.d. Keers Collection, National Park Service, Denali National Park and Preserve.

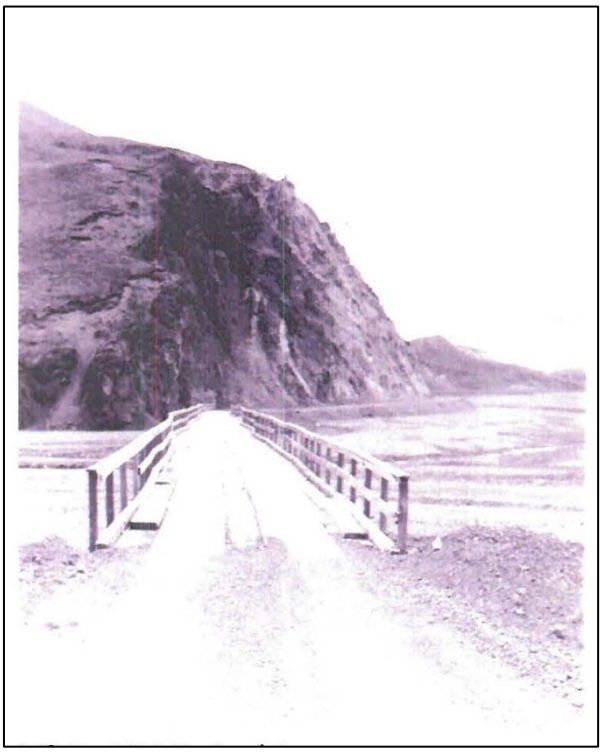


Fig 2.102. Early bridge over Toklat River, n.d. National Park Service, Denali National Park and Preserve.

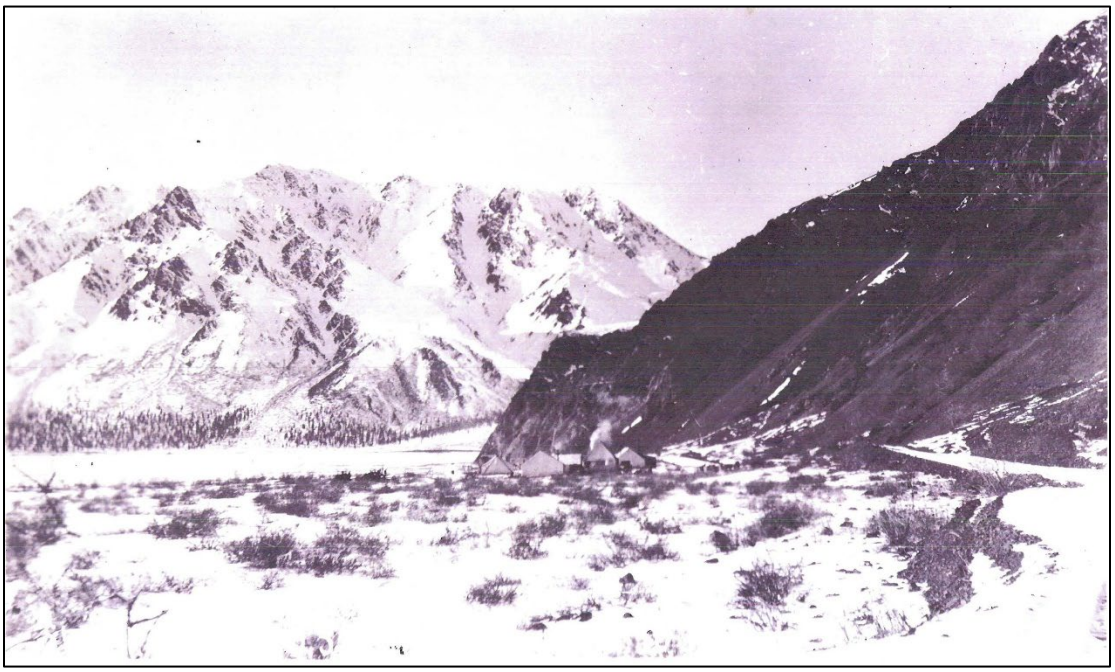


Fig 2.103. ARC camp located across the river from the site of future Upper Toklat Cabin, n.d. 61-2-400. ARC Collection, Alaska State Library, Denali National Park and Preserve.

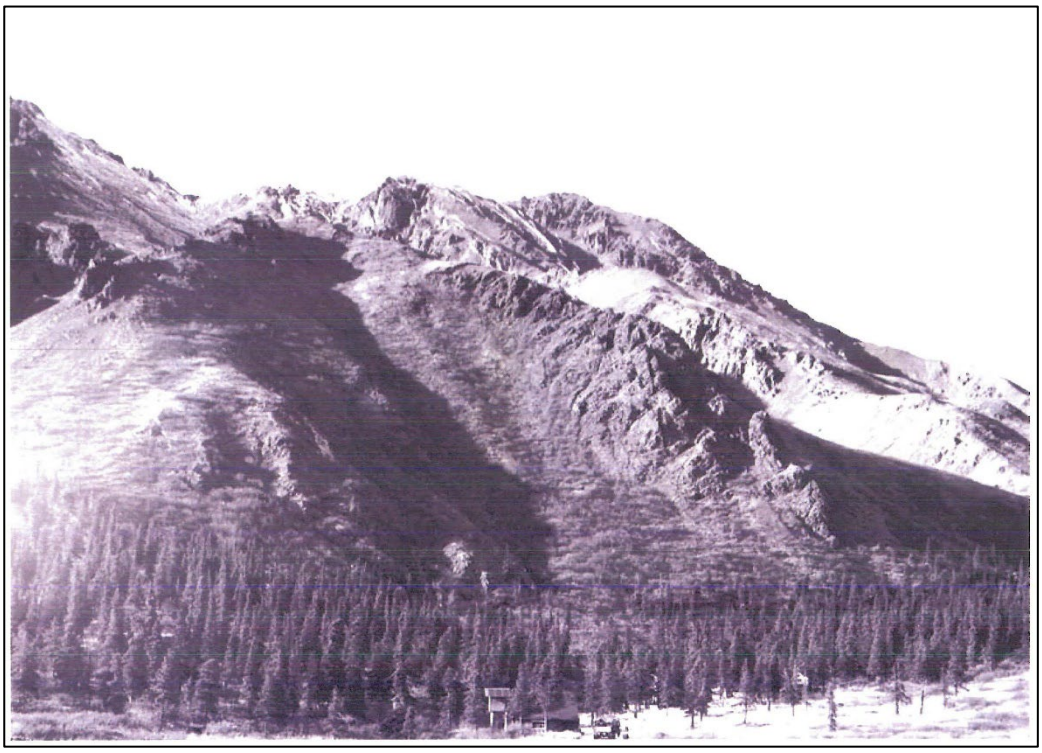


Fig 2.104. Distant view of Upper Toklat Cabin, n.d. 1989-0228-00010. National Park Service, Denali National Park and Preserve.

Chapter 7: Uses

Functions and Uses

Seq. No. (R)	Major Category (R)	Category (R)	Use/ Function (R, if exists)	Historic (Yes/No)	Current (Yes/No)	Primary (Yes/No)
	Domestic (Residential)	Single Family Dwelling	Cabin/Lookout	Yes	Yes	
	Education	Research Facility (Laboratory)	Research Facility (Laboratory)	Yes	Yes	
	Domestic (Residential)	Camp	Camp	Yes		Yes
	Government	Government Office	Patrol Cabin		Yes	Yes

Public Access

Public Access

Other Restrictions

Public Access Narrative

The cabin sites are public but access into the cabins are restricted to guided tours and authorized personnel. The East Fork Cabin Site boundary overlaps with the Wildlife Exclusion Zone, which is restricted to entry.

Chapter 8: Analysis & Evaluation

Analysis and Evaluation Summary

LANDSCAPE CHARACTERISTICS

The Analysis and Evaluation section documents the present day landscape features and condition through narrative and graphics. It is based on the 2015 site inventory, input from park staff, and geographic information system (GIS) data. Landscape characteristics documented include archeological sites, buildings and structures, circulation, land use, natural systems and features, spatial organization, and topography. Individual features are designated as either contributing or non-contributing to the historic character of the site. Contributing features were present during the period of significance and relate to the historic context. Where there was insufficient evidence, features are classified as undetermined.

INTEGRITY

Alterations to individual features and landscape patterns are discussed within the context of historic integrity. Integrity is the ability of a property to convey its significance through the extant characteristics and features that date from the historic period. The historic period for the Denali Road Patrol Cabins begins in 1925 when the Upper Savage Cabin was completed and ends in 1940 when Upper Savage Cabin was moved to its present location. The National Register recognizes seven aspects or qualities that, in various combinations, define integrity. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historical integrity, a property will always possess several, and usually most, of the aspects of integrity. By virtue of the property's stewardship by the National Park Service to preserve the property and its features, the Denali Park Road Patrol Cabin sites as a whole retain all seven aspects of integrity, strongly conveying their historical significance through extant historic features. Though some elements have been lost, the historic character of the sites remains intact.

Landscape Characteristics and Features

Natural Systems and Features

Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation.

Post-Historic and Existing Conditions:

UPPER SAVAGE RIVER CABIN

The Upper Savage River Cabin was originally located on the open tundra closer to the Savage River. In 1940, the NPS relocated the cabin into a forest setting in order to conceal it from the road. At the time of relocation, a small area was cleared for the cabin and a few specimen trees were preserved in this clearing. The cabin is surrounded by a white spruce forest. In May of 1994, the area immediately in front of the cabin was noted as meadow-like. This meadow area that was formerly low growing herbaceous plants has been reduced by the expansion of the gravel area in front of the cabin. In addition, the forest adjacent to the cabin has densified with the elimination of firewood collection and as a result of a warming climate.

A tree stump is located about five feet east of Upper Savage River Cabin between its front porch and the Upper Savage River Replica Doghouse. Photographs from 1999 indicate it was a spruce tree and given its size was likely present during the period of significance. There is no documentation as to when the tree was cut down.

SANCTUARY RIVER CABIN

The Sanctuary River Cabin was sited in a clearing surrounded by spruce forest. Originally, the cabin clearing was located next to several other clearings comprising the ARC tent camp. In 1927 the cabin was surrounded by tall grasses and short shrubs along with two conifers near the front entrance. One is located near the cabin's southwest corner and the other is located a short distance from the northwest corner (1927 Photograph). Conifers surround the cabin clearing on the north and east sides of the cabin. By 1954, only one conifer flanked the cabin's front door, near its southwest corner and by 1958 this tree had also been removed.

The changes to the vegetation continued into the next decade. A photo from 1962 shows a conifer growing west of the cabin's front entrance, sparse conifer growth on the cabin's west side and dense growth along its east side. In 1999, the entry road is well defined by vegetation and conifers are still present on the east and north sides. At this time, spruce was the dominant overstory vegetation in the adjacent forest with a canopy classified as open (Rees & Weddle, 1999). Tall shrubs were present on the south side of the cabin along with grasses and forbs (1999 Photographs; Rees & Weddle, 1999). Approximately 15 trees were identified within a 30-foot radius of the cabin (Rees & Weddle, 1999). As of 2018, the cabin remains in an open clearing. However, overtime, the forest has encroached on the clearing and the forest itself has densified.

IGLOO CREEK CABIN

The Igloo Creek Cabin was constructed in a clearing adjacent to the road flanked by conifers. By November of 1930, the cabin clearing was surrounded on three sides by open conifers (1930 Photograph). The trees were cleared along the east side of the cabin by 1948, providing a more open view of the structure from the road (1948 Photograph). Tall grasses and low shrubs formed the setting on the south and east sides of the cabin, while open conifers bordered the cabin clearing on the north and west sides.

As time went on, the area between the cabin entrance and the road remained open, covered in tall grass and low shrubs. However, the forest understory became more dominant and the forest encroached on the cabin clearing. In 1999, spruce dominated the forest canopy and was complemented by an understory of tall and short shrubs and grass/forbs (Rees & Weddle, 1999). In more recent years the density of larger shrubs in the clearing to the south and west of the parking area has increased, replacing low growing vegetation which historically grew between the road and the cabin.

UPPER EAST FORK CABIN

In addition to being located close to the East Fork Bridge construction site, the natural systems and features of the landscape influenced the ARC's choice of camp location. The ARC selected the Upper East Fork Site for its relatively level, buildable topography. In addition, Coal Creek

and the East Fork of the Toklat River provided sources of potable water, and the location at the base of a hill in a side drainage sheltered the site from wind. A coal outcrop, where the East Fork Coal Mine was developed, also provided a source of fuel.

The East Fork ARC camp was sited at the transition from willow/alder scrub-shrub to lower shrub tundra. In 1958, the cabin was surrounded by tall grasses and low shrubs. As time has progressed, the larger shrubs have continuously encroached on the cabin site and the clearing where the former ARC camp was located. Although no evergreen trees grow on the site, the landscape appears less open than it was historically.

A tributary of the East Fork of the Toklat River, called Coal Creek by the ARC, runs to the south of the East Fork Cabin. The braided tributary, whose centerline is located about 175 feet south of the East Fork Cabin, flows east to west and empties into the East Fork River. The bank of the East Fork is located just over 500 feet southwest of the cabin.

The wilderness boundary extends around the East Fork Cabin and Spur Road into the East Fork floodplain. The most developed area of the site is not within designated wilderness. The eastern portion of the site, where the Coal Mine is located, is within designated wilderness and the Sable Pass Wildlife Viewing Area. The Wildlife Viewing Area provides protected habitat for grizzly bears and wolves.

UPPER TOKLAT CABIN

The earliest known photo of the Upper Toklat Cabin site, from the mid-1920s, shows a white canvas tent set in a clearing with a coniferous woodland behind it. A 1932 aerial image shows the cabin located on the edge of a coniferous woodland to the west of the park road. The areas to the north and east of the cabin were open vegetation consisting of grasses, forbs and shrubs, providing an open view to the Toklat River (1932 Photograph). Toward the end of the 1930s, the vegetation on the east side was open and still consisted of short grasses and forbs. Trees appeared to surround the south and part of the west side of the cabin. The view from the cabin to the river remained open and unobstructed. In 1946, a small cluster of conifers was located near

the cabin's southeast corner (1946 Photograph). An area east of the cabin was cleared for a road and there was an open view of the river from a clearing located north of the cabin.

By the 1980s, grasses were growing along the east and northwest sides, while a stand of conifers was located on the south and west sides. As with other cabin locations, the cleared areas around the cabin became more vegetated over time. As of 1999 spruce was the dominant overstory vegetation around the cabin with an average height of 40 feet, with a canopy classified as open (Rees & Weddle, 1999). Understory vegetation consisted of tall and short shrubs, with few trees located within a 120-foot radius. Since that time more spruce trees have grown in the cabin clearing and a spruce and willow forest grows in the formerly open area between the cabin and the river.

Spatial Organization

Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces.

Post-Historic and Existing Conditions:

The siting of the Denali Park Road Cabins demonstrates the detailed planning given to their placement and relatively even spacing along the spine of the road. Nearly all were located within 150 feet of the road, in a clearing that was typically located near a major road construction project such as a bridge. This means that most were also located adjacent to rivers, which provided a water source for the cabins and their associated camps. Most were located on a bench or terrace so they were out of major flood plains, and protected from the wind and elements by adjacent topography or forests. The one exception was the original location for the Savage River Cabin which was not as protected as the others. All were linked to the Denali Park Road by a small connector road or parking area, though the lengths varied.

UPPER SAVAGE RIVER CABIN

The Upper Savage River Cabin site is centered around the Upper Savage River Cabin which is accessed by two trails, one from the south and the other from the west which originate at

different points along the Denali Park Road. It is set in a clearing of native herbaceous and woody understory vegetation which is surrounded by a forest of native conifers. Support structures are located around the cabin. To the southeast are a series of four historic and one replica doghouses. To the northeast is an outhouse and outhouse pit. To the north is an antenna, which is mostly hidden from view based on its location on the backside of the cabin. A series of footpaths connect to the two main trails and provide access to the built features surrounding the cabin on its north, east and south sides.

SANCTUARY RIVER CABIN

The Sanctuary River Cabin site is centered around Sanctuary River Cabin whose primary access comes from Sanctuary Campground Road which broadly curves on the east side of the cabin before flanking its south side. A spur of the Campground Road heads north to the cabin and abuts the cabin's west façade. Secondary access is provided by the Sanctuary Trail that connects Denali Park Road to the cabin's entrance. It is set in a clearing of native herbaceous and woody understory vegetation primarily on its east, north and south sides which is then surrounded by a forest of native conifers. The Denali Park Road borders the site's northern edge and the Sanctuary River borders its western edge. Support structures are located on the north and east sides of the cabin. To the east is the outhouse and to the north are a collection of utilities that serve the cabin's current use. Though Denali Park Road bordered the cabin's south side during the historic period and due to road realignment now borders its north side, the spatial organization of the rest of the site remains intact.

IGLOO CREEK CABIN

The Igloo Creek Cabin site is centered around Igloo Creek Cabin whose primary access comes from a small parking area directly attached to Denali Park Road, which flanks its eastern edge. It is set on a small plateau located just above the road in a clearing of native herbaceous and woody understory vegetation and is surrounded on the north, south and west sides by a forest of native conifers. Support structures are located on the west and south sides of the cabin. To the west is the outhouse and shed, and to the south are a collection of utilities that serve the cabin's current

use. Though some changes have been made, the spatial organization remains intact from the historic period.

UPPER EAST FORK CABIN

The Upper East Fork site is anchored by Upper East Fork Cabin whose primary access comes from a long spur road stemming from the Denali Park Road. The site is situated in the Coal Creek riparian corridor. The historic landscape extends from the East Fork of the Toklat River westward up the Coal Creek drainage to include the East Fork Coal Mine. The site reaches from the Denali Park Road southward across the Coal Creek floodplain to the edge of the upland plateau south of the drainage. Support structures associated with the Upper East Fork Cabin are located on the north and east sides of the cabin. Several non-historic site features are located to the west including the Dean Cabin and the picnic area. The spatial organization is similar to that at the end of the historic period, when the site was no longer used by the ARC.

UPPER TOKLAT CABIN

The Upper Toklat Cabin site is centered around the Upper Toklat Cabin whose primary access stems from a short, straight spur road connecting the site directly to the Denali Park Road, located to the east. The cabin is situated slightly uphill from the Denali Park Road on the edge of a hillside that overlooks the Toklat River. The site is in a clearing of native herbaceous and woody understory vegetation and is then surrounded by a native conifer-dominated woodland. Support structures are located on the west and south sides of the cabin. To the west are utilities and a picnic table, which support current uses of the cabin. To the south are more utilities, including an antenna. The outhouse is located to the southwest and further up the hill along a trail. That trail continues south to link this site with the Pearson Cabin, and another trail extends northwest of the cabin to a gravel pit. Though some additions to the overall site have been made the spatial organization remains intact from the historic period.

Land Use

Land uses are the principal activities in a landscape that form, shape, and organize the landscape as a result of human interaction.

Post-Historic and Existing Conditions:

UPPER SAVAGE RIVER CABIN

After its initial use by the ARC, the Upper Savage River Cabin was used for dogsled patrols and to house researchers and interpretive staff. Currently it is primarily used for education to interpret how the cabins were used during their period of significance.

SANCTUARY RIVER CABIN

Following its use in the mid-1920s to support road building crews, the Sanctuary River Cabin has been used for dogsled teams on winter patrol, by backcountry rangers during the summer, and by Adolph Murie in 1939 when studying wolf populations.

IGLOO CREEK CABIN

As with the other ARC cabins, the Igloo Cree Cabin was initially used as a cookhouse for road construction and maintenance crews and for storage during other parts of the year. Later the cabin was used for winter dogsled patrols and seasonally as a ranger residence. In the 1940s and 1950s Adolph Murie used the cabin for 16 summers as a base for his wildlife studies. By 2006, the Igloo Creek Cabin did not appear to be used or occupied (Patrol Cabins Assessment Trip Report, 2006). The cabin continues to be used for dogsled patrols and as supplemental housing for field work.

UPPER EAST FORK CABIN

The site was originally used for an ARC work camp. Later, Adolph Murie used the remaining East Fork Cabin as a base for his wildlife research in the late 1930s to early 1940s, and again in the 1960s. The Upper East Fork Cabin was historically used and continues to be used seasonally by dogsled teams on winter patrol. More recently, the cabin has been used to provide summer housing for the Artists-in-Residence program. The Upper East Fork Cabin is currently used by park staff in the shoulder season and select visiting NPS staff in the summer months. University of Alaska Fairbanks researchers formerly used the Dean Cabin. It is currently used by NPS researchers and their institutional partners as a base for scientific research.

Over the past approximately forty years, Denali National Park Wilderness Center, Ltd. (Camp Denali) has utilized the picnic area under a year-to-year Special Use Permit. They will not use the site in the summer of 2018. NPS road crews mined gravel from the hillside between the Park Road and the East Fork Spur Road. The dates of gravel extraction are unknown, but it likely occurred in the 1970s and 1980s. The land uses as a winter dogsled patrol station and a summer research base are congruent with uses during the period of significance. The uses as a picnic area and temporary housing site are contemporary, but have not significantly impacted the site's integrity.

UPPER TOKLAT CABIN

Built as a cookhouse to support road construction crews, the Upper Toklat Cabin has also been used over the years by dogsled teams on winter patrol, backcountry park rangers and Artists-in-Residence.

Topography

Topography is the three dimensional configuration of the landscape surface characterized by features (such as slope and articulation) and orientation (such as elevation and solar aspect).

Post-Historic and Existing Conditions:

UPPER EAST FORK CABIN

East Fork Gravel Pit, Non-contributing

Gravel was formerly extracted from the hillside between the Park Road and the East Fork Spur Road. An indentation and denuded area north of the Picnic Area mark the location of gravel extraction. The gravel mining occurred after the historic period.

East Fork Berm, Undetermined

Located about 10 to 15 feet east of the East Fork Cabin is a roughly 8 by 10 foot oval shaped berm. No documentation was uncovered that provides details about when the berm was constructed and why.

East Fork Trench, Undetermined

Located about five feet northwest of the East Fork Cabin is a shallow trench between 5 and 10 feet long. Although likely constructed to divert water away from the cabin, no documentation was uncovered that provides details about when the trench was constructed and why.

East Fork Bermed Drainage Channel, Undetermined

An over 100-foot-long bermed drainage channel is located on the south side of the East Fork Spur Road between the Dean Cabin and the East Fork Cabin. The depression ranges between two and four feet wide and is lined with river stones. Likely constructed to divert water from the road, no documentation was uncovered providing information about when the channel was built.

UPPER TOKLAT CABIN

Upper Toklat Gravel Pit, Undetermined

An abandoned gravel pit is located over 200 feet northwest of the cabin through a densely wooded area. No documentation was uncovered providing information about when this gravel pit was used, but it was likely used for either road construction or repairs.

Feature Name: East Fork Gravel Pit
Feature Contribution: Non contributing
Latitude: 63.558009
Longitude: -149.78295

Feature Name: East Fork Berm
Feature Contribution: Undetermined
Latitude: 63.557858
Longitude: -149.780327

Feature Name: East Fork Trench
Feature Contribution: Undetermined
Latitude: 63.55827

Longitude: -149.780327

Feature Name: East Fork Bermed Drainage Canal

Feature Contribution: Undetermined

Latitude: 63.557667

Longitude: -149.781389

Feature Name: Upper Toklat Gravel Pit

Feature Contribution: Non contributing

Latitude: 63.518525

Longitude: -150.049551

Fig 3.1. East Fork Berm (NPS, 2015).

Fig 3.2. East Fork Trench (NPS, 2015).

Fig 3.3. East Fork Bermed Drainage Channel (NPS, 2015).

Fig 3.4. Upper Toklat Gravel Pit (NPS, 2015).

Circulation

Circulation refers to the spaces, features, and applied material finishes that constitute systems of movement in a landscape.

Post-Historic and Existing Conditions:

The five ARC Cabin sites are situated along the first half of the Denali Park Road. Distributed approximately ten to twelve miles apart, the cabin sites are located at Mile 12.9 - Savage, 22 - Sanctuary, 34 - Igloo, 43.5 - East Fork, and 53.7 - Upper Toklat. All but the Upper Savage River Cabin site correspond to the location of former ARC camps. The camps were established from east to west to facilitate road construction as it progressed.

The Park Road provides the central transportation corridor into the park. The road is paved to the Savage River, and the remainder has a gravel or earthen surface. Private vehicles are restricted after Savage River, and the majority of visitors see the interior of the park on shuttle bus tours. Each cabin is set back from the road. Igloo Creek Cabin is the closest to the Park Road and is attached to the road by a parking area. Spur roads, ranging from 115 (Upper Toklat) to 1400 (East Fork) feet, connect each of the remaining cabin sites to the road.

UPPER SAVAGE RIVER CABIN

Upper Savage Foot Trails (US15), Contributing

Several trails ranging from one to two feet in width link Upper Savage Cabin to structures located in the surrounding landscape including the outhouse and doghouses. These bare earth or grass covered trails would have existed historically to provide connections for residents.

Upper Savage Cabin Trail (US16), Non-contributing

This roughly six-foot-wide crushed stone trail links the Park Road with Upper Savage Cabin, a connection that all of the patrol cabins had during the period of significance. Though the alignment of this trail likely matches a historic connection, there is no substantial documentation verifying this. It is known that the trail was originally cut wide enough to transport the cabin to its new site in 1940, and was used to provide access to equipment needed to drill the well and construct a pump house which was later removed in 2000. Today it is used primarily for pedestrian access; however, the width and material composition do not match what would have existed during the period of significance. The trail has been expanded into a large gravel area around the cabin entrance that detracts from the historic character.

Upper Savage Cabin Interpretive Trail (US17)), Non-contributing

This roughly six-foot-wide crushed stone trail links a shuttle stop with Upper Savage Cabin. It is not likely this alignment was used during the period of significance to provide a connection to the Park Road given its length and less direct orientation. Today it is used primarily for pedestrian access and provides information about the history of the site and park through wayside exhibits.

SANCTUARY RIVER CABIN

Sanctuary Old Roadbed, Contributing

When Sanctuary River Cabin was built in 1926 the Park Road was located about 50 feet south of the cabin. It then continued west over Sanctuary River via a bridge. In 1956 a new bridge was built over the river northwest of the cabin and the road was moved about 100 feet north. This portion of the road, located southwest of the cabin, is a road trace and is no longer used.

Sanctuary Campground Road, Contributing

The portion of the old Park Road alignment that is located due south and to the east of the cabin is now used to access Sanctuary Campground located south of Sanctuary Cabin. A spur connects this road segment to the cabin. This spur is a remnant of the former access from the old Park Road to the Sanctuary Cabin, though the material composition and width have been altered to some degree.

Sanctuary Trail, Non-contributing

Sanctuary Trail connects Sanctuary Cabin with the realigned Denali Park Road and was likely blazed sometime after 1956 when this new road alignment was constructed. Therefore, the one-to-two-foot-wide earthen trail postdates the period of significance. A short portion of it may have been used historically to provide access between the cabin and sled doghouses formerly located northwest of the cabin.

IGLOO CREEK CABIN

Igloo Trails, Contributing

Though no documentation exists about this one-to-two-foot earthen trail, it was likely in place and used heavily during the period of significance since it linked the cabin with Igloo Creek located to the west. Other trails connecting the cabin to the outhouse are also considered an historic alignment.

Igloo Parking Area, Non-contributing

A parking area is located next to the Park Road at the Igloo Cabin. While historically there was a denuded area in front the cabin leading to the road, the current shape and extent of the parking area does not date to the period of significance.

UPPER EAST FORK CABIN

East Fork Spur Road, Contributing

Like all of the Denali Park Road Patrol Cabins, the East Fork Cabin was linked to the Park Road by a spur road. Due to the cabin's location at the base of a hill south of the Park Road, the spur road for this cabin is much longer than at other cabin sites. The East Fork Spur Road extends southwest and downhill from the Park Road before curving south. It then continues east across the relatively level former location of the ARC camp towards the Upper East Fork Cabin. The compacted gravel road ranges between 10 and 12 feet wide. In most places, short grasses grow along its centerline.

Parking areas are located at the picnic area (to the south of the road) and before the Upper East Fork Cabin (to the north of the road). A narrow branch of the Spur Road heads from the picnic area down to the East Fork River. The rustic one lane road with an uneven gravel surface represents the historic character during the ARC period.

East Fork Outhouse Trail, Contributing

A short earthen trail connects the East Fork Cabin to the outhouse. It traverses a small hill and runs north for about 25 feet before heading east for another 25 feet. Since the outhouse is located in an adjacent location to where it was historically, this trail likely runs along the historic alignment. The narrow 12 to 18 inch, unimproved trail maintains integrity.

Picnic Area Trail, Non-contributing

A series of trails connect log benches that are located in a shrub grove southwest of the picnic area. Footpaths were likely historically located in this area since it was once the setting for white canvas tents used by road construction workers. However, the current paths are more contemporary and relate to the use of this area for day trips and picnics by Camp Denali.

UPPER TOKLAT CABIN

Upper Toklat Cabin Spur Road, Contributing

A roughly 100-foot crushed gravel road, ranging from 10 to 15 feet wide, connects the Denali Park Road to the front of the Upper Toklat Cabin. The road's clearing provides a viewshed from the cabin to the Toklat River located east of the cabin site. Now bordered on both sides by spruce trees and dense brush, it was once cleared of tall vegetation and provided more expansive views of the riverbed.

Path to Pearson Cabin, Contributing

Extending off of the path that links the cabin to the outhouse is a meandering narrow earth and brush covered path that connects the Upper Toklat Cabin to the Pearson Cabin. Though no documentation about this trail was uncovered, it has likely linked the two cabins since they were built in the early 1930s.

Path to Upper Toklat Outhouse, Undetermined

A roughly 25-foot narrow earthen path runs southwest, connecting the cabin to the outhouse, navigating a steep incline close to the outhouse structure.

Path to Gravel Pit, Undetermined

A 200-foot narrow earthen and brush covered path extends in a nearly straight line from the northwest corner of the cabin's parking area towards the gravel pit.

Feature Name: Upper Savage Foot Trails

Feature Contribution: Contributing

Feature Name: Sanctuary Old Roadbed

Feature Contribution: Contributing

Latitude: 63.722652

Longitude: -149.473404

Feature Name: Sanctuary Campground Road

Feature Contribution: Contributing

Latitude: 63.722641

Longitude: -149.473679

Feature Name: Igloo Trails

Feature Contribution: Contributing

Feature Name: East Fork Spur Road

Feature Contribution: Contributing

Latitude: 63.557304

Longitude: -149.784286

Feature Name: East Fork Outhouse Trail

Feature Contribution: Contributing

Latitude: 63.557961

Longitude: -149.780396

Feature Name: Upper Toklat Spur Road

Feature Contribution: Contributing

Latitude: 63.518009

Longitude: -150.047867

Feature Name: Path to Pearson Cabin

Feature Contribution: Contributing

Latitude: 63.517849

Longitude: -150.048798

Feature Name: Upper Savage Cabin Trail

Feature Contribution: Non contributing

Latitude: 63.719658

Longitude: -149.258514

Feature Name: Upper Savage Cabin Interpretive Trail

Feature Contribution: Non contributing

Latitude: 63.719643

Longitude: -149.258591

Feature Name: Picnic Area Trail

Feature Contribution: Non contributing

Latitude: 63.557468

Longitude: -149.783005

Feature Name: Sanctuary Trail

Feature Contribution: Non contributing

Latitude: 63.722794

Longitude: -149.473434

Feature Name: Igloo Parking Area

Feature Contribution: Non contributing

Latitude: 63.60945

Longitude: -149.585185

Feature Name: Path to Upper Toklat Outhouse

Feature Contribution: Undetermined

Latitude: 63.518059

Longitude: -150.048599

Feature Name: Path to Gravel Pit

Feature Contribution: Undetermined

Latitude: 63.518509

Longitude: -150.0495

Fig 3.5. Upper Savage Cabin foot trail through doghouses (NPS, 2015).

Fig 3.6. Upper Savage Cabin Trail (NPS, 2015).

Fig 3.7. Upper Savage Cabin Interpretive Trail (NPS, 2015).

Fig 3.8. Sanctuary Campground Road, view E (NPS, 2015).

Fig 3.9. Sanctuary Trail to Park Road, view N (NPS, 2015).

Fig 3.10. Igloo Trail to Outhouse (NPS, 2015).

Fig 3.11. East Fork Trail to Outhouse (NPS, 2015).

Fig 3.12. Igloo Parking Area (NPS, 2015).

Fig 3.13. East Fork Spur Road (NPS, 2015).

Fig 3.14. Spur Road to East Fork Cabin (NPS, 2015).

Fig 3.15. East Fork Spur Road (NPS, 2015).

Fig 3.16. Upper Toklat Spur Road (NPS, 2015).

Fig 3.17. Path to Upper Toklat Outhouse (NPS, 2015).

Fig 3.18. Path to Toklat Gravel Pit (NPS, 2015).

Fig 3.19. Path to Pearson Cabin (NPS, 2015).

Buildings and Structures

Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity.

Historic Condition:

[enter text here]

Post-Historic and Existing Conditions:

UPPER SAVAGE RIVER CABIN

Upper Savage River Cabin (US1), Contributing

Upper Savage River Cabin was built in 1925 as a double room cabin near the Savage River at Mile 10. In 1940 at the request of the Superintendent, the cabin was separated and moved to its current location about 150 meters north of the Park Road at Mile 12.9. The other half was later used for firewood. Cabin dimensions or details prior to its separation are not readily available. The single-story cabin has a rectangular shape with internal measurements of 14 by 16 feet. The cabin has multi-light windows, log walls hewn flat on three sides, single and double square corner notching, oakum and burlap-chinking, an unpainted exterior, medium pitch gable with wood shakes, exposed purlins and rafters, and a gable extending on the main façade to form a porch supported by knee braces (Evans, 1986).

The alterations to the cabin since 1940 have primarily consisted of repairs that did not compromise the historic character. By 1975, it was noted that the Upper Savage Cabin was in need of major maintenance (Rees & Weddle, 1999). The foundation logs were replaced and a plywood floor was installed over a vapor barrier and two by six inch floor joists (Evans, 1986). In the late 1970s, a cedar shake roof was installed over the original roofing paper. In 1981, the sill logs were replaced on four sides with creosoted logs (NPS, Compendium of Work).

Only four years after the sill log replacement, a 1985 assessment of the cabin found that three lower logs were rotting, likely due to previous ground contact (NPS, Compendium of Work). A number of other issues were also present. These were attributed to the reassembly of the cabin after its move to the new site in 1940, including space between logs and spikes holding logs

together. Starting in 1986, the cabin underwent a thorough restoration. Foam was sprayed in the larger holes and wood chips/strips were used to fill gaps (NPS, Compendium of Work). In 1988, the rehabilitation was completed when a pressure treated timber foundation was installed (Rees & Weddle, 1999; NPS, LCS, 1995). The cabin was surveyed again in 1994 (Leeper & Partlow, 1994). Moisture damage was documented on the roof and a corner missing chinking was identified as a possible entry for rodents (NPS, Compendium of Work). In 1999, water was observed leaking in and around the stove pipe (Rees & Weddle, 1999). The pipe was later repaired.

Of the five ARC cabins the Upper Savage Cabin possesses the least integrity because it was moved. In addition, the shake roof on the Upper Savage Cabin does not reflect the roofing material during the period of significance. The roofs were re-replaced with paper roofing at the remaining ARC cabins. However, it is the oldest ARC cabin and the only cabin that retains a wood stove.

Upper Savage River Doghouses 1-4 (US4-US7, DENA 209), Contributing
Originally located near Park Headquarters, 12 doghouses were moved to the Upper Savage site in 1930. They were moved again, along with Upper Savage Cabin, to their current location along a trail southeast of the Upper Savage Cabin around 1940, but only four of the original doghouses remain. They are in an extreme state of deterioration and will be lost if preservation measures are not taken.

Upper Savage River Replica Doghouse (US3), Non-contributing, compatible
No information about the construction of the newest doghouse at the Savage Cabin site was uncovered, but it was likely built after the period of significance. It is used to interpret the structures used for sled dogs when they were in residence at the cabins during patrols. It is located about 10 feet away from the southeast corner of the Upper Savage River Cabin. Although not historic, the feature is managed as a cultural resource by the NPS.

Upper Savage River Outhouse (US2), Non-contributing

The Upper Savage Outhouse is located about 50 feet northeast of Upper Savage Cabin, near the Upper Savage Old Outhouse Pit. The date of construction for the four by four foot wood structure is not known, but it was likely built after the period of significance. Its entrance faces north and it has a gable roof.

SANCTUARY RIVER CABIN

Sanctuary River Cabin, Contributing

Built in 1926 at Mile 22.7 near Sanctuary River, Sanctuary River Cabin is a 14 by 16 foot unpainted one-room cabin constructed of logs that are peeled and hewn flat on three sides (Bryant, 2011, 55-56). The medium pitch gable roof extends over the front façade creating a porch that is supported by two round peeled log posts. The roof is covered with roofing paper over seven-inch shiplap supported by blazed pole rafters. The cabin has single and double square corner notching, oakum and burlap chinking, exposed purlins and rafters, multi-light windows, and attached wood window shutters. The original furnishings included an iron range, cooking utensils, dishes, two spring cots and mattresses and plank flooring (Bryant, 2011, 55-56).

The first repairs at Sanctuary River Cabin were reported in the 1940s Superintendent Monthly Reports. In 1950, the cabin was reroofed with 90 pound green felt roofing. In the 1970s, a shake roof was installed (NPS, Compendium of Work; Evans, 1986). Further inspection of the cabin in 1981 uncovered rotting sill logs due to contact with the ground (NPS, Compendium of Work). General maintenance work was completed during the course of the following years. In 1982, propane tanks are noted in the landscape, wall holes were patched, timbers were sawed and split and general cleaning was completed. During this period, the single shutter on the south window was replaced by double shutters (NPS staff). The east side of the foundation was also dug out due to the rotting of base logs and the floor was painted in1983. In 1984, eight lower logs were replaced and a new timber foundation, a new insulated plank floor and a shutter door were installed (Evans, 1986). Other improvements included installation of stringers, insulation, propane lights, wood box, bookshelves, chinking and yellow oilcloth, as well as application of trim paint (NPS, Compendium of Work).

In 2003, the wood-burning stove was replaced with a propane heating stove. By 2006, the cabin did not appear to be used or occupied (Patrol Cabins Assessment Trip Report, 2006). A 2012 report noted that the cabin was recently painted and a non-historic sign was added above the door (NPS, LCS, 2012). At some point, the shake roof was re-replaced with paper roofing, compatible with the original roofing material.

Sanctuary River Outhouse, Non-contributing

Likely built after 1962, the outhouse is a roughly four by four foot rust-colored wood structure with a shed roof that is located about 60 feet east of the cabin. Its entrance faces west. This appears to be a new outhouse that replaced one located roughly 25 feet northeast of the cabin, which faced southwest.

IGLOO CREEK CABIN

Igloo Cabin, Contributing

The Igloo Creek Cabin, the third cabin to be built, was completed in 1927 at Mile 34.1. The cabin is located on a flat part of a gentle slope just north and above the Park Road about 150 feet east of Igloo Bridge. The 14 by 16 foot cabin was named for an old "igloo" structure that was located nearby and constructed of wood poles and branches. The cabin is constructed of logs with single and double square corner notching and oakum caulking. The gable roof extends beyond the main façade to cover the porch.

In 1951, unauthorized use by US Air Force personnel stationed nearby caused fire damage to the cabin (Evans, 1986). Interior repairs were completed the following year, including the installation of new particleboard (Evans, 1986). This seems to mark the beginning of overall modernizations to the cabin. For example, in 1959, the original wood-burning stove was replaced with an oil heating stove and a refrigerator was installed in 1968 (NPS, Compendium of Work). In 1965 a propane house was installed. Propane lights were installed in 1981 (NPS, Compendium of Work).

More substantive rehabilitation started in 1979 when a cedar shake roof was installed over the original roof (Evans, 1986). In 1985, a 12 by 12 inch pressure treated timber foundation set on

gravel was installed, logs and flooring were replaced and the eaves were repaired (Rees & Weddle, 1999; Evans, 1986). During this process, stenciling was discovered on the floor joists that indicated their previous use as Army tent ridge poles (Evans, 1986). In 2003, the oil-heating stove was replaced with a propane-heating stove, for which the flue was replaced sometime before 2012 (NPS, LCS, 2012). At various points the loft over the porch was used for storage; photos show a ladder leading to this space. In 2006, furnishings were documented to include a propane-fed heater, cooking oven, range stove top, fridge, bunk bed and an emergency stove and lantern (Igloo Cabin Description). A 2013 condition update report noted a new stove flue, brown stain on the walls and the overall condition of the cabin as excellent (Bryant, 2012).

Recent alterations have changed the cabin both in ways consistent and inconsistent with the historic character. At some point the cabin was painted brown, detracting from the historic character. On the other hand, the incompatible shake roof was replaced with paper roofing more similar to the original material. Despite interior changes and minor exterior alterations, the cabin retains its overall historic character.

Igloo Creek Outhouse, Non-contributing

There is no documentation about when this outhouse was built, but it is not the original outhouse. The roughly four by four foot rust colored wood structure, located about 30 feet west of the cabin, has a shed roof and a door which faces south.

Igloo Creek Shed, Non-contributing

A shed, located about 20 feet west of the cabin's southwest corner, is not present in 1985 and first appears in photographs in 1999. It is a three by six foot wood board and batten structure with a gable roof and south facing entrance.

UPPER EAST FORK CABIN

Upper East Fork Cabin, Contributing

Built in 1928, set into the hillside, the 14 by 16 foot cabin is constructed with log walls that are hewn flat on three sides with single and double square corner notching and oakum and burlap

chinking. The medium pitch gable roof extends at the gable end past the front facade to form a porch that faces west. The peeled log posts, beam and diagonal bracing of the porch roof is a character-defining feature of the Upper East Fork Cabin. The cabin also has a removable and hinged wood window and door shutters.

In 1978, the cabin was found full of snow and ice, which warped the wooden floor and made it uneven when it dried (NPS, Compendium of Work). General repairs and rehabilitation started soon after. A shake roof was added in 1979, and the cabin was painted in 1983 (Evans, 1986; NPS, Compendium of Work). In 1990, an eight by eight inch pressure treated timber foundation was installed (Rees & Weddle, 1999). The shake roof was replaced with rolled roofing in 2011 (NPS, LCS, 2012).

Although the cabin was painted, the paint appears to have worn or been removed, and the cabin's original exterior wood finish is visible. In addition, the incompatible shake roof was replaced with rolled roofing, similar to the historic roofing material. Interior alterations are not as well-documented, but the wood stove was replaced with propane heating, likely in 1965. Because of the continued use and maintenance, the cabin is in good condition and retains its historic character.

Upper East Fork Outhouse, Contributing

First documented in photographs around 1930, the outhouse is located on a hillside just north of the cabin. In 1930 the door faced north and today it faces west. Though the orientation of the outhouse has changed, its structure and general location have not. The roughly four by four foot wood structure has a shed roof covered with shakes. While historic photographs do not depict the outhouse roof surface, the original roofing material likely matched the rolled roofing of the adjacent cabin. The structure has a small diamond shaped opening in the center of the façade to the right of the door. The lap siding and vertical plank door are character-defining features.

Dean Cabin, Non-contributing

The Dean Cabin, located over 200 feet west of the Upper East Fork Cabin, is an approximately 10 by 12 foot log cabin whose logs are hewn flat on all sides with square notched corners. It is resting about three feet above the ground plane on a temporary foundation of railroad ties. It has a flat roof and the door faces east. A lean-to covered shed is built into its north façade, which is used for fuel storage. The Dean Cabin was built in 1974 or 1975 and is not maintained by the NPS (FMSS record); it is used primarily by University of Alaska, Fairbanks researchers.

Camp Denali Outhouse, Non-contributing

This contemporary four by four foot metal and resin outhouse is located across from the picnic area about 150 feet west of the Dean Cabin along the East Fork Spur Road. The mobile outhouse was installed to provide restroom facilities for Camp Denali day use. The structure is owned by Camp Denali.

UPPER TOKLAT CABIN

Upper Toklat Cabin, Contributing

The 14 by 16 foot Upper Toklat Cabin, built in 1930, consists of log walls hewn flat on three sides with single and double square corner notching and oakum chinking. It has a medium pitch gable roof which extends beyond the front façade to form a porch supported by a wood log post. By 1938, half of the porch was enclosed to create a refrigerator room, which was converted to a cache with shelves in 1983. The porch has board and batten siding.

The first recorded maintenance on the cabin started in 1952. The July 1958 Superintendent's Monthly Report (SMR) indicates that the Toklat Ranger Station was renovated and painted, and the August 1964 SMR states that an infiltration gallery was installed to provide the site with water. Since both of these documents refer to the Toklat Ranger Station, the work could have taken place at either the Upper Toklat Cabin or the nearby Pearson Cabin. Historically, both cabins were intermittently referred to as the Toklat Ranger Station.

In 1967, park naturalist Peter Sanchez wrote to the superintendent regarding his budget request for rehabilitation, protesting the addition of $2,500 for "historical and architectural research"

when all he needed was the replacement of logs weakened by dry rot (Letter from Peter Sanchez to Superintendent, 1967). In 1974, painting and repairs were completed on the store room, a screen door was installed and a bookcase and hat rack were constructed (NPS, Compendium of Work). During the same year front window frames, front porch and fire tools box were painted and rock work was installed in front of the cabin. The stove pipe blew off the roof in 1975, but there is no record of when this was replaced or repaired. Cedar shakes were installed on the original roof in 1979 (Evans, 1986).

As late as 1975 the cabin had no utilities, with heating and cooking provided by a wood stove and a wood range (NPS, LCS, 2012). Although a precise date is not available for the installation of utilities, propane lanterns were installed in 1983 (NPS, Compendium of Work; 1985 Photographs). In 1986 a new heater was installed and a fuel line leak was repaired (NPS, Compendium of Work).

Overall, the 1980s marked the beginning of major restoration efforts. An inspection at the beginning of the decade uncovered sill logs and porch posts rotting due to contact with the ground. In 1983, the refrigerator room was converted to a cache with shelves, cupboards and trash were removed and two bookshelves were built. An eight by eight inch pressure treated timber foundation was installed in 1987 and major restoration work was undertaken the following year though details of that work were not documented (Rees & Weddle, 1999).

More recently, a propane-heating stove replaced an oil-heating stove in 2003 and by 2012 the cabin had new rolled roofing (NPS, Compendium of Work; NPS, LCS, 2012). The rolled roofing replaced the cedar shake roof that was installed in 1979, restoring the original material character. While this restoration improved the historic character of the building, a few alterations have had an adverse effect. Before 1986, the cabin was stained brown; this stain does not match the original wood finish. In addition, the board and batten siding on the shed is not compatible with the unpainted roughhewn horizontal board siding from the period of significance. Despite these changes, the cabin retains integrity.

Upper Toklat Shed, Non-contributing

By 1968, the Upper Toklat Shed was located about 10 feet southwest of the cabin. The roughly five by seven foot wood board and batten shelter has a modified saltbox roof whose entrance faces north. The shed replaced a log cache that was associated with the cabin and had been moved to a few locations around the site.

Upper Toklat Outhouse, Undetermined

A roughly four by four foot wood outhouse with a gable roof whose entrance faces north is located on a hill directly southwest of the Upper Toklat Cabin. No documentation exists to determine when it was built.

Feature Name: Upper Savage River Cabin

Feature Contribution: Contributing

Latitude: 63.719781

Longitude: -149.25854

CRIS-HS Resource name: Upper Savage Patrol Cabin (B30)

CRIS-HS Resource ID: 005233

FMSS Record Type: Location

FMSS Record Number: 18710

Is FMSS Record Exact Match?: Yes

Feature Name: Upper Savage River Doghouses 1-4

Feature Contribution: Contributing

Latitude: 63.719748

Longitude: -149.258326

CRIS-HS Resource name: Upper Savage Patrol Cabin Dog House Ruins (B30A)

CRIS-HS Resource ID: 036550

Feature Name: Sanctuary River Cabin

Feature Contribution: Contributing

Latitude: 63.722808

Longitude: -149.473375

CRIS-HS Resource name: Sanctuary Patrol Cabin (B31)

CRIS-HS Resource ID: 005234

FMSS Record Type: Location

FMSS Record Number: 18711

Is FMSS Record Exact Match?: Yes

Feature Name: Igloo Creek Cabin

Feature Contribution: Contributing

Latitude: 63.609424

Longitude: -149.585412

CRIS-HS Resource name: Igloo Creek Patrol Cabin (B25)

CRIS-HS Resource ID: 005231

FMSS Record Type: Location

FMSS Record Number: 18708

Is FMSS Record Exact Match?: Yes

Feature Name: Upper East Fork Cabin

Feature Contribution: Contributing

Latitude: 63.557851

Longitude: -149.780605

CRIS-HS Resource name: Upper East Fork Patrol Cabin (S29)

CRIS-HS Resource ID: 005232

FMSS Record Type: Location

FMSS Record Number: 18709

Is FMSS Record Exact Match?: Yes

Feature Name: Upper East Fork Outhouse (B29A)

Feature Contribution: Contributing

Latitude: 63.557964

Longitude: -149.7804

FMSS Record Type: Location

FMSS Record Number: 81314

Is FMSS Record Exact Match?: Yes

Feature Name: Upper Toklat Cabin

Feature Contribution: Contributing

Latitude: 63.518073

Longitude: -150.048371

CRIS-HS Resource name: Upper Toklat Ranger Station (S24)

CRIS-HS Resource ID: 001074

FMSS Record Type: Location

FMSS Record Number: 38020

Is FMSS Record Exact Match?: Yes

Feature Name: Upper Savage Replica Doghouse

Feature Contribution: Non contributing – compatible

Latitude: 63.719767

Longitude: -149.258425

CRIS-HS Resource name: Upper Savage River Patrol Cabin Doghouse (B30B)

CRIS-HS Resource ID: 565203

Feature Name: Upper Savage River Outhouse

Feature Contribution: Noncontributing – compatible

Latitude: 63.719923

Longitude: -149.258255

Feature Name: Sanctuary River Outhouse (B128)

Feature Contribution: Noncontributing – compatible

Latitude: 63.722755

Longitude: -149.4728

FMSS Record Type: Location

FMSS Record Number: 18835

Is FMSS Record Exact Match?: Yes

Feature Name: Igloo Creek Outhouse (B129)

Feature Contribution: Noncontributing – compatible

Latitude: 63.609485

Longitude: -149.586075

FMSS Record Type: Location

FMSS Record Number: 18836

Is FMSS Record Exact Match?: Yes

Feature Name: Igloo Creek Shed (B25A)

Feature Contribution: Noncontributing – compatible

Latitude: 63.609413

Longitude: -149.585634

FMSS Record Type: Location

FMSS Record Number: 239471

Is FMSS Record Exact Match?: Yes

Feature Name: Dean Cabin

Feature Contribution: Non contributing

Latitude: 63.557722

Longitude: -149.781925

FMSS Record Type: Location

FMSS Record Number: 244761

Is FMSS Record Exact Match?: Yes

Feature Name: Camp Denali Outhouse

Feature Contribution: Non contributing

Latitude: 63.557701

Longitude: -149.782979

Feature Name: Upper Toklat Shed (B24B)

Feature Contribution: Non contributing – compatible

Latitude: 63.518033

Longitude: -150.048513

FMSS Record Type: Location

FMSS Record Number: 81312

Feature Name: Upper Toklat Outhouse (B24A)

Feature Contribution: Non contributing

Latitude: 63.518009

Longitude: -150.048794

FMSS Record Type: Location

FMSS Record Number: 19102

Fig 3.20. Upper Savage Cabin (NPS, 2015).

Fig 3.21. Upper Savage Doghouse 1, LCS 36550 (NPS, 2015).

Fig 3.22. Upper Savage Doghouse 2 LCS 36550 (NPS, 2015).

Fig 3.23. Upper Savage Doghouse 3 LCS 36550 (NPS, 2015).

Fig 3.24. Upper Savage Doghouse 4 LCS 36550 (NPS, 2015).

Fig 3.25. Upper Savage Replica Doghouse, LCS 565203 (NPS, 2015).

Fig 3.26. Upper Savage Outhouse (NPS, 2015).

Fig 3.27. Sanctuary Cabin (NPS, 2015).

Fig 3.28. Interior of Sanctuary Cabin (NPS, 2015).

Fig 3.29. Interior of Sanctuary Cabin (NPS, 2015).

Fig 3.30. Igloo Cabin (NPS, 2015).

Fig 3.31. Igloo Shed (NPS, 2015).

Fig 3.32. Igloo Outhouse (NPS, 2015).

Fig 3.33. East Fork Cabin (NPS, 2015).

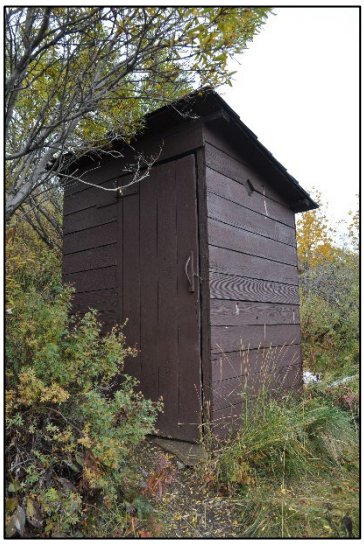


Fig 3.34. East Fork Outhouse (NPS, 2015).

Fig 3.35. Dean Cabin (NPS, 2015).

Fig 3.36. Camp Denali Outhouse (NPS, 2015).

Fig 3.37. Upper Toklat Cabin (NPS, 2015).

Fig 3.38. Upper Toklat Outhouse (NPS, 2015).

Fig 3.39. Upper Toklat Shed (NPS, 2015).

Small-Scale Features

Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape.

Post-Historic and Existing Conditions:

UPPER SAVAGE RIVER CABIN

Upper Savage Signs (US13), Non-contributing

Signs are located along the main trails to provide directional and interpretive information. All were added following the period of significance.

Upper Savage Antenna (US12), Non-contributing

A roughly 15-foot-tall thin metal antenna with a round base is located about 15 feet northwest of Upper Savage Cabin in an open meadow.

SANCTUARY RIVER CABIN

Sanctuary Flagpole, Non-contributing

By 1999, a flagpole was in place about five feet from the northwest corner of the cabin where it remains. It does not appear in photographs from the 1960s, which is when flagpoles like this one were first documented at the Igloo Cabin.

Sanctuary Antenna, Non-contributing

By 1985 an antenna was placed adjacent to the east façade of the cabin.

Sanctuary Underground Propane Tank, Non-contributing

Oil heating was replaced in 2003 with propane heating which necessitated the installation of a propane tank about five feet north of the cabin. The propane tank has since been buried and is marked with brown bollards and an access cover.

IGLOO CREEK CABIN

Igloo Flagpole, Non-contributing

By 1962, a flagpole was located on the east side of the cabin. This is the first documentation of a flagpole being installed at any of the Denali Road Patrol Cabins.

Igloo Antenna, Non-contributing

There is no documentation pointing to the year this antenna was installed. However, the 15-foot-tall thin metal feature, which is located adjacent to the north façade of the cabin, was added after the period of significance.

Igloo Underground Propane Tank, Non-contributing

A propane tank was in existence as early as 1985 but was likely in place by 1981 to power the propane lights that were installed in the cabin that year. The tank is buried, and yellow bollards mark its location.

UPPER EAST FORK CABIN

East Fork Underground Propane Tank, Non-contributing

In 1965, a propane house was installed adjacent to the East Fork Cabin. The tank was later buried. The buried tank is located about five feet north of the cabin and is surrounded by small shrubs and grasses which help hide it from view. An access cover and a brown bollard mark the location of the tank.

East Fork Antenna, Non-contributing

By 1975 a communications antenna was installed near the cabin, but its location was not noted. In 1999, a photograph shows an antenna located adjacent to the cabin's east façade, where an approximately 20-foot-tall thin metal antenna is located today.

Picnic Areas, Non-contributing

Camp Denali has installed several log benches at the largest parking area along the East Fork Spur Road and within the adjacent shrub-land. The parking area is approximately 75 by 75 foot, with a crushed gravel base. Several other smaller open areas are located in clearings between the main picnic area and the river. Camp Denali owns the log benches, and they will be removed from the site in the summer of 2018.

Dean Cabin Gray Water Pit, Non-contributing

Located to the south of the Dean Cabin and across the East Fork Spur Road is a 3-to-4-foot round ridged metal structure that is buried into the ground. It is filled with large river stones that obstruct the depression in its center. The structure is used as a leach pit for gray water.

UPPER TOKLAT CABIN

Upper Toklat Underground Propane Tank, Non-contributing

A propane tank was first documented in a photograph in 1985, but the year of installation is unknown. In 2003 the oil-heating stove was replaced with a propane-heating stove. The propane tank is buried and marked by two large yellow bollards.

Upper Toklat Antenna, Non-contributing

By 1985, an antenna was affixed to the north or front façade of the cabin. Today that antenna no longer exists but one is located just off the back of the south façade. Though it is not known when it was installed in its present location it is first pictured in 2006. This roughly 20-foot-tall cylindrical metal pole is attached to the cabin's roof line which serves as a brace.

Upper Toklat Flagpole, Non-contributing

No documentation was uncovered providing information about when the flagpole was installed, but it was painted in 1974 and photographs from 1985 show it in its present location near the east facade of the cabin.

Upper Toklat Metal Post 1 and 2, Non-contributing

Two metal posts are located in the forest to the north and to the northwest of the cabin. They are likely associated with the campground that was in this location in the 1960s.

Feature Name: Upper Savage Signs

Feature Contribution: Non-contributing

Latitude: 63.719648

Longitude: -149.258511

Feature Name: Upper Savage Antenna

Feature Contribution: Undetermined

Latitude: 63.719887

Longitude: -149.258538

Feature Name: Sanctuary Flagpole

Feature Contribution: Non-contributing

Latitude: 63.722838

Longitude: -149.473378

Feature Name: Sanctuary Antenna

Feature Contribution: Non-contributing

Latitude: 63.72279

Longitude: -149.473189

Feature Name: Sanctuary Underground Propane Tank

Feature Contribution: Non-contributing

Latitude: 63.722859

Longitude: -149.473286

Feature Name: Igloo Flagpole

Feature Contribution: Non-contributing

Latitude: 63.609472

Longitude: -149.585347

Feature Name: Igloo Antenna

Feature Contribution: Non-contributing

Latitude: 63.609514

Longitude: -149.585477

Feature Name: Igloo Underground Propane Tank

Feature Contribution: Non-contributing

Latitude: 63.609334

Longitude: -149.585351

Feature Name: East Fork Underground Propane Tank

Feature Contribution: Non-contributing

Latitude: 63.557899

Longitude: -149.780505

Feature Name: East Fork Antenna

Feature Contribution: Non-contributing

Latitude: 63.557861

Longitude: -149.780421

Feature Name: Picnic Areas

Feature Contribution: Non-contributing

Latitude: 63.557355

Longitude: -149.783069

Feature Name: Dean Cabin Gray Water Pit

Feature Contribution: Non-contributing

Latitude: 63.557593

Longitude: -149.78198

Feature Name: Upper Toklat Underground Propane Tank

Feature Contribution: Non-contributing

Feature Name: Upper Toklat Antenna

Feature Contribution: Non-contributing

Latitude: 63.518001

Longitude: -150.048409

Feature Name: Upper Toklat Flagpole

Feature Contribution: Non-contributing

Latitude: 63.518028

Longitude: -150.048296

Feature Name: Upper Toklat Metal Post 1

Feature Contribution: Non-contributing

Latitude: 63.518135

Longitude: -150.048738

Feature Name: Upper Toklat Metal Post 2

Feature Contribution: Non-contributing

Latitude: 63.518324

Longitude: -150.048423

Fig 3.40. Upper Savage Sign (NPS, 2015).

Fig 3.41. Upper Savage Antenna (NPS, 2015).

Fig 3.42. Sanctuary Flagpole (NPS, 2015).

Fig 3.43. Sanctuary Antenna (NPS, 2015).

Fig 3.44. Sanctuary Propane Tank (NPS, 2015).

Fig 3.45. Igloo Antenna (NPS, 2015).

Fig 3.46. Igloo Antenna (NPS, 2015).

Fig 3.47. Igloo Flagpole (NPS, 2015).

Fig 3.48. Igloo Propane Tank (NPS, 2015).

Fig 3.49. East Fork Propane Tank (NPS, 2015).

Fig 3.50. East Fork Antenna (NPS, 2015).

Fig 3.51. Picnic Area (NPS, 2015).

Fig 3.52. Dean Cabin Gray Water Pit (NPS, 2015).

Fig 3.53. Upper Toklat propane tank (NPS, 2015).

Fig 3.54. Upper Toklat Antenna (NPS, 2015).

Fig 3.55. Upper Toklat Flagpole (NPS, 2015).

Archeological Sites

Archeological sites are the locations of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or subsurface features. Only sites identified in approved National Register documentation are identified in this report.

Post-Historic and Existing Conditions:

UPPER SAVAGE RIVER CABIN

Upper Savage River Old Outhouse Pit (US8), Contributing

This outhouse pit, located about 50 feet northeast of Upper Savage River Cabin, was presumably constructed in 1940 when the cabin was moved to its present location. It is not known when it was decommissioned, but has been replaced by a new outhouse. Remnants of the wood structure protrude from the moss and forb covered ground indicating its location.

SANCTUARY RIVER CABIN

Sanctuary River Doghouse Site, Contributing

During the historic period a doghouse was located about 12 feet northwest of the cabin. Today a specimen tree is present adjacent to that location. Other doghouses were likely located in this area, but evidence is scant.

IGLOO CREEK CABIN

Igloo Creek Outhouse Foundation, Contributing

In 1925, prior to the cabin being built, an outhouse was built at this site. It was later abandoned.

UPPER EAST FORK CABIN

East Fork Coal Mine, Contributing

The East Fork Coal Mine is located approximately 0.25 miles southwest of Milepost 42.5 within the Sable Pass Restricted Wildlife Area near the East Fork Cabin. The coal extracted from this mine between 1931 and 1940 was used to provide fuel for ARC road building camps and NPS operations. The coal was transported on rail tracks that led from the mine to the East Fork ARC Camp. The site has been decommissioned. Remnants of the site include a spoil pile, vent, and portions of an ore bin and chute.

Undetermined Pits 1 and 2, Undetermined

Two pits are located just south of the East Fork Spur Road and east of the picnic area. The pits are in a wooded area that was once the location of a tent camp used by road construction workers in

the late 1920s. They measure between two and four feet in circumference. No information has been found about their origin or past use. Further evaluation should be completed by an archeologist.

Feature Name: Upper Savage Old Outhouse Pit
Feature Contribution: Contributing

Feature Name: Sanctuary Doghouse Site
Feature Contribution: Contributing

Feature Name: Igloo Outhouse Foundation
Feature Contribution: Contributing

Feature Name: East Fork Coal Mine
Feature Contribution: Contributing

Feature Name: Undetermined Pit 1
Feature Contribution: Undetermined

Feature Name: Undetermined Pit 2
Feature Contribution: Undetermined

Fig 3.56. East Fork Undetermined Pit 1 (NPS, 2015).

Chapter 9: Condition Assessment

Assessment Interval:

6

Condition

Condition:

Fair

Condition Date:

09/2022

Narrative:

Fair indicates that the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within a three-to-five-year period to prevent further harm to extant cultural and/or natural resources. If left to continue without appropriate corrective action, the cumulative effect of the deterioration of sensitive landscape characteristics will cause further degradation to the site.

The Denali Road Patrol Cabins are in relatively good condition and have been consistently maintained since the 1980s. The cabin sites exhibit changes related to increased vegetation as a result of lack of clearing and climate change. Several cabin sites have non-contributing structures and some spur roads have been substantially expanded. However, overall the sites contain few non-contributing features.

Impacts

Seq. No.	Type	Impact Type – Other	Internal Source?	External Source?	Narrative	Date Identified

	Deferred Maintenance		Yes		The condition of some structures and small scale features are deteriorating due to a lack of maintenance.	05/02/2018
	Exposure to Elements			Yes	This landscape is characterized by harsh environmental conditions including extreme cold, heavy snows, violent storms and high winds.	05/02/2018
		Climate Change		Yes	Climate change will continue to impact temperatures, precipitation and wind in the future, exacerbating harsh environmental conditions present in this landscape. Gradual or sudden shifts in environmental conditions will affect water resources, such as the height and expanse of nearby rivers or creeks causing them to possibly encroach upon the sites. A shift in the frequency and intensity of storm events could impact fragile historic resources that are already affected by deterioration. In	05/02/2018

					addition, a comparison of historic photos with those taken today show increased cover and density of woody vegetation in the area of the cabins. These changes, although partly a result of altered land use, correspond to patterns across the subarctic.	

Chapter 11: Bibliography and Supplemental Information

Bibliography

Seq. No.	Citation Author	Citation Title	Year	Publisher	Citation Location	Citation Type	Citation Number	IRMA Number	Citation URL
10	Albright, Horace M.	Albright, Horace M. to Thomas C. Vint, March 17, 1930	1930		Bill Brown Historical Files, File Albright on Park Road 1931. DENA Archives				
20	Alaska Road Commission (ARC), Board of Road Commissioners for Alaska	Annual Report of the Alaska Road Commission, Fiscal Year 1922, 1923, 1925, 1926, 1928, 1929, 1930, 1932, 1933, 1934, 1939	1922	Alaska Daily Empire Print, Juneau, AK					
30	American Society of Civil Engineers (ASCE), Alaska Section	Alaska's Engineering Heritage	1976						
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Supplemental Information

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