Bureau of Mines Boulder City Experimental Station, Administrative Offices and Laboratory Building
(Building No. 100)
Date Street North of U.S. Highway 93
Boulder City
Clark County
Nevada

HABS No. NV-35-A

HABS
NEV
2-BOUC,
1A-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Western Region
Department of the Interior
San Francisco, California 94107

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HISTORIC AMERICAN BUILDINGS SURVEY

BUREAU OF MINES BOULDER CITY EXPERIMENTAL STATION (Date Street Complex) ADMINISTRATIVE OFFICES AND LABORATORY BUILDING (Building No. 100)

HABS No. NV-35-A

Location: Date Street Complex, bordered by U.S. Highway 93 Truck Route, and Elm and Date streets
Boulder City, Clark County, Nevada

Building 100 is located in the southeast corner of the complex near the corners of Date and Elm streets. Building 200 is located directly to the north.

Boulder City, Nev., 7.5' Topographic Quadrangle, U.S.G.S., 1958, Photorevised 1983, Universal Transverse Mercator Coordinates: 11.694620.3983290 (approximate center of building)

Present Owner: U.S. Department of the Interior, Bureau of Reclamation

Present Use: Administrative Building

Significance: Building 100, as part of the Date Street Complex, was part of the Bureau of Mines Electrometallurgical Research Facility located in Boulder City. As such, it is within the designated Boulder City Historic District. One of seven buildings considered eligible, this is one of two that are currently in use and will not be demolished. The building was included as a contributing element in the Boulder City Historic District Nomination (1983). This building was constructed in 1941 with an addition built in 1945 and alterations made through time that have not affected its architectural integrity (Pfaff 1992:3). The 1945 footprint and roofline are unchanged, as is the wall cladding; however, the roof cladding was changed. Significance for this building includes being a part of the Bureau of Mines Electrometallurgical Laboratory during the period of 1931 to 1945, and, therefore, it is a contributing element to the District. The significance of the Boulder City Historic District is tied to the Boulder Canyon Project (Hoover Dam) and to the history of American City Planning. This was the first community constructed following the federal New Towns model, as well as the "first fully-developed experience in new town planning as promoted by the Community Planning Movement, a movement which is recognized as the force which most influenced contemporary community planning practices" (Woodward et al. 1982:8.1).

Description: Building 100 was built in 1941 as an "L"-shaped administrative and laboratory building. An extension to the northeast/southwest section of the "L" was constructed in 1945, changing the shape to a "T" (NV-35-A-4). It measures 180 feet northeast/southwest on the "T" (northeast and southwest wings) and 77 to 81 feet southeast to northwest on the "leg" (southeast wing). The width of the "T" is 38 feet and the "leg" is 36 feet. The building is a one-story, concrete block with a low pitch (16°), cross-gabled roof. Unlike the other buildings, the roof is clad with asphalt

shingles that are red, although it originally had clay tile (Worswick 1940:16; Pfaff 1992:13). The eaves are open with enclosed rafters and an approximate 10 inch overhang except on the gable ends. Each of the three gable ends has vertical, round cut, wood planks. A two-block thick concrete frieze band encircles the building. All of the windows are recessed metal-framed, divided-light sash with cement sill, unless otherwise noted. According to Pfaff (1992:13), several of the windows in the 1945 addition are replacement aluminum sash made to the same configuration as the original steel sash windows. All of the original wood doors have been replaced with metal-framed metal doors. To describe this building, it will be divided into the southeast wing (contains the primary entrance), the northeast wing, and the southwest wing (constructed in 1945).

The primary (front) elevation faces northeast. The main entry has a new aluminum storefront commercial door. This is a power assisted opener door for handicapped access. A full-light aluminum storefront window flanks the door to the northwest. A second, aluminum storefront door is near the southeast end of the wing. There are seven windows on this elevation of the southwest wing. All are casement, 30-part divided-light (6/6/6/6/6). A shed roof extension provides a covered walkway/patio to the southeast of the entrance. Evenly spaced square wood posts support the roof extension. The walkway is flagstone pavers with a poured concrete curb providing a base for the posts and border for the walkway. On the northeast wing, the east elevation, there are two doors, two air vents, and one covered window. The two doors are flush metal (no panels).

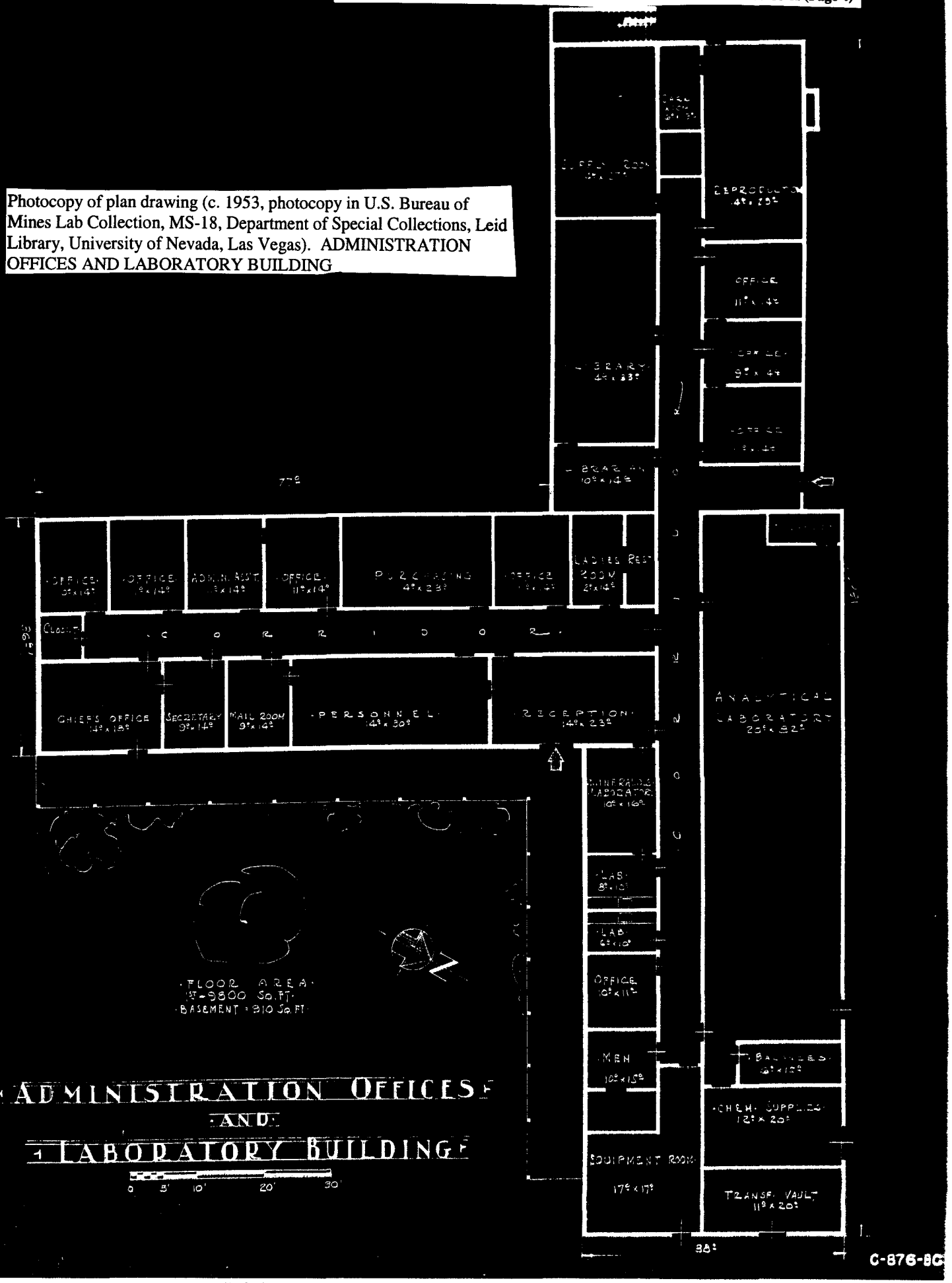
The walkway and roof extension continues along most of the northeast wing to just before the northeasternmost window. There are seven windows on this wing, of three types. From the entry, the first four are casement, 30-part divided-light. The next window is a fixed 4-light, and the last two are fixed 6-light. The southeast elevation on the southeast wing has two casement windows (30-part divided-light) with a full-light door in the center. Above the door is a louvered vent. On the southwest wing there are seven double casement (15-part divided-light) windows.

A double louvered wood vent is in the center of the gable on the southwest elevation of the southwest wing. Below it is a half-glass (single-light) over panel door with a single-light transom. The door is handicap accessible. It is flanked on both sides by windows, which are on the same level as the rest of the windows on the building. The windows are casement 15-part divided-light. A pipe or electrical conduit is on the southeast side of the door and goes to above the roof. A second, smaller louvered vent is southeast of the pipe. The entry is accessed by a set of concrete steps entered from the southeast. The steps have pipe railing with pipe rails along the higher leveled parking area to the southwest. On the southwest corner of the elevation at the bottom of the steps is a second entry into the basement. The door is flush metal.

On the northwest elevation is an entry where the southwest wing joins the northeast

wing. This has been altered to include a ramp, as well as stairs and a power assisted aluminum storefront door with sensor or touch pad. The southwest wing is offset to the southeast from the northeast wing, so the entry stoop fits into the corner where the two wings join. There is no extension of the roof over this entry. There are six symmetrically placed windows on the southwest wing, all of which are 15-part divided-light casement. Near the southwest end of the wing, there is a rectangular bay extending above the northwest slope of the roof. Its purpose is unknown, although it may be associated with the space apparently provided to Senator Scrugham, who was said to have had office space and a place to sleep at the southwest end of this wing (Carl Dewey, personal communication 2 December 2000). On the northeast wing are seven windows of varied size and type. The first, located on the southwest corner of the northeast wing just at the corner with the southwest wing, is a fixed 6-light. The next four are all 15-par divided-light casement. A half-glass door is offset to the northeast. Then there are two fixed 6-light windows, followed by a circuit breaker, and one more fixed 6-light window.

Photocopy of plan drawing (c. 1953, photocopy in U.S. Bureau of Mines Lab Collection, MS-18, Department of Special Collections, Leid Library, University of Nevada, Las Vegas). ADMINISTRATION OFFICES AND LABORATORY BUILDING



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