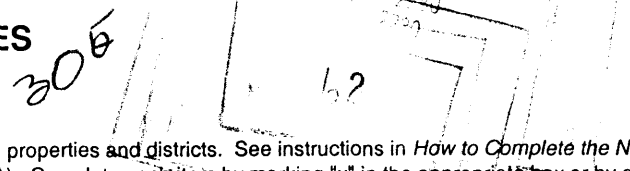


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Chicago, Milwaukee, St. Paul, & Pacific Railroad: South Cle Elum Yard
other names/site number: Iron Horse State Park, Milwaukee Road Corridor

2. Location

street & number None not for publication
city or town: South Cle Elum vicinity _____
state: Washington code: WA county: Kittitas code: 037
zip code: 98943

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally statewide _____ locally. (____ See continuation sheet for additional comments.)

Signature of certifying official

2/27/03
Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria.
(____ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register
____ See continuation sheet.
____ determined eligible for the
National Register
____ See continuation sheet.
____ determined not eligible for the
National Register
____ removed from the National Register
____ other (explain): _____

Signature of Keeper:

Date of Action:

[Signature]

4/25/03

5. Classification**Ownership of Property**

(Check as many boxes as apply)

- private
 public-local
 public-State
 public-Federal

Category of Property

(Check only one box)

- building(s)
 district
 site
 structure
 object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>8</u>	<u>1</u>	buildings
<u>10</u>		sites
<u>2</u>	<u>3</u>	structures
		objects
<u>20</u>	<u>4</u>	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.):

Historic Resources of the
 Milwaukee Road in Washington
 State, 1909-1945

**Number of contributing resources
 previously listed in the National
 Register: 1**

6. Function or Use**Historic Functions**

(Enter categories from instructions)

Cat: Transportation
 Sub: Rail-related

Current Functions

(Enter categories from instructions)

Cat: Recreation and Culture
 Sub: Outdoor Recreation

7. Description**Architectural Classification** (Enter categories from instructions)Late 19th and Early 20th Century**Materials** (Enter categories from instructions)

Foundation Concrete
 Roof Asphalt, wood shingle, concrete, metal
 (aluminum)
 Walls Wood: weatherboard
Brick
 Other Earth

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheet

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See Continuation Sheet

Areas of Significance

(Enter categories from instructions)

- Transportation
- Commerce
- Engineering
- Architecture

Period of Significance

1909-1950

Significant Dates

March 20, 1909: first passenger service

June 13, 1909: through passenger and freight service inaugurated

1920: Coast Division electrification complete

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Friends of the South Cle Elum Depot (Po Box 462, South Cle Elum, WA 98943)

Ellensburg Public Library (Ellensburg, WA)

10. Geographical Data**Acreage of Property** 24 Acres**UTM References**

(Place additional UTM references on a continuation sheet)

1	<u>10</u>	<u>654777</u>	<u>5227320</u>	3	<u>10</u>	<u>655248</u>	<u>5227362</u>	5	<u>10</u>	<u>654777</u>	<u>5227008</u>
	Zone	Easting	Northing		Zone	Easting	Northing		Zone	Easting	Northing
2	<u>10</u>	<u>655241</u>	<u>5227504</u>	4	<u>10</u>	<u>655084</u>	<u>5227166</u>				
	Zone	Easting	Northing		Zone	Easting	Northing				

See continuation sheet.**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

See Continuation Sheet

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

See Continuation Sheet

11. Form Prepared Byname/title Kathleen Satnik, with Mary McCombs and Jason Priesorganization Scholars in the Park Program. Central Washington University, Department of Anthropologydate June 24-August 2, 2002street & number 400 East 8th Avenuetelephone (509) 963-3201city or town Ellensburgstate Washingtonzip code 98926

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Multiple Ownerships

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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SOUTH CLE ELUM YARD
KITITAS COUNTY, WA

7. Narrative Description:

The Chicago, Milwaukee, St. Paul, and Pacific Railroad South Cle Elum Yard is located in the town of South Cle Elum in Kittitas County, Washington. The railyard served as a division point on the Milwaukee Road between the years of 1909 to 1980. Today, the abandoned yard contains a rich collection of historic resources that together embody the history of early 20th century railroading.

The Chicago, Milwaukee, St. Paul, and Pacific Railroad underwent many name changes throughout its history, mainly due to reorganizations within the parent company (Sprau, 2002). This nomination will use the common term "Milwaukee Road" to refer to the railroad company as it existed over time.

The Milwaukee Road designated this facility its "Cle Elum" yard, but the local community knew it as the "South Cle Elum" yard. This avoided confusion with the Northern Pacific's older, well-established railyard in the coal-mining town of Cle Elum, just across the Yakima River to the north. The town of South Cle Elum is, in fact, an entirely separate town. This nomination will keep with local tradition, and refer to the property as the South Cle Elum yard.

The proposed district is made up of multiple property ownerships, both public and private, with Washington State Parks and Recreation Commission owning the majority of the land. The State Legislature transferred title of one span of the abandoned railbed from the Department of Natural Resources to State Parks on July 20, 1989. This span, situated between Ellensburg and Easton, is simultaneously known as the John Wayne Pioneer Trail. State Parks purchased the railyard itself from the Milwaukee Road on April 17, 1998, and proceeded to purchase the substation and depot from private owners in 1999 (Hovis, 2001).

Setting

The South Cle Elum Railyard is located on a floodplain of the Yakima River in the eastern foothills of the Cascade Mountain Range. Views of the Cascades and its forested foothills can be seen in each direction from the railyard. The Cle Elum District of the Wenatchee National Forest borders the site by about one mile to the south and about ten miles to the north. In the narrow river valley around the towns of Cle Elum and South Cle Elum are a variety of small agricultural holdings and vacation properties. The railyard itself is situated at the south edge of the valley floor, nestled up against the base of the South Cle Elum Ridge.

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The John Wayne Pioneer Trail, developed and built on the old Milwaukee Road railbed, runs through the historic district near the northern boundary, and continues to span upwards of two-thirds of Washington State. One hundred miles of the trail are specifically referred to as Iron Horse State Park, and it is this section that passes through the South Cle Elum Railyard. The trail is used by pedestrians (including non-motorized vehicles) year-round. The John Wayne Pioneer Trail was designated a national Millennium Legacy Trail in 1999.

The small town of South Cle Elum, which stretches north from the railyard, was predominantly settled by people associated with the Milwaukee Road. Tall Ponderosa Pines still dot the town site as they did in the late 1800s and early 1900s. The streets lack curbs and gutters, and many are graveled, rather than paved. Most of the houses exhibit the steep roof lines associated with heavy winter snowfall. Many of the homes now have vinyl windows and siding, but their massing remains nearly identical to the date of construction. A handful of newer homes have been built, none of which are within eye-sight of the railyard. There is one church and a post office, but no business district. In fact, the town has chosen to zone itself as commerce-free.

Overview of the Railyard

The proposed historic district boundaries encompass approximately 24 acres at the east end of the working yard. The district thus includes the area where trains were historically serviced, where passengers boarded and disembarked, where freight was handled, and crews were housed. It also includes the area where, at various times, ice was housed to keep freight cool, where oil and water were stored in large volume for use by the trains, and electricity was transformed from Alternating Current to Direct Current. At one point, as many as fifteen yard tracks comprised the railroad yard, most oriented east-west.

At this time, the historic district does not extend to the extreme western end of the railyard where no extant buildings or other visible features have been identified. Maps dating back to 1921 show that gravel pits and stockyards were located on this western portion, along with a number of small frame structures labeled as "car bodies." According to David T. Sprau, an authority on the Milwaukee Road, these were retired wooden railroad boxcars remodeled (including the removal of the wheels) into offices or housing.

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During construction, the Milwaukee Road brought in gravel fill to raise the level of the railyard. The result is a nearly level yard with small mounds and depressions indicating former locations of elevated tracks, railbed depressions, building foundations, and the like. Numerous oil spills over the years have resulted in a somewhat sticky gravel and sand subsoil extending down about two feet below the surface.

Despite obvious pollution, vegetation in keeping with the surrounding sub-alpine shrub-steppe ecosystem has re-introduced itself into the railyard. Native vegetation includes Ponderosa pine, chokecherries, elderberries, various types of sage (most conspicuously *Artemisia tridentata*), mock orange, yarrow, lupines, and arrowleaf balsamroot. Noxious weeds are also present (toadflax, for instance). Culturally-introduced vegetation includes mature locust trees evenly aligned along the front and back of the adjacent residential properties. Other mature locusts are interspersed more randomly in the side yards of the three residences. Domestic vegetation has also been introduced more recently around the residences, including lilacs, fruit trees (such as cherry and apple), and perennial ornamental flowers, including red poppies and bachelor buttons which have spread into the railyard.

Nine original buildings remain standing within the proposed district boundaries, as well as numerous remnant structural features. All extant buildings are wood frame structures with wood siding, with the exception of the brick substation. All visible structural remnants are of cast concrete, some reinforced with re-bar.

The original bunkhouse used by train workers stands at the southwest corner of the railyard on private property, and is now converted to a Bed and Breakfast with a historical train theme. To the west of the bunkhouse, alongside the raised railbed that led to the roundhouse and opposite the roundhouse, stands the foundation of the old water tank. Further to the southwest is the foundation of the eight-bay roundhouse and the large, concrete-lined turntable foundation. Continuing west and south are the concrete-lined cinder pit and the earthen berm that surrounded the oil tank. To the north of these, at the center of the yard, are the subsurface foundation of the ice house and other now-demolished structures. The original depot (the oldest building in the yard, built ca. 1909), and the electrical substation stand north of the main line. West of the substation are the three bungalows built to house the substation operators. To the east of the depot stands a small building known today as the ice and coal shed.

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C. M. ST. P. & P. RAILROAD
SOUTH CLE ELUM YARD
KITITAS COUNTY, WA

Historic Resource Inventory

Three types of resources have been identified at the South Cle Elum Railyard:

- standing structures, which include the residences, substation, depot, ice and coal shed, and bunkhouse;
- visible above-ground features, such as the water tank foundation, cinder pit, roundhouse foundation, turntable foundation, and earthen berm which surrounded the oil tower;
- and sub-surface features, such as the foundation for the ice house and the foreman's office.

Names, dates, and technical data for the following Historic Resource Inventory are mainly derived from the following sources: 1921 Milwaukee Road Map; Interstate Commerce Commission Bureau of Valuation records from 1927; National Register of Historic Places MPD for "Historic Resources of the Milwaukee Road in Washington State, 1909-1945," by C. Mutschler, R. Bruce, and C. Holstine; and Documenting the "Milwaukee Road" Railyard in South Cle Elum, edited by P. Hungar.

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SOUTH CLE ELUM YARD
KITITAS COUNTY, WA

Historic Resource Inventory

Name	ID #	Rank	Built Date	Resource Type
Standing Structures				
Bunkhouse	1	Historic Contributing	ca. 1909, 1920	Building
Shed	1a	Non-Hist., Non-Cont.	1991	Building
Boiler House	1b	Historic Contributing	1909	Building
Northern Pacific Caboose 1	1c	Historic, Non-Cont.	n/a	Structure
Northern Pacific Caboose 2	1d	Historic, Non-Cont.	n/a	Structure
Northern Pacific Caboose 3	1e	Historic, Non-Cont.	n/a	Structure
Coal and Ice Shed	2	Historic Contributing	ca. 1909	Building
Depot	3	Historic Contributing	1909-1910	Building
Substation	4	Historic Contributing	1918	Building
Operator's Bungalow No. 1	5	Historic Contributing	1919	Building
Garage	5a	Historic Contributing	late 1920s	Building
Operator's Bungalow No. 2	6	Historic Contributing	1919	Building
Operator's Bungalow No. 3	7	Historic Contributing	1919	Building
Above-Ground Features				
Transmission Tower Foundations	8	Historic Contributing	1919	Site
East Roundhouse Lead Railbed	9a	Historic Contributing	1909	Structure
Ice House Spur Railbed	9b	Historic Contributing	1909	Structure
Water Tank Foundation	10	Historic Contributing	1909	Site
Unidentified Foundation	11	Historic Contributing	unknown	Site
Oil House Foundation	13	Historic Contributing	1912	Site
Cinder Pit	15	Historic Contributing	1909	Site
Roundhouse Foundation	16	Historic Contributing	1909	Site
Turntable Foundation	17	Historic Contributing	1909	Site
Oil Tank Site	18	Historic Contributing	1912	Site
Sub-Surface Features				
Ice House Site	12	Historic Contributing	ca. 1909	Site
Car Foreman's Office Site	14	Historic Contributing	ca. 1909	Site

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Standing Structures

526 Marie Ave

Historic Name: Bunkhouse

Built: 1909, addition 1920

Style: N/A

Builder: Milwaukee Road

Architect: Unknown

Classification: Historic Contributing

Site ID#: 1, 1a-e

Description: The Bunkhouse is a single, detached, two-story "Type Special" L-shaped wood-frame building. It retains the original medium-pitch gable roof with projecting eaves and plain verges. The open front porch is also original, with plain posts, shed roof, and projecting eaves. The house (including its 1920 addition) is clad in shiplap siding. The windows on the original structure consist of fourteen double-hung 4-over-4 light sashes with plain trim, one double fixed sash with plain trim, and three paired double-hung 4-over-4 sashes with plain trim. The addition has twenty three double-hung 4-over-4 sashes with plain trim and two paired double-hung 4-over-4 light sashes with plain trim. A small second porch has been added in the crotch of the "L" to hold a hot tub.

The bunkhouse interior retains its original spatial configuration, including narrow double-loaded corridors and rooms. The wooden staircase with its decorative banister are still in place and in use. The original wood ceilings on the first floor and the original wood plank ceiling on the second floor corridor are visible. An originally furnished bunkroom is on the second floor.

Cultural Data: The bunkhouse is believed to have stood in either the south-central section of the yard or across the main line where the substation is now. The bunkhouse was, in fact, moved to its current location to facilitate construction projects relating to electrification of the yard in 1919. An important feature of a railroad division point, the bunkhouse at South Cle Elum originally housed workers for 35 cents per night. The bunkhouse is now a Bed and Breakfast with a Milwaukee Road theme and is individually listed on the National Register of Historic Places (1989).

Accessory Structures: Two small outbuildings stand in the yard (currently used as sheds). The northern-most shed is thought to be the old boiler house (**Historic Contributing**). Like the bunkhouse, it is clad with shiplap siding. The southern-most out-building was put in place about 1991 (**Non-Historic, Non-Contributing**). Three Northern Pacific Railroad Caboose are also on the lot as part of the Bed and Breakfast operation (**Historic, Non-Contributing**).

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Historic Name: Coal and Ice House

Built: 1909-1910

Style: N/A

Builder: Milwaukee Road

Architect: Unknown

Classification: Historic Contributing

Site ID#: 2

Description: The Coal and Ice House is a small, 18' by 10' wood frame shed. Most of the cedar shingles are missing from the roof, and some of the shiplap siding is gone as well. The only openings to the building are on the railbed facing side and include a small window on the right, a door just off center to the right, and a very large window or second door well off the ground on the left. This odd opening has metal sheathing around the lower sill. The building is divided into two rooms which are inaccessible to each other from the interior.

Cultural data: It is unknown what, exactly, this building was used for originally. It is reported by some to have held coal and ice for cabooses, and possibly kerosene at one point.

Historic Name: South Cle Elum Depot

Built: 1909

Style: Vernacular – Milwaukee Road Type V Depot

Builder: Milwaukee Road

Architect: Unknown

Classification: Historic Contributing

Site ID#: 3

Description: The Depot is a rectangular wood-framed building, with a bell-cast hipped roof, deep overhanging sloped soffits, and chamfered knee brackets. Gabled dormers sit on both the north and south slopes of the roof. The siding is clapboard and bead board with a decorative wood frieze at the top. The windows are double-hung sashes with plain trim on the north and south sides of the building. An operator's bay window projects from the building on the south side. Three-panel wood entrance doors with transom windows and plain trim are at the waiting rooms, beanery, and track-side entrances. Two large diagonally-boarded sliding doors with transom windows and plain trim are located on the north and south sides of the freight/baggage room. The interior of the building is divided into a freight/baggage room, beanery, waiting room, agent-operator bay, crew and waiting room, and a later addition which housed the beanery cook staff. The interior walls are plasterboard, composition board, and wood bead board.

Cultural Data: The South Cle Elum depot was used continuously from 1909 until the bankruptcy of the Milwaukee Road in 1980. During the heyday of the railroad, passengers loaded and disembarked; food was served in the beanery; tickets were sold; and trainmen signed in and out of duty, received job assignments, and took certification and re-certification tests. The depot interior was modified slightly a number of times while in operation. An addition which slightly juts out on the northern side of the depot was added to expand the kitchen workers' area. The beanery inside the depot was the only restaurant open "after hours" in the Upper Kittitas County. It was a popular place for people to go after late night dances or ball games. After the Milwaukee Road closed, the depot was bought by a private owner who started interior modifications to turn it into a residence. The Friends of the South Cle Elum Depot, with Washington State Parks, are attempting to restore the entire building to its former configuration.

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Historic Name: Substation #24
Built: 1918
Style: Industrial-Romanesque
Builder: Milwaukee Road
Architect: Unknown
Classification: Historic Contributing
Site ID#: 4

Description: The Substation is a 40 foot high, one-story L-shape plan building. It is built of pressed brick laid up in common bond, and has corbel detailing as well as decorative recessed brick rounds in the east and west gable ends. Recessed bays contain full-length windows. A spur line from the main line enters the building through large wood doors on the west side. Now covered with siding, the industrial steel, multi-pane, pivoting windows are still intact, along with the mechanisms for opening them. The roofs are gabled, and run perpendicular to each other.

The main floor interior is divided into three main areas. With the exception of a wooden turntable on the interior railbed, all original equipment is gone. A small entry area served as an office and contains a coal-burning stove for heating. The front generator room contained large motor-generator sets and operating equipment. The back transformer room contained transformers that received 100,000 volts of AC from a commercial utility, and stepped it down to power the motor-generator sets. These, in turn, produced 3000 volts of DC to power the locomotives through overhead wires above the track. A small bathroom is located on the west end of this room. The basement is honeycombed with large concrete foundations, and is open to the generator room. This allowed access to the equipment from below and helped cool the building and generators. Large wood sliding doors encased in metal separate the generator room from the transformer room.

Cultural Data: The substation was one of seven built on the Coast Division of the Milwaukee Road between 1917 and 1919. The building itself was completed in 1918, and the electrical components were put into place by 1919. The substation was originally manned 24 hours a day, 365 days a year, by one operator at a time. Each operator worked an eight hour shift (or trick). The substation was built to provide electricity to trains for approximately 15 miles in either direction (thus, substations were built approximately 30 miles apart). The introduction of electricity on the Milwaukee Road meant that more technical job skills than were previously needed for coal and oil burning locomotives were now required. In later years, on certain shifts, the substation was operated remotely from the Hyak substation.

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Historic Name: Substation Operator's Bungalow #1

Built: 1919

Style: Craftsman

Builder: Milwaukee Road

Architect: Unknown

Classification: Historic Contributing

Site ID#: 5

Description: Bungalow #1 is the closest of the three 1 ½ story Craftsman style bungalows to the substation. It is a side gabled rectangular home with a rectangular porch projection left of center on the front, railbed-facing façade. The porch has been enclosed with newer windows and a door. A shed roof projects over the back, street-facing steps. The roof is covered with reddish-brown asphalt shingles. Projecting eaves throughout show exposed rafters and knee brackets, along with scalloped vergeboards. The home retains one original brick, single-stack corbelled chimney and an original large five-paneled front door. The windows are 3-over-1 double-hung with plain trim. The shiplap siding flares out slightly on the skirt of the building. The building sits on a raised basement, and original cellar doors open out on the west side of the home. A newer brick chimney has been added to the front (railbed-facing side) of the home. Mature locust trees are aligned to the front and rear of the home, and continue down the length of the bungalow properties. Other vegetation has been recently added to the yard, including a small vegetable garden.

Cultural Data: Bungalow #1 was built to house the first shift operator at the next door substation. It is noted that on occasion shifts/operators changed, but housing did not. The home is currently owned by Kenneth Smith who worked for the Milwaukee Road for many years, and is rented out to a local couple.

Bungalow #1 was the boyhood home of Douglas A. Munro whose father was the senior substation operator for the Milwaukee Road and a Captain in the Coast Guard Reserve. Munro enlisted as a Seaman in the United States Coast Guard in 1939. Following the United States' entrance into World War II, the Navy, in need of seasoned non-commissioned sailors, borrowed heavily from the ranks of the Coast Guard during those formative years. On September 27, 1942, Munro led a flotilla of amphibious landing craft ferrying three companies of Marines to a beachhead near Point Cruz on the Isle of Guadalcanal. Enemy forces waited until the craft had returned to ship before unleashing a blistering barrage upon the unsuspecting Marines. Upon learning the plight of the overwhelmed force, Munro volunteered to return to the landing site to extract the endangered Marines. With ten landing craft, Munro organized and choreographed the movement of ships and directed suppressing machinegun fire in support of the rescue effort until every Marine was accounted for. Nine of the boats managed to transport their men safely to deep water while the last floundered precariously upon a sandbar--within range of enemy guns. With eight vessels returning safely, Munro directed his craft back to the engagement under heavy fire. Munro and his crew managed to free the floundering vessel before Munro was fatally wounded.

Munro's actions that day earned him the Congressional Medal of Honor. Of the more than 3000 medals issued over the course of the last 150 years, Munro is the only member of the United States Coast Guard to earn the distinction. Both the Navy and the Coast Guard have had commissioned ships named for Douglas Munro. Bungalow #1 is the best property associated with the life Munro.

Accessory Structures: A single-car detached garage fronts on the street at the rear of the house. The garage has rustic or drop siding and gable roof of reddish-brown asphalt shingles. The garage does not appear in the earliest photos and maps of the railyard, but was likely in place by the late 1920s.

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C. M. ST. P. & P. RAILROAD
SOUTH CLE ELUM YARD
KITITITAS COUNTY, WA

Historic Name: Substation Operator's Bungalow #2

Built: 1919

Style: Craftsman

Builder: Milwaukee Road

Architect: Unknown

Classification: Historic Contributing

Site ID#: 6

Description: Bungalow #2 is the middle of the three 1 ½ story Craftsman style bungalows to the west of the substation. The home is a side gabled rectangular home with a rectangular porch projection left of center on the front, railbed-facing façade. The porch has been enclosed and has newer (1940s) windows and door. This is the only bungalow to retain the original open back porch configuration on the street side, and has the original screen and back door. The roof is covered with green asphalt shingles. Projecting eaves throughout show exposed rafters and knee brackets, along with scalloped vergeboards. The home retains one original brick, single-stack corbelled chimney and the original large five-paneled front door. The windows are 3-over-1 double-hung with plain trim. The shiplap siding flares out slightly on the skirt of the building. Original cellar doors open out on the west side of the home, and evidence of brick walkways that encircled the house is in place. Mature locust trees are aligned to the front and rear of the home, and continue down the length of the bungalow properties. Other vegetation has been recently added to the yard, including numerous flowerbeds.

The original interior fir floors still remain, along with the majority of plaster walls. Built-in linen closets and kitchen cupboards have bead board detail. Original five-panel doors with brass hardware are found throughout the house. The spatial configuration has not been altered.

Cultural Data: This bungalow served as home to the second shift operator at the substation. The Friends of the South Cle Elum Depot are currently in the process of purchasing this bungalow. Local resident Gladys Para recalls living in this bungalow from 1942-1946 while her dad was an operator and she was in high school. She recalls the time the roof caught fire from the kitchen's chimney, and burning coal in another boiler to heat the house. At the time she lived in the house it was painted gray, not the original red color.

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C. M. ST. P. & P. RAILROAD
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Historic Name: Substation Operator's Bungalow #3

Built: 1919

Style: Craftsman

Builder: Milwaukee Road

Architect: Unknown

Classification: Historic Contributing

Site ID#: 7

Description: Bungalow #3 is the furthest of the three 1 ½ story Craftsman style bungalows from the substation. It is a side gabled rectangular home with a rectangular porch projection left of center on the front, railbed-facing façade. This is the only one of the three bungalows to retain its original open front porch configuration. It also has the original Craftsman style front door with nine lights over three panels. The roof is metal. Projecting eaves throughout show exposed rafters and knee brackets, along with scalloped vergeboards. The home retains one original brick, single-stack corbelled chimney. The windows are 3-over-1 double-hung with plain trim. The shiplap siding flares out slightly on the skirt of the building. Original cellar doors open out on the west side of the home. Mature locust trees are aligned to the front and rear of the home, and continue down the length of the bungalow properties. Other vegetation has been recently added to the yard, though not as heavily as in the other bungalow yards.

Cultural Data: Bungalow #3 would have housed the third shift operator, and is now a rental unit as well. Overall, this is the most intact of the three operators' bungalows.

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C. M. ST. P. & P. RAILROAD
SOUTH CLE ELUM YARD
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Visible Above-Ground Features

Historic Name: Transmission Tower Foundations

Built: c. 1919

Style: N/A

Builder: Milwaukee Road

Architect: Unknown

Classification: Historic Contributing

Site ID#: 8

Description: The West Tower foundation is located 270 degrees from true N., 250' from S.W. corner of depot. East Tower Foundation located 330 degrees from true N., and 80' to the S.W. corner of the Depot. These tower foundations consist of eight concrete footings, four on the W. side of the Substation and four on the E. side. All footings feature angled surfaces and are squared 13" in dimension on their uppermost face. Four metal bolts protrude from the tip of each footing. Footings are 8'4" on center N. to S. and 18'3" on center E. to W. Structures have good integrity, with little erosion present on surface areas.

Cultural Data: Standard Milwaukee steel transmission towers on concrete foundations stood at either side of Substation, and appear in historic maps and photographs. They carried high voltage AC current through building, for conversion to DC to power electric locomotives. These towers prevented lines from blowing around and grounding out on the Substation.

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C. M. ST. P. & P. RAILROAD
SOUTH CLE ELUM YARD
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Historic Name: Remnant Railbeds
Built: By 1909
Style: N/A
Builder: Milwaukee Road
Architect: Unknown
Classification: Historic Contributing
Site ID#: 9a, 9b

Description: Remnant railbeds, known within the industry as "yard tracks," can be seen throughout the railyard - in vegetation patterns left by deteriorated rail ties, in variations in grade, and/or in surviving embedded rail ties. Two areas showing most obvious railbed patterns are referred to as East Roundhouse Lead Railbed (#9a) and Ice House Spur Railbed (#9b).

The east roundhouse lead railbed is a raised earthen bed, leading from main line to E. side of the turntable foundation. Along this railbed, the most visible remnant measures 237' in length. Here the raised bed shows a distinct vegetation pattern as result of previous railroad ties, and some partially intact rail ties are still embedded in the fill.

The ice house spur railbed is another area showing an obvious railbed pattern. The remnant bed measures 447' in length and runs through middle of railyard just N. of ice house site. Far fewer intact rail ties are seen here, but the vegetation signature on the landscape is a clear indication of the bed location.

Cultural Data: During the steam locomotive period, the raised east roundhouse lead railbed was used for engine access to and exit from the turntable and roundhouse. The line was later retained for continued access to water tank (#10) located N.W. of the railbed. The ice house spur railbed ran directly N. of the ice house, coal shed, sand house, and oil shed in the heart of the yard. Up to sixteen tracks, spurs, and leads were extant in 1921, all of which were part of the workings of the railyard at the transition from steam to electric power.

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SOUTH CLE ELUM YARD
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Historic Name: Water Tank Foundation
Built: 1910
Style: N/A
Builder: Milwaukee Road
Architect: Unknown
Classification: Historic Contribution
Site ID#: 10

Description: The Water Tank Foundation is located 100 degrees from true N., and 420' from S.W. corner of depot, along east roundhouse lead railbed. The foundation consists of twelve concrete pylons – eight outer and four inner pylons - with a rectangular sub-structure at center. The outer pylons are 1'7" squared at top, and 7'8" apart from inside face to inside face. The inner pylons line up directly across from outer pylons. These are also 1'7" squared at top, and attached to central sub-structure. Inner pylons are 4'5" from inside to inside edge on the N. and S. sides, and 5'10" from inside to inside on the E. and W. sides. The central sub-structure has open area 2' 10 1/2" from N. to S., and 4' 1/2" from E. to W. General width is 1' 5 1/2" on all sides. All four walls have notches or cut-outs along upper edges. The depth at center of structure was not measured because of considerable debris build-up inside.

The central sub-structure of the water tank foundation is intact, with a small amount of erosion present on edges. The S.W. and N.E. corners of inner pylons are broken and show considerable erosion on top. Outer pylons show the most change to their original form, with all but the N.W. and the N.E. pylons showing breakage and major erosion.

Cultural Data: The water tank supplied water needs of steam locomotives. Historic photos show a cylindrical wooden tank on twelve upright posts, each standing on a poured concrete pylon or pad. Water flowed by gravity from tank through galvanized steel spout into water tender hatch. The tank remained in use after electrification of line (1919-'20) for the occasional steam train as well as for steam-powered maintenance equipment such as rotary snowplows. The tank was probably removed prior to 1950 (Sprau, 2002).

Historic Name: Unidentified Foundation
Built: Unknown
Style: N/A
Builder: Unknown
Architect: Unknown
Classification: Historic Contributing
Site ID#: 11

Description: This feature consists of a concrete foundation, located 90 degrees from true N., and 480' from S.W. corner of depot. Consists of a 6" wide footing and attached concrete slab. The foundation is 14'5" from side to side, and extends 7' into side of raised, east roundhouse railbed bed. Exact dimensions of foundation uncertain, due to lack of visible areas. Much of feature is hidden by vegetation and soil. Areas that are visible seem to be intact.

Cultural Data: Original function is unclear. No evidence of building at this location found on available historic maps and photographs.

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C. M. ST. P. & P. RAILROAD
SOUTH CLE ELUM YARD
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Historic Name: Oil House Foundation
Built: 1908
Style: N/A
Builder: Milwaukee Road
Architect: Unknown
Classification: Historic Contributing
Site ID: 13

Description: The oil house foundation consists of a concrete foundation, located 188 degrees from true N., and 370' from S.W. corner of depot. It is fully visible at grade level, a uniform 10" in width. The footprint measures 24' by 14'8" from inside edge to inside edge, and 25'8" by 16'4" from outside edge to outside edge. The foundation is generally intact with slight erosion present over a majority of visible areas. A test pit at the center of the structure at a depth of 1'4" showed no evidence of concrete slab for flooring.

Cultural Data: The oil house was used for oil storage needs at the heart of the railyard. Constructed of brick masonry with an iron roof for fire safety, the building originally boasted an attached, open wood-frame shed to the east. The shed appears in historic photos, but is now without visible features.

Historic Name: Cinder Pit
Built: 1910
Style: N/A
Builder: Milwaukee Road
Architect: Unknown
Classification: Historic Contributing
Site ID#: 15

Description: The Cinder Pit is located 184 degrees from true N., and 430' from S.W corner of depot, along alignment of west roundhouse lead railbed. The pit consists of an excavated area, bordered on north by concrete foundation or retaining wall totaling nearly 190' in length. The central portion of this wall is 120' feet in length, set back 11'6", and constructed in two levels to support a raised railbed along the side of the pit. The wall drops from grade level 3'6" down to concrete platform where an I-beam on steel posts supported railbed. The wall then drops down 2'6" to the bottom of the ash pit. Concrete wing walls continue at either end of central section in a single plane 59' to W. and 10'5" to E, as pit slopes return to normal grade level. No evidence of an adjacent depressed railbed for ash removal has been recorded.

The structure is fairly intact in visible areas, although partly obscured by vegetation. Considerable erosion has taken place along its bi-level foundation wall. Iron re-bar used in the construction of the wall is now visible in some spots where erosion is most advanced. The cinder pit now appears to be used as a dump for discarded material such as metal cans, wire, strapping, and other such items, as well as glass and wood debris.

Cultural Data: The cinder pit was used during a brief era (1910-1912) of coal-fired steam locomotives, for the disposal of ashes and cinders from engine fireboxes. Ashes were dumped into the pit from the raised railbed along north side (west roundhouse lead railbed), allowed to cool, and later shoveled into waiting car on depressed railbed along south side of the pit. Debris was then disposed of at another location in the yard, or hauled away for railbed ballast.

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C. M. ST. P. & P. RAILROAD
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Historic Name: Roundhouse Foundation
Built: 1910
Style: N/A
Builder: Milwaukee Road
Architect: Unknown
Classification: Historic Contributing
ID#: 16

Description: The roundhouse foundation is located 155 degrees from true N., and 350' from the S.W. corner of the depot. It consists of a rubble concrete foundation left from an eight-stall wood-frame engine house, attached boiler room foundation, and exterior water access feature. Concrete pylons that supported upright framing members remain in place between stalls and around the building perimeter, marking a footprint 92' in depth from S.E. to N.W. These pylons are 1'5" squared on the top, and spaced at varying intervals. Eight concrete inspection pits, each 72' in length, radiate out in northwesterly direction with 8-degree increments in orientation. Foundation walls between pits are bi-leveled with concrete flooring between. Height to first level is 2' from floor. Metal bolts are spaced at 4' intervals along the top of this wall level. The higher wall (extending up to grade level) is 3'7" from floor, and the total foundation wall thickness is 2'4". The inspection pit width from inner wall to inner wall is 4'. Visible areas examined suggest that all eight stalls follow same dimensions.

Along S. edge of stall #1 is irregular-shaped concrete foundation and floor slab, possibly used as storage area for equipment or tools employed in roundhouse. At far W. end of stall #1 was attached wood-frame Boiler Room, now marked by four remnant concrete pads and a partial W. wall. A concrete-lined hole, located 16' 8" from S.E. end of Stall #8, may have provided access to water. Opening is 2' square, and ringed with concrete base from which metal bolts protrude at corners. Historic maps show three-way division of underground water line at this location.

The roundhouse foundation is remarkably intact in visible areas, with most extensive erosion seen along S.E. or opening end of stalls. Growth of trees and shrubs has caused breakage to structure and prevents full view of foundation layout and condition.

Cultural Data: The roundhouse was built in 1910 to house steam locomotives for cleaning, lubricating, fueling, watering, and inspection between trips. Eight cast concrete inspection pits allowed men to work on bearings, valve gear, brake rigging and other parts from below. The building consisted of heavy timber framing, exterior wood siding, and composition roofing. It was demolished soon after 1927.

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Historic Name: Turntable Foundation

Built: 1910

Style: N/A

Builder: Milwaukee Road

Architect: Unknown

Classification: Historic Contributing

Site ID#: 17

Description: The turntable foundation is located 147 degrees from true N., and 530' from S.W. corner of depot. The feature consists of a circular pit lined with a side wall foundation of rubble concrete, and a squared, pivot bearing foundation of concrete at center.

The circular foundation is a bi-level wall, with radius of 43' at grade level, and radius of 39' at bottom of pit. The upper foundation wall drops 3'3," extends inward a width of 4', then drops another 2' to bottom of pit. At the uppermost level, the foundation wall is 1'6" in width, and has metal bolts protruding at intervals of 2'6". Two areas around the circumference of the pit are sloped, and suggest locations where a lead railbed may have entered the turntable. These occur on N.W. side at 262 degrees and on N.E. side at 44 degrees from central foundation. The S. side of the foundation is not visible because of slumping and growth of vegetation, but is assumed to be of the same construction. Concrete pivot bearing foundation is 7'5" squared and 1'7" high. Each side has two metal bolts protruding 1'1" from edges. The turntable pit shows no evidence of any type of solid flooring.

The circular foundation wall appears fairly intact where visible. The S.W. side shows evidence of possible breakage in the structure, but it is covered with soil and its integrity is unclear. Erosion is present on most visible areas of wall. The pivot bearing foundation is intact, with little erosion seen. The pit area was used later as an informal dump, and partially filled with metal cans, wire, strapping, water tanks and buckets, as well as glass and some wood debris.

Cultural Data: Built in 1910, the turntable was designed to provide access to any of eight tracks radiating from the roundhouse where engines were stored and serviced, and to turn locomotives for operation in the opposite direction. It consisted of bridge-like structure with a steel table mounted on central pivot. The turntable was dismantled after electrification of the railroad (1919-'20), sometime after 1927.

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Historic Name: Oil Tank Site

Built: 1912

Style: N/A

Builder: Milwaukee Road

Architect: Unknown

Classification: Historic Contributing

Site ID#: 18

Description: The Oil Tank Site consists of two surviving sections of a circular earthen berm, located 184 degrees from true N., and 630' from the S.W. corner of the depot. The S.E. portion of the berm is 101' in length, 20' wide at ground level and 5' high. The S.W. portion is 27' in length with the same width and height. The open graveled circular area at center is approximately 150' in dimension, and is now saturated with oil. There are trees growing on and around the earthen walls. The central graveled area is now graded over, obscuring original features and context.

Cultural Data: The oil tank was constructed for oil storage in conjunction with conversion from coal to oil firing locomotives in 1912. The steel tank, 50' in diameter and 35' high, is now removed. A circular earthen berm served as a containment wall in case of tank leakage. At this location, oil was pumped from tanker cars to the storage tank. It was then piped to a smaller steel tank and concrete sump to N.E., then to roundhouse for servicing engines. The oil tank became obsolete after railroad electrification (1919-'20), and was removed sometime after 1927.

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Sub-Surface Features

Historic Name: Ice House Site
Built: c. 1910
Style: N/A
Builder: Milwaukee Road
Architect: Unknown
Classification: Historic Contributing
Site ID#: 12

Description: The ice house is no longer extant; shovel tests were conducted in vicinity where historic maps and photos documented its former location. Three test pits revealed apparent remnants of the Ice House foundation. The first test pit was 17" deep, at 158-160' S. and 100-102' E. of the State Parks boundary marker opposite the substation. The second test pit was 8" deep, at 137-139' S. and 88-90' E. of the same marker. The third test pit was 9 1/2 " deep, at 186-187' S. and 35-37' E. of same marker.

The first test pit showed large amounts of charcoal approximately 10" below ground level, wood debris, and both large and small nails. Below obvious charcoal layer, mass of deteriorated wood is present, with soil color changing from dark gray to medium brown at 11". This wood feature is very embedded, and corresponds to the expected location of S.E. corner of the ice house. Small pieces of light green glass appear at 14" below ground level, with more of same context at 15 1/4". At 17", a layer of cinder is visible, which seems to be distributed over the entire Ice House Site as revealed by other test pits.

A second test pit also shows a definite layer of charcoal on top of wood, beginning at approximately 5 1/2 " to 8" below ground level. This pit also clearly shows an embedded wooden feature, at a location that would correspond to N.E. corner of the ice house. Wood debris, metal fragments, large and small nails (some broken), and cinders are present.

A third test pit was dug at the expected location of the S.W. corner of the building. At approximately 9 1/2" below ground level, a corner edge of wooden foundation was found. Aside from this wooden feature, nothing else was present in the pit other than some cinders and small wood fragments.

Cultural Data: Historic photos and maps show the ice house as a substantial wood frame building measuring 39' by 73', situated at the center of yard. It was used to store large quantities of ice for re-supplying cabooses, freight cars, and dining cars. It is not known if structure remained in use until electric or bottled gas refrigeration became available in early 1950s.

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Historic Name: Car Foreman's Office Site
Built: 1910
Style: N/A
Builder: Milwaukee Road
Architect: Unknown
Classification: Historic Contributing
Site ID#: 14

Description: The Car Foreman's Office is no longer extant; shovel tests were conducted in vicinity where historic maps and photos document former location. Two shovel tests were conducted. The first test pit was 1'16" deep, at 240-242' S. and 111-113' W. of State Parks boundary marker opposite substation. The second test pit was 10" deep, at 267-269' S. and 109-111' W. of same State Parks marker.

The first test pit showed large amount of wood debris. Most notable was piece of wood protruding from pit wall at approximately 8" from ground level on N. side, along with large nail. Another sizable piece of wood was visible at approximately 1'1½ " from ground level on same side. At depth of 1'5", layer of coal approximately 1" thick was found. Two small pieces of window glass were present right above a layer of coal.

The second test pit also showed large amount of wood debris, but a coal layer began at approximately 10". At the same depth, an embedded upright wood feature characteristic of a foundation corner appeared. Small pieces of window glass also present.

Cultural Data: Historic photos and maps show the car foreman's office as wood frame building 24' by 40' in dimension, situated at heart of railyard. Adjacent buildings included the ice house, sand house, oil shed, and coal shed.

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Evolution of the Yard Over Time

Due to the nature of a working railyard, many alterations have been made over the years at the South Cle Elum Railyard. Division points constantly evolved as technologies changed. Fueling mechanism and structures were built and demolished on and around the yard as the needs of the railroad shifted. The transition from steam to electric locomotives around 1919, for example, resulted in major modifications to the yard, as did the transition from electric to diesel engines around 1972. Each energy system required a specialized suite of maintenance and supply buildings.

During the era of coal-powered steam engines, a roundhouse, turntable, and cinder pit were required features of the railyard (Berg, 1893). A raised spur off the main line led to the turntable. The turntable was large enough to hold one steam engine at a time. The engine could then be directed into any one of the eight roundhouse bays for maintenance. The cinder pit was used to empty the cinders and rock-like "clinkers" formed by coal impurities from the engine box. When oil replaced coal, circa 1912, the cinder pit was no longer necessary, but a 500,000 gallon oil tank was put up, surrounded by an earthen containment wall. Another railbed led away from the roundhouse back to the main line. Upon the introduction of electric power, the roundhouse and turntable also became obsolete, unable to accommodate the larger electric locomotives (which no longer demanded the same level of maintenance. Other features of the steam era included a blow-off box, coal derrick, and a water tower (Derleth, 1948).

Electric-powered locomotives replaced steam-powered engines on the Milwaukee Road in 1919. To provide electric current to the line, a large brick electrical substation was built and three bungalows were constructed to provide housing for the substation workers. According to railroad plans, the bunkhouse was concurrently moved from the south-central area of the yard to its current location. Catenary lines were erected over the main track and some of the more important yard tracks. Cables embedded firmly in the ground helped support the poles from which the catenary wires were hung (Holley, 1987). A number of large eyehooks for this purpose are still in place on the ground. On a Milwaukee Road yard map of 1921, a total of 47 different structural features were present in the yard. A number of these features dated from the steam power era, but remained standing at least into the late 1920s, according to valuation records of the ICC. Besides the buildings associated directly with electrification, there were loading platforms, a sand house, a large icehouse, and numerous features relating to metal-working, including cast racks and metal racks.

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Diesel locomotives were introduced in the 1940s to supplement the electrics and to replace the few remaining steam engines. The last electric locomotives ceased operation on the then-called Othello-Tacoma line via Cle Elum in 1972. At this point, the catenary cables and the poles that supported them were dismantled. The copper wire was salvaged and sold for scrap. Substations all along the line closed up, including the substation at South Cle Elum in 1974. Workers continued to live in the bungalows, but the association between the bungalows and the substation began to fade. The last diesel train came through the yard in 1980 (Borleske, 1999; Sprau, 2002).

After a third and final bankruptcy of the company, the rails and all other metal items in the yard were systematically removed and most of the remaining buildings were razed. The depot, bungalows, and substation were then bought by private owners (Hovis, 2002). The main railbed eventually came into the possession of Washington State Parks, and was classified as a "Heritage Area." The yard was bulldozed and re-graded as part of the cleanup process. Major dirt-moving activity took place again when the John Wayne Pioneer Trail was put through.

Integrity

The C. M. ST. P & P Railroad South Cle Elum Yard maintains integrity of location, design, setting, materials, workmanship, feeling, and association.

While the town of Cle Elum has grown somewhat since the late 19th century, the town of South Cle Elum has remained relatively unchanged. In fact, vistas from the railyard vary little from that date. Industry and other modern structures have not encroached upon the yard, and the yard has not been put to any other use.

The combination of standing structures, concrete foundations (some of which are quite tall and visible from most of the yard), and the sub-surface remnants illustrate the railyard's changing design over time. The large foundation for the turntable and the massive size of the roundhouse feature document the scale of mechanics used. The fact that these were torn down, the large substation built, and the bunkhouse moved to make way for electrification, shows the strong commitment the Milwaukee Road had made to the new technology. The original depot was left standing and relatively unaltered. It still emanates continuity of design.

The remnant railbeds running through the yard give some indication of its size, scale, and layout. The railbeds also record the evolution of the yard; for instance, the depressed track which once ran to the cinder pit and roundhouse are still visible on the ground, as is the depressed bed of the east roundhouse lead. Both lost their original function at the time of electrification, yet remain as traces on the landscape.

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Most original materials remain intact on the structures and buildings owned by the State Parks. Further, the privately-owned bungalows and the bunkhouse retain many of the original materials. Bungalow #2, for instance, appears to have *all* original glass. Integrity of feeling and association in the district are also enhanced in part by the survival of original materials and evidences of the detailed workmanship of Milwaukee Road architects and builders. The authentic feeling of the area is further expressed by the rows of deliberately placed locust trees to the front and rear of the bungalows.

The district as a whole illustrates the evolution of early to mid-20th century railroad history in Kittitas County and throughout the nation. It is particularly remarkable that features remain which date from each stage of that evolution. This visible layering of use in the yard is unique in Washington State. For this reason, the C. M. St. P & P Railroad South Cle Elum Yard offers almost open-ended potential for interpretive activities.

Rehabilitation Plans

The Washington State Parks and Recreation Commission's South Cle Elum Railyard and Building Facility Program Plan (Hovis, August 2001) recommends that State Parks undertake a long-term stewardship of the property using a rehabilitation approach. This is in keeping with State Park's mission statement and goals for designated heritage areas. Proposed plans include re-opening the Beanery Restaurant in the depot and creating a railroad museum in the electrical substation, and possibly reconstructing the roundhouse and turntable. The plan recommends that State Parks solicit proposals from possible concessionaires to run the Beanery, and to provide other services such as equipment rentals and a gift shop. Other ideas include possible reconstructions, an active rail line running parallel to the John Wayne Pioneer Trail (and possible excursion lines out of the railyard), as well as a livery operation for horse-back riding on the trail.

Thanks to the hard work and dedication of the Friends of the South Cle Elum Depot, the depot building was recently given a new foundation, and is currently in the process of being re-roofed. State and County codes require a continuously poured concrete foundation. The lowest allowable profile was used and the original skirting will be re-hung or replicated as necessary. The shingles are domestic cedar shingles which are nearly identical to the original, although treated to meet current fire protection codes, with a 4 1/2" reveal planned (Holter, 2002).

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8. Narrative Statement of Significance:

The Chicago, Milwaukee, St. Paul, and Pacific Railroad, South Cle Elum Yard, represents the most intact example of a Milwaukee Road division point in the State of Washington. Located on the eastern slopes of the Cascade Mountains, the yard functioned between the years 1909 and 1980. During that time it played an important role in the operations of one of most technologically innovative railroads in the United States.

This property is identified in the MPD "Historic Resources of the Milwaukee Road in Washington State, 1909-1945" (entered 1992) as a pivotal example of small division points on the Milwaukee Road. Because of its remarkable integrity, the proposed historic district easily meets each of the three registration requirements for Division Points as a property type set forth in the MPD.

Further, the South Cle Elum Yard historic district meets National Register Criterion A, for its supportive role in transcontinental transportation and interstate commerce. The yard at South Cle Elum functioned as a crew change point, a train servicing location, and an electrical substation. As such, it was a critical link in Coast Division operations on the Milwaukee Road. On the local level, the yard was a primary factor in the growth and development of the community of South Cle Elum.

The South Cle Elum Yard historic district also meets National Register Criterion C, as an unusually graphic illustration of the progression of technology and engineering on the Milwaukee Road over its lifetime. Six pivotal buildings, numerous vestiges of critical structures, and overall railyard layout remain, reflective of industrial design distinctive to the Milwaukee Road.

The period of significance for the South Cle Elum Yard is defined as 1909, when operations began on the Coast Division, to 1950, the chosen "Centennial Year" of the Milwaukee Road. This time frame encompasses the era of coal and oil-fired steam locomotives, electrification of the Coast Division, two railroad bankruptcies and re-organizations, and inauguration the railroad's premier passenger service on the Olympian Hiawatha.

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Historic Context: the Milwaukee Road

The historic context of the Milwaukee Road has been established in the MPD. A brief summary, with corrections, follows below.

The Northern Pacific was the first railroad to complete a line from St Paul, Minnesota to Tacoma, Washington. The Northern Pacific received land grants to help cut the cost of the expansion, which was achieved through the brute force of men and animals. Settlers followed the rail, and the western economy "boomed." The Great Northern Railway completed its transcontinental line about ten years later. The Milwaukee, in order to compete with these two railroads, sought to expand to the west coast as well. The "Pacific Extension" began in 1905, and, through mergers, reorganization, and the help of subsidiaries, a line across Washington State was completed in 1909.

Unlike its competitors, the Milwaukee Road received no federal assistance. The Milwaukee Road also differed from other railroads in that increased mechanization and labor efficiencies enabled very rapid western expansion. And because the Milwaukee Road arrived later than the other two railroads, town and cities were already established. Few new towns arose as a result of the Milwaukee's expansion. Rather, new jobs were brought into previously existing settlements.

The Milwaukee Road maintained its technological advantage when it switched from steam-powered engines to electric-powered locomotives in 1919. At one time, it boasted the longest stretch of electrified main track in the nation. A second advance was made using 3000 volts of electricity to power the locomotives—the highest voltage used by any railroad at that time. The third advance, and perhaps most important, was that of regenerative braking. As the locomotive proceeded downgrade, kinetic energy retarded the trains' motion, while the generated electricity was fed back into the trolley wires, backward through the substations system, and sold back to the power company. The net cost of operating electric trains was virtually reduced to pennies by utilization of this method.

However, the cost of electrification was high, and the Milwaukee Road was not able to recoup its expenses. A new shipping route through the Panama Canal decreased shipping costs by sea, and better highways improved shipping by roadway. Together, these factors combined to ruin the already faltering railroad company. Operation of the electric locomotives was discontinued from the Coast Division in 1972, and from the Rocky Mountain Division in 1974. The Milwaukee Road declared its final bankruptcy on December 19, 1977. Finally, all service west of Miles City, Montana, was discontinued in 1980. The rails were dismantled and sold for scrap. Some small segments of the line were sold and operated by other railroads.

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Division Points on the Milwaukee Road

A historic context for Division Points as a property type along the Milwaukee Road has been established in the MPD. A brief summary follows, with corrections.

Division points were located at approximately 100 mile intervals the length of the railroad. The yards were large areas, usually upwards of 20 acres, where numerous activities took place. Here, engines and cars were maintained; passengers, freight, and stock loaded and unloaded; crews changed and housed; and various other rail-related functions took place around the clock.

Buildings at division points were numerous and varied in size, design, and function. There were also main and passing tracks, platforms, corrals for stock, and ash pits, to name a few of the various features. The yard was not a static place. As new technologies appeared, buildings and features to accommodate those technologies were built. Older structures were often adapted to new use. Division points are significant not only for the vital role they played in the daily operation of the railroad, but also for the record of change they have created.

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Significance of the South Cle Elum Yard

The MPD for "Historic Resources of the Milwaukee Road in Washington State, 1909-1945" specifies three registration requirements for Milwaukee Road Division Points. The following is a list of those requirements, and how each is met by the South Cle Elum Yard historic district:

- a) "Division points must contain at least one significant building or structure which retains structural integrity dating from the period of significance." The South Cle Elum Yard retains six primary buildings constructed between 1909 and 1920. These include: the original 1909-1910 wood frame depot, the 1918 brick substation, three residences in which the substation operators lived, and the original crew bunkhouse with its 1920 addition.
- b) "Vestiges...must be discernable" which "show scope of activities" and "overall historic arrangement." The foundations of the 1909 roundhouse, turntable, water tank, and cinder pit, as well as remnants of the 1912 earthen berm that surrounded the oil storage tank, are present and visible. Smaller scale structural features from the era of electrification, such as the transmission tower foundations beside the substation, also remain. Together these industrial archaeological sites clearly convey a sense of the work performed at the site, and its layout and circulation pattern over time.
- c) "Division points must be essentially free of modern intrusions." No major buildings or structures have been erected at the South Cle Elum Yard since operations ended in 1980, and the overall setting remains unchanged. Some modifications have been made to the residences, such as installation of new windows or the enclosing of porches. A small storage shed and three cabooses have been added at the bunkhouse in conjunction with the B & B operation. The yard itself has been re-graded to some degree by both the Milwaukee Road at closure, and by Washington State Parks during trail construction.

The South Cle Elum Yard is further significant for its sustained, multi-faceted role in the railroading history of Washington, and for its direct influence on the emergence of the separately incorporated town of South Cle Elum (Criterion A).

The South Cle Elum South Cle Elum Yard was a key station on the Coast Division, one component of the railroad's Pacific Extension from Mobridge, South Dakota, to the Pacific Northwest (Luttrell, Gough, and Emerson, 1999). It was constructed in 1908-1909 by the Chicago Milwaukee & Puget Sound Railway Company, a locally incorporated company ultimately conveyed to the parent Milwaukee Road.

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Construction on the railyard, as elsewhere along the line, was mechanized to a much greater extent than on earlier railroads in the nation. Steam shovels, narrow gauge railroads for dumping and filling, and smaller construction crews were used. Supplies and materials were shipped to Cle Elum over the Northern Pacific Railway. A construction storage yard stood on the flat central part of the Milwaukee's South Cle Elum yard, south of the main track. Historic photos illustrate former railroad workers' descriptions of the stockpiles of rails, ties, bridge timbers, and construction supplies in this location.

The first eastbound passenger train operated from Seattle to Ellensburg, via South Cle Elum, on March 20, 1909. Through passenger and freight service was inaugurated on June 13, 1909 (Sprau 2002).

The railyard at South Cle Elum provided the following primary activities and services at intervals over time, as power technologies and railroad management evolved between 1909 and 1980:

- Steam locomotive replacements (every 100 miles)
- Engine fires cleaned of ashes and clinkers
- Engine inspection, lubrication, minor repairs, and cleaning
- Engine storage, direction reversals
- Coal, later oil storage for engine refueling
- Ice, sand, and water supply
- Section maintenance shops
- Conversion of AC from a commercial utility to DC, and transfer through overhead wires to electric locomotives
- Change of cabooses on all freight lines
- Substation operator housing; yard worker housing
- Crew changing points, overnight housing and meals at depot beanery
- Railyard offices and operations communications center
- Passenger waiting facilities
- Freight handling areas and stockyards

Like most towns along the Milwaukee Road, South Cle Elum existed at least in name prior to the arrival of the railroad in 1909. Foothills bordering this portion of the Yakima Valley had been mined for coal by the Northern Pacific Railroad since 1886. The town of Cle Elum across the river was firmly established upon that industry, the presence of Northern Pacific yard, and an abundance of saloons. By contrast, historic photos show that very little development occurred in sleepy South Cle Elum on the forested west bank of the river, even though a thirty-block plat had been initially filed in 1891.

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In November of 1908, while the railyard was under construction, the Milwaukee Land Company (a real estate arm of the railroad) platted and re-platted some townsite additions to the west and northwest of Sixth Street, and advertised these lots for sale at auction in Spokane. The text of the ad is worth reprinting for the local context it provides:

SOUTH CLE ELUM

**The Last DIVISION TOWN on the
Chicago, Milwaukee & St. Paul Railway
IN EASTERN WASHINGTON**

Will be sold at auction by the MILWAUKEE LAND COMPANY at Elks
Temple, Spokane, on:

**TUESDAY, NOVEMBER 17, 1908
AT 2 O'CLOCK P.M. SHARP**

South Cle Elum is located in Section 34, Township 20 North, Range 15 East, Willamette Meridian. Kittitas County, near the head of the splendid Kittitas Valley, noted for its blue ribbon orchards and profitable dairy farms. It is near the well known Roslyn Coal fields, where hundreds of men are employed. Mining for the precious metals is carried on in the Cascade Mountains to the West and South; Cle Elum being the natural outfitting point for the district. The Yakima River, a grand mountain stream, affords abundant water for power and irrigation. The adjacent mountains are unexcelled for hunting and fishing. The tributary lumber interests are large. It will be the first Chicago, Milwaukee & St. Paul Division point East of the Cascades; this, together with the varied and extensive natural resources exclusively tributary to South Cle Elum, insures rapid growth and appreciating values to property and business.

Moderate values will be placed on lots. Terms one-third cash, balance in one and two years, with interest at seven per cent
(*Ellensburg Capital*. November 6, 1908).

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Subsequent historic photos show that the town of South Cle Elum filled in, although gradually and sporadically, following establishment of the Milwaukee Road railyard in 1908. Images from the 1910s and '20s indicate commercial development was limited to one or two false-fronted structures near the corner of Sixth and Jackson Street, later called Milwaukee Road. Modest frame houses sprang up with steeply-pitched gable roofs and little but native Ponderosa Pine for landscaping.

The South Cle Elum Yard is equally significant for embodying the distinctive characteristics of Milwaukee Road design and technology (Criterion C). This railyard is the most complete, extant assemblage of buildings, structures, and sites constructed by and for the Milwaukee Road in Washington State.

The setting, overall dimensions, and boundaries of the historical railyard are still intact and visible. Although all rail lines have been removed, some organizing aspects of circulation within the yard remain readily apparent. The approximate alignment of the main line is represented by the present-day John Wayne Pioneer Trail. The east roundhouse lead railbed, an important connection between the turntable, roundhouse, and main line, is still visible as a raised bed. Other yard track alignments are distinguishable by embedded rails and/or vegetation patterns.

Surviving buildings at the South Cle Elum Yard include, perhaps coincidentally, the six most historically significant buildings in the yard in terms of functional importance over time. The two-story bunkhouse dates back to the beginning of the railyard, and its 1920 addition marks the date of its relocation in concert with electrification of the yard. The depot itself is a classic example of a Milwaukee Type V depot, and is very little altered from its initial construction in 1909. The handsome brick and concrete substation is a well-preserved example of its kind, showing little exterior alteration since its completion between late 1917 (exterior) and 1919 (interior electrical components in place). It, along with the Craftsman style bungalows that housed the three operators, perfectly demonstrate the Milwaukee Road's landmark shift to electrical locomotion in 1920. One surviving 1920s bungalow garage, and the double alignment of mature locust trees along the front and rear of the bungalow row, indicate improvements of convenience, comfort, and aesthetics carried out, or at least sanctioned, by the railroad for the benefit of its employees and their families.

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Large, tactile, and highly visible structural remnants also remain in place at the railyard. These features also happen to be those that were most pivotal in the functional history of the yard. The roundhouse, turntable, ash pit, and water tank foundations date back to the beginning of the railyard and illustrate the era of coal-fired steam power. The earthen berm at the oil storage tank site, the oil house foundation, and the transmission tower foundations depict later decades of locomotive technology. Together, these visible specimens of industrial archaeology convey the size and scale of railyard operations

Sub-surface features, two of which are identified in this historic district nomination, hold promise for future discoveries about the railyard. Studied together with existing photo and map documentation, they will allow a more complete understanding of the full range of Milwaukee Road activities and railyard design in the early 20th century.

The South Cle Elum Yard is a physical layering of many tangible resources that collectively reflect railyard function, patterns of movement, evolving technology, abandonment, and finally, the revitalization of the Milwaukee Road; and is therefore eligible for the National Register of Historic Places under criterion A and C as defined in the "Historic Resources of the Milwaukee Road in Washington, 1909-1945" MPD.

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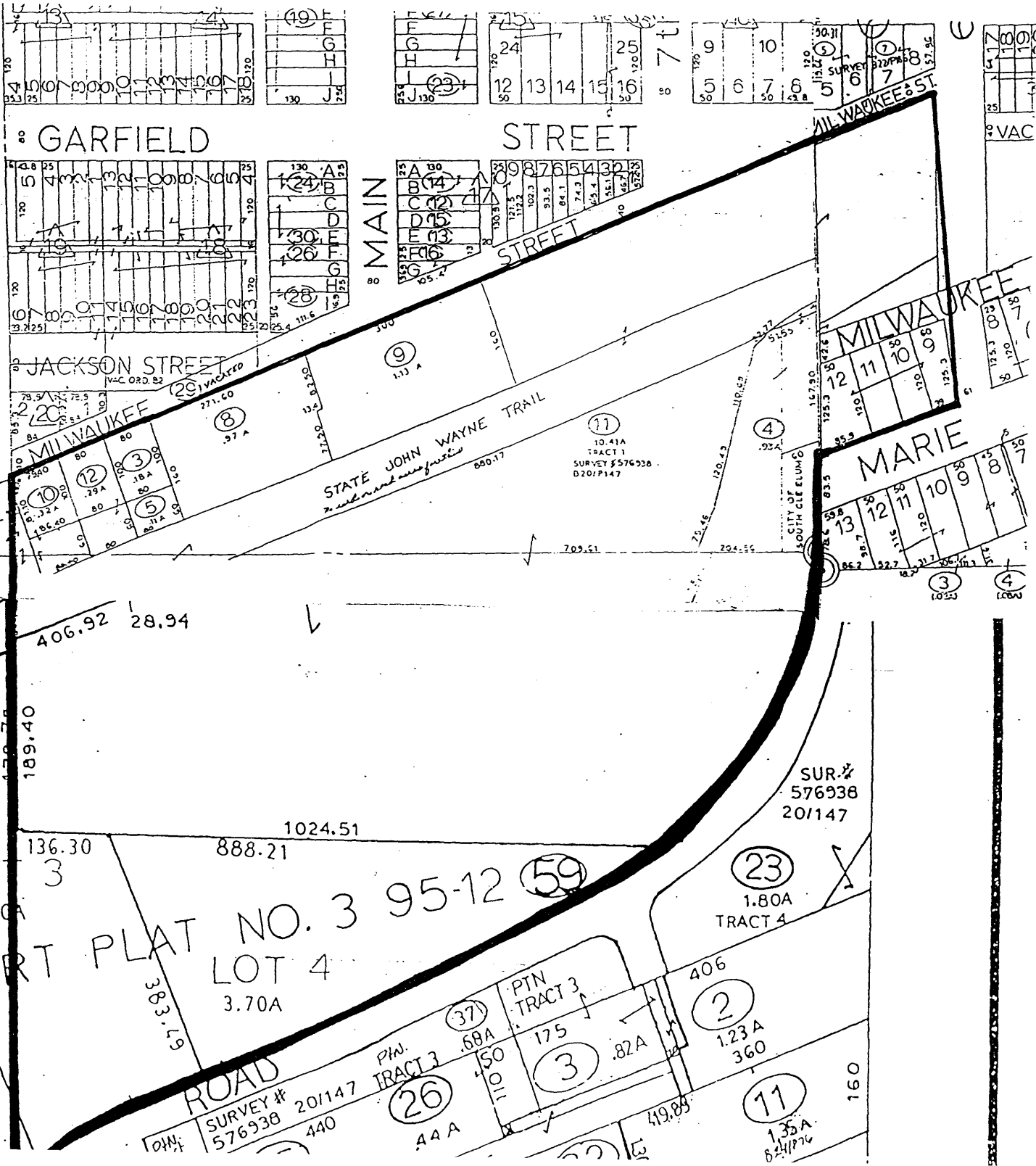
C. M. ST. P. & P. RAILROAD
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Verbal Boundary Description

The proposed district lies in the northeast and southeast quarters of the southwest quarter and the southwest quarter of the northeast quarter of Section 34, Township 20 north, Range 15 east of the Willamette Meridian. It is bounded by the southern edge of Milwaukee Road to the north and the western property line of Bungalow #3 to the west. The district boundary continues south along the Washington State Parks property line to the northern edge of Reservoir Canyon Road. The boundary then continues along the northern and western edges of the road (past the point where the name changes from Reservoir Canyon road to Marie Street) to the intersection of Milwaukee Road. See the attached site map.

Boundary Justification

The proposed boundaries encompass all visible structural features remaining at the South Cle Elum yard, including the entire heart of the historic yard (the depot and bunkhouse, the roundhouse and turntable foundations, ice house and foreman's office foundations, etc.). The area beyond the western boundary was historically part of the yard, but has no visible structural remnants and is not under State Parks ownership at this time. The areas across Milwaukee Road and Marie Street from the proposed district contain older homes, but were never part of the railyard itself.



GARFIELD STREET

STREET

MILWAUKEE ST

MAIN STREET

STREET

JACKSON STREET

MILWAUKEE

STATE JOHN WAYNE TRAIL

MILWAUKEE

MARIE

250.00

406.92 28.94

189.40

1024.51

136.30

888.21

LOT 3
3.70A

SHORT PLAT NO. 3 95-12
LOT 4
3.70A

ROAD
SURVEY # 576938 201147
440

PHW. TRACT 3
(26)
44A

PTN. TRACT 3
(3)
175
.82A

(2)
1.23A
360

(11)
1.35A
824/170

SUR. # 576938
201147

(23)
1.80A
TRACT 4

406

160

49.89

(27)

VAC

(17)
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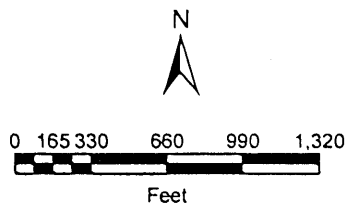
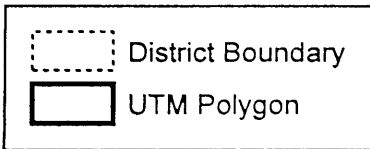
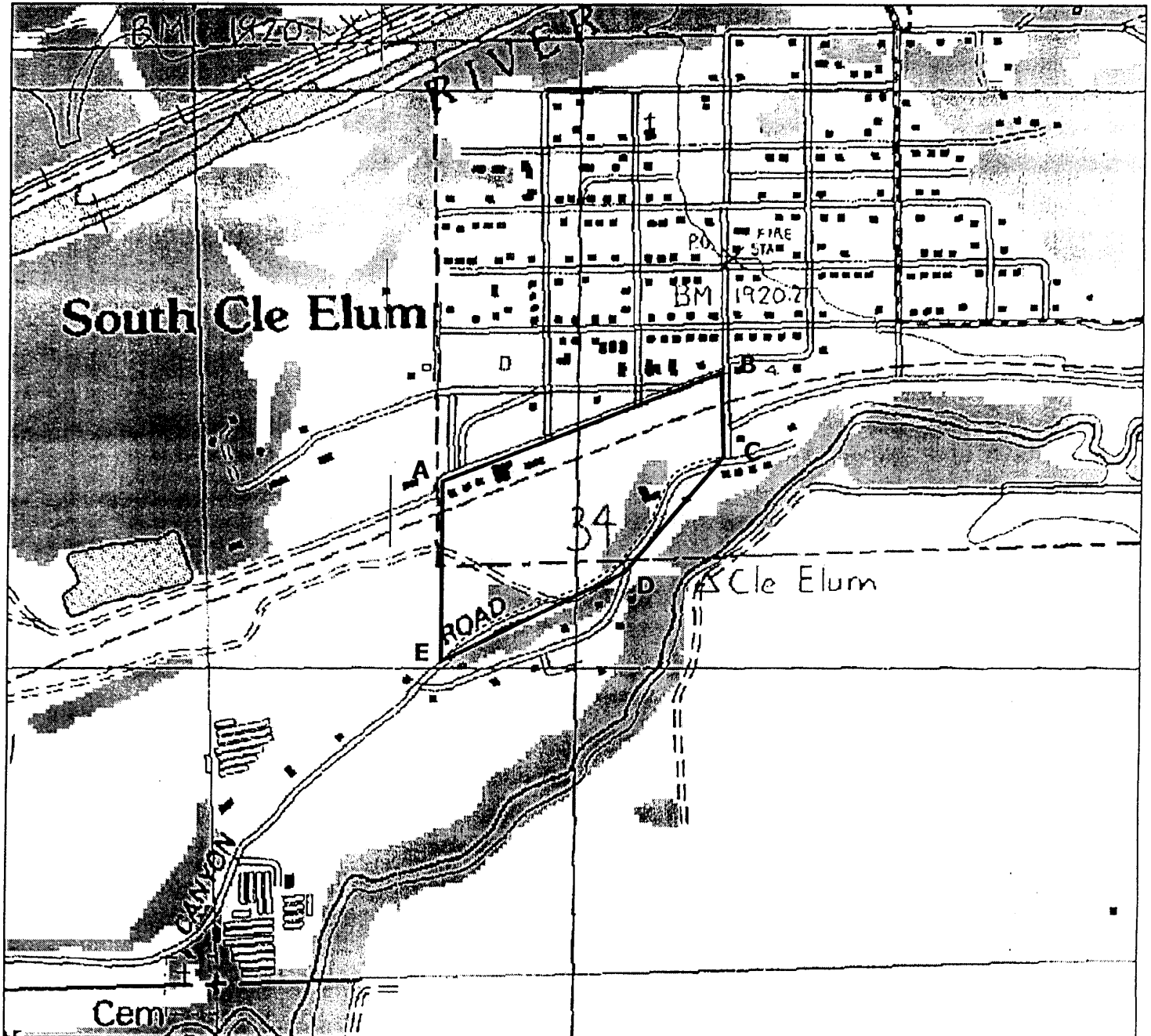
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(4)

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(4)

**Chicago, Milwaukee,
St. Paul & Pacific Railroad:
South Cle Elum Yard**

**UTM References
Zone 10**

EASTING	NORTHING
A- 654777	5227320
B- 655241	5227504
C- 655248	5227362
D- 655084	5227166
E- 654777	5227008



Chicago, Milwaukee, St. Paul & Pacific Railroad: South Cle Elum Yard

Resources

ID#	Name
1	Bunkhouse
1a	Shed
1b	Boiler House
1c	Caboose 1
1d	Caboose 2
1e	Caboose 3
2	Coal and Ice Shed
3	Depot
4	Substation
5	Operator's Bungalow No. 1
5a	Garage
6	Operator's Bungalow No. 2
7	Operator's Bungalow No. 3
8	Transmission Tower Foundations
9a	East Roundhouse Lead Railbed
9b	Ice House Spur Railbed
10	Water Tank Foundation
11	Unidentified Foundation
12	Ice House Site
13	Oil House Foundation
14	Car Foreman's Office Site
15	Cinder Pit
16	Roundhouse Foundation
17	Turntable Foundation
18	Oil Tank Site

+	Test Pits	Contributing, Historic
○	Trees	Buildings
~	Drainage Ditch	Archaeological Features
—+—+—	Railbeds	Estimated Locations
- - -	Trail	Non Contributing, Non Historic
- x - x -	Fence	Non Contributing, Historic
□	District Boundary	

Sources: USGS Cle Elum Quadrangle 1984
7.5 minute series

Kittitas County 2001 Aerial Flight

C., M., & S.P., Station Map June 1921

Jason D. Pries
Scholars in the Park, 2002
Central Washington University

