

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

(Type all entries - complete applicable sections)

STATE:	Washington
COUNTY:	King
FOR NPS USE ONLY	
ENTRY DATE	DEC 2 1974

1. NAME

COMMON:
The Old Red Brick Road (the Old Yellowstone Road)

AND/OR HISTORIC:
~~The~~ Yellowstone Road [preferred] *use this*

2. LOCATION

STREET AND NUMBER:
196th Avenue N.E. between the Fall City Highway and 80th N.E.

CITY OR TOWN:
Redmond

CONGRESSIONAL DISTRICT:
#2 - Honorable Lloyd Meeds

STATE Washington	CODE 53	COUNTY: King	CODE 033
---------------------	------------	-----------------	-------------

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Object <input type="checkbox"/> Building <input type="checkbox"/> Structure 	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both 	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress 	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment 	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum 	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific 	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:
King County

STREET AND NUMBER:
17455 - 68th N.E.

CITY OR TOWN:
Seattle

STATE:
Washington

CODE:
53

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
King County

STREET AND NUMBER:
County Courthouse - 17455 - 68th N.E.

CITY OR TOWN:
Seattle

STATE:
Washington

CODE:
53

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
None

DATE OF SURVEY:
 Federal State County Local

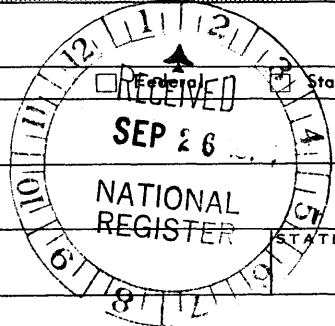
DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:



SEE INSTRUCTIONS

STATE:	Washington
COUNTY:	King
ENTRY NUMBER	DEC 2 1974
DATE	
FOR NPS USE ONLY	

7. DESCRIPTION

CONDITION

(Check One)

Excellent Good Fair Deteriorated Ruins Unexposed

(Check One)

Altered Unaltered

(Check One)

Moved Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Red Brick Road became known by that name in 1913 when a dirt and gravel road built in 1901 was resurfaced with the distinctive paving. It is about 18 feet wide and 1.3 miles long, its length reduced from an original two and one half miles when the Union Hill Road segment was covered with asphalt in 1962. The bricks are placed in stretcher bond between concrete curbs flush with the road surface. The roadway has been patched on occasion with asphalt but portions exist as originally built save for the effects of wear.

The road runs through the Evans or Martin Creek Valley, crossing the creek twice. Originally the area was heavily timbered but was logged off and converted to agriculture; the large farms were subsequently sold and the valley is still rural although single family dwellings are now apparent. A natural reforestation has occurred and the valley and water-course provide a natural habitat for salmon, blue heron, deer and other small animals and birds.



SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1913

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

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

STATEMENT OF SIGNIFICANCE

From the first appearance of the white man, the highway system in the Northwestern United States played a vital part in the development of the State of Washington. Trappers, miners, explorers, and adventurers cut their way through dense forests, over treacherous mountains, and across dry deserts to lead the way for the land-hungry immigrants who would settle in the area.

The highways have changed since the early days of wagons and mule teams. Modern technology and engineering have made possible shorter, more economical routes. The old gravel, dirt, and brick surfaces have been covered with asphalt or have been abandoned, overgrown and forgotten.

Here and there, however, throughout Western Washington, there still remain a few stretches of the roads of the early settlers as yet in their original states. One of the pieces of road still remaining is a part of the old Yellowstone Trail which went from Boston to Seattle, across Snoqualmie Pass and down to Puget Sound. It is called 196th Avenue N.E. on the King County road maps, a name which does not indicate the historical importance of the road or its beautiful natural setting. It lies just east of Redmond, Washington, between Union Hill Road and the Redmond-Fall City Highway. It is a one-and-a-half mile strip of sturdy red bricks, known by local residents as the "Old Red Brick Road".

To the early settlers in King County, it was obvious that a road across the Cascade Mountains was a necessity. Ever since the white man first settled in Washington, the Cascades had served as a barrier to communication and movement between Western Washington and the eastern part of the state. It was obvious, also, that Oregon was being settled and developed rapidly because access to that area was relatively easy. The Cascades were beautiful, but they isolated the Puget Sound area and encouraged the hardy pioneers, so vital to the area, to go elsewhere.

It was known that Indians and Hudson Bay men had long been using Snoqualmie Pass as a route between the plateau of the Columbia and Puget Sound. It led from Yakima northwest into the Snohomish Valley. There were other passes, but Snoqualmie Pass seemed to provide the easiest and most direct route from Eastern to Western Washington.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Books

Babcock, Chester and Claire. Our Pacific Northwest - Yesterday and Today. New York: McGraw-Hill, 1963.

Bancroft, Hubert Howe. History of the Northwest Coast. San Francisco: A. L. Bancroft and Co., 1884. Vol. I.

Quiett, Glenn Chesney. They Built the West. New York: D. Appleton-Century Co., 1939.

Bagley, Clarence B. History of King County. Seattle: S. J. Clarke Publishing Company, 1929.

Krenmayer, Janice. Footloose Around Puget Sound. Seattle: The (Cont'd)

NW 10/565 270
5280 260
NE 10/569 301/5280 400
SE 10/569 320/527 840
SW 10/565 700/527 830

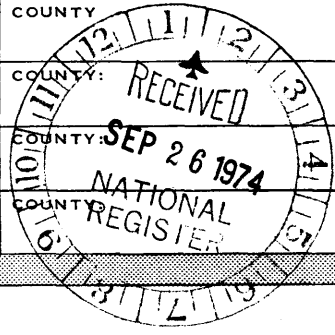
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	47° 40' 31"	122° 04' 41"		° ' "	° ' "	
NE	47° 40' 31"	122° 04' 36"		° ' "	° ' "	
SE	47° 39' 27"	122° 04' 36"		° ' "	° ' "	
SW	47° 39' 27"	122° 04' 41"		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **32 acres**

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

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



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Ms. Sally Polk

ORGANIZATION: **Red Brick Road Committee** DATE: **July 31, 1974**

STREET AND NUMBER:
7237 - 196th Avenue N.E.

CITY OR TOWN: **Redmond** STATE: **Washington** CODE: **53**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

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

National State Local

Name: Charles H. Odegaard
Charles H. Odegaard

Title: Director - Washington State Parks & Recreation Commission

Date: Sept 16, 1974

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

Director, Office of Archeology and Historic Preservation

Date: 12/2/74

ATTEST:

George F. Emery
Keeper of The National Register

Date: Nov. 25, 1974

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

(Continuation Sheet)

STATE	
Washington	
COUNTY	
King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	DEC 2 1974

(Number all entries)

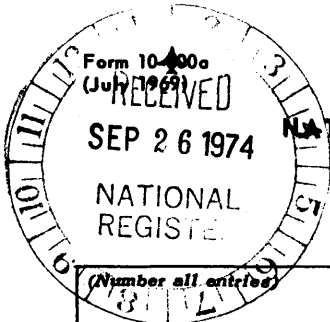
#8 - Significance (1)
the Old Red Brick Road (the Old Yellowstone Road)

The citizens of Puget Sound wanted a road across Snoqualmie Pass. The citizens of Tacoma and areas south wanted a road across Naches Pass. This basic conflict caused bitter hostilities between the communities and, indeed, caused unnecessary delays in getting a road in at all. The two passes were explored, surveyed, and evaluated. In the winter of 1854, Governor Isaac Stevens (Territorial Governor, 1853-1857) sent A. L. Tinkham to Snoqualmie Pass to study the winter snow conditions. Tinkham crossed the Pass on January 21 and found only seven feet of snow on the summit. But one man's findings were not sufficient; and so, while appeals for funds for the road were delayed by controversy, more men with more equipment went to the Pass, hoping to relay statistics that would encourage Congress to appropriate money for the Snoqualmie Pass Road.

In 1855, certain citizens of Puget Sound decided to take matters into their own hands and blaze a trail themselves. The Pioneer and Democrat of August 10, 1855, reported the following: "We learn from a Correspondent residing in Seattle that a number of gentlemen left that place on the 23rd ultimo accompanied by Chief Justice Lander for the purpose of cutting out the balance of the road from the bay through to the Snoqualmie Pass. The company was composed of some of the best practical businessmen of Seattle, - farmers, etc. of that vicinity who feeling assured that the road contemplated, to reach the other side of the mountain, will be best adapted for the transportation to the mining regions, have determined not to return until at least a pack trail has been procured eastward for public accommodation."

It was an ambitious endeavor, an example of the determination of the citizens of this area to have a road. But an Indian uprising in 1855 and 1856 ended the road efforts until summer of 1859.

Meanwhile, in 1858, Governor Stevens of the Washington Territory had been able to obtain money to officially survey a road between the Columbia River and the Missouri River. This 600-mile long road began in Walla Walla, went north to Couer D'Alene, and then east to Fort Benton on the Missouri. Completed in 1860, it was the only road across the Rocky Mountains. The impending completion of this project served in 1859 to make the citizens of Puget Sound even more determined to continue the road to their settlement. T. D. Hinkley was appointed Road Superintendent. He started work at Rangers Prairie, a short distance above Snoqualmie Falls, and went to North Bend. It was a good beginning. By winter of 1859, the road had been completely surveyed to the east side of the Pass and some grading had been done.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Washington	
COUNTY	
King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	DEC 2 1974

#8 - Significance (2)
the Old Red Brick Road (the Old Yellowstone Road)

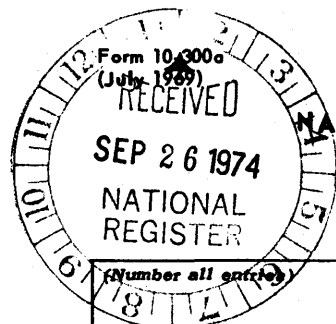
The Territorial Legislature now felt it had sufficient grounds to send a memorial to Congress requesting funds for a road. The memorial of 1859 included the following points:

1. There was already a good pass through the Cascades and that pass was, of course, Snoqualmie Pass.
2. Snoqualmie Pass had a substantially lower elevation than Naches Pass, a fact which would lessen the hardships of winter on the road and facilitate repairs.
3. The citizens of Seattle and King County had already invested a great deal of labor and money to open a road to the east side of the Cascades.
4. Snoqualmie Pass offered the shortest and most practical route from Seattle to east of the cascades.
5. A good wagon road was desperately needed for the development of the territory.

The House of Representatives considered the plea of the Territorial Legislature. In 1860 it finally appropriated \$75,000 for a military road from Walla Walla to Seattle, by way of Snoqualmie Pass. Success seemed near for the citizens of Seattle who had worked so determindly for their road. But the Civil War intervned and the bill for the much-needed funds never reached the Senate.

Frustration continued to plague the road effort. The Northwestern winters in particular did their part to hamper the construction of the road. There was the problem of snow and ice, but even worse were the gigantic trees, brought down across the road by the weight of snow, the winter wind, and the legendary rains. Each spring it had to be cleared again. The effort must sometimes have seemed a futile one.

The people of King County were not about to give up. In 1859 and again in 1864, community meetings were held to raise money to build the Snoqualmie Pass Road. Messrs. Yesler, Maynard, Kellogg, Denny, and others gave their own money and solicited the money of their friends for the road effort. They raised \$2,500 in 1864 alone. Again men were sent to explore and report on the two passes. A. A. Denny, L. D. Wyckoff, John Poss and William Perkins left in 1865 to study Snoqualmie Pass, Cedar River and Naches Pass. Once again Snoqualmie Pass was declared to be the best possible route.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

(Continuation Sheet)

STATE	
Washington	
COUNTY	
King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	DEC 2 1974

#8 - Significance (3)
the Old Red Brick Road (the Old Yellowstone Road)

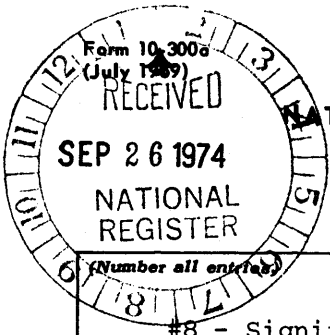
In 1865, William Perkins was awarded the contract to construct the road. The city and county fathers had chosen well. Mr. Perkins and his men built as much as a mile of road a day. There were still very steep, winding grades, but the new road was a definite and positive improvement over the muddy trail that had been there formerly. In 1865, a train of six wagons came all the way across Snoqualmie Pass on the new road, so desperately fought for by the people of Puget Sound.

Again the environment intervened and the winter of 1865-1866 nearly obliterated the victory of the previous summer. The people would not give up. On May 15, 1866, the King County Commissioners drew money from the county treasury and ordered that the road from the Black River bridge to Rangers Prairie be extended through Snoqualmie Pass to the limits of King County. The Commissioners put their decision to a popular vote and on June 4, 1866, the people voted, Yes: 119 to 4.

The old pass controversy should have been settled by this time. It had been decided many times that Snoqualmie Pass was the best route across the Cascades. The people agreed. Part of the money had been borrowed, the rest appropriated or subscribed. But Commissioner Fransworth, after an alleged disappearance of a few weeks, suddenly changed his mind and said the money should go toward building a road across Naches Pass! Needless to say, there were many very angry citizens in Seattle and King County. So, on November 12, 1866, the county commissioners ordered \$2,500 to complete the road across Snoqualmie Pass.

Finally, the Territorial Legislature made a positive move toward completion of the road. In January, 1867, it passed a bill to appropriate \$2,000 for a Snoqualmie Pass road on the condition that King County match that sum. The money was already in hand and the road workers began immediately. It was necessary to rebuild all the road that Mr. Perkins and his crew had built, and then extend the road through King County. By September, 1867, the road was ready to use. Mr. Parsons and Mr. Fish made what used to be a long arduous journey from Umatilla to Seattle in just four days in October, 1867. With this success, the Territorial Legislature continued in 1868 to appropriate money for repairs and bridges. In 1869, Rice Tilly drove 62 head of cattle through the pass from the Yakima Valley, a move that initiated the tremendous growth of the cattle and sheep industry of the Yakima Valley.

One would have thought that the road was complete and that nothing again could impede the seemingly successful bid by Seattle for a road to the East. But man cannot count on the natural elements. In 1869, an extremely



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	Washington	
COUNTY	King	
FOR NPS USE ONLY		
ENTRY NUMBER		DATE
		DEC 2 1974

#8 - Significance (4)
the Old Red Brick Road (the Old Yellowstone Road)

hard winter washed the bridges away and made the road, once again, impassable. Mr. Edwin Robinson, hearing too soon about the wonderful new road, tried to come across it in the spring of 1869. He found that not only was the road flimsy and impassable but that the authorities had allowed certain settlers to build their fences across the road, a definite deterrent to wagons and teams.

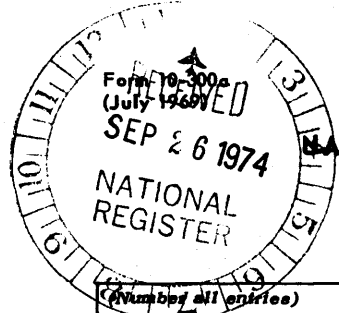
Again, the road battle was on. However, the Commissioners had seen the value of having a good road, and in the spring of 1870 they appropriated \$1,000 to repair the road, even though they were already in debt. Their gamble was a good one. By late summer, wagon trains, filled with the people Puget Sound so desperately needed, were coming through the pass every few days. That year the road held up well through the winter; Mr. F. M. Thorpe maintained an express service over the pass through February and said he could do it every two weeks.

There were two routes travelers could choose from, once they had crossed Snoqualmie Pass and reached Fall City. The longer route went to Issaquah and then around Lake Sammamish to Redmond. The other went directly from Fall City to Redmond. Travelers going from Seattle east had the same choice. After going around the north end of Lake Washington or taking the ferry across the Lake, they would go to Kirkland. The road then went over the hill on the old Redmond-Kirkland Road and crossed the river to downtown Redmond. It then went to Compton (where now the new Fall City Highway and East Lake Sammamish Road meet) and around the east side of Lake Sammamish to Adelaide. The right fork went on around the Lake to Issaquah and the left fork over the hill where it became the Redmond-Fall City Road.

The disadvantage of going to Issaquah was that most of the year the road was too muddy to make traveling easy. It is also reported that often the undergrowth so thoroughly threatened to cover the road that the traveler would have to spend some time cutting his way toward Issaquah.

The disadvantage of taking the left fork over the hill was that the road was steep with sharp curves and in the muddy season was often treacherous. But it was shorter and consequently the route most often chosen.

On February 13, 1901, Mr. James Mattson of Redmond filed a petition with King County to establish the James Mattson Road: "Beginning at the Tolt Road where it intersects with section corner common to sections 5, 6, 7, 8, Township 25, North range 6, East, running thence due North along section line between sections 7 and 8 and sections 17 and 18 of said township and range, and ending at the Fall City road at its intersection with



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	Washington	
COUNTY	King	
FOR NPS USE ONLY		
ENTRY NUMBER	1974	DATE
DEC 2		

#8 - Significance (5)
the Old Red Brick Road (the Old Yellowstone Road)

quarter section corner between sections 17 and 18, Township 26, Range 6 East, a distance of one and one-half miles."

This new road would eliminate the problem of the hill road, as it would follow the flat land to the north of the steep grades and could connect two existing roads.

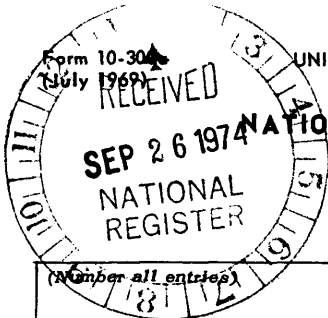
A hearing was held by King County on May 9, 1901, to determine, in particular, if there would be any damage done to the property of anyone along the proposed route who would need to grant a right of way. The land owners involved were Nichols, Offock, Austin, Mattson, Sanderlin, Graham, and Norma, all old settlers in the valley. All of them, and more, signed a petition stating their willingness to have the road through their land. They could see the definite advantage of having a road which would consequently be a part of a major highway to Seattle.

Mr. Mattson posted the required bond and the county ordered its men to view the road. On March 18, 19, and 20, 1901, the appointed viewers, the G. L. White Co., Surveyors, John Martin and John Tosh, examined, surveyed and laid out the road. They were enthusiastic about the new route and quickly sent to the county their report: "This road passes for most part over bottom lands, but with heavy ditching can be made good dry road at all seasons. The right of way should be slashed out full width so sun and wind can do their part toward keeping the road dry".

No one expressed opposition to the proposed road. The county had determined that there was no estimated damage to anyone's property, and so the order for the James Mattson Road was established. It was to be 60 feet wide, and it would cost \$1,900.

The impact of the new road was felt immediately. It quickly became the major route between North Bend and points east and the Seattle area. Although it was built of gravel and dirt and was muddy most of the year, it still provided the most accessible route for travelers and commercial vehicles.

The road remained in this condition for several years. Then, because of the increasing use of the road as a major thoroughfare, the dirt and gravel surface proved not to be sufficient. Consequently, in 1913, Mr. James Mattson filed to have the road resurfaced. The residents of the area again agreed that such action was necessary and were willing to file the Quit-Claim Deeds granting more right of way to the county. The owners involved in the resurfacing effort were the Trimbles, Isacksons,



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

(Continuation Sheet)

STATE	
Washington	
COUNTY	
King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	DEC 2 1974

#8 - Significance (6)
the Old Red Brick Road (the Old Yellowstone Road)

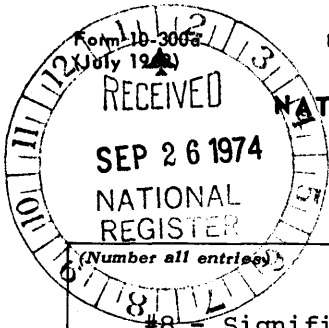
Mattsons, Nichols, Larsons, Hillingers, Harrises, Truples, and Olsons. They were given between one dollar and \$200, depending on the amount of land they were granting for the road. The name of the road would be changed from the James Mattson Road to the Redmond-Snoqualmie Road.

The resurfacing project was done under the direction of Mr. Krist Knudson, County Commissioner, from the North District. They chose to pave the road with red bricks rather than the messy, sticky macadam that covered most other paved roads in the area. The bricks were brought in from Renton and laid by hand, one by one. First, a layer of concrete-type material was put down. This was covered with a two-inch cushion of sand. Finally, the bricks were put on top. Most of the bricks were laid by one professional bricklayer and residents say his hands moved so quickly that they were a blurr. His crew of four or five men were constantly busy supplying him with a steady stream of bricks.

Because the cement of that time set very slowly, horses were not allowed on the road for several weeks. But local residents bought and hauled away by hand cart the two-by-six inch boards used as building forms for the road. Travelers must have had to revert to using the old road over the hill until the concrete was set.

The shiny new brick road was not a long road. It started at the railroad tracks that went by the Keller's homestead on Union Hill Road, passed Cadman Gravel Company, did a 90-degree turn to the right and went about a mile and a half to the Redmond-Fall City Road, still a dirt and gravel thoroughfare.

The length of the road was not important. What did matter was that it was now a well-surfaced part of the Yellowstone Trail. The Yellowstone Trail was one of four major highways crossing the nation, linking the Atlantic to the Pacific. The Yellowstone Trail was the northernmost route and connected Boston to Seattle via Buffalo, Cleveland, Chicago, Minneapolis, Ortonville, Billings, Livingston, Spokane and Walla Walla. As described in the Mohawk-Hobbs Grade and Surface Guide, a popular touring manual "Here is a fine, well-marked transcontinental highway that is not marred by hot desert, excessive travel or severe mountain grades. During its season, from May to October, the climatic conditions are, as a rule, ideal. There are not long stretches without supplies and the scenery in greater part is pleasant and interesting, if not spectacular. From Seattle to Minneapolis especially, this road is very dominant and has no near rival. It has been admirably and plainly marked by one of the oldest and most ably conducted highway associations in this country".



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

(Continuation Sheet)

STATE	Washington
COUNTY	King
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	DEC 2 1974

#8 - Significance (7)
the Old Red Brick Road (the Old Yellowstone Road)

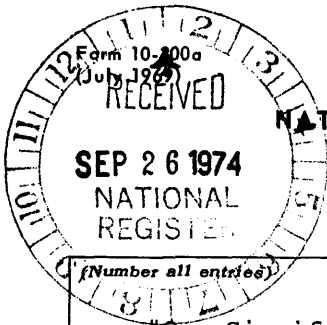
In 1923, it was now possible to drive from ocean to ocean in one continuous journey. The road extended 3,300 miles, and travelers were advised to allow three weeks. But many chose to take this adventurous journey through some of the most beautiful country in the nation. One such traveler wrote a diary. "Leaving Spokane, we continued west over the Sunset Highway to Hartline, Wilson Creek, Quincy and Vantage Ferry to Ellensburg. This over the National Parks Highway and considerably shorter than the Yellowstone Trail which leads south to Walla Walla and from there to Ellensburg. At this point the two great trails again converge and continue west through Cle Elum and Snoqualmie Pass to Seattle."

"The roads across the entire state are what may be called good. Of course, there are stretches here and there that are bad, but on the whole you will find little to complain about."

"I have seen many beautiful sights from the front seat of an automobile, but I do not recall anything more beautiful and restful than that wonderful ride through Snoqualmie Pass. Mile after mile of road as smooth as a floor, traversing the Snoqualmie National Forest Reserve, to an elevation of 3,010 feet, up and down grades that are hardly noticeable, through magnificent natural forest, ablaze with gorgeous bloom backed by a setting of marvellous verdure, is something I shall never forget; and neither will you, if you ever drive through it."

To the local residents, the road was important not so much as a transcontinental highway but as a practical route for their commerce. Logging, a business essential to the commercial development of the valley, used the road daily. It carried the farmer's produce from the rich soil of the Snohomish Valley to the markets in Seattle. It saw the salesmen from the East bringing wares to the people of Puget Sound, who for so many years had been isolated from the rest of the country. The Red Brick Road was no longer simply a wagon road but a busy interstate highway with cars and trucks.

Of special interest to the local residents was the first Transcontinental Automobile Race. It was held in 1909 as part of the Alaska-Yukon Pacific Exposition held in Seattle at that time. The cars left New York on June 1, 1909, racing across the country. Of the six starters only three made it the whole way. But on June 22, 1909, Bert W. Scott and his partner, C. James Smith tore down the gravel road that would in a few years be brick and on into Seattle where they were met by cheering crowds, marching bands, and Henry Ford himself.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

(Continuation Sheet)

STATE	
Washington	
COUNTY	
King	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	DEC 2 1974

(Number all entries)

#8 - Significance (8)
the Old Red Brick Road (the Old Yellowstone Road)

The Red Brick Road made history for reasons other than its place as part of the Yellowstone Trail. At the corner of the Red Brick Road and Union Hill Road is the notorious Dead Man's Curve. The first man to lose his life on the road was part of a relay team of messengers to make its way across the United States. The starting point was New York and the purpose of the mission was to determine how fast a messenger could span the country in the early automobile. This particular messenger, on the last leg of the trip started in Spokane, traveling dusty, bumpy and generally bad roads virtually all his journey until he reached the Old Red Brick Road. Apparently, he overdid himself at the corner of what is now 196th Avenue N.E. and Union Hill Road (a 90 degree turn) and, as a consequence, did himself in as he sped around that curve and failed to negotiate its sharpness. He landed himself and the car in the woods that then surrounded that corner. This section of the road was appropriately dubbed "Dead Man's Corner". A stop sign has since been placed at the corner, alleviating the accident hazard.

It would be untrue to state that the Red Brick Road is still in its original condition. Cadman Gravel Company covered with asphalt that part of the Red Brick Road from Kellers to Dead Man's Corner in 1962 because the road was too narrow for the large trucks needed for their business. The bricks left are crumbling in places and the road is sometimes bumpy and wavy. For years the old logging trucks and the modern gravel trucks were blamed for the broken bricks. Actually, the trucks only make worse a situation started in 1915, only two years after the Red Brick Road was built. At that time, a large steam tractor came down the road. It had heavy, spiked metal wheels set about ten feet apart. One can still see exactly the route the tractor took. One track of broken brick is close to the west edge of the road, the other is slightly off center on the other side. The heavy trucks and speeding traffic do not help the road, but it has well withstood 60 years of constant use.

There are other brick roads in the Puget Sound area, but none perhaps as historically significant as Redmond's Red Brick Road. Not only is the road virtually in its original condition, but the valley through which it runs is much the same as it was in 1913. It is the only link of the very important Yellowstone Trail still untouched since the hardy tourists of the 1920's rumbled over it in their old-fashioned cars. These same automobiles, now valuable antiques, can still be seen as their owners often seek out the road as a compatible driveway for their vehicles. Most important, the road is a memorable historical site, for it played a vital part in the development of the Puget Sound area as it carried settlers and commerce from Snoqualmie Pass, through the Redmond Valley and on to Seattle.

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	Washington	
COUNTY	King	
FOR NPS USE ONLY		
ENTRY NUMBER	1974	DATE
DEC 2		

(Number all entries)

#9 - Bibliographical References
The Old Red Brick Road (the Old Yellowstone Road)

Mountaineers, 1969.

Bettis, William C. A Trip to the Pacific Coast by Automobile - Camping on the Way. 1922.

Magazines and Newspapers

"Four Great Highways From Sea to Sea" Literary Digest (May, 1923).
Seattle Times, June 22, 1909.
Redmond Sammamish Valley News, February 4, 1970.

Bulletins and Pamphlets

Mohawk-Hobbs Grade and Surface Guide - Yellowstone Trail. Akron, Ohio:
Tourist Service Department of the Mohawk Rubber Company.
The Pacific Coast Automobile 1915-1916 Blue Book "Standard Road Guide of America" E. H. Talcott.
Automobile Club of Seattle Tour Book M. F. Backus: 1913.
King County Courthouse, Map Department, Historical Records.

