

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

**NRIS Reference Number: 95001446**

**Date Listed: 12/11/95**

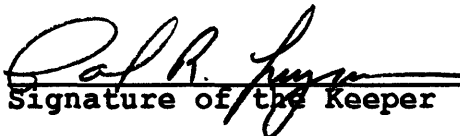
Grandview Road--Yellowstone Trail  
**Property Name**

Yakima  
**County**

WA  
**State**

N/A  
**Multiple Name**

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
Signature of the Keeper

12/11/95  
Date of Action

**Amended Items in Nomination:**

**Classification/No. of Resources:**

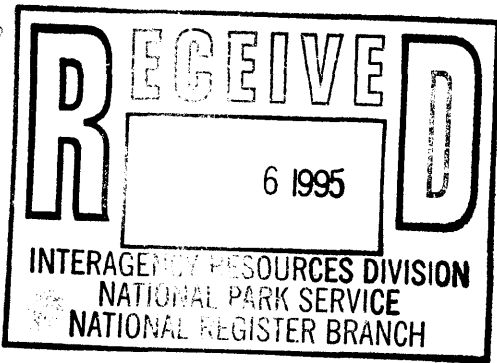
The correct number of resources should read: one (1) contributing structure.

This information was confirmed with Lauren McCroskey of the Washington SHPO.

**DISTRIBUTION:**

**National Register property file  
Nominating Authority (without nomination attachment)**

1946



NPS Form 10-900  
OMB No. 1024-0018  
(Rev. 10/90)

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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 Grandview Road/Yellowstone Trail  
other names/site number Inland Empire Hwy., Evergreen National Hwy., Theodore Roosevelt International Hwy., U. S. 410, Grandview Pavement Road

### 2. Location

street & number Grandview Pavement Road not for publication  
city or town Grandview vicinity  
state Washington code WA county Yakima code 077 zip code 98930

### 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.)

*Mary Thompson* Acting SUPO 10.30.95  
Signature of certifying official Date

Mary Thompson, State Historic Preservation Officer  
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:)

*Paul R. Payne* 12/11/95

*h* Signature of Keeper Date of Action

Property Name Yellowstone Trail

County and State Yakima Co., Washington

**5. Classification**

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<input type="checkbox"/> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<input type="checkbox"/>	<input type="checkbox"/> structures
	<input type="checkbox"/> object	<input type="checkbox"/>	<input type="checkbox"/> objects
		<u>1</u>	<input type="checkbox"/> Total

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

N. A.

No. of contributing resources previously listed in the National Register:

N. A.

**6. Functions or Use**

Historic Functions  
(Enter categories from instructions.)

Transportation-Road related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Current Functions  
(Enter categories from instructions.)

Transportation-Road related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

Architectural Classification  
(Enter categories from instructions.)

No Style  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Materials  
(Enter categories from instructions.)

foundation \_\_\_\_\_  
walls \_\_\_\_\_  
roof \_\_\_\_\_  
other Concrete road surface  
\_\_\_\_\_  
\_\_\_\_\_

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

Property Name Yellowstone Trail

County and State Yakima Co., Washington

**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.

**Areas of Significance**

(Enter categories from instructions.)

<u>Transportation</u>
<u>Recreation</u>
<u>Engineering</u>

**Period of Significance**

<u>1909-1930</u>

**Significant Dates**

<u>1909</u>
<u>1915</u>
<u>1921</u>

**Cultural Affiliation**


**Significant Person**

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**Architect/Builder**

<u>Hardy, C. M.</u>
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Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

Property Name Yellowstone Trail

County and State Yakima Co., Washington

**9. Major Bibliographical References**

(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

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of property approx. 30

UTM References

1	<u>1/1</u>	<u>2/6/8/9/7/0</u>	<u>5/1/2/6/0/2/0</u>	3	<u>   </u>	<u>   </u>	<u>   </u>
	Zone	Easting	Northing		Zone	Easting	Northing

2	<u>1/1</u>	<u>2/7/3/2/8/0</u>	<u>5/1/2/6/0/2/5</u>	4	<u>   </u>	<u>   </u>	<u>   </u>
	Zone	Easting	Northing		Zone	Easting	Northing

See continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)  
Property is the Mabton-Sunnyside Road, beginning at west Grandview city limits to Apple Way Road.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)  
Boundaries are based upon the historic roadway itself, including right of way.

**11. Form Prepared By**

name/title Joyce S. Graf/edited by Lauren McCroskey

organization \_\_\_\_\_ date 8-1-95

street & number 1231 Grandview Pavement Road telephone 509-882-1385

city or town Grandview state WA zip code 98930

**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 Yakima County

street & number 128 North 2nd Street telephone 509-575-4151(Public Works)

city or town Yakima state WA zip code 98901

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Name of Property Grandview Road/Yellowstone Trail

County and State Yakima Washington

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Grandview Road, a three-mile section of the historic "Yellowstone Trail" highway, extends east from the Mabton-Sunnyside Road to Apple Way, which is the western boundary of the Grandview city limits. The nominated segment consists of cement slab construction measuring eighteen feet wide and five inches thick, poured in slabs measuring twenty-four to twenty-six feet long. The road has gravel shoulders.

Built for Yakima County between 1920 and 1921 by contractor C. N. Hardy, the surface bears Hardy's name and a date, which were stamped into the wet cement at the end of each day's work.

After seventy-four years in service, the road is in original condition, except for minor asphalt patches applied along small cracks which have appeared over the years. The road is straight except for a one-half mile section which followed a now buried irrigation canal which in turn followed the contours of the land. The overall setting and landscape are consistent with the historic period. Small farms which border the road have not changed much in appearance over the years. There are several turn-of-the-century houses along the road and remains of two service stations and an auto court.

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Name of Property Grandview Road/Yellowstone Trail

County and State Yakima Washington

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The Grandview Road is a three-mile section of the Yellowstone Trail which from 1915 until the 1930s, was one of four early transcontinental highways in the country that included famed Route 66 and the Lincoln Highway. The Yellowstone Trail was also the route of the first Transcontinental Automobile Race in 1909. The establishment of the Yellowstone Trail Association coincided with changes in the lifestyle of Americans who were able to purchase automobiles and travel, maybe for the first time. The Grandview section was one of the earliest concrete sections of the "trail" constructed and remains in near-original condition today. Its paving in 1921 marked the transition of the common mode of travel from horse and buggy to the automobile. When built, the Grandview Road passed through a farming community and near the summer home of well-known northwest photographer Asahel Curtis, who left an abundant photographic record of the area.

Even before it was part of the Yellowstone Trail system, the nominated road was used by settlers who came to the Yakima Valley enticed by reports of rich farmland and plentiful sunshine and irrigation water. One man who helped attract these settlers was acclaimed photographer Asahel Curtis. As a young man he operated his photography business out of Seattle. He came to the Yakima Valley to photograph the area and its bounty for land promoters such as the railroad companies and irrigation companies who printed brochures to be distributed across the country. He bought a farm himself, in 1906, just off the road, where he planted apples and built a summer home. His house is still standing today along a gravel road recently renamed Asahel Curtis Road. He was a founder of the Washington State Good Roads Association and served as its president from 1932 to 1933 (The Yellowstone Trail Association promoted the formation of Good Roads organizations across the country). A collection of his local photographs is housed in the R. E. Powell Museum in Grandview, and his entire collection is located in the Washington State Historical Society Museum in Tacoma.

In 1909, the first Transcontinental Automobile Race, held in conjunction with the Alaska-Yukon Pacific Exposition in Seattle, passed over this road. The route was so primitive that one car was lost for some time in the Horse Heaven Hills, to the south of the road. Of six cars that left New York, only three arrived in Seattle where the winner was congratulated by Henry Ford.

With the coming of the automobile came the birth of tourism, and the most popular destinations were the national parks. The Yellowstone Trail Association was founded in 1912 in Aberdeen, South Dakota, by a group of private citizens with the goal of building a good road from the Twin

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Name of Property Grandview Road/Yellowstone Trail

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Cities to Seattle, via Yellowstone Park. The Association, a group of businessmen, enlisted help from the states, counties, towns, and even farmers who volunteered to maintain the portion of Yellowstone Trail which passed by their farms. Most roads at that time were dirt or gravel. There were no paved roads in South Dakota until the 1930s. Research on the Yellowstone Trail in South Dakota has revealed that concrete paving of the route was unusual and that the Washington state segment in Grandview was one of the earliest applications. Concrete road surfaces were rarely constructed at the time of the Grandview installation. After the initial use of a Portland cement-grouted macadam pavement in New York in 1893, patented experimentation around 1907 resulted in some fairly sophisticated products utilizing granite chips in a cement matrix. More conventional concrete materials employing rounded gravel evolved but were rarely used until decades later, making the Grandview Road a distinguished example statewide.

Towns vied for the privilege of having the Yellowstone Trail pass through them because of the increased business the tourists and other travelers would bring. The Association reached their goal in 1915 when the Trail was extended across Washington State, passing through Spokane, Walla Walla, Grandview, Yakima, and over Snoqualmie Pass to Seattle. A surviving segment of the Yellowstone Trail in Redmond, near Seattle, is paved with brick and has been listed in the National Register. Other segments of the state's former "Yellowstone Trail" system have been absorbed by newer highways and repaved.

By 1917, the trail extended from coast to coast, from Plymouth Rock to Seattle. It was the northernmost of four transcontinental highways in existence at the time. The Yellowstone Trail was marked by yellow-painted stones and yellow-banded telephone and telegraph poles, all with black arrows pointing toward Yellowstone Park. One of the "yellow stones" has survived, hardly faded, near Denny Creek on Snoqualmie Pass, where a one-mile section of the roadway is preserved. This segment was listed in the Washington State Register of Historic Places in 1969. West of Snoqualmie Pass, at Redmond, a 1.3 mile brick section of the Yellowstone Trail, which was surfaced in 1913, is listed in the National Register of Historic Places. Fifteen miles from Grandview Road at Zillah, stands Teapot Dome, a teapot-shaped gas station commemorating the scandal of the 1920s. The structure was formerly on the Yellowstone Trail until it was moved to make way for Interstate 82. It is also listed in the National Register of Historic Places. In R. E. Powell Museum is a wooden thermometer from the front porch of the former Hotel Grandview that reads, "Hotel Grandview, Best on the Yellowstone Trail."



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Name of Property Grandview Road/Yellowstone Trail

County and State Yakima Washington

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This road has had many names over the years. When the Orchard Tracts were platted, the canal section of the road was named Peach Drive, and another section was named Locust Avenue. In 1913 the state renamed the road, Inland Empire Highway. The route of this highway extended from Ellensburg through Yakima, Grandview, Walla Walla and north through Spokane to the Canadian Border. In 1915, it was designated the Yellowstone Trail. In 1917, the trail was on the route of the Evergreen National Highway, which began at Blaine, went south to Longview along the Columbia River, east to Grandview, and on through Walla Walla to Clarkston. In 1923, the trail was renumbered State Road 3. On a 1925 Rand-McNally road map, the trail is on the route of the Theodore Roosevelt International Highway, which begins at Vancouver and follows the Evergreen Highway to Dayton, where it heads north through Spokane to the Canadian Border. In 1926, it was renumbered U. S. Highway 10. In 1928, it was renumbered U. S. Highway 410, which extends from Aberdeen, east through Tacoma, Enumclaw, over Chinook Pass to Yakima, Grandview, Walla Walla, and on to Clarkston. As illustrated by its varied history, this was a very important cross-state, transcontinental, and even international road.

The farms along the road have not changed much over the years, many remaining in the same families who farmed them in the early 1900s. The original farms were small by today's standards. Today, at the west end of the road are hop yards and grape vineyards, while at the east end the road runs through the "Orchard Tracts," an early 1900s farm "subdivision," where farmers still raise cherries, pears and famous red delicious apples. When the farms were first platted, there were three community parks laid out along the road. Shade trees and flowers were planted at these parks, and a dance floor was even built at one. The parks became neglected and overgrown and have been farmed by adjacent landowners for the last few years. Originally, there were two service station/grocery stores and a bus service on this route to serve the cross-state and cross-country travelers, as well as the local residents. The service station/grocery stores were in operation until the 1970s. At the west end of the road are the remains of an auto court which consisted of a service station/grocery store, cabins, and a wash house.

This nominated section of road, currently known as Grandview Road and far removed from its earlier status as a transcontinental highway, is now bypassed by U. S. Highway 12 and Interstate 82. Though used mostly by local residents and by farmers hauling produce to town, the road still has the visual quality, setting and association that recall the rural landscape during its early years as an important segment of the Yellowstone Trail.

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Name of Property Grandview Road/Yellowstone Trail

County and State Yakima Washington

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### BIBLIOGRAPHY

#### Books:

Department of Highways. Forty Years With the Washington Department of Highways. Olympia: Department of Highways, 1945.

Frederick, Richard and Engerman, Jeanne. Asahel Curtis Photographs of the Great Northwest. Tacoma: Washington State Historical Society, 1986.

Nadeau, Gene Allen. Highway to Paradise, A Pictorial History of the Roadway to Mount Rainier. Puyallup: Valley Press, 1983.

Peterson, O. T. First Yearbook of the Twin Cities-Aberdeen-Yellowstone Park Trail, the Great Highway of the Northwest, commonly known as the Yellowstone Trail. 1914

Prater, Yvonne. Snoqualmie Pass, from Indian Trail to Interstate. Seattle: Mountaineers, 1981.

Staff of Washington State Office of Archaeology and Historic Preservation. Built in Washington, 12,000 Years of Pacific NW Archaeological Sites, Historic Buildings. Pullman: WSU Press, 1989.

#### Magazine:

Edwards, Thomas G. "Irrigation in Eastern Washington 1906-1911: The Promotional Photographs of Asahel Curtis." Pacific Northwest Quarterly, Volume 72, July 1981, pp. 112-120.

#### Newspaper:

Troinello, Craig. "Historic cement road: Save or pave?" Yakima Herald-Republic, May 21, 1995.

#### Letter:

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Name of Property Grandview Road/Yellowstone Trail

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Bedeau, Michael, South Dakota State Historical Society. Letter. July 2, 1995.

### Maps:

Rand-McNally Main Highway Map of Washington, Rand-McNally, ca 1920.

Highway Map State of Washington, Humes, Samuel J., State Highway Engineer, 1928.

Map of Automobile Roads, State of Washington, Forest Service, U. S. D. A., 1932.

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Name of Property Grandview Road/Yellowstone Trail

County and State Yakima Washington

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### PHOTOGRAPHS

1. Yellowstone Trail
2. Yakima, Washington
3. Joyce Graf
4. 7-15-95
5. 1231 Grandview Pavement Road
6. Description of view:
  1. View of straight road looking east
  2. View of curving road looking east
  3. Contractor's stamp in the road looking west
  4. Thermometer in museum
  5. 3"x5" View of curving road looking west
  6. Road surface looking west
  7. Road surface looking east