

**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: 92001582 Date Listed: 11/19/92

Chicago, Milwaukee, St. Paul & Pacific RR, Kittitas Depot
Property Name

Kittitas WA
County State

N/A
Multiple Name

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.

Autowest Office
Signature of the Keeper

12/2/92
Date of Action

=====
Amended Items in Nomination:

Classification: The Number of Resources within Property should be amended to include 2 contributing buildings and a total of 2 contributing resources.

Statement of Significance: The Applicable National Register Criteria should be amended to delete Criterion C.

This information was confirmed with Leonard Garfield of the Washington State historic preservation office.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

RECEIVED

National Register of Historic Places Registration Form

0371-000

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Chicago Milwaukee St. Paul & Pacific RR. Kittitas Depot
other names/site number Milwaukee Road Corridor

2. Location

street & number Railroad Avenue and Main Street	<input type="checkbox"/> not for publication			
city, town Kittitas	<input type="checkbox"/> vicinity			
state Washington	code WA	county Kittitas	code 037	zip code 98934

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing _____	Noncontributing _____
<input type="checkbox"/> public-local	<input type="checkbox"/> district	1	buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	_____	sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	structures
	<input type="checkbox"/> object	1	objects
		_____	Total

Name of related multiple property listing:

Historic Resources of the Milwaukee Road Right-of-Way, listed in the National Register 0
Wanapumto Hyak, Washington, 1909-1980

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Mary M. Hansen 9/24/92
 Signature of certifying official Date
 Washington State Office of Archaeology and Historic Preservation

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. 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): _____

Autumn 1992 11/19/92

for Signature of the Keeper

Date of Action

6. Function or UseHistoric Functions (enter categories from instructions)
Transportation/Rail-relatedCurrent Functions (enter categories from instructions)
Vacant/Unused**7. Description**Architectural Classification
(enter categories from instructions)

Other: railroad architecture

Materials (enter categories from instructions)

foundation Wood

walls Wood : weatherboard

roof Asbestos

other N/A

Describe present and historic physical appearance.

The Kittitas Depot is the only significant intact railroad property associated with the complex of buildings and structures which formerly comprised the Milwaukee St. Paul and Pacific Railroad (known as the Milwaukee Road) Kittitas Yard during its period of significance (1909-1980). The depot is representative of one property type (depots) of historic resource included in the Milwaukee Road right-of-way, Vantage to Hyak corridor. Remnants of other railroad buildings and structures within the Kittitas Yard include a water tower, water tower foundation, foundation of an electrical substation, and three intact (though severely altered) operators' cottages historically associated with the substation. In addition, a small, intact tool shed and motor car storage building stands immediately west of the depot. Of these properties, only the Kittitas Depot is well-preserved, appears basically unaltered, and exhibits excellent exterior integrity. The depot appears eligible for inclusion in the National Register of Historic Places (NRHP). The remaining railroad properties within the Kittitas Yard either lack architectural distinction or have been seriously degraded through neglect, abandonment, and demolition/removal activities. Coinciding with the decline of railway transportation over the years, which culminated in the bankruptcy and subsequent dismantling of the Milwaukee Road in 1980, the once extensive Kittitas Yard has lost most of the defining characteristics representative of the property during the period of significance. Removal and deterioration of original Milwaukee Road buildings and dismantling of the tracks through Kittitas, together with degradation of the Kittitas Yard's associative historic characteristics, precludes the property from potential National Register eligibility as an historic district. The railroad buildings are presently owned by the Washington State Parks and leased to the town of Kittitas until 1994 for a small city park.

Current Physical Appearance of the Kittitas Depot and Kittitas Yard

The Kittitas Depot is located in the town of Kittitas, Kittitas County, Washington. Kittitas is a small service-oriented community of approximately 900 residents, catering to local farmers, orchardists, and livestock producers. Main Street dissects the Kittitas Yard north to south, becoming the Badger Mountain Road (a county road) after leaving the south Kittitas city limits. Extending east to west approximately 1.5 miles, and north to south approximately 0.3 mile, the Kittitas Yard forms the southern boundary of the town.

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The shape of the single-story Kittitas depot is rectangular. The building is approximately 20 feet wide and 48 feet long. The depot is oriented on an east/west alignment, adjacent (north of) the main Milwaukee Road track (now removed), with the building's facade fronting the rail bed. The depot's exterior cladding consists of clapboard siding, and tongue and groove wainscot. Windows are double-hung wooden sashes, with non-opening relights above the doors. At the west end of the building, non-opening windows for illumination are situated on the west wall of the freight room. Roofing for the gable-roofed building is asbestos shingle, and appears original. Original decorative trim under the eves is typical of turn-of-the-century railroad architecture. The depot's most outstanding feature is its large bay window. The bay window is situated in the center of the building's facade overlooking the abandoned roadbed, and measures approximately 27 inches x 9 feet. The depot features two large siding doors and an alcove ticket window.

Adjacent to the depot to the west stands the tool shed and motor car storage building. This modest single-story, gable-roofed building measures approximately 15 x 30 feet. At one time, the vacant frame building stored tools used by the section crews and also housed the section crew motor car. Although this small windowless shed exhibits good exterior integrity, it lacks distinctive architectural features which could contribute to its potential National Register eligibility. Immediately west of the tool shed and motor car storage lies a concrete foundation, the remains of the Kittitas Substation. The substation was one of seven similar facilities built along the main line of the Coast Division of the Milwaukee Road between 1917-1919, when the railroad was electrified. With the suspension of electric operation in 1971, the Kittitas Substation was demolished. West of the substation foundation stand three former operators' cottages, now privately owned. Each of these houses has been remodeled or altered in ways that have compromised the dwellings' original appearance. New siding, windows, doors, and structural modifications incompatible with original design and materials are among these changes. The operators' cottages do not appear eligible for inclusion in the National Register.

Located to the east of the Kittitas Depot stands a water tower foundation and pump house, structures which supplied water for Milwaukee Road locomotives until electrification of the railroad in 1919. At that time, need for water for use by locomotives was greatly reduced. The pump house is a rectangular building, measuring approximately 12 x 20 feet, with a 10-foot-long addition on the west end. The original window has been replaced with a smaller window. A tower for pulling well rods and for performing other maintenance work is located in the center of the building at its east end. While this structure exhibits fair exterior integrity, it lacks sufficient architectural distinction to contribute to the structure's potential National Register eligibility.

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Located at the edge of the yard stands an abandoned warehouse. This frame building may have originally served as a potato storage shed for Pacific Fruit and Produce Company, a private company that once used the Kittitas Yard as a packing center and distribution point for its fruit and produce. This building is privately owned and is outside of the Milwaukee Road right-of-way. The vacant shed is typical of several abandoned commercial structures which once depended on the Milwaukee Road for transportation of the products stored and processed there. Most of the packing sheds and storage facilities dating from the period of significance presently appear abandoned. However, some old storage buildings on the eastern end of the former Kittitas Yard have apparently been appropriated for storage (probably within the last decade) by a fertilizer company now serving local farmers in the area.

Historic Physical Appearance of the Kittitas Depot and Kittitas Yard

Following its construction in 1905-1909, the Kittitas Yard consisted of the present depot, section houses, tool shed and motor car storage building, oil storage tank, water tower, sand bin and sand dryer, cinder pit and other associated buildings, structures, and objects necessary to the maintenance and operation of a major transcontinental railroad transportation system.

At the time the Milwaukee Road switched from coal-fired motive power to electrification between 1917 and 1919, a brick substation, and three frame operators' cottages were constructed north of the main railroad track in the Kittitas Yard. In addition, several potato warehouses and packing sheds, grain storages, and other commercial businesses occupied loading sites adjacent the railroad and its spurs within the Kittitas Yard. These included the Kittitas Feed Mill, Kittitas Diatomite Company and warehouse, Kenworthy Grain and Milling Company, Pacific Fruit and Produce Company, Galbraith Bacon Company, and a stockyards located along the southeastern perimeter of the railroad yard. The owners of these commercial ventures leased sites along the railroad right-of-way from the Milwaukee Road and erected buildings on those parcels at their own expense.

Although these enterprises operated in the Kittitas Yard for several decades, forces influencing the decline of railroading were felt even before electrification of the railroad. The opening of the Panama Canal in 1914 lured considerable long distance transportation business away from railroads. Later, improved public highway transportation systems, and subsequent increased competition from long distance trucking, further reduced producer/shipper dependence on railway transportation. This trend continued and intensified in the following decades, resulting in the eventual closure and abandonment of the remaining commercial shipping enterprises in the Kittitas Yard when the Milwaukee Road ceased operations in 1980. Today, few vestiges of the Kittitas Yard survive as reminders of the scope of transportation activity and related commercial ventures that once flourished there. Of these, the Kittitas Depot is the only remaining significant railroad building.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation/Rail-related

Period of Significance

1909-1942

Significant Dates

1909, 1919

Significant Person

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Because of its importance to the operations of the Milwaukee Road and its excellent structural integrity, the Kittitas Depot appears eligible for inclusion in the National Register of Historic Places under Criterion A and Criterion C, and meets the registration requirements for eligibility for the Property Type: Depots (see F: ASSOCIATED PROPERTY TYPES, Depots). The Kittitas Depot is located adjacent (north of) the main line of the Milwaukee Road in the complex of railroad buildings and structures and commercial enterprises which once comprised the Kittitas Yard. The well-preserved depot is typical of the modest frame stations which were built to serve small towns throughout the western United States. At the time of its construction (circa 1909), the depot accommodated an agent who sold tickets and checked baggage for departing passengers, and who processed incoming freight deliveries to Kittitas. The agent's centrally located "office" included a bay window facing the track, where the telegraph instruments, telephones, and later, radio, were within close reach. The agent received orders to trains from the dispatcher, and was responsible for passing those messages on to train crews. A small waiting room situated in the east end of the depot provided a place for passengers to wait for their train which was protected from the weather.

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In the late nineteenth and early twentieth century, railroads were the nation's primary carriers of freight and passengers. The financial security and continued economic well-being of small towns were frequently directly related to railroad service. The history of Kittitas illustrates this correlation. The Kittitas Improvement Company, an alliance of several local entrepreneurs, founded Kittitas in 1884, apparently in anticipation of the coming of the Northern Pacific (NP) Railroad. When the NP bypassed Kittitas in favor of nearby Ellensburg in 1886, the improvement company abandoned their town-founding project. However, with the completion of the Milwaukee St. Paul and Pacific Railroad (Milwaukee Road) through Kittitas in 1909, the town emerged as a flourishing distribution center for grain, fruit, vegetable crops, and livestock. The Kittitas Yard comprised the heart of this shipping, distribution, and communication center. During the period of significance (1909-1980), numerous railroad buildings and structures, as well as various privately owned grain storages, potato packing sheds and warehouses, a meat packing company, and other privately owned enterprises occupied the Kittitas Yard. Of these many properties, the Kittitas Depot is the only remaining intact railroad property other than the warehouse to the south, which was not built or owned by the railroad. Today, the depot appears little changed since the time of its construction. The present excellent exterior integrity of the Kittitas Depot, together with its vital position in the shipping/receiving, passenger, and communication network of a major transcontinental railroad, contribute to the building's eligibility for inclusion in the National Register of Historic Places.

Note: The adjacent tool shed-motor car storage building, which dates from the same period as the depot, is a subsidiary feature that forms a historically and functionally related unit with the depot. Therefore, the depot and shed are considered a single contributing building.

9. Major Bibliographical References

- Chicago Milwaukee St. Paul & Pacific Railroad Company. "Coast Division Right-of-Way Map." Chicago Milwaukee St. Paul & Pacific Railroad Co., n.d.
- Derleth, August. The Milwaukee Road: Its First Hundred Years. New York: Creative Age Press, 1948.
- Wood, Charles R. Milwaukee Road West. Seattle: Superior Publishing Company, 1972.

See continuation sheet

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:

Eastern Washington University, Cheney, Washington

10. Geographical Data

Acreage of property Less than one acre

UTM References

A	1 1	69 6 45 0	5 2 0 6 2 20
Zone	Easting	Northing	

B	_____	_____	_____	_____
Zone	Easting	Northing		

D	_____	_____	_____	_____

See continuation sheet

Verbal Boundary Description To reach the POB begin at the northwest corner of the intersection of Main Street and Railroad Avenue and proceed directly south to the north edge of the former Milwaukee Road main line. From this POB, proceed west parallel to the rail line approximately 200 feet; proceed north approximately 100 feet; proceed easterly parallel to the rail line approximately 200 feet; proceed south to the point of beginning. Said parcel located in Section 11, T17N, R19E WM in Kittitas, Kittitas County, Washington.

See continuation sheet

Boundary Justification

The nominated property includes the well preserved depot and its ancillary shed/motor vehicle storage building, and excludes additional property once associated with the depot because all the structures historically important for their association with the Milwaukee Road are gone.

See continuation sheet

11. Form Prepared By

Name/title Robin Bruce
 organization Archaeological and Historical Services
 street & number MS-168, Monroe Hall, EWU
 city or town Cheney

date August, 1991
 telephone (509) 359-2284
 state WA zip code 99004