

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: 89000210 Date Listed: 3/31/89

|                                 |                 |           |
|---------------------------------|-----------------|-----------|
| <u>Milwaukee Road Bunkhouse</u> | <u>Kittitas</u> | <u>WA</u> |
| Property Name                   | County          | State     |

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.

*for* Bruce J. Noble Jr.  
Signature of the Keeper

3/31/89  
Date of Action

=====  
Amended Items in Nomination:

Criterion consideration B should be checked for this property. Although the blank was not checked on the form, the exception was addressed and justified in the text of the nomination. This issue was discussed over the telephone with Leonard Garfield of the Washington Office of Archeology and Historic Preservation.

DISTRIBUTION:

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

United States Department of the Interior  
National Park Service

FEB 16 1989

National Register of Historic Places  
Registration Form

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 Milwaukee Road Bunkhouse  
other names/site number N/A

2. Location

street & number 526 Marie  not for publication  
city, town South Cle Elum  vicinity  
state Washington code WA county Kittitas code 037 zip code

3. Classification

|   |   |                                     |                    |
|---|---|-------------------------------------|--------------------|
| Ownership of Property                       | Category of Property                            | Number of Resources within Property |                    |
| <input checked="" type="checkbox"/> private | <input checked="" type="checkbox"/> building(s) | Contributing                        | Noncontributing    |
| <input type="checkbox"/> public-local       | <input type="checkbox"/> district               | <u>1</u>                            | <u>0</u> buildings |
| <input type="checkbox"/> public-State       | <input type="checkbox"/> site                   | _____                               | _____ sites        |
| <input type="checkbox"/> public-Federal     | <input type="checkbox"/> structure              | _____                               | _____ structures   |
|   | <input type="checkbox"/> object                 | _____                               | _____ objects      |
|   |   | <u>1</u>                            | <u>0</u> Total     |

Name of related multiple property listing: N/A  
Number of contributing resources previously listed in the National Register 0

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.  
[Signature] 2/7/89  
Signature of certifying official Date  
Washington State Office of Archaeology & 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. Bruce G. Noble, Jr. 3/31/89  
 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] Signature of the Keeper Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

Transportation: rail-related

Current Functions (enter categories from instructions)

Domestic: hotel

**7. Description**

Architectural Classification

(enter categories from instructions)

Other: 20th Century vernacular

Materials (enter categories from instructions)

foundation wood, concrete

walls wood: weatherboard

roof metal

other

Describe present and historic physical appearance.

The Milwaukee Road Bunkhouse is a two story wood frame structure located in the railroad community of South Cle Elum in the eastern foothills of the Cascade Mountains. Built in 1909, the 32-room bunkhouse is sited across the tracks from the original depot, substation, and operators' bungalows. The bunkhouse was moved to its current site from a location closer to the depot in 1920 to accommodate the newly constructed substation. But the structure retains good integrity including the original siding, fenestration, and floor plan.

The bunkhouse is a two story structure, built on a L-shaped plan, with a front-gabled unit (measuring 21 feet across the gable ends and 51 feet along the sides) and a recessed, perpendicular side-gabled wing (which measures 51 feet across the facade and 28 feet along the side). The wood frame building rests on a post and pier foundation with a wood skirt, is faced with drop siding with cornerboards, and has a gable roof sheathed with a nonhistoric standing-seam metal roof. A brick chimney, which rises from the ridgeline of the front-gabled unit, was rebuilt in 1985.

Fenestration on the bunkhouse is mostly composed of regularly spaced double hung four-over-four wood sash windows. Five windows are placed on both the first and second floors of the side-gabled wing, and five windows are located along the side of the front-gabled wing. The front-gable facade features three windows across the upper floor and a smaller, four-light window in the attic level. Entry to the bunkhouse is accessed through a single leaf door (nonhistoric) centrally placed in the front gable end. To either side of the entry are paired double-hung wood sash windows with four over four lights. A similar pair of windows is located in the southeast corner of the front-gabled wing. All the windows are framed with plain wooden architraves. A porch spans the front gable end, and is sheltered by a shed roof, supported by plain posts with a railing.

The wood deck of the porch is reached by a short flight of wooden stairs located on the front and sides of the porch. The front door leads to a large lobby-living space that has been remodelled in recent years, with the large ceiling beams exposed and brick facing covering a part of the walls. A new kitchen has been added in the rear, but other rooms on the ground floor include the original tongue and groove siding and wainscoting. Against the corner, a stairway with a large newel post leads to the dormitory-style rooms upstairs. The upper floor feature double-loaded corridors, with some original tongue and groove walls and ceilings. The rooms on either side of the halls feature the original paneled doors. The rooms typically measure eight feet by ten feet, and some are finished with tongue and groove siding.

**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

Period of Significance  
1909-1938

Significant Dates  
1909, 1920

Cultural Affiliation  
N/A

Significant Person  
N/A

Architect/Builder  
Not known

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

The Milwaukee Road Bunkhouse in South Cle Elum is significantly associated with the trans-Cascade route of the Chicago, Milwaukee, St. Paul, and Pacific Railroad, the nation's last transcontinental line, and the longest electrified route in the world. Built in 1909 (during construction of the railroad) and moved and expanded in 1920 (to accommodate a power substation when the route was electrified), the bunkhouse served until 1974 as a switching and resting point for crews who operated trains between the Tacoma terminus and Eastern Washington via Snoqualmie Pass. The bunkhouse was the only crew stop along the 207 mile road between Othello and Tacoma, and is believed to be the last of its kind in the state and one of the few left along the route of the Milwaukee Road. Although the interior has been refinished, the structure retains good integrity, and strongly conveys its association with the history of the railroad in Washington State.

Historical Background: Among the oldest and largest railroads in the nation at the turn of the century, the Chicago, Milwaukee, and St. Paul built the last of the great transcontinental lines. The Milwaukee Road (at is was commonly known) did not officially plan for a trans-Cascade route to the Pacific until 1905, years after the Northern Pacific and Great Northern had accomplished the same goal. Nor did the Milwaukee Road benefit from the giant land grants and free rights-of-way that facilitated construction of other lines. But once work began in 1906, the company made record progress, completing a route in 1909 that linked Chicago and the Twin Cities with the inland ports of the Puget Sound. The first transcontinental passenger service was inaugurated in 1911.

The northern route of the Milwaukee Road was more direct than other lines but crossed five mountain ranges, including some of the steepest and most challenging terrain in any rail system. Construction was completed in phases, and the Cascade section (a part of the Coast Division, stretching from Idaho to Tacoma) was supervised by H.C. Henry of Seattle. When construction reached the mountain pass, 3,000 men and heavy equipment were retained to complete the difficult job of laying track and building bridges to negotiate the difficult route.

When the line was opened, the Milwaukee Road established a series of bunkhouses for the crews that operated the trains, with a house located at 100-mile intervals. The bunkhouse in South Cle Elum, built in 1909, was the only facility between Othello and Tacoma, and was the site of the first crew change for eastbound trains and the last crew change for

See continuation sheet

**9. Major Bibliographical References**

Wood, Charles and Dorothy; Milwaukee Road West (Superior Publishing Co., Seattle: 1972).  
"Milwaukee Road Collection; Milwaukee, Wisconsin Public Library, 814 West Wisconsin Avenue, Milwaukee 53233.  
Schmidt, W.H. "The Singular Milwaukee--A Profile," Railroad History No. 136 (Spring, 1977).  
Gardner, Ed and Ruth. A Pictorial Review: The Milwaukee Road, Vols. I, II, III, (Mountaintop, PA: Railroad Pictorial Books).

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: \_\_\_\_\_

**10. Geographical Data**

Acreeage of property less than one  
Quadrangle Name: Cle Elum Quadrangle Scale: 1:24000

UTM References

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See continuation sheet

Verbal Boundary Description

The nominated property is described thusly: That portion of the southeast quarter of the northwest quarter of Section 34, Township 20 north, Range 15 east, W.M., Kittitas County, State of Washington, as follows: Beginning at the north quarter corner of said section; thence south 0°02'36 east, 2,655.28 feet along the east line of said northwest quarter to the southeast corner of said northwest quarter, the true point of beginning; thence north

See continuation sheet

~~The nominated property~~ <sup>Boundary justification</sup> includes the entire parcel historically associated with the Milwaukee Road bunkhouse.

See continuation sheet

**11. Form Prepared By**

name/title Leonard Garfield, from historical research by Mr. & Mrs. Monty Monroe, owners  
organization Office of Archaeology & Hist. Pres. date \_\_\_\_\_  
street & number 111 West 21st Avenue, KL-11 telephone (206) 753-4011  
city or town Olympia state Washington zip code 98504

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westbound trains. In addition, crews stationed at South Cle Elum operated "helper" locomotives that assisted westbound trains with the final ascent over Snoqualmie Pass, while other workers cleared snow during the harsh winter months or re-fueled the trains with coal and water.

In 1917, following the Milwaukee Road's successful electrification of portions of the Rocky Mountain route, the railroad decided to electrify the Cascade section. The reasons were compelling. With freight tonnage increasing, steam locomotives had difficulty crossing the pass. To do so required tons of coal and helper locomotives, and in descent they had to engage their brakes, thus wearing the brakes and overheating the wheels. In addition, with the completion of the Snoqualmie Tunnel in 1915, steam locomotives created an unhealthy situation in the two-mile tunnel. By contrast, electricity provided a clean and dependable form of power, allowed for increased loads and speeds, and reduced the unit cost of operations.

To facilitate electrification, the railroad built eight power substations in Idaho and Washington, including one next to the depot in South Cle Elum near the site of the bunkhouse. The substation received power from the Puget Power Company's plant at Snoqualmie Falls, and transmitted it to the electrified lines. Electrification of the Cascade section was completed in 1919 at a cost of \$19 million, adding 207 miles to an electrified route that eventually included 649 miles. Twelve re-gearred General Electric passenger locomotives were transferred for freight service, and five Bi-Polar locomotives were ordered for passenger trains.

Construction of the substation in South Cle Elum required that the bunkhouse be moved about 1,000 feet southeast in 1920. With an increase in traffic--four westbound and four eastbound trains each day--the company decided to expand the bunkhouse at its new location. The added wing provided 28 additional rooms. The bunkhouse remained in active use until 1974, and was purchased by the present owners, who operate it as a bed-and-breakfast inn, in 1983. Surveys of the Milwaukee Road line indicate that this is the only extant bunkhouse in Washington State, and it is believed to be one of the few along the entire course of the railroad's route.

Criteria Consideration: The Milwaukee Road bunkhouse was moved about 1,000 feet south of its original location in 1920. At the time of the move, the bunkhouse was expanded and attained its present appearance and configuration. Because the move and addition were integral to the early history of the Milwaukee Road route across the Cascades, and because the bunkhouse is the last example of its type along the railroad's route in Washington State, the property meets the criteria for listing in the National Register of Historic Places.

United States Department of the Interior  
National Park Service

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Verbal Boundary Description Continued:

89°57'26" west, 204.69 feet along the south line of said northwest quarter; thence north 23°38'22" east, 75.55 feet; thence north 15°41'33" east, 120.57 feet; thence north 18°59'01" east, 110.48 feet; thence north 51°13'59" east, 22.76 feet to the south right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company; thence north 69°50'50" east, 51.55 feet along said right of way line; thence along a curve of radius 14,026.36 feet, to the right, an arc length of 42.00 feet along said railroad right of way to the east line of said northwest quarter; thence south 0°02'36" east, 336.33 feet along said east line to the true point of beginning.