

CULTURAL RESOURCES REPORT COVER SHEET

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Title of Report: Historic Resources Evaluation for the Yakima Industrial Lead Abandonment, Yakima County, Washington

Date of Report: April 2011

County(ies): Yakima Section: 7, Township 9N, Range 23E
Section: 12, Township 9N, Range 22E
Quad: Grandview and Sunnyside

PDF of report submitted (REQUIRED) ☒ Yes

Historic Property Export Files submitted? ☒ Yes ☐ No

Archaeological Site(s)/Isolate(s) Found or Amended? ☐ Yes ☒ No

TCP(s) found? ☐ Yes ☒ No

Replace a draft? ☒ Yes ☐ No

Satisfy a DAHP Archaeological Excavation Permit requirement? ☐ Yes # ☒ No

DAHP Archaeological Site #:

**HISTORIC RESOURCES EVALUATION FOR THE
YAKIMA INDUSTRIAL LEAD ABANDONMENT
YAKIMA COUNTY, WASHINGTON**

**Surface Transportation Board
Docket No. AB-33 (Sub-No. 286x)**

Submitted to:
Union Pacific Railroad Company
1400 Douglas Street
Omaha, NE 68179-1580

Submitted by:
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APRIL 2011

MANAGEMENT SUMMARY

The Union Pacific Railroad Company (UP) has filed with the Surface Transportation Board (STB) for authority to abandon 0.8 miles of railroad right of way between Milepost 62.75 and Milepost 63.55 (STB Docket No. AB33 [Sub-No. 286x]) in Yakima County, Washington. This right of way is currently inactive. The project area is located within Section 12 of T9N, R22E and Section 7, T9N, R23E.

This project must comply with Section 106 of the National Historic Preservation Act (16 USC 470) and its implementing regulations (36 CFR 800). UP contracted with Summit Envirosolutions, Inc. (Summit) for historical consultation, including a historic-resource evaluation of the segment of railroad corridor proposed for abandonment. Andrew J. Schmidt served as Principal Investigator.

The area of potential effects (APE) consists of the railroad right of way proposed for abandonment. The Principal Investigator conducted a pedestrian survey in representative portions of the project area on September 13, 2010. The railroad-built environment was inventoried with digital photographs and written descriptions. The Principal Investigator completed background research to identify historic contexts relevant to the railroad corridor, then to establish a property-specific history.

The Yakima Industrial Lead was historically a segment of the Union Pacific railroad corridor between Granger, Wyoming and Grandview, Washington. The portion of the railroad corridor within the project APE is recommended to be not eligible for listing in the National Register. The APE also includes one bridge over 50 years old. The bridge, located at MP 62.92 over the Sulphur Creek Wasteway is recommended as eligible for listing in the National Register for its association with the Sunnyside Valley Irrigation District, which previously has been found eligible.

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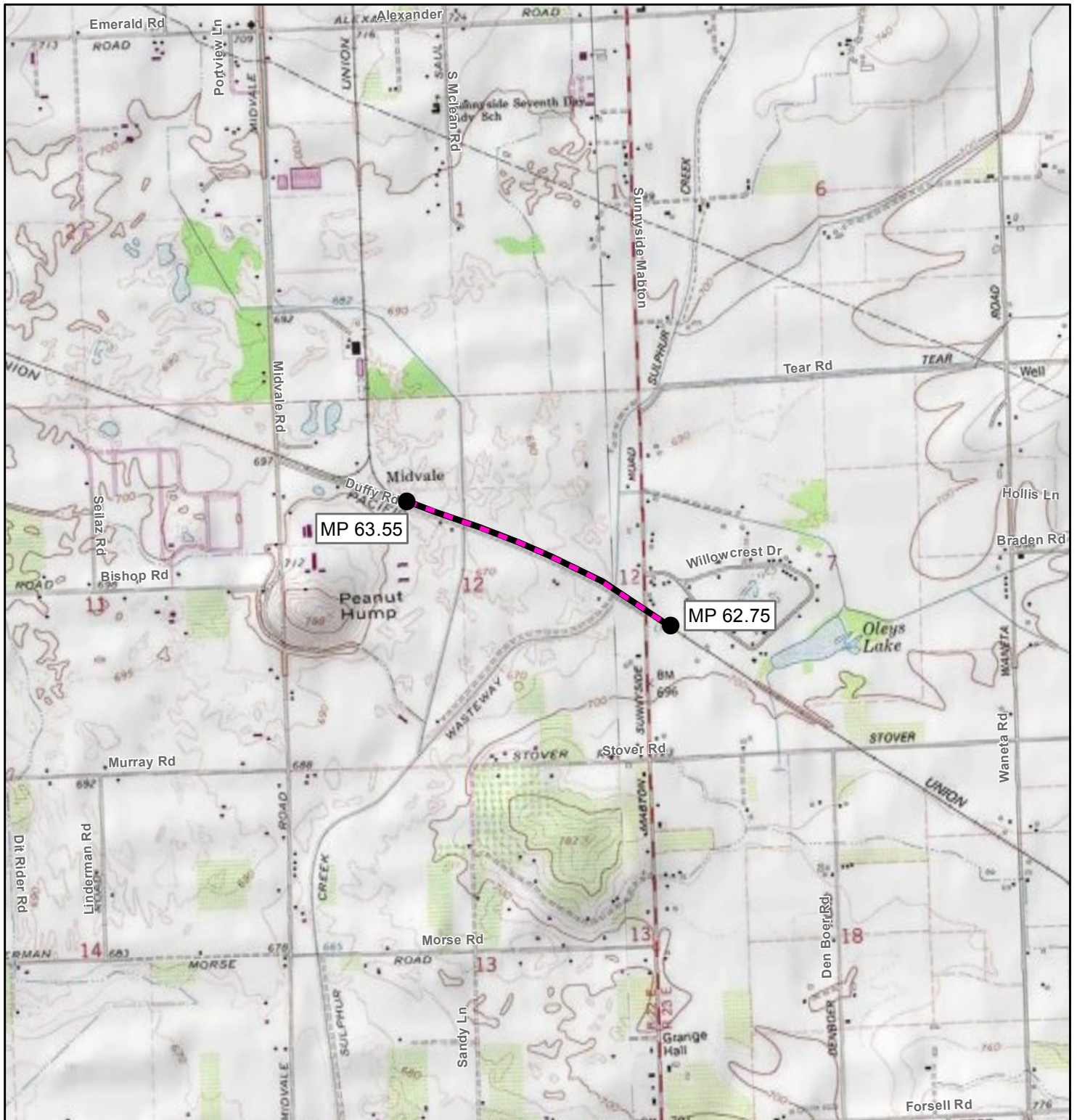
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1.0 INTRODUCTION

The Union Pacific Railroad Company (UP) has filed with the Surface Transportation Board (STB) for authority to abandon 0.8 miles of railroad right of way between Milepost 62.75 and Milepost 63.55 (STB Docket No. AB33 [Sub-No. 286x]) in Yakima County, Washington (Figure 1). This right of way is currently inactive.

Because the STB has regulatory authority over railroad abandonment projects, this project must comply with Section 106 of the National Historic Preservation Act (16 USC 470) and its implementing regulations (36 CFR 800). UP, on behalf of the STB has begun consultation with the Department of Archaeology and Historic Preservation (DAHP), who acts as staff to the State Historic Preservation Officer (SHPO). In a letter dated October 29, 2009, DAHP staff requested the resource be surveyed and inventoried in order to comment on whether the railroad segment meets the criteria for listing in the National Register of Historic Places (National Register), and if so, whether abandonment would constitute an adverse effect. To assist with the consultation, UP contracted with Summit Envirosolutions, Inc. (Summit) to complete a historic resource evaluation of the segment of railroad corridor proposed for abandonment.

The project area is located within Section 7, T9N, R23E and Section 12 of T9N, R22E (see Figure 1). The area of potential effect (APE) consists of the railroad right of way proposed for abandonment.



Map adapted from USGS 7.5 minute topographic map(s): Grandview and Sunnyside, WA; T 9N, R 23 E, Section 7 and T 9N, R 22E, Section 12

Legend

 Project Location/Area of Potential Effects



0 2,000
Feet
1 inch = 2,000 feet



PROJECT LOCATION
Yakima Industrial Lead Abandonment
Midvale Segment
AB33 (Sub No. 286x)
Yakima County, Washington



Figure 1

File: Fig1_Bridge62.92
Summit Proj. No.: 2041-0002
Plot Date: 10-08-2010
Arc Operator: THV
Reviewed by: RLH

2.0 RESEARCH DESIGN

2.1 Objectives

The intent of the historical study was to delineate a project area of potential effects (APE), conduct a historic resources evaluation to establish the National Register eligibility of the Yakima Industrial Lead right of way proposed for abandonment, and conduct historic resources evaluations for any additional properties within the APE, as necessary. In addition, if any properties were considered eligible for listing in the National Register as a result of the consultation, possible adverse effects to those properties would be considered. To complete the historical evaluation, the Principal Investigator applied the National Register criteria of eligibility, which are defined in 36 CFR 60.4 as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one of the significance criteria, to be eligible for listing in the National Register, a property must also have historic integrity. A property has historic integrity when it retains most of the following seven aspects: location, materials, design, workmanship, setting, feeling, and association.

2.2 Survey Methodology

One previous cultural resource study has been completed in the vicinity of Grandview, Washington, as recently as January 2010. The cultural resources survey was completed for the Sunnyside Valley Irrigation District. This survey included a portion of the Yakima Industrial Lead in Yakima County. The portion of the railroad that crosses over the irrigation ditch was recommended as not eligible for listing in the National Register.

A search of the Washington Information System for Architectural and Archaeological Records Data (WISAARD) web based database indicated 185 previously recorded historic properties or National Register properties within the Grandview and Sunnyside vicinity. The Union Pacific

Grandview Depot (45GH67), which was listed in the National Register. It has since been moved to Sunnyside, WA and has been removed from listing for the National Register (Trost 2010:9).

An APE was delineated to assess direct effects and possible indirect effects to historic properties resulting from the proposed abandonment (Figures 2). The APE encompasses the area within the railroad right of way. No new construction is proposed as part of the abandonment, and no visual or audible changes are anticipated. Because no foreseeable indirect effects would result from the proposed abandonment of the Yakima Industrial Lead, the recommended APE for the undertaking is the existing right of way.

The Principal Investigator will conduct an intensive survey of the railroad corridor. This survey will not include 100 percent coverage of the project area; rather, a sample pedestrian survey will be completed in representative portions of the project area, including all bridges over 50 years old. The railroad-built environment will be inventoried with digital photographs and written descriptions.

The Principal Investigator completed background research at the DAHP and the University of Washington libraries. The purpose of the research was to identify historic contexts relevant to the railroad corridor, then to establish a property-specific history. In addition to published works and previous cultural resources studies, sources consulted include aerial photographs and information provided by UP.

2.3 Expectations

The survey area was limited to the railroad right of way. For this reason, expected property types included railroad corridor segments (railroad bed, track structure, cut or filled grades, and ditches) and bridges.



Map adapted from ESRI Imagery World

Legend



Bridge No. 62.92



Project Location/Area of Potential Effects



Site Location

0 1,000
Feet
1 inch = 1,000 feet



SURVEY RESULTS

Yakima Industrial Lead Abandonment
Midvale Segment
AB33 (Sub No. 286x)
Yakima County, Washington



Figure 2

File: Fig2_Bridge62.92
Summit Proj. No.: 2041-0002
Plot Date: 10-08-2010
Arc Operator: THV
Reviewed by: RLH

3.0 Historic Contexts

3.1 Railroads and Irrigation in Yakima County

Many towns in Yakima County were situated along the route of the Northern Pacific (NP) railroad. The first NP station in the county was located in the town of Yakima in 1884. For the next two decades the NP would help establish towns throughout the county of Yakima, including Sunnyside (1893), Granger (1902), and Grandview (1906). The NP was granted public land adjacent to right-of-way in bands of 40 miles wide in states and 80 miles wide in territories in order to build a northern transcontinental railroad. In addition to building a railroad, NP was interested in irrigating the county. NP could sell the irrigated land for \$40 to \$50 per acre as opposed to \$2.50 per acre for dry land. In 1889, NP president Thomas Oakes hired Walter Granger, an irrigation engineer, to organize and manage the Yakima Canal and Land Company, which was under NP control as the Northern Pacific, Yakima and Kittitas Irrigation Project. The result of this partnership between railroads and irrigation was the 60 mile long Sunnyside Canal which brings water from the Yakima River near the town of Parker, southeast to the town of Prosser and goes through the city of Grandview. The canal was sold in 1900 to the Washington Irrigation Company, then later sold to the United States Reclamation Service in 1905. In 1902, Congress passed the Reclamation Act which started federally funding dam and irrigation construction projects throughout the arid west. The largest project started in 1905 was the Yakima Project which has irrigated the valley since 1910 (Becker 2006; Trost 2009). Irrigation was essential in bringing settlers to the valley and jump start Yakima's primary industry: agriculture.

The valley provided the rich soil, sunshine and provided water by beginning irrigation construction from the Yakima River and railroad construction to transport the agricultural goods to larger cities like Tacoma and Seattle and to the Puget Sound for overseas distribution. By 1864, the Northern Pacific Railway (NP) was chartered with the goal of creating a northern transcontinental connection from the Great Lakes to the Puget Sound and Pacific Northwest (WSRHS 2010). Construction of this northern transcontinental railroad began in 1870, and by 1873, it had extended its line across Minnesota through North Dakota and from outside Portland, Oregon to Puget Sound. The transcontinental was completed in 1883. By the 1880s Northern Pacific and the Oregon Railway and Navigation Company (OR&N) created a link between Oregon and Washington (UP 2009).

The Union Pacific (UP) had a presence in Washington and the Yakima Valley. In 1862, President Abraham Lincoln signed the Pacific Railroad Act which directed two companies, the UP and the Central Pacific (CP), to begin building a transcontinental railroad. CP began building in Sacramento, California and UP began in Omaha, Nebraska. Four years later the final spike was driven at Promontory Summit, Utah, marking the completion of the transcontinental railroad (UP 2007). In 1896, the OR&N became a subsidiary of UP. UP continued to acquire railroad lines north of its transcontinental main line to connect with the Pacific Northwest. By 1884, the Oregon Short line was completed, which connected the UP mainline in Granger, Wyoming to the Pacific Northwest by way of the Oregon-Washington Railroad Navigation Company. Although the UP had a presence in the Yakima Valley, the NP was the dominant railroad company during 1880s and 1890s (Lyman 1919:343). During the early 20th century the

UP primarily provided passenger service through Yakima County until 1947 and ran electric freight trains until 1985, when the UP abandoned the line (Trost 2010:9)

3.2 Grandview and the vicinity

Grandview is located in the heart of the Yakima Valley in South-Central Washington. The town takes its name from the view of Mount Rainer and Mount Adams (City of Grandview 2010). As early as 1885, President Grover Cleveland conveyed Section 23, Township 9N, Range 23E to the NP. In turn the railroad conveyed the land to the Northern Pacific, Yakima, and Kittitas Irrigation Company (later known as the Washington Irrigation Company). This irrigation company would go on to build seven reservoirs in the mountains, one canal in Kittitas, and two canals in Yakima by 1889 (Interstate Publishing Company 1909:230). By 1890 the Sunnyside Division reached the Grandview area (SVID 2010). Sunnyside, in addition with other irrigation projects, brought 12,000 acres of land under cultivation. Grandview farmers planted vineyards, orchards of apples, cherries, peaches, pears, and berries, and crops of potatoes, corn, alfalfa, sugar beets and grains (Lyman 1919:805). Continued settlement and economic growth from food production required development of railroad transportation in the city of Grandview.

By 1905, the NP made Grandview the terminus of its Sunnyside Branch line. By 1906, a portion of this the land would be sold to the Granger Land Company (one of its stockholders was F. L. Pitman, the chief engineer of the North Coast Railroad Company), and a plat was filed for the town site in 1906 (Grandview Pioneers Assoc. 1927:2). In this same year, the NP began operations from Granger to Grandview, Washington (WSHS 2010). By 1909, NP had a depot at Grandview (Grandview Pioneers Assoc. 1927:7). In 1907, the North Coast Railroad began to construct a line to Grandview which was finished by 1908. This line was later purchased by the Oregon, Washington Railroad & Navigation Co. in 1910 (later subsidiary of UP) and a depot opened in 1911. By 1919, the population of Grandview was 1000 (Larson 1991:17). Grandview grew steadily and became a city in 1944 and by 1950 the population was approximately 2400 (Grandview Pioneers Assoc. 1927:243). In 1970 the Northern Pacific along with three other railroads were merged to create the Burlington Northern railroad, and later with the Atcheson, Topeka and Sante Fe to create the BNSF railroad, which still operates an active line through Grandview (BSNSF 2006).

4.0 RESULTS

4.1 Description

The project is two segments of the UP Yakima Industrial Lead, located in Grandview and Midvale (Sunnyside vicinity), Yakima County (see Figures 1 through 4). A portion of this corridor was previously recorded during the Sunnyside Valley Irrigation District Enclosed Lateral Improvement Projects 2010/2011 cultural resources survey (Trost 2010). The Grandview corridor of the Yakima Industrial Lead extends easterly for 1.45 miles through the central business district of the city of Grandview. The Midvale corridor of the Yakima Industrial Lead extends northeasterly for 0.8 miles through rural Midvale. The two segments are part of the larger UP railroad that runs from Wallulla (near the Columbia River), to Kennewick and then north through the Yakima Valley.

4.1.2 Midvale Segment

The Yakima Industrial Lead abandonment in Midvale begins at the intersection of Sunnyside Mabton Road, MP 62.75 (Figure 3). The corridor is barely visible through the vegetation. Scraps of wood, rails and the earthen fill remain to give an indication of the corridor's existence. The corridor continues for 0.10 miles until it crosses the Sulphur Creek Wasteway. Continuing northwest, the railroad corridor is slightly overgrown with vegetation but consists of intact ties, rails, granite ballast and earthen fill of 5 to 10 feet (Figures 4 and 5). The corridor continues for approximately 0.55 miles until it joins with the Sunnyside Branch of the UP. Just east of joining the Sunnyside Branch, the earthen fill has been removed for a gravel road (Figures 6 and 7). Northwest of the gravel road, the railroad roadway becomes visible again and is built up on earthen fill of 5 to 10 feet (Figures 8 through 9). Granite ballast, ties, and rails rest atop the roadbed. The line continues to join the Sunnyside Branch. The corridor is actively used for storage of railcars (Figure 10).

4.1.3 Bridge over Sulphur Creek Wasteway MP 62.92

The railroad corridor crosses the Sulphur Creek Wasteway at MP 62.92 on a single span steel deck plate girder bridge (Figures 11 and 12). The outer sides of the steel plate girders that form the sides of the bridge consist of a series of rectangular panels formed by bolted flanges. The span is supported by concrete abutments and wingwalls, and the ends of the girders rest directly on ledges in the abutments. According to UP records the bridge was built in 1910.



Figure 3. Railroad corridor at beginning of project area at MP 62.75, Midvale, looking west.



Figure 4. Railroad corridor at MP 63, Midvale, looking west.



Figure 5. Railroad corridor at MP 63, Midvale, looking east.



Figure 6. Railroad corridor, Midvale, looking west.



Figure 7. Railroad corridor, Midvale, looking east.



Figure 8. Railroad corridor at Sunnyside Branch, Midvale, looking west.



Figure 9. Railroad corridor at Sunnyside Branch, Midvale, looking east.



Figure 10. Railroad corridor at Sunnyside Branch, Midvale, looking east.



Figure 11. Bridge over Sulphur Creek Wasteway, looking north.



Figure 12. Bridge over Sulphur Creek Wasteway, looking southeast.



Figure 13. Bridge over Sulphur Creek Wasteway, looking northwest



Figure 14. Bridge over Sulphur Creek Wasteway, looking northeast

4.2 Significance

4.2.1 Union Pacific Railroad Corridor (WISAARD ID #109465)

The Yakima Industrial Lead (Midvale segment) was evaluated for its potential to contribute to a railroad corridor historic district that is eligible for listing in the National Register. The former UP railroad corridor does not meet any of the criteria for the National Register. The NP had a significant presence in the Yakima Valley area with its irrigation efforts, and it was the first railroad to build a line to Grandview (1907) and establish a depot (1909). The UP depot was completed in 1911, but by this time NP was firmly established in Yakima Valley and in Grandview. Therefore, the UP corridor did not play a significant role in the agricultural development and settlement of Yakima Valley or the state of Washington (Criterion A).

The corridor is also not directly associated with persons significant in the history Grandview, the Yakima Valley, or the UP or NP railroads (Criterion B).

The Yakima Industrial Lead is not a portion of an early railroad corridor, and its construction did not require innovation or transitional design or engineering. The corridor as a whole, as well as its components, all appear to be based on standardized designs. In addition, the historic integrity of portions of the Midvale segments has been compromised. None of the at-grade crossings at street intersections remain. In addition, portions of the roadbed have been removed such that no visible expression of the railroad remains. For these reasons, the corridor does not meet Criterion C.

Lastly the railroad corridor is not likely to yield significant information regarding Grandview, Yakima Valley, or railroad history through further field study (Criterion D).

For the above listed reasons, the Yakima Industrial Lead as a whole is recommended as not eligible for listing in the National Register.

4.2.2 Union Pacific Bridge over Sulphur Creek Wasteway at MP 62.92 (WISAARD #114271)

Along the corridor, one historic-period bridge was evaluated (Figures 11-14). The bridge located in Midvale at MP 62.92 is a one-span steel deck plate girder built in 1910. The bridge measures 41 feet in length. The span is comprised of plate girders, each consisting of a series of rectangular panels jointed by riveted flanges and cover plates above and below the girder. The deck is ballasted concrete, and measures 12 feet wide. The span is supported by poured-concrete abutments with wingwalls. The ends of the girders rest on steel bed plates positioned on a deep ledge in the abutment. The bridge is a short span and appears to be based on standard designs.

The bridge at MP 62.92 in Midvale crosses the Sulphur Creek Wasteway, a part of the Sunnyside Valley Irrigation District which is considered by the Washington SHPO to be eligible for listing in the National Register. The period of significance for the irrigation system is 1907-1958. The bridge was built in 1910, within this period of significance. The bridge was not integral to the operation of the irrigation canal; indeed, the canal would have operated without the presence of

the bridge. Nevertheless, the bridge was built during a time when improvements were being made to the Sulphur Creek Wasteway. Because the bridge is located within the boundaries of an eligible historic district, and it was built during the period of significance of the historic district, it is recommended that the bridge be considered eligible for listing in the National Register as a contributing element to the Sunnyside Valley Irrigation District.

5.0 SUMMARY AND RECOMMENDATIONS

The Yakima Industrial Lead was historically a segment of the UP railroad corridor between Granger, Wyoming and Grandview, Washington. The portion of the railroad corridor within the project APE is recommended to be not eligible for listing in the National Register. The APE also includes one bridge over 50 years old. The bridge, located at MP 62.92 over the Sulphur Creek Wasteway is recommended as eligible for listing in the National Register as a contributing element to the Sunnyside Valley Irrigation District, which previously has been found eligible.

As part of the proposed abandonment AB-33 (Sub-No. 286x), UP will remove the bridge at MP 62.92. The proposed scope of work is to remove the track and ballast from the top of bridge and lift the span with a crane up and out of the area. In agreement with Sunnyside Irrigation District, the headwalls will stay in place. The span will become the property of Union Pacific's contractor once the bid for removal is awarded. Therefore, it is recommended that the proposed abandonment will have an adverse effect to a property eligible for listing in the National Register. It is further recommended that STB and UP consult with the SHPO as to measures to mitigate the adverse effect.

APPENDIX A- REFERENCES

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Union Pacific Railroad (UP)

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2009 *Union Pacific in Washington*. Available online at: http://www.uprr.com/aboutup/usguide/attachments/state_factsheets/wa.pdf

Washington State Railroads Historical Society (WSRHS)

2010 Washington Railroad History Dates. Available online at: <http://www.wsrhs.org>

APPENDIX B

INVENTORY FORMS



Historic Inventory Report

Location

Field Site No. DAHP No.

Historic Name: UP-Yakima Industrial Lead

Common Name:

Property Address: none vicinity of Grandview , Grandview, WA 98930

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T09R22E	12			Yakima	GRANDVIEW
T09R23E	22				SUNNYSIDE
T09R23E	23				

Coordinate Reference

Easting: 1794403

Northing: 337392

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: YAKIMA INDUSTRIAL LEAD ABANDONMENT Date Recorded: 09/13/2010

Field Recorder: Renee L. Hutter

Owner's Name: Union Pacific Railroad Co.

Owner Address: 1400 Douglas Street

City: Omaha State: NE Zip: 68179-1580

Classification: Structure

Resource Status: Comments:
Survey/Inventory assessed ineligible to NR

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Determined Not Eligible - SHPO

Determination Date: 1/25/2011



Historic Inventory Report

Determination Comments: 102909-02-STB determined on 1/25/2011

Description

Historic Use: Transportation - Rail-Related	Current Use: Vacant/Not in Use
Plan: None	Stories: one
Changes to Plan: Not Applicable	Structural System: Other
Changes to Original Cladding: Not Applicable	Changes to Interior: Not Applicable
Changes to Other: Extensive	Changes to Windows: Not Applicable
Other (specify): track removed,	
Style: None	Cladding: None
Roof Type: None	Roof Material: None
Foundation: Other	Form/Type: None

Narrative

Study Unit	Other
Agriculture	
Date of Construction: 1907	Built Date
Builder: North Coast Railroad	
Engineer:	
Architect:	

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

Statement of Significance: By 1905, it was decided that Grandview would be the railroad terminus for the Sunnyside Branch of the NP. By 1906, a portion of this the land would be sold to the Granger Land Company (one of its stockholders was F. L. Pitman, the chief engineer of the North Coast Railroad Company) and a plat was filed for the town site in 1906 (Grandview Pioneers Assoc. 1927:2). In this same year the NP would start their operations from Granger to Grandview, Washington (WSHS 2010). By 1909, NP had a depot at Grandview (Grandview Pioneers Assoc. 1927:7). In 1907, the North Coast Railroad was beginning to construct a line to Grandview, which was later purchased by the Oregon, Washington Railroad & Navigation Co. in 1910 (later subsidiary of UP) and their depot was opened in 1911. The rail line did not play a significant role in the development and settlement of the Yakima Valley or the state of Washington (Criterion A). The line is not directly associated with any important historic person (Criterion B). The rail line surveyed did not indicate any unique or inventive design nor will it yield more information regarding local history through further field survey (Criteria C and D).

Historic Inventory Report

Description of Physical Appearance:	Grandview Corridor The Yakima Industrial Lead abandonment in Grandview begins approximately 0.22 miles east of North Elm Street. The railroad bed is obscured by overgrown vegetation from MP 57.30 to the intersection of North Elm Street. At North Elm Street the tracks have been removed and the street paved with asphalt. Continuing west the railroad bed is more defined but still inactive. Remnants of the granite ballast, roadbed, ties and rails can be seen between North Elm Street and the railroad intersection with North Birch Street. The tracks at North Birch Street have been removed. Continuing to the west side of North Birch Street the railroad once again disappears. Continuing west remnants of the railroad appear at the intersection of Division Street. The railroad bed on the west side of Division Street is once again overgrown with vegetation. The railroad once again becomes visible when it crosses, at grade, the Burlington Northern and Santa Fe (BNSF) Railroad. The railroad corridor continues for approximately 0.20 miles to the intersection of Euclid Road. The tracks have been removed from the roadway and covered with but the corridor exists on either side of Euclid Road. To the east the corridor has a fairly intact granite ballast roadbed, ties and rails. The corridor is slightly overgrown with vegetation. To the west of Euclid Road the corridor remains intact and is intermittently overgrown with vegetation to the end of the project area (Figures 13 through 15). Throughout the corridor the ties and plates are stamped with "1929" which is ten years later than the original construction of the line through Grandview. Midvale
Major Bibliographic References:	The Yakima Industrial Lead abandonment in Midvale begins at the intersection of Sunnyside Mabton Road, MP 62.75. The corridor is barely visible through the vegetation. Some scraps of wood and rails remain to give an indication of the corridors existence. The corridor continues for 0.10 miles until it crosses an irrigation ditch. The railroad corridor continues northwest and at MP 63 is intact but overgrown with vegetation. The corridor continues for approximately 0.55 miles until it joins with the Sunnyside Branch of the UP. Just east of joining the Sunnyside Branch the corridor disappears and the fill has been cut down for a gravel road. The corridor reappears and joins the Sunnyside Branch. The corridor is actively used for storage of railcars. Grandview Pioneers Association (1927) History of Grandview, Washington. Available online at: http://content.statelib.wa.gov/cdm4/document.php?CISOROOT=%2FgrandviewCISOPTR=970&REC=4 Union Pacific Railroad (UP) 2007 Chronological History. Available online at: http://www.uprr.com/aboutup/history/uprr-chr.shtml 2009 Union Pacific in Washington. Available online at: http://www.uprr.com/aboutup/usguide/attachments/state_factsheets/wa.pdf Washington State Railroads Historical Society (WSRHS) 2010 Washington Railroad History Dates. Available online at: http://www.wsrhs.org

Photos



Railroad corridor at beginning of project area at MP 62.75, Midvale, looking west.
2010



Railroad corridor at MP 63, Midvale, looking west.
2010



Railroad corridor at Sunnyside Branch, Midvale, looking west.
2010



Historic Inventory Report

Location

Field Site No. _____ DAHP No. _____

Historic Name: Bridge over Sulphur Creek Wasteway MP 62.92

Common Name:

Property Address: none Sulphur Creek Wasteway , Vicinity of Sunnyside, WA

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s) _____

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T09R22E	12			Yakima	SUNNYSIDE

Coordinate Reference

Easting: 1766606

Northing: 345484

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: YAKIMA INDUSTRIAL LEAD ABANDONMENT Date Recorded: 09/13/2010

Field Recorder: Renee L. Hutter

Owner's Name: Union Pacific

Owner Address: 1400 Douglas Street

City: Omaha

State: NE

Zip: 68179-1580

Classification: Structure

Resource Status:

Comments:

Survey/Inventory

Within a District? Yes

Contributing? Yes

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Determined Eligible - SHPO

Determination Date: 1/25/2011

Determination Comments: 102909-01-STB determined on 1/25/2011

Historic Inventory Report

Description

Historic Use: Transportation - Rail-Related		Current Use: Vacant/Not in Use	
Plan: None	Stories: one	Structural System: Concrete - Reinforced Concrete	
Changes to Plan: Not Applicable		Changes to Interior: Not Applicable	
Changes to Original Cladding: Not Applicable		Changes to Windows: Not Applicable	
Changes to Other: Not Applicable			
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
None	None	None	None
Foundation:	Form/Type:		
None	Bridge		

Narrative

Study Unit	Other
Transportation	rail-related
Date of Construction:	1910 Built Date
	Builder:
	Engineer:
	Architect:

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): Yes

Statement of Significance: The railroad corridor crosses the Sulphur Creek Wasteway at MP 62.92 on a single span steel deck plate girder bridge (Figures 21 and 22). The outer sides of the steel plate girders that form the sides of the bridge consist of a series of rectangular panels formed by bolted flanges. The span is supported by concrete abutments and wingwalls, and the ends of the girders rest directly on ledges in the abutments. According to UP records the bridge was built in 1910.

Description of Physical Appearance: The bridge at MP 62.92 in Midvale crosses the Sulphur Creek Wasteway, a part of the Sunnyside Valley Irrigation District which is considered by the Washington SHPO to be eligible for listing in the National Register. The period of significance for the irrigation system is 1907-1958. The bridge was built in 1910, within this period of significance. The bridge was not integral to the operation of the irrigation canal; indeed, the canal would have operated without the presence of the bridge. Nevertheless, the bridge was built during a time when improvements were being made to the Sulphur Creek Wasteway. Staff at the Washington SHPO consider the bridge to be eligible for its association with the development of the Sunnyside Valley Irrigation District. Because the bridge is located within the boundaries of an eligible historic district, and it was built during the period of significance of the historic district, it is recommended that the bridge be considered eligible for listing in the National Register.



Historic Inventory Report

Major
Bibliographic
References:

City of Grandview

2010 Our Towns History. Available online at:
<http://www.grandview.wa.us/WebPage/InformationalPages/ourtownshistory.htm>

Grandview Pioneers Association

1927 History of Grandview, Washington. Available online at:
<http://content.statelib.wa.gov/cdm4/document.php?CISOROOT=%2Fgrandview&CISOPTR=970&REC=4>

Howson, Elmer T., ed.

1926 Railway Engineering and Maintenance Cyclopedia. Simmons-Boardman Publishing Co., New York.

Photos



Railroad bridge over irrigation ditch, Midvale, looking northeast.
2010



Railroad bridge over irrigation ditch, Midvale, looking northwest.
2010