

**An Inventory and Evaluation of Historic
Properties Associated with Transportation
in Washington State**

by Florence K. Lutz

Principal Investigator: Craig Holstine

**Submitted to the Office of Archaeology and Historic Preservation,
Washington State Department of Community, Trade and Economic Development**

**Eastern Washington University Reports in Archaeology and History 100-90
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Introduction

At the request of, and under contract (No. 4-94-79N-001) with, the Office of Archaeology and Historic Preservation (OAHP), Department of Community, Trade and Economic Development, Olympia, Archaeological and Historical Services (AHS), Eastern Washington University, Cheney, undertook a study of historic properties associated with transportation in Washington State. The Washington State Department of Transportation had earlier made available to OAHP funds from the Intermodal Surface Transportation Efficiency Act (ISTEA) for a transportation-related study. AHS, in turn, contracted with Florence K. Lentz, Cultural Resource Consulting, Ellensburg, to assist in the effort, which soon took on the refreshing acronym of its ultimate funding source, the "ISTEA project." Hence the reference to ISTEA on graphics and text in this report, and on the forms documenting the results of the inventory completed for this study and submitted to OAHP.

Beginning in January 1994, AHS Program Director Craig Holstine and Mark Garris, an historian with AHS, worked in conjunction with Ms. Lentz in developing the methodology for carrying out the inventory portion of the project, which this report summarizes. In consultation with OAHP personnel, Mr. Garris chose the highway corridors along which the study was focused, and devised the sample survey of historic transportation-associated properties, the other phase of the ISTEA project (see Garris 1995). Although different in purposes and methodologies, the two elements (inventory and survey) of the study were conducted in tandem, along the same highway corridors. Mr. Garris and Ms. Lentz participated in both the inventory and the survey, working independently in different geographic sub-regions of the state. Later, other AHS personnel conducted follow-up visits to inventoried properties, gathering additional information and taking photographs.

This report summarizes the inventory portion of the study. It also identifies the most significant property types associated with automobile transportation in Washington State, and provides contexts for their historic development. Although properties associated with other modes of travel were inventoried, the focus of the study was on automobile transportation and its attendant culture, as manifested in the built environment along the state's major roadways. A broader focus would inevitably have diluted the data base and diminished the possibility of drawing conclusions about, and citing character-defining examples of, significant property types associated with automobile transportation.

Inventory Methodology and Results

The guiding intent of the inventory component of this project has been to supplement the existing Washington State Inventory of Cultural Resources with additional historic, transportation-associated properties. For the project as a whole, the temporal scope ranged from 1792 (the date of Euro-American arrival in the Pacific Northwest) to 1965. Inventory was conducted along 24 segments of state-owned highway corridors, both historic and current, in five geographic sub-regions of the state (Figures 1-6).

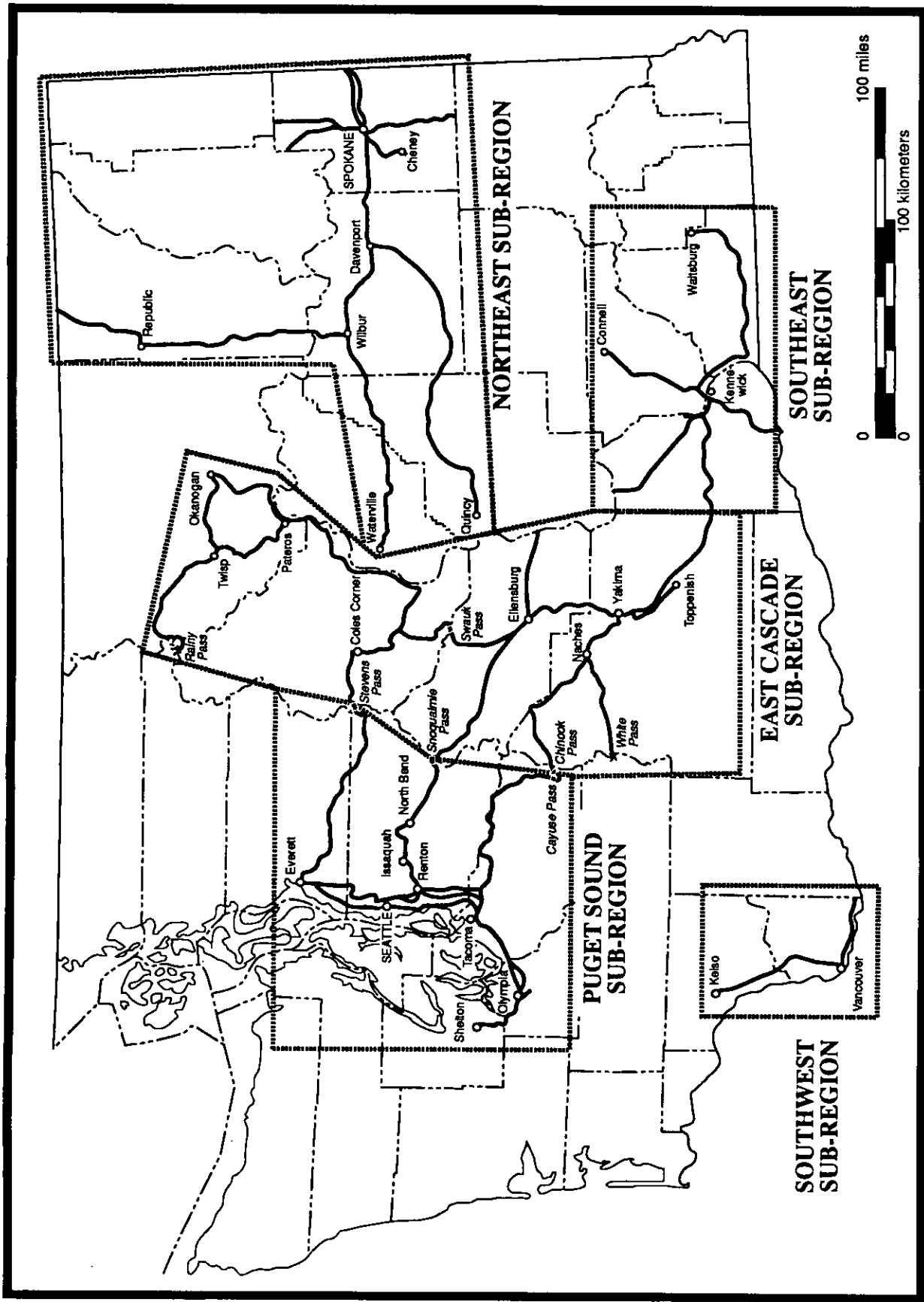


Figure 1. Geographic sub-regions and corridors of ISTEA inventory.

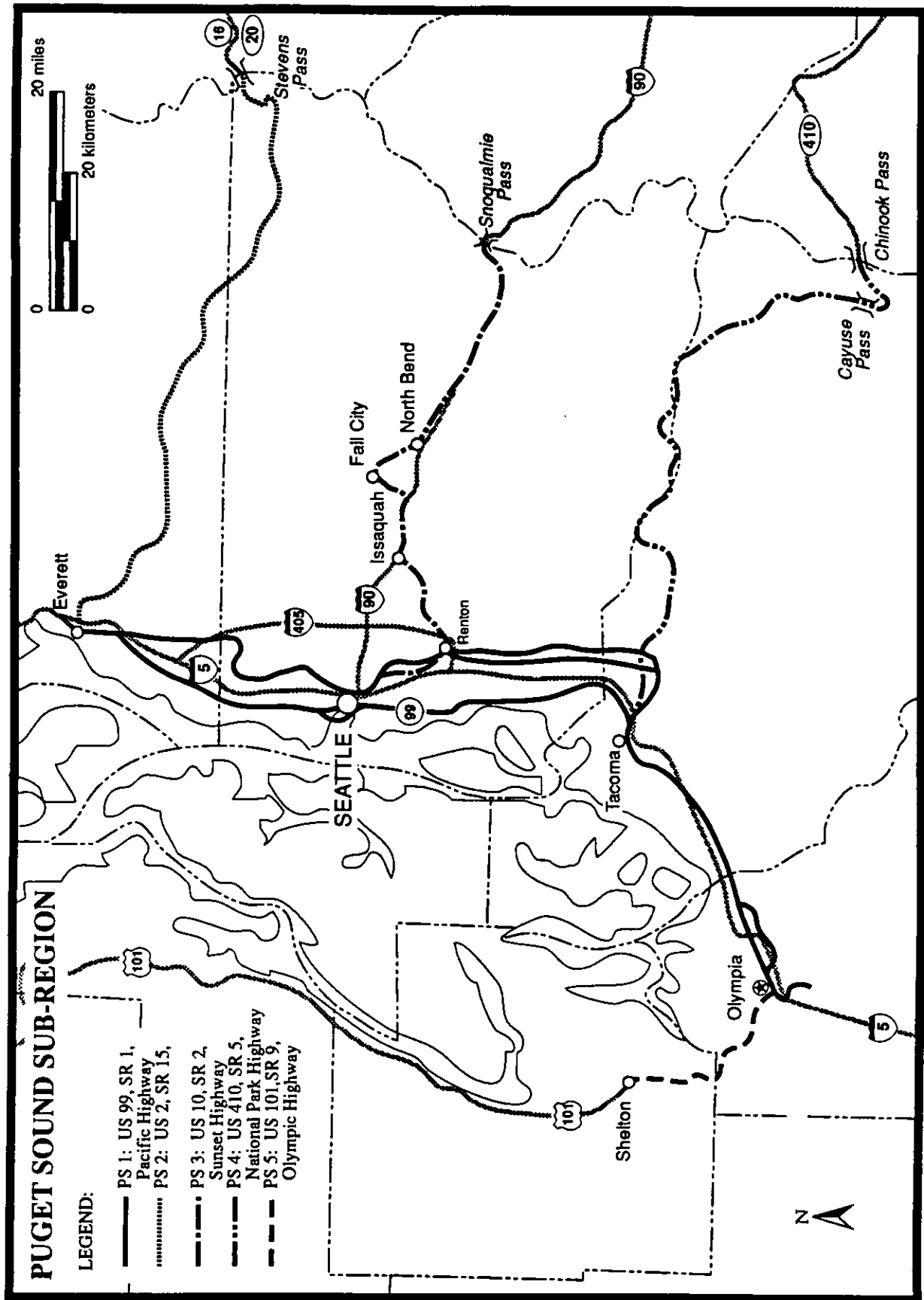


Figure 2. Puget Sound sub-region and inventory corridors.

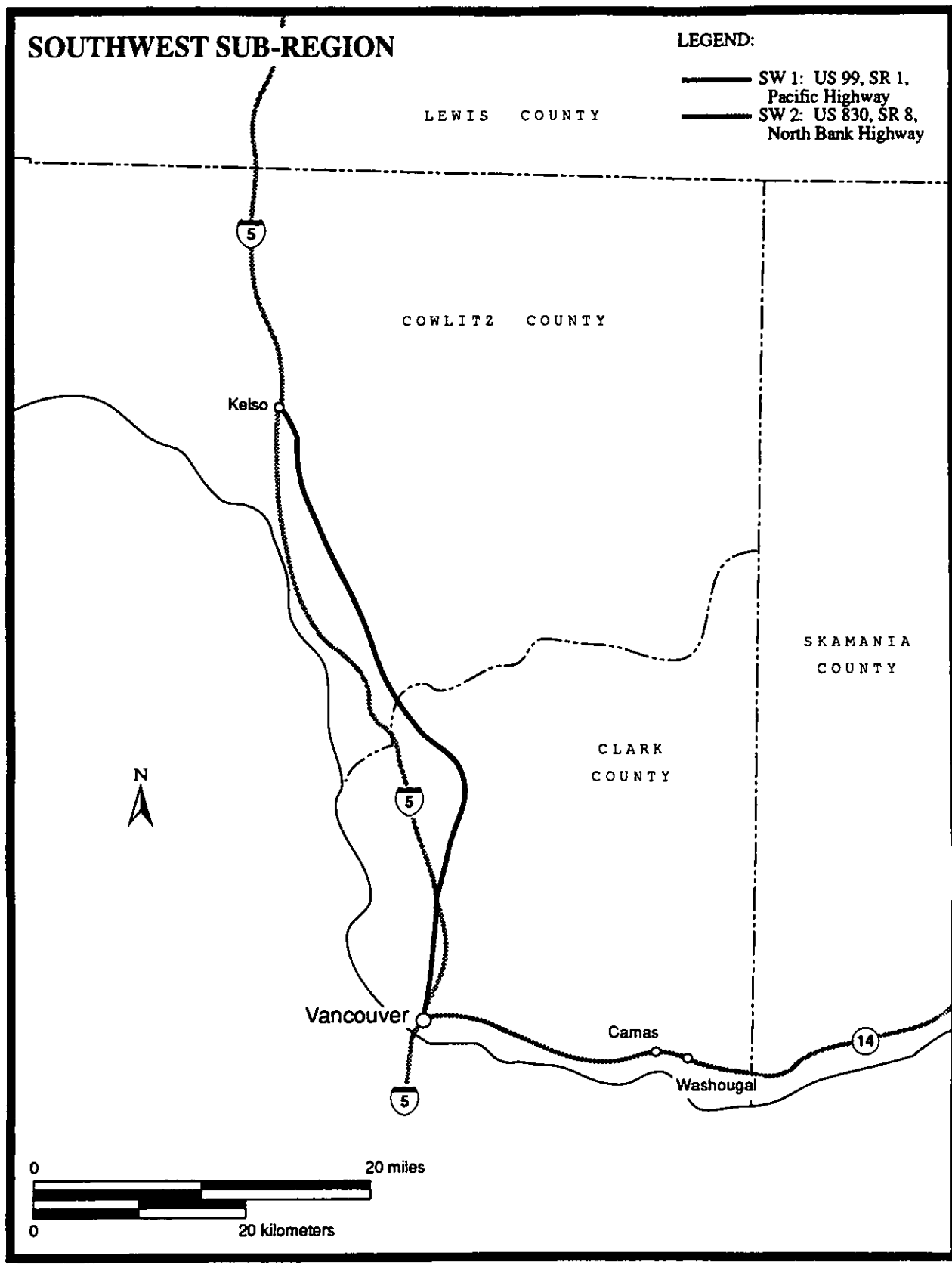


Figure 3. Southwest sub-region and inventory corridors.

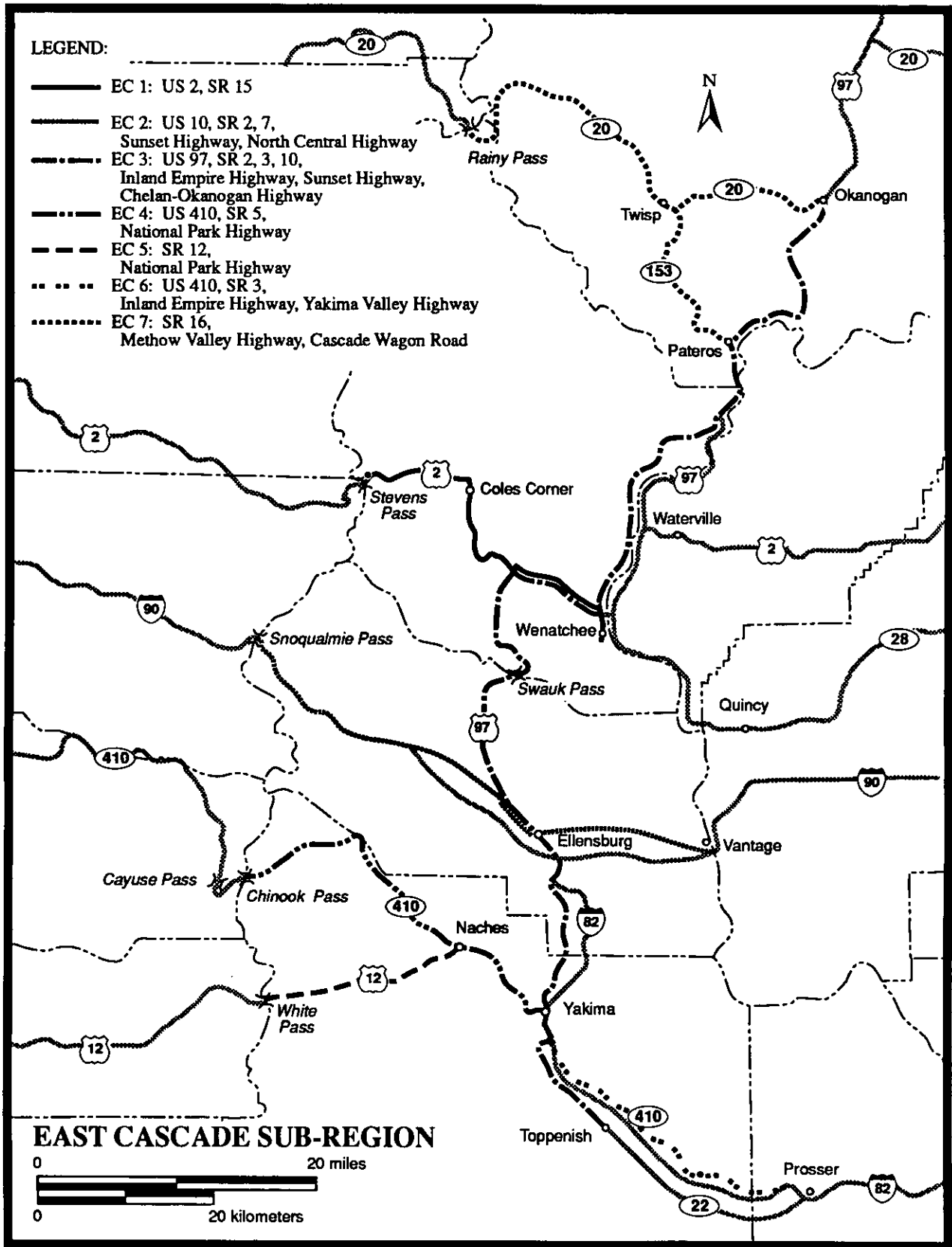


Figure 4. East Cascade sub-region and inventory corridors.

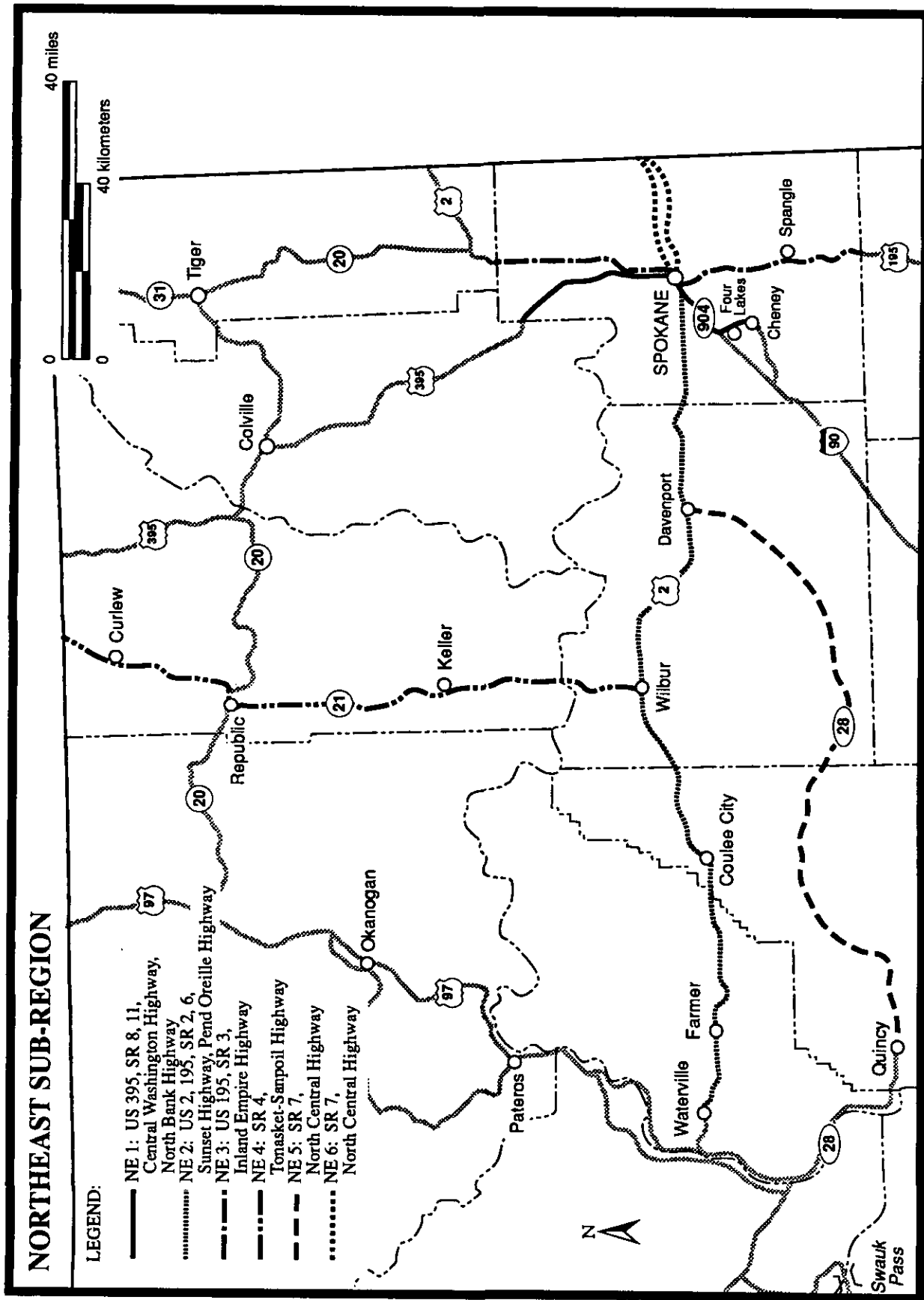


Figure 5. Northeast sub-region and inventory corridors.

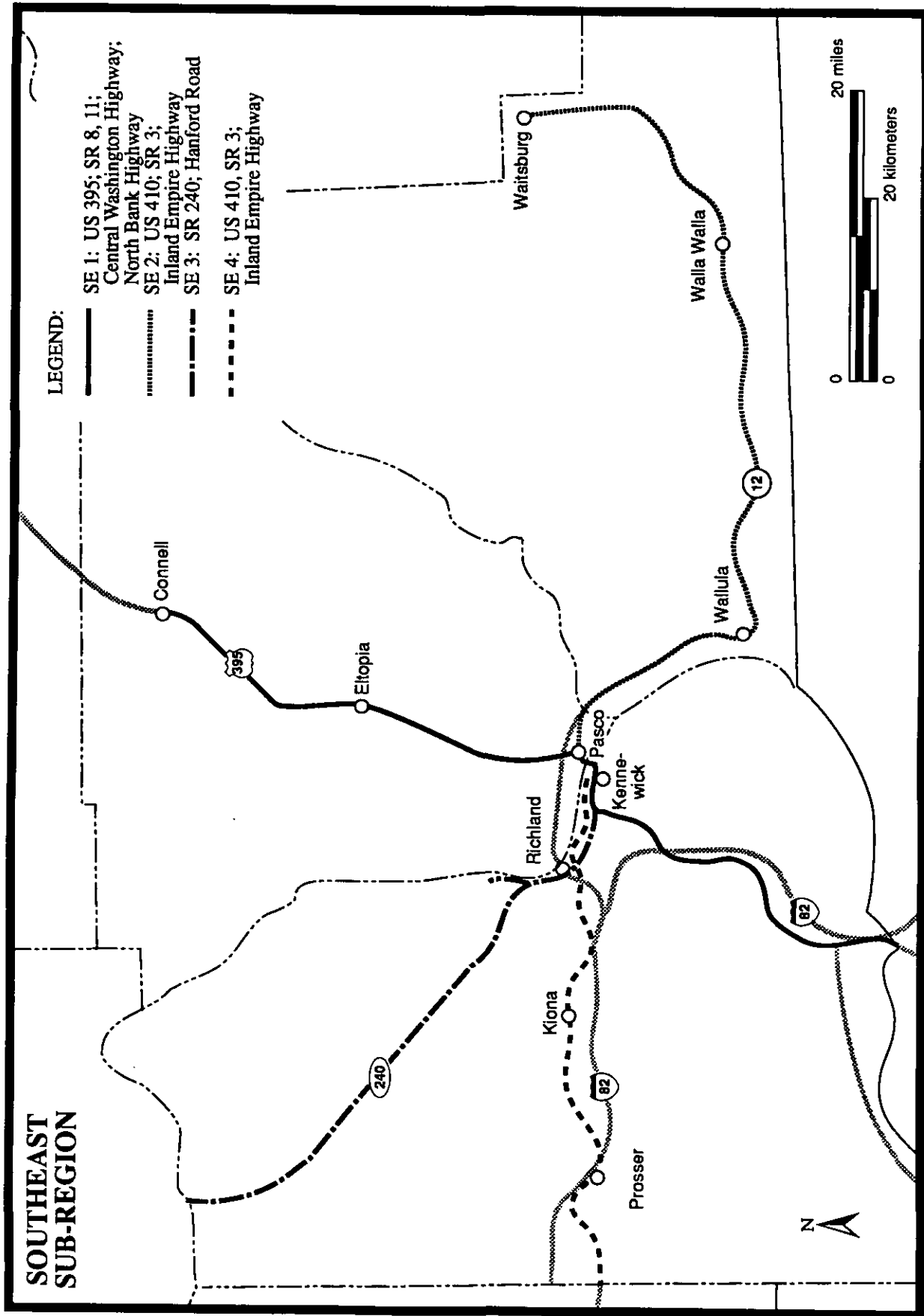


Figure 6. Southeast sub-region and inventory corridors.

Highway corridors were chosen within the geographic sub-regions for three primary reasons: (1) Historical significance; (2) Representation of the pre-freeway state highway system; and, (3) Presumed survival of targeted properties, that is those associated roadside commerce dating ca. 1900-1965. The following highway corridors are those along which the inventory occurred. They are arranged within geographic sub-regions, by highway corridor designation number, the current highway route number that approximates the historic routes, the highway route number predating the interstate freeway system (ca. 1955), the highway's historic name, and the distance included in the present study:

Puget Sound (PS): King, Pierce, Snohomish and Thurston Counties

- PS 1: US 99; US 99 and State Highway 1; Pacific Highway; Everett to Olympia.
- PS 2: US 2; US 2 and State Highway 15; Everett to (not including) Stevens Pass.
- PS 3: I-90; US 10 and State Highway 2; Sunset Highway; Seattle to (not including) Snoqualmie Pass.
- PS 4: State Route 410; US 410 and State Highway 5; National Park Highway; Tacoma to Cayuse/Chinook Passes.
- PS 5: US 101; US 101 and State Highway 9; Olympic Highway; Olympia to northwest Thurston County line.

Southwest Washington (SW): Clark and Cowlitz Counties

- SW 1: I-5; US 99 and State Highway 1; Pacific Highway; Vancouver to Longview/Kelso.
- SW 2: State Route 14; US 830 and State Highway 8; North Bank Highway; Vancouver to east Clark County line.

East Cascades (EC): Chelan, Kittitas, Okanogan and Yakima Counties

- EC 1: US 2; US 2 and State Highway 15; Stevens Pass to Wenatchee.
- EC 2: I-90; US 10 and State Highways 2 and 7; Sunset Highway & North Central Highway; Snoqualmie Pass to Vantage.
- EC 3: US 97; US 97 and State Highways 3, 2 and 10; Inland Empire Highway, Sunset Highway & Chelan-Okanogan Highway; Okanogan to Toppenish.
- EC 4: State Route 410; US 410 and State Highway 5; National Park Highway; Cayuse/Chinook Passes to Yakima.
- EC 5: US 12; State Highway 5; National Park Highway; White Pass to Junction with State Route 410.
- EC 6: I-82; US 410 and State Highway 3; Inland Empire Highway; Yakima to east Yakima County line.
- EC 7: State Route 20 and State Route 153; State Highway 16; Methow Valley Highway and Cascade Wagon Road; Washington Pass to Okanogan and Pateros.

Southeast Washington (SE): Benton, Franklin and Walla Walla Counties

- SE 1: US 395; US 395 and State Highways 11 and 8; Central Washington Highway and North Bank Highway; Plymouth to Connell.
- SE 2: US 12; US 410 and State Highway 3; Inland Empire Highway; Pasco to Waitsburg.
- SE 3: State Route 240; Hanford Road; Richland to Hanford.
- SE 4: I-82; US 410 and State Highway 3; Inland Empire Highway; Kennewick to west Benton County line.

Northeast Washington (NE): Douglas, Ferry, Grant, Lincoln and Spokane Counties

- NE 1: I-90, US 395, and State Route 904; US 10, US 395, and State Highways 3 and 11; Central Washington Highway & Inland Empire Highway; Cheney to Deer Park.
- NE 2: US 2; US 2 and State Highways 2 and 6; Sunset Highway; Waterville to Spokane city center.
- NE 3: US 195; US 195 and State Highway 3; Inland Empire Highway; North Spokane County line to south Spokane County line.
- NE 4: State Route 21; State Highway 4; Tonasket-San Poil Highway; Wilbur to Danville.
- NE 5: State Route 28; State Highway 7; North Central Highway; Quincy to Davenport.
- NE 6: I-90 and State Route 290; US 10 and State Highways 2 and 2H; Sunset Highway & Trent Road; Spokane to Idaho border.

In order to gain an understanding of the full extent and variety of the state's transportation-associated historic resources, efforts were made to record a substantial quantity of properties. A total of 780 properties were inventoried, including updates of sites previously listed in the State Inventory (Table 1 and Appendix 1).

Not every transportation-associated property located along these routes was inventoried. Selected for recordation and inclusion in the inventory were properties representing a range of types, ages, and conditions. Some inventoried properties, in the professional judgment of the individual surveyor, would likely meet National Register criteria for individual listing, listing within an historic district, or listing within a Multiple Property registration format. Normal integrity standards were relaxed to a considerable degree to allow for consideration of structures altered for continued transportation use within the historic period.

Each inventoried site was photographed, mapped, and briefly described on a standard Washington State Historic Property Inventory form. OAHF required the forms to be produced on Paradox database software, which required adjustment of spaces, margins, and columns, and resulted in alteration of some fields on the form. As per the contract's Scope of Work, Part V, current property ownership information was not required for completion of the forms. When not known for certain, acreages and estimated construction dates of inventoried properties were

stated as approximates (circa, or ca.). Property histories were obtained for some sites through interviews with owners or business occupants, or through conversations with neighbors or knowledgeable local historians. Further background was in some cases gleaned from secondary sources on local history and from Sanborn Fire Insurance maps. Some properties were not separately researched for significance, but were scrutinized in the overall analysis leading to the development of historic context and definition of property types.

Table 1. Numbers of Properties Inventoried by Geographic Sub-Region.

Highway Corridor/Highway	Inventoried Properties	Highway Corridor/Highway	Inventoried Properties
Puget Sound Geographic Sub-Region		East Cascades Geographic Sub-Region	
PS1/99	254	EC1/2	21
PS2/2	21	EC2/10	38
PS3/10	24	EC3/97	79
PS4/410	20	EC4/410	16
PS5/101	12	EC5/12	3
Total	331	EC6/410	11
Southeast Geographic Sub-Region		EC7/20	6
SE1/395	29	Total	174
SE2/12	36	Northeast Geographic Sub-Region	
SE3/240	2	NE1/395	36
SE4/410	7	NE2/2	41
Total	74	NE3/195	23
Southwest Geographic Sub-Region		NE4/21	11
SW1/99	35	NE5/28	19
SW2/14	6	NE6/10	30
Total	41	Total	160
Project Total		780	

The inventory portion of this project, from the outset, has placed priority emphasis on properties that catered to motorized vehicle use along state-owned highways between the years 1900 and 1945, with a secondary focus on the post-World War Two years through 1965. Of the 780

properties inventoried, a total of 710 were, in fact, related to motorized road transportation, while the remaining 70 properties were associated with other modes of transportation (air, water, and non-motorized land travel). The project focus is further reflected in the approximate construction dates of inventoried properties (Table 2 and Chart 1).

Given the intended and actual priority emphasis of the project, contextual research has centered on the documentation of highway-related cultural resources and, more specifically, on the evolution of roadside commercial architecture. The context statement for "Motorized Road Vehicle Transport: Roadside Commerce, 1900-1965," set forth below, serves to augment OAHP's existing Transportation Study Unit (Harvey 1989).

Five broad categories of roadside commerce encompass most of the properties inventoried, and provide a general functional framework for the organization of property types. The categories are: Vehicle Dealerships, Automotive Service, Traveler Lodging, Highway Dining, and Roadside Entertainment. Each category can be further subdivided into one or more property types, given below, which were inventoried in sufficient quantity (or for which sufficient literature exists) to allow for an analysis of form. Photographs of each property type are presented in Appendix 2.

Some highway-related commercial properties were recorded in insufficient quantity to allow for any meaningful analysis of form. These include two bus depots, one auto factory, two car-washes, and three parking garages. Literature pertaining to these property types is likely to be relatively scarce and has not been scrutinized.

Facilities belonging to the Washington State Department of Transportation were inventoried in some locations, but are likewise not included in this context statement. As a group, these resources relate more closely to infrastructure than to highway commerce, yet their quantity and quality clearly suggest the need for thorough documentation in the near future.

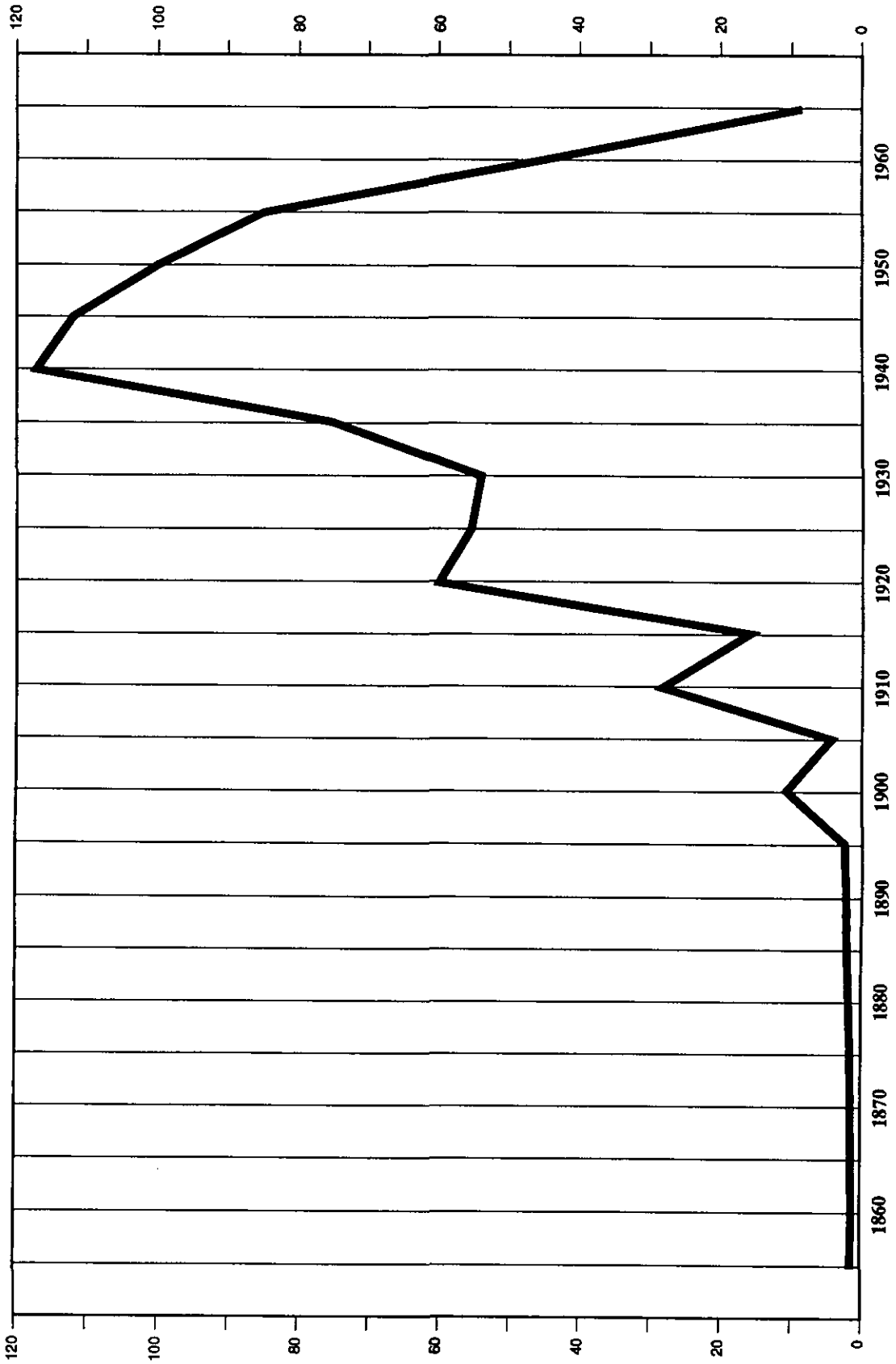
Numerous transportation-related facilities and objects were excluded from the ISTEA project inventory: elements of the transportation infrastructure, such as bridges, tunnels, modern roadways, railroad grades, and airport runways; commemorative structures, objects, and facilities, such as memorials, museums, theme parks and interpretive exhibits; movable objects, such as wheeled and tracked vehicles, and water craft, except boats used to ferry automobiles; fabrication plants; recreation resorts; moved properties; properties associated with persons significant in transportation history, except those properties directly serving transportation; and properties associated with postal or parcel express operations; and properties already listed on the Washington State or National Registers of Historic Places.

Properties associated with transportation included in the Washington State Inventory of Cultural Resources prior to the present project were inventoried where they occurred within the selected study corridors. For reinventoried properties, an "R" has been added to the field site numbers (for example, SE2-21R) on the inventory cards and in the list of properties inventoried in Appendix 1. Original inventory data obtained for previously inventoried properties has been attached to the updated forms. Some previously recorded sites were not reinventoried: several

Table 2. Construction Circa Dates of Inventoried Properties by Sub-Region.

Date	Puget Sound	East Cascade	Northeast	Southeast	Southwest	Total	Percent
1855	1	0	0	0	0	1	.128
1860	0	0	0	0	0	0	0
1865	0	0	0	0	0	0	0
1870	0	0	0	0	0	0	0
1875	0	0	0	1	0	1	.128
1880	0	0	0	0	0	0	0
1885	0	1	0	1	0	2	.256
1890	2	0	0	0	0	2	.256
1895	1	0	0	2	0	3	.385
1900	6	5	1	0	0	12	1.538
1905	0	2	1	0	1	4	.513
1910	9	7	6	5	1	28	3.590
1915	4	6	5	1	1	17	2.179
1920	28	10	16	3	2	59	7.564
1925	24	18	6	3	5	56	7.179
1930	17	18	14	2	3	54	6.923
1935	25	20	21	3	5	74	9.487
1940	51	27	15	20	4	117	.15
1945	50	15	27	12	8	112	14.359
1950	46	21	13	13	5	98	12.564
1955	43	9	23	5	4	84	10.769
1960	21	11	10	3	2	47	6.026
1965	3	4	2	0	0	9	1.154
Total	331	174	160	74	41	780	100%

Chart 1:
Construction Circa Dates of Inventoried Properties



could not be found due to inadequate locational information provided on inventory forms; some may have been extant but unrecognizable due to extensive alteration; and others have been demolished. AHS personnel conducting follow-up visits discovered a few properties included in the present inventory were being demolished or had already been razed. That information appears on the inventory forms submitted to OAHP.

Historic Context

Motorized Road Vehicle Transport: Roadside Commerce, 1900-1965

The advent of gasoline-powered motorized vehicles revolutionized transportation in early twentieth century America, as dramatically as did the railroad in the previous century. At first an expensive toy for the wealthy, the motor car was soon made affordable to the average family through the economy of mass-production. By 1910, the number of private automobiles in the United States had grown to 458,000, by 1920 to 8 million, and by 1930 to 23 million (Jakle 1985:121). Within a few short decades, the automobile forever altered the concept of travel, gave impetus to the development of a nationwide system of highways, shaped the physical growth of cities and towns, and created a market for commerce of an entirely new character. This transformation of the landscape by and for the automobile continued unabated through 1965 and beyond.

Freedom to Travel

Americans found in car ownership an unimagined freedom. No longer bound by train schedules and the linear routes of rail lines, people rediscovered the joy of complete freedom of movement, now coupled with the exhilaration of speed. Auto touring became a popular form of recreation, offering an athletic challenge, and a new form of sociability. The difficulties of early motoring - break-downs, dust and mud, unmarked roads - created a certain camaraderie among motorists and a democratic mode of interaction. Automobiling also provided a more immediate, personal connection with the landscape. Exploring the countryside on one's own schedule, following one's own chosen route, gave people access to back regions never penetrated by rail. The automobile enabled many families, for the first time, to vacation, to visit distant relatives, and to see America.

The popularity of passenger car travel increased during the depression decade of the 1930s. In 1935, 85% of all vacation travel was by automobile, even though railroad travel was still less expensive (Jakle 1985:169). World War Two restricted private travel through gas rationing, and many commercial resorts and roadside services shut down for the duration. But after 1945, auto sales soared and Americans once again took to the road. Travel for pleasure, and local use of the automobile for Sunday drives and trips to the drive-in, reflected and reinforced America's love affair with the car. By 1960, 61 million automobiles were registered in the United States, one car for every 2.3 people (Jakle 1985:121).

Highway Development

Beginning in the 1910s, ever-increasing numbers of motorists demanded the improvement of highways. The development of roads had stagnated during the heyday of the railroad, remaining an early 19th century system of rural farm-to-market routes maintained by local governments. Soon after the turn of the century, recreational motorists, together with auto makers, petroleum companies, and the manufacturers of highway construction materials, became effective lobbyists for good roads. Private highway associations sought to mark and slowly to improve transcontinental routes, thereby promoting tourism, and educating the public as to the value of a nationwide network of concrete, all-weather roads (Liebs 1985:16-18). The Lincoln Highway was the earliest of these, and the Yellowstone Trail from Boston, Massachusetts to Seattle, Washington, one of the most scenic. The *Automobile Road Book for Western Washington* for 1913 noted that the Pacific Highway had been officially "pathfound" the previous year by A.L. Westgard, who marked the transcontinental route from New York to Seattle for the American Automobile Association.

Road building first received the support of the federal government in 1916 with the passage of the Federal Aid Road Act. In order to receive substantial matching funds for the improvement of its rural roads, each state was required to establish a highway department. After World War One, lawmakers recognized the strategic important of a nationwide, integrated system of trunk highways, and the Federal Highway Act of 1921 made funds available to the states for the development of primary state roads. Federal relief and recovery programs expended four billion dollars on road improvements during the Great Depression years of the 1930s. By 1945, the mileage of improved roads in America exceeded that of unimproved roads. In a continuing push to construct a comprehensive, new system of transportation, the Highway Act of 1956 established an additional 41,000 mile network of divided, limited access interstate freeways and turnpikes (Jakle 1985:125-127).

In the State of Washington, road building began years before the involvement of the federal government. In 1905, the Washington Highway Department was established along with a State Highway Fund. Moneys were apportioned to twelve key routes, some of which by 1913 had been named as Primary State Roads. Well into the 1920s, primary roads were officially designated and mapped by their popular names: Olympic Highway, Pacific Highway, Sunset Highway, National Park Highway, Inland Empire Highway, Central Washington Highway, Chelan and Okanogan Highway, Navy Yard Highway, North Bank Highway, Pend Oreille Highway, and McClellan Pass Highway (Department of Highways Maps 1920 and 1929).

By 1920, motor vehicle registration in Washington approached 187,000. Federal funds that became available after World War One launched the Highway Department into its largest construction program to date. In 1923, there was a complete revision and renumbering of state highway routes, although most of the familiar, colorful names remained in use. Washington boasted an extensive system of paved and "improved" (oiled or graveled) roads by 1927, and in recognition of that fact raised the legal speed limit from 30 to 40 miles per hour. Federally-subsidized highway construction continued apace throughout the state during the Depression. Many unimproved roads in Eastern Washington were either paved or macadamized, and the Department began to concern itself with roadside landscaping and the placement of historical

markers. By 1938, mileage within the state highway system totaled just over 6000 miles. Washington received over \$32 million from the federal government in 1956 for the construction, reconstruction, and improvement of the interstate highway system (Bruce 1960:10-18, 28).

Shaping the Landscape

Prior to widespread ownership of the automobile, America's towns and cities focused inward around a downtown with a central "Main Street" corridor. Main Street served as the business hub of the community, a well-defined place for trade, for socializing, and for conducting civic and institutional activity. No matter what the size and scale of the community, Main Street shared common physical characteristics - buildings crowded together creating a wall of facades, with lively pedestrian activity along blocks of shopfronts. Downtown railroad depots and freight houses strengthened the symbolic and functional importance of Main Street. When automobiles entered this environment, they shared the street with horses, wagons, buggies, and bicycles. In larger cities, this created considerable confusion and led to the beginnings of municipal traffic regulations (Liebs 1985:7-9).

During the years of rapid urbanization in the late nineteenth century, commercial streets radiated out from downtown along horsecar and, later, electric trolley car lines. Beyond the congestion and the dense development of Main Street, neighborhood businesses sprouted up, catering to the residents of the new streetcar suburbs. These single story masonry buildings, or "taxpayers", were intended as an interim investment on land that would soon appreciate in value. Where the street cars stopped, the automobile continued, pushing the fingers of development still further beyond the outskirts of town. Taxpayer strips at first resembled Main Street in their site planning - buildings adjoining one another with zero setback from the sidewalk - but by the mid-1920s, they increasingly accommodated the automobile with setbacks for off-street parking (Liebs 1985:10-12, 14).

In the second quarter of the century, through highways began to be re-routed around congested business districts. New commercial enterprises grew up along these detours. Successive bypass roads sometimes leapfrogged out from Main Street, leaving businesses stranded, until it was possible for the passing motorist to entirely avoid contact with the community on a limited access highway. In Washington, this double bypass phenomenon can be observed in a number of towns and cities, among them Seattle and Kalama on the Interstate-5 corridor, Sunnyside and Grandview along Interstate-82, and the town of Brewster on US 97.

After World War Two, automobile transportation shaped the physical evolution of cities and towns in two ways. Suburban development filled in between existing commercial approach strips, and what had originally served as the gateways to the city became busy shopping corridors where suburban residents cruised for furniture, a new car, or a hamburger. The "Miracle Mile" strip was entirely auto-oriented in its unplanned siting, with spacious parking lots fronting the street, drive-in businesses, widely-spaced traffic lights, and no sidewalks. After 1956, the development of the four-lane interstate freeway system profoundly altered the landscape as it sprawled across the countryside and sliced through the historic centers of countless communities. Some nearby commercial strips suffered decline, but others prospered as frontage roads. Commercial development at interchanges became the newest, most valuable

location for highway commerce (Liebs 1985:28-29, 34-36).

Roadside Commerce

In pre-industrial America, roadside commerce took the form of inns, taverns, and liverys that catered to travelers on horse-drawn vehicles. With the coming of the railroad, these services dwindled and were reconstituted in close proximity to the railroad depot. Railroad hotels, station dining rooms, and beaneries offered all necessary comforts to the rail passenger. When the first motor car enthusiasts took to the open road, little existed in the way of services outside the centers of towns and cities. For food, lodging, and gasoline, motorists were forced to make the next town by evening, and to seek out the traditional hotel, restaurant, and garage with gasoline pumps (Liebs 1985:16, 20). *The Automobile Club of Seattle Tour Book* of 1913 offers advertisements and listings of garages, gas and oil stations, and hotels within the heart of every Washington town and city, but no roadside services are mentioned.

By 1920, however, the volume of weekend automobile traffic on rural roads had increased to such an extent that entrepreneurs began to take notice. Over the course of that decade, thousands of roadside businesses sprang into being: refreshment stands, cabin camps, souvenir shacks, cafes, filling stations, fresh produce stands, candy and tobacco shops, roadhouses, and other wayside emporia. Such businesses survived the Depression in good form, despite the widespread failure of the economy, simply because Americans continued to roam the countryside in their automobiles. Roadside commerce flourished along approach roads into towns, at resort areas formerly accessible only to the wealthy, at oases along desolate stretches of highway, at crossroads villages, and along early bypasses (Liebs 1985:20-24).

After World War Two, the economy of the roadside flourished as never before. Commercial strips added a full range of retail services, including neighborhood and regional shopping centers, to the basic trilogy of food, gas, and lodging for travelers. The most significant change in the nature of these traditional businesses was that increasingly, through the 1950s and 1960s, large corporations dominated the restaurant and motel industries, just as they had gasoline retailing from the 1920s. Chain operations commonly utilized "place-product packaging", an advertising concept that involved coordination of building design, product packaging, service routine, and signage (Jakle 1982:76). Along the new freeways and turnpikes, designed for speed of travel and higher volumes of traffic, all gas, food, and lodging businesses were limited to interchanges where instantaneously-recognizable advertisement served to prepare motorists for a fast-approaching exit.

Property Types

Vehicle Dealerships

Historical Context

When motor cars first appeared on the American market at the turn of the century, manufacturers turned to local businessmen in order to quickly and cheaply establish a retail sales network. Franchises were issued to "agents" for selling, repairing, and promoting the

scores of available models. Often these early dealers had other Main Street businesses that were transportation related, whether livery stables or blacksmith, carriage, or bicycle shops. As their new sidelines flourished, some businessmen dropped their earlier services and became full-time agents for the sale of horseless carriages. At first, auto sales were physically incorporated into existing Main Street buildings (Ashley 1993:E-14). By about 1910, however, new buildings were being put up downtown for the sole purpose of showing, repairing, and servicing automobiles. Gasoline was apparently routinely sold at dealerships, particularly in smaller towns.

Washington was no different than other states in the proliferation of auto dealerships in the early years of the century. By 1913, Washington communities from Aberdeen to Waitsburg boasted agencies for the sale of Fords, Buicks, Overlands, Cadillacs, Studebakers, Chalmers, Wintons, Packards, Hudsons, Pierce Arrows, and many more. *The Automobile Club of Seattle Tour Book* for 1913 lists 189 businesses labeled as "Garages and Gas and Oil Stations" in Washington, and although a few are clearly general stores with gas pumps, and some exclusively repair shops, the great majority are auto dealerships with company franchises. The gradual conversion of Washington's downtown commercial buildings to automotive uses (and their interior allocations of space) can be traced through Sanborn Fire Insurance Company maps for the period 1900 to 1930.

In the 1910s and 1920s, auto manufacturers became increasingly involved in shaping the program and design for their dealers' showrooms. They encouraged grander, more dignified buildings that vied with downtown banks and hotels in architectural elaboration. Auto showrooms served as corporate status symbols, and the "sales palace" idea, complete with sumptuous interiors, caught on not only in the cities, but in smaller communities as well. In some places, local ordinances forced the relocation of dealerships out of early wood-frame buildings for fire safety reasons. These trends, in combination with site restrictions and rising taxes in the center city, encouraged the exodus of auto showrooms out of downtown to a taxpayer strip where a new commercial district, Automobile Row, was born (Liebs 1985:79-83). Early auto rows can be identified in nearly every sizable Washington city, and include Westlake Avenue and Pine Street in Seattle, S. Wenatchee Avenue in Wenatchee, S. First Street in Yakima, and W. First, Second, and Third Avenues in Spokane.

The automobile industry was severely but briefly impacted by the Depression. By the mid-1930s, leading manufacturers urged dealers to rid themselves of grandiose facilities and relocate to modern plants on larger sites at the edge of town. Secondhand car sales had become a mainstay for most dealers, and more space would thereafter be given over to that element of the business. In light of the new economic realities, company brochures advised a single-story facility that resembled a modern service station, with a smaller central showroom flanked by service bays and a prominent parts and accessories sales area. Exteriors and interiors were "streamlined", a look which was also employed in the widespread remodeling of older showrooms across the country (Ashley 1993:E-15).

Following World War Two, the American demand for new automobiles rose dramatically. By 1950, over 43,000 dealerships were in business. As new cars rolled off the assembly lines, companies and their dealers sought to create showrooms that were eye-catching yet eminently

functional. Studebaker, Ford, and General Motors issued design primers that stressed the value of strategic location, careful interior programming, visible and attractive sales areas, and spacious used car display lots. These key components of a modern dealership remained the basic industry format, with a succession of architectural styles en vogue, into the mid-1960s (Liebs 1985:87-89). The new auto rows stretched for mile upon mile at the furthest reaches of major commercial strips where, perhaps thirty or forty years earlier, auto tourists had made their way into the countryside.

Physical Form and Evolution

Approximately 85 vehicle dealerships were identified in the present inventory (Table 3). From these, four property types defined by form, location, and period can be discerned. Downtown dealerships and early auto row dealerships are sometimes difficult to distinguish from auto repair garages, because they often reverted to repair garages and served as such for many years. The salient features of the dealership are the prominent showroom display windows and, generally, a greater degree of exterior architectural detailing.

Downtown Dealerships: Built between ca. 1900 and 1925, downtown dealerships constructed solely for automotive commerce followed the Main Street formula of zero-setback from the sidewalk, adjoining side walls (in larger towns), and a tri-partite brick or stucco facade. Wood-frame or load-bearing masonry construction was the norm. Roof configurations, generally flat, gabled, or bow truss, were hidden behind decorative parapet walls. Downtown dealerships were frequently of two stories (or more in larger cities), requiring interior ramps and/or elevators.

Display windows with transoms were large, offering a view into the street-facing showroom. Often built on corner lots, vehicle access was provided through double-leafed wooden garage doors off the side street or alley. Repair and service facilities were located unobtrusively at the rear. Gasoline pumps were commonly provided at curbside, or under a recessed corner drive-through.

Significant Washington examples of the downtown dealership identified in the inventory include: the Butterfield Garage (ca. 1920) on Main Street in downtown Ellensburg (Field Site No. EC3-07), a prominent two-story dealership of hollow tile with a corner drive-through for gasoline service; the 1926 Ford showroom on Second Ave. S. in downtown Okanogan (EC3-20), a single-story brick dealership with an original gabled car-wash wing on one side and a corner drive-through for gas and oil; and the Waterville Auto Company (ca. 1920) on Locust St. in downtown Waterville (NE2-17), a two-story brick structure with transomed display windows. In downtown Harrington, the old Ford dealership on N. Third at Glover St. (NE5-17) still retains a curbside gasoline pump at the sidewalk's edge.

Early Auto Row Dealerships: Early auto row dealerships were generally built between the years 1915 and 1930. They can be found in districts of like buildings extending one or more blocks in length on the fringes of the downtown core. Key to this property type is the continuation of the Main Street formula of zero setback from the sidewalk and, in larger communities, continuous facade lines. Depending upon the size and scale of the city, these

Table 3. Vehicle Dealerships - Inventory Entries by Category and Property Type.

Downtown Dealerships	Early Auto Row Dealerships		Depression Era "Modern" Dealerships		Post War Dealerships		
NE2-15	NE2-14	PS1-006	NE1-13	PS1-101	SW1-2		
NE2-17	NE3-6	PS1-011	NE2-24	PS1-102	SW1-3		
NE2-20	NE3-7	PS1-058	NE3-5	PS1-103	SW1-13		
NE5-17	NE3-9	PS1-068-R	NE6-28	PS1-137	EC3-32		
NE5-18	NE3-10	PS1-073-R	NE6-30	PS1-161	EC3-47		
SW1-32	NE3-11	PS1-107	EC3-71	PS1-200	EC6-06		
SW1-34	NE3-12	PS1-182	EC6-07	PS1-207	SE1-4		
EC1-15	NE3-13	PS1-183	SE2-25	PS1-249	PS1-019		
EC2-13	NE3-14	PS1-242	SE2-26	PS4-002	PS1-028		
EC3-06	EC1-14	PS1-243	SE4-5	PS5-010	PS1-147		
EC3-07	EC2-15	PS1-244	PS1-015	PS5-011	PS1-185		
EC3-08	EC3-10	PS1-245	PS1-057		PS1-190		
EC3-20	EC3-11	PS1-246			PS1-197		
EC3-25	EC3-51	PS3-018			PS1-211		
EC3-65	EC3-70				PS1-248		
SE1-24							
PS1-186							
PS2-005							
Total	18	Total	29	Total	23	Total	15

buildings may vary from one, to three or more stories in height. Reinforced concrete was the preferred method of construction, with an exterior skin of terra cotta or stucco.

In these sales buildings, areas of glazing were increased at all levels, with ground floor display windows offering views into the high-ceilinged showroom. Exterior dressing might consist of a currently-popular architectural style such as Gothic, Neo-classical, or Art Deco, depending upon the prominence of the business and the make of car offered for sale. Interior garage service was unobtrusively provided through side or rear entries, wherever possible. Visual advertisement took the form of electric rooftop and wall signage.

Strong inventoried examples of the early auto row dealership include: a two-story 1920s dealership at W. 907 Second Avenue in Spokane (NE3-10), situated mid-block in a row of continuous street facades; a detached Mission Revival-styled showroom on Rucker Avenue in Everett (PS1-011), with decorative parapets and segmental-arched vehicle entrances at the corner; and the old William McKay Ford Lincoln Mercury dealership on Westlake Avenue in Seattle (PS1-073), with its elegant classically-styled detailing in terra cotta. A small-town version of the type is the D&M Motors building on N. Main St. in Ellensburg (EC-3-10), a single-story showroom of reinforced concrete with spare Art Deco detailing, located on the fringe of the early business district.

Depression Era "Modern" Dealerships: Depression era dealerships, built between the years 1930 and 1945, were erected still further out from downtown on major commercial avenues. This property type was the first to make the break from the Main Street formula, in that it was free-standing, and often partially set back from the sidewalk in an L or U shaped plan. Generally of a single-story, and constructed of less-expensive load-bearing masonry, the layout of the plant reflected the dealers' new emphasis on service, parts and accessories, and used car sales.

Centralized showrooms, closest to the sidewalk, were flanked by large and clearly marked service bays, and accessories sales rooms. Gasoline pumps were often positioned in the setback apron outside the service area. Open side lots for secondhand car sales, also occupying street frontage, adjoined the building. Sometimes these lots were covered with canopies. Typical exterior finishes included stucco, porcelain enamel, structural glass, and walls of glass brick. Styles echoed the "modern" aesthetics of the period: zig-zaggy Art Deco, sleek Streamlined Moderne, and boxy International Style. Signage included wall, rooftop, and vertical marquees of metal and neon.

Particularly intact examples of Depression era "modern" dealerships identified in the inventory are: the 1930s Speck Chevrolet dealership on Sixth St. in Sunnyside (EC6-07), with its glass-enclosed showroom that was once a canopied drive-through for gas and oil service; the Teague Motor Company on Colville St. in Walla Walla (SE2-25), a two-building business with a now-enclosed corner drive-through and spare stuccoed relief; and the Mell Chevrolet Oldsmobile dealership on First St. in Shelton (PS5-011), a complex of single-storied stuccoed buildings with Streamlined Moderne lines and detailing.

Post-War Dealerships: Dealerships constructed between 1945 and 1965 were for the most part located on very large sites along primary commercial arterials. Dealerships tended to cluster, forming new auto rows. The basic format for plant layout - a central showroom of one or two stories in height, a flanking service wing, and a parts and accessories sales room - remained the same as in the previous era. The showroom's relationship to the street became still less critical, because all potential customers were speeding by and few suburban strips had sidewalks. Setbacks increased, as did the open-lot inventory display areas.

To draw passing motorists in from the highway, the post-war dealership relied upon architectural concept and signage to attract attention. Showrooms had generous visual fronts with plenty of plate glass, and were often given the appearance of a two-story structure. The Exaggerated Modern style of the 1950s and the space-age, Sputnik motifs of the early 1960s gained particular favor. Soaring rooflines, canted fronts, pylon and parabola-shaped pole and roof signs served as advertisement visible from a distance. Interiors were spatially designed to effectively market cars, parts, and service.

Little-altered examples of post-war dealerships represented in the inventory include: the 1948 Boesel Motors dealership on US 97 in Brewster ((EC3-32), a concrete block structure with glass brick windows and an industrial look; the Osborne-McCann Cadillac dealership on S. Tacoma Way in Tacoma (PS1-190), a sleek 1950s showroom with a canted glass facade and a distinctive pylon sign atop the roof; and the Clyde Revord GM dealership on Evergreen Way in Everett (PS1-019), with its parabola-vaulted glass-walled showroom from the 1960s.

Observations on Integrity

As a category of roadside commerce, Washington's vehicle dealerships appear to have enjoyed a relatively high survival rate. Downtown and early auto row dealerships were often of sturdy masonry or concrete construction. Although very few remain in use as dealerships, many survive and have been converted to furniture stores, recreational equipment outlets, warehouses, or auto repair garages. Others have been partitioned into a variety of retail uses.

Depression Era dealerships with their specialized interior spaces have perhaps proven less adaptable, or are in any case less recognizable in remodeled form. The same would appear to hold true for post-war dealerships. Those that do remain in business today have been either meticulously maintained in their original style (particularly in small towns where the competition has always been limited), or have been substantially updated. Relatively few unaltered examples of the Streamlined Moderne or of the Exaggerated Modern-styled dealership survive, and those that do are significant.

Research Issues

Pre-World War Two dealerships as a group are worthy of further study and evaluation. Of particular importance is the question of how interior layouts evolved in response to the changing dictates of auto manufacturers and to shifting economic conditions. The function of second-story spaces in downtown dealerships of the 1910s and 1920s is of interest, as is the commercial history of early auto row districts in Spokane, Seattle, and other larger cities. Depression-era modern dealerships, with their dramatic new direction in site-layout and aesthetics, offer a

unique opportunity for studying the growing sophistication of auto-marketing strategies in the 1930s.

Automobile Service

Historical Context

Businesses catering to the fueling, repairing, and storage of motorized road vehicles emerged rapidly in the years prior to World War One. A number of factors inspired this trend: the growth of passenger car production to over 100,000 by 1909, the break-up of the Standard Oil Company Trust in 1911, and the progressive movement toward good roads in the 1910s were all important forces (Jakle 1994:48-49). For a time, such businesses routinely offered a mix of services generally no longer linked. Repair shops provided gasoline, car storage, and perhaps new car sales; retail dealerships offered gasoline and emergency repair service; and storage garages sold tires, supplies, and repair services. From the beginning, the largest share of automotive-service profits fell to the petroleum industry which, with the gasoline station as the critical link in marketing, had the broadest impact on the American landscape.

At the turn of the century, gasoline was a little-used by-product of the petroleum industry. Its primary products, lubricants and kerosene for lighting, were commonly sold through independent jobbers or bulk dealers. By 1920, gasoline sales accounted for 85 percent of the petroleum market, up from 25 percent only ten years prior (Jakle 1994). At first motorists had to drive to the edge of town to purchase gasoline at bulk stations, filling their tanks by the dangerous hand-held container and funnel method. Oil companies sought more convenient retail outlets and a safer, more efficient method of dispensing the combustible liquid. Like auto manufacturers, they turned to existing downtown businesses willing to establish or expand a line of household petroleum products (Vierya 1979:3).

Curbside gasoline pumps equipped with hoses and underground tanks sprang up at grocery and feed stores, carriage and livery stables, blacksmith and bicycle shops. The new auto dealerships, repair shops, and garages routinely installed pumps, as did many auto camps and tourist courts along the open road. An employee of the business came forward to fill the customer's tank. Within fifteen years, curbside dispensing was decried in the popular press as a fire hazard and a traffic obstacle. It was literally outlawed by local officials in large and medium-sized communities in the early 1920s (Liebs 1985:96).

Such local ordinances forced oil companies to acquire real estate and develop a new product outlet - the drive-in gas station. Experimentation with the concept had been tried as early as 1907 in Washington, when the Seattle area sales manager for Standard Oil of California put up a gravity feed tank at the corner of Holgate and Alaskan Way (Witzel 1992:17-18). The emergence of the drive-in station amounted to a new form of land use in towns and cities. Downtown buildings were sometimes removed to make way for the station's driveway, gas pumps, and attendant's shelter, or station "house." Gas stations mushroomed on vacant lots in commercial districts, in established residential neighborhoods, at the edges of town, and along the rural roadside. By 1920, approximately 15,000 stations were standing nationwide,

some of them company-owned, others leased to dealers, and still others privately owned and operated.

The proliferation of this new species of roadside commerce prompted advocates of the City Beautiful movement to protest their unchecked spread of gas stations across the landscape. The *American City* magazine proclaimed in 1923 that "the tumble-down shack" was out of place in the city, particularly in residential neighborhoods, and that "it would behoove cities to include in their ordinances regulations for the erection of such buildings, limiting them to certain types, insisting that the design be in keeping with other buildings of the neighborhood" (quoted in Liebs 1985:98-99). Public pressure to create attractive, appropriate points of sale, along with the growing need for corporate identity, resulted in oil companies launching chains of look-alike stations. Ranging in architectural costume from terra cotta-clad classical temples to tidy, prefabricated steel and glass huts, corporate stations of the late 1910s and 1920s took the first steps toward developing a unified visual approach toward marketing. Authorized dealers were also required to use company colors, logos, signage and, in some instances, station house design. Independent stations, not to be outdone, frequently chose more theatrical mimetic, fantasy, or Art Deco architectural motifs and more aggressive signage. For all stations of the period, domestic styles were particularly favored, often with distinctly regional overtones.

In Washington, Shell Oil of California gained an early foothold. In 1912, Shell established a marketing subsidiary, the American Gasoline Company of Seattle, the first such entity nationwide to sell gasoline and motor oil exclusively. The station prototype featured a cream-colored base and distinctive yellow and red striping. By 1925, Shell had 3000 stations in California, Oregon, and Washington. Standard Oil of California (later known as Chevron) had penetrated the Washington market by 1919. To compete more effectively with Shell, the company built prefabricated look-alike stations 12 by 15 feet in dimension, of wood and glass, with attached canopies, and a red, white, and blue logo and color scheme. Texas Oil (Texaco) also entered Washington at an early date, at least by 1926 (Jakle 1992:98, 111-114).

The business of repairing and servicing motorized road vehicles, like the selling and fueling of autos, had begun with existing Main Street businesses such as carriage, bicycle, or implement repair shops. In the 1910s, many of these shops rapidly retooled to exclusively handle the burgeoning motor car trade. The new retail dealerships, too, routinely offered on-going auto-servicing as an important marketing tool. Some early dealerships quickly reverted to repair garages when the make of vehicle they sold fell victim to the marketplace. Independent repair garages in Washington towns and cities typically offered a range of services to early motorists. The Ellensburg Auto Company (now Kelleher Ford) advertised emergency service at any hour, gasoline and oils, tires and supplies, as well as brand-new Ford motor cars for sale. The Service Garage Company on East Union Street in Seattle offered a fireproof garage (with pick-up and delivery service from nearby hotels); gasoline, oils, and greases; tires and supplies for all makes; and "vulcanizing while you wait" (*Automobile Club of Seattle Tour Book* 1913:34 and 332).

By the late 1920s, private garages, repair shops, and dealerships could no longer keep pace with the booming business of auto servicing. Gas stations began to provide lubricating, car washing,

and tire repair areas adjacent to the station house. To shelter these activities, service bays were constructed on the site, either as additions to the station house, or detached from it. Gas stations became service stations, garnering a fair share of the light automotive repair industry for the next fifty years. Expanded repair services, along with expanded product lines known as TBAs (tires, batteries, and accessories) helped gas stations to weather the Depression of the 1930s (Liebs 1985:102).

At the close of the Depression, major oil companies recognized the need to win the loyalty of the motoring public by projecting a thoroughly modern, progressive image. In Washington, new competition had arrived by the late 1930s in the form of Richfield/Sinclair, Continental Oil (Conoco), and Union Oil of California. As a group, oil companies turned to the new field of industrial design and to prominent architects to develop sleek, streamlined service stations that were unapologetically functional in appearance. In line with the edicts of the International Style, the new stations would no longer look to the past for stylistic inspiration, nor would there be any attempt made to "blend in" with surroundings. Designers like Texaco's Walter Dorwin Teague were given the task of integrating a program for efficient repair bays, expanded TBA display areas, ample public restrooms, and overall eye-catching design. Beginning in 1937, Teague designed five variations on his classic Texaco "oblong box" (many of which were built in Washington) and other designers followed with subtle variations on the new prototype.

The oblong box format, with its rectangular dimensions, flat roof, extensive glazing, and shiny metal surfaces would dominate service station design for the next thirty years. Important as the building's design was, it was only part of the petroleum industry's firmly-rooted place-product-packaging marketing strategy. This approach created instant brand-name recognition through the use of integrated color, graphics, line, and surface, and encompassed signage, pump design, product displays, attendant uniforms, and building design.

While the structure of gasoline marketing remained the same, the oblong box persisted, but not without updates. In the 1950s and early 1960s, some companies sought to pump up the visual impact of the boxes with more lively Exaggerated Modern forms. Phillips 66 stations, prevalent in Washington, were notable for their additions of soaring V-shaped canopies with structural through-the-roof columns. By the mid-1960s, when billboards and other forms of roadside commerce fell victim to Lady Bird Johnson's highway beautification programs, oil companies responded by disguising of the old boxes under more environmentally-friendly materials, such as brick, stone, and cedar shakes.

The future of gasoline marketing, and of the gas station as form, clearly emerged in the wake of the Arab oil embargo of 1974. When it came, it was ushered forward by independents who, as early as 1947, had introduced the self-service pump and, later, the self-service pump with convenience store. By the 1980s, discount stations consisting of unattended pumps with tiny pay-huts, all under one large canopy or, alternatively, pumps-with-convenience-stores, were rapidly replacing the traditional oblong box service station. To remain competitive today, the major oil companies have followed suit with greater visual flash, building convenience stores and multiple banks of self-service pumps under massive canopies, all in fully-integrated, place-product-packaging style.

Physical Form and Evolution

Approximately 326 properties were identified in the inventory for their association with automobile service, by far the largest number in any category (Table 4). (Not all those inventoried within the category could be identified as representing the property types defined below). Of the total inventoried, about 211 represent businesses which originally offered retail gasoline sales. The remainder appear to have served primarily as vehicle repair garages. Based upon period, form, and mode of service, six property types can be defined.

Curbside Filling Station: Curbside stations were first installed from ca. 1905 to 1920 along the street in front of existing grocery, hardware, and feed stores, and along side livery stables, bicycle shops, and early auto repair garages. Curbside stations operated in central business districts, as well as in rural villages. The "station" consisted solely of sidewalk pumps which dispensed gasoline from underground tanks, via hose, directly to the customer's gas tank. Occasionally the pumps were covered by a simple open canopy.

The salient feature of this property type is the absence of any off-street, drive-in service. In downtown districts, customers literally lined up along the curb. In rural crossroads villages, they pulled just slightly off the side of the road. At the curbside filling station, there is no gas station structure as such, and the sale of gasoline is not the primary commercial activity.

Few true examples of the curbside filling station survive. The Big Bend Garage on Williard St. in Hartline (NE2-28) and the old Ford dealership on N. Third at Glover in Harrington (NE5-17) - classified respectively as a repair garage and a downtown dealership - are the only inventoried examples of curbside pumps still in place in "downtown" locations. More prevalent are curbside pumps fronting rural grocery stores. A good number of these businesses are abandoned and the actual pumps removed, but a handful are still intact, such as Keeler's Korner on Hwy. 99 in Lynnwood (PS1-022), a classic example already listed on the National Register. Others are still in operation with modern pumps: the Monitor Drive-In on E. Main Street in Monitor (EC3-49), a 1950s grocery with pumps and an adjoining early repair garage; and the Squaw Rock Resort on SR 410 in Cliffdell (EC4-01), a 1920s log grocery store with drive-through canopy and pumps.

"House" Gas Stations: The first off-street, drive-in stations with structures built exclusively for the retail sale of gasoline were "house" gas stations. They proliferated between 1915 and 1930 on vacant lots in downtown districts, in residential neighborhoods, and at rural crossroads. Identifying features include pumps with underground tanks, a small one or two-room hut (or "house") to shelter the attendant, and a drive-through lot. From 1920, canopies were frequently integrated into the roof of the "house." Public restrooms to the side or rear of the hut became increasingly prevalent, particularly in oil company-owned stations.

Early examples of the attendant's hut were utilitarian industrial sheds. Later types include prefabricated huts of structural steel construction with facings of stucco, zinc, brick, or galvanized steel. These portable structures featured plate glass windows in steel sash, and roofs of tile, copper, zinc, or steel. More substantial custom-built station huts of wood framing or hollow tile, with stucco or lapped wood siding were also common. Architectural dressing varied

Table 4. Automotive Service - Inventory Entries by Category and Property Type.

Curbside filling station	"House" Gas Station	"House" Service Station with Bays		Oblong Box Service Station			Small Box Station	Repair Garage	
NE2-28	NE3-18	NE2-1	PS1-234	NE2-5	EC3-40	PS1-100	NE5-6	NE2-2	PS1-145
NE4-8	NE3-4	NE2-13	PS2-001R	NE2-9	EC3-46	PS1-106	NE6-3	NE2-6	PS1-149
EC2-06	NE4-5	NE2-18	PS2-002R	NE2-11	EC3-55	PS1-109	EC2-21	NE2-12	PS1-150
EC2-08	SW1-25	NE2-19	PS2-007	NE2-25	EC3-62	PS1-110	EC3-61	NE2-22	PS1-153
EC2-09	EC1-18	NE3-3	PS2-015	NE2-41	EC3-69	PS1-112	EC6-08	NE2-27	PS1-155
EC3-45	EC2-20	NE4-7	PS2-019	NE3-4	EC3-72	PS1-113	PS1-095	NE2-28	PS1-156
EC3-49	EC2-38	NE6-25	PS3-007	NE3-17	EC3-77	PS1-117		NE3-1	PS1-159
EC4-01	EC3-15	SW1-7	PS3-014	NE3-19	EC3-78	PS1-118		NE3-22	PS1-165
SE2-14	EC3-18	SW1-11	PS3-016	NE3-20	EC4-08	PS1-119		NE4-10	PS1-168
SE2-15	EC4-02	SW1-14	PS4-001	NE5-2	EC6-04	PS1-122		NE5-3	PS1-171
SE2-16	NE1-6	SW1-31	PS4-012	NE5-7	EC6-09	PS1-123		NE5-12	PS1-181
SE2-17	PS1-088-R	EC1-07	PS5-002	NE5-15	EC6-11	PS1-126		NE5-13	PS1-191
SE2-34	PS1-247-R	EC2-16	PS5-004	NE5-16	NE1-11	PS1-128		NE6-1	PS1-195
PS1-017	PS5-005	EC2-26		NE5-19	NE1-12	PS1-129		NE6-2	PS1-196
PS1-022-R		EC2-34		NE6-6	NE1-30	PS1-131		NE6-4	PS1-198
PS1-205		EC2-36		NE6-9	SE1-12	PS1-138		NE6-5	PS1-199
PS2-011		EC3-12		NE6-14	SE1-19	PS1-142		NE6-29	PS1-201
PS2-013		EC3-14		NE6-15	SE1-23	PS1-143		SW1-4	PS1-202
PS2-014		EC3-16		NE6-18	SE1-25	PS1-148		SW1-23	PS1-206
PS2-020		EC3-34		NE6-19	SE2-1	PS1-151		SW2-4	PS1-210
PS4-013		EC3-60		NE6-20	SE2-4	PS1-160		SW2-6	PS1-214

Table 4, continued.

Curbside filling station	"House" Gas Station	"House" Service Station with Bays		Oblong Box Service Station			Small Box Station	Repair Garage		
		EC4-05		NE6-27	SE2-5	PS1-203		EC1-04	PS1-066	PS1-217
		EC4-16		SW1-8	SE2-27	PS1-213		EC1-19	PS1-067	PS1-227
		NE1-4		SW1-28	SE2-36	PS1-222		EC2-12	PS1-069	PS1-232
		NE1-5		SW1-35	SE3-2	PS1-235		EC2-14	PS1-071	PS1-239
		NE1-7		SW2-5	SE4-4	PS1-238		EC3-04	PS1-072	PS1-241
		SE1-13		EC1-12	SE4-7	PS1-251		EC3-24	PS1-084	PS2-009
		SE2-13		EC1-17	PS1-007	PS1-253		EC3-26	PS1-098	PS3-003
		SE2-24		EC1-20	PS1-033	PS3-001		EC3-30	PS1-105	PS3-004
		PS1-009		EC2-30	PS1-035	PS3-002		EC3-56	PS1-108	PS3-005
		PS1-070		EC2-35	PS1-037	PS3-006		EC3-65	PS1-111	PS3-013
		PS1-120R		EC2-37	PS1-039	PS3-009		EC3-66	PS1-114	PS3-022
		PS1-140		EC3-13	PS1-044	PS3-010		EC3-67	PS1-115	PS3-023
		PS1-162		EC3-21	PS1-053	PS3-012		EC4-07	PS1-116	PS4-005
		PS1-176		EC3-22	PS1-059	PS4-004		EC6-01	PS1-121	PS4-011
		PS1-180		EC3-28	PS1-062	PS4-006		EC6-10	PS1-124	PS4-017
		PS1-187		EC3-29	PS1-083	PS4-010		NE1-2	PS1-134	PS5-007
		PS1-204		EC3-31	PS1-085	PS4-012		NE1-15	PS1-139	
		PS1-231		EC3-33	PS1-087			NE1-17	PS1-141	
				EC3-39	PS1-097					
Total	19 Total	14 Total	31 Total	112 Total	6 Total	109 Total				

widely, the most frequent motif being the small cottage with domestic features, designed to blend in with a residential neighborhood and/or to present a tidy company image. Regional variations on the dwelling house theme produced bungalows, English cottages, miniature Spanish casitas, Chinese pagodas, and Dutch windmills.

Oil company marketing techniques and the rising concern for image resulted in early efforts to coordinate trademarks, color schemes, building design, and signage. Prior to about 1920, signs remained discretely attached to buildings, then increasingly were mounted on poles. Pumps were grouped on an island, and globes atop the pumps were used for retailer labeling. "Visible pumps" were standard by the mid 1920s with a glass cylinder for viewing the precise amount of gas being delivered to the tank.

A small number of "house" gas stations surviving without major additions were recorded in the inventory: an abandoned station on Hwy. 21 in rural Ferry County (NE4-5), a rare example of a wood-framed hut with canopy and a single early pump still in place; a "house" gas station on Old Pacific Highway near LaCenter (SW1-25), a more substantial wood-frame hipped-roof hut with canopy now converted to a small dwelling; an abandoned station on S. Wenatchee Avenue in Wenatchee (EC1-18), a rare surviving example of a prefabricated steel and wood hut with canopy; and Whipple's Gas Station on S. Main St. in Ellensburg (EC3-15), a box-like stuccoed hut with canopy now rehabilitated and converted to an espresso stand.

"House" Service Stations with Bays: "House" service stations with bays were largely created after 1925 in response to the increased demand for car washing, lubricating, and repair services. This type is characterized by one or more covered service bays added to an earlier gas station house, built simultaneously with it, or erected on the site as free-standing structures. Building additions made before 1935 usually reflected the architecture and roofline of the original structure; those made later were generally flat-roofed boxes of differing construction. As detached structures, the auxiliary service bays often formed an L or U shape around the gas hut and pumps.

Features of this new, neighborhood service station could include a vulcanizing shop, battery station, mechanical shop, lubritorium with grease pits, and an "automobile laundry" with wash rack. Grease pits were gradually replaced after 1925 by rotary lifts operated by air compressors. Canopies were sometimes eliminated to accommodate greater traffic circulation. For the same reason, pump islands were placed at further distances from the station house.

Intact examples of "house" service stations with bays are more numerous, and include an instructive assortment of free-standing huts with detached service buildings added later. These include the 1930s Naches Chevron station on SR 12 in Naches (EC4-05), with its unique octagonal hut of poured concrete, integral canopy and Art Deco spire, and its detached brick service bays with Art Deco detailing; and the familiar Windmill Service Station on S. Main Street in Ellensburg (EC3-14), a mimetic windmill hut, now converted to an espresso stand, with detached concrete block service bays dating to the 1940s. Strong examples of the hut with attached service bays include: the old Chevron station on Main St. in Almira ((NE2-13), a stuccoed Art Deco "house" with canopy and service bays built at the same time; the converted

Art Moderne service station on Alder St. in Walla Walla (SE2-24), with a corner hut and tower flanked by integral canopies and service bays; and the Brewster Auto Service on Main St. in Brewster (EC3-34), a 1920s false-fronted "house" with service bays attached in stages through the 1940s, 1950s, and 1960s.

Oblong Box Service Station: The oblong box was a new service station prototype that emerged out of the Depression. It appeared in both urban and rural locales, at freeway interchanges and along suburban strips, in all regions of the country. As a type, the oblong box dominated service station design from the late 1930s to the late 1970s. Developed by leading oil company architects and industrial designers, the design of the oblong box was based on the principles of the International Style. Driving the design was the need for larger product display and storage areas, more efficient repair bays, and up-to-date corporate imagery.

Oblong boxes integrated all of these modern functions in a simple rectangular floor plan under one flat roof. Before 1950, most oblong boxes were constructed of prefabricated steel I-beam frames. Cinder and concrete block construction replaced steel framing after 1950. As a rule, the amount of glazing increased on oblong boxes, while solid wall surfaces decreased. Stucco and terra cotta finishes in the 1930s were replaced by shiny porcelain enamel in the 1940s and 1950s. By 1960, acrylic vinyl and Plexiglas had become popular. Canopies were sometimes, but not always, eliminated.

The concept of place-product-packaging reached full expression with the corporate oblong box. Color schemes, company logos, product display, uniformed attendants, signage, and building design all worked together. Even gas pumps were redesigned to enhance sales and complement the overall marketing approach. Competing companies modified buildings slightly to increase customer recognition, but the underlying design goal of every oblong box was to attract attention by contrasting sharply with its surroundings.

In the 1950s, some oblong boxes were updated with Exaggerated Modern elements such as rakish slanted roofs, jutting V-shaped canopies, and wide overhanging eaves. By the mid-1960s, however, public aversion to cluttered highways forced oil companies in the opposite direction - oblong boxes underwent facelifts and remodels to bring them into greater harmony with their immediate neighborhood. Early environmental-mode alterations included replacement of porcelain enamel siding with brick or stone facings. Rooflines were modified to low gable or mansard configurations, and cedar shakes applied. Color schemes were muted. Remodeled oblong boxes remain discernible chiefly by their classic rectangular proportions.

A large number of oblong box stations survive, though rarely without updates, and were recorded in the inventory. Intact early examples built between 1938 and 1950 include: the stuccoed Hi-way Service Station on Wine Country Rd. in Grandview (EC6-11), very likely one of Teague's designs for Texaco complete with canopy, original sash and garage doors, and parapet streamlines; an abandoned station on N. First St. in Shelton (PS5-012), a wood-sided oblong box with canopy and gas pump island in place; and Dusty's Auto Repair on Second Ave. in Okanogan (EC3-21), a rare surviving example of the porcelain enameled box with glazing and canopy intact. The purest identified example of the classic Texaco oblong box sans

canopy, complete with metal siding and parapet streamlines, may be what is now Lovestone Motors on Division St. in Spokane (NE3-17).

Many examples of updated oblong boxes were recorded: a former Phillips Petroleum station on N. Fourth Ave. in Pasco (SE1-12) and another on S. First St. in Yakima (EC3-72) both exhibit the company's mid-1960s soaring V-shaped canopy remodels; former Texaco stations on Woodin Ave. in Chelan (EC3-39) and on E. First St. in Cheney (NE1-30) are among the many examples of stone facing updates of the late 1960s.

Small Box Gas Station: The small box gas station was built by independent distributing companies roughly from 1940 to 1965. Independents often sold only gas and oil, without need for product display areas or service bays. The basic component of the small box station was therefore a simple prefabricated, glass and enamel-clad structure. Sometimes service bays were appended.

Some small box stations featured canted visual fronts. Others sported soaring canopies. Roman brick and perma-stone exterior facings were popular. Bold signage was prevalent over the entire site and usually lacked any organized design.

Examples of the small box gas station identified in the inventory are: the Storey Service Station on E. First Ave. on the outskirts of Cle Elum (EC2-21), a hut with canted glass front and broad overhanging eaves; and a station now serving as Morrow Used Cars on Yakima Valley Highway in Sunnyside (EC6-08).

Repair Garage: Independent repair garages, as distinct from auto dealerships and service stations, were built continuously from 1910 to 1965 and beyond, in any and all localities both rural and urban. Usually lacking in formal architectural refinement, repair garages still reflected general trends in materials, roof configurations, fenestration, and door design. Construction consisted variously of wood-framing, brick, hollow tile, cinder block, or poured concrete. Quonset huts were sometimes employed after World War Two.

The primary design considerations for repair garages were vehicle entry doors on one or more street elevations, enough window glazing for adequate interior light, and an efficiently-sized repair shop with separate office. Roof configurations ranged from gabled false fronts, to bow truss, monitor, or flat. Exterior siding was usually an honest reflection of construction.

Many varied examples of the auto repair garage were recorded in the inventory: Brenders Garage on Commercial St. in Leavenworth (EC1-04), with its simple stepped false front and period-appropriate wall signage; the former garage now known as the Esquina Pool Hall on old Hwy. 97 at Burdett St. in Mallot (EC3-30), a large frame building with an elaborate stepped parapet and the remnants of a curbside gas pump island in front; the stuccoed auto repair and blacksmith shop on N. Main St. in Spangle (NE3-1), with its anvil and horseshoe parapet details; the masonry White Front Shop on S. First St. in Yakima (EC3-66), with its Art Deco detailing picked out in contrasting paint colors; and the radiator repair shop on "D" St. in Washougal (SW2-6), housed in a Quonset hut.

Observations on Integrity

Properties associated with automotive service have clearly been the most ubiquitous form of roadside commerce on the landscape, and this preponderance is reflected in the inventory. Many have been replaced over the years due to changing marketing strategies and the overriding need to stay current. Others have fallen victim to highway re-routes. While most surviving gas stations built prior to 1965 are no longer in use as such, they persist because they are particularly adaptable to new purposes.

Pure examples of the curbside pump, and of the "house" gas station type are few and far between. Those that remain, including the prefabricated hut type, can be considered as endangered. House and bay service stations are somewhat more prevalent, because the service bay updates allowed them to remain competitive until recent decades. Oblong boxes survive as a building type, usually with modifications made in the 1960s and 1970s. As of 1980, however, fewer and fewer remain in business. Many have been converted to convenience stores, repair shops, nurseries, and used car dealerships. Others remain vacant and decaying because strict environmental clean-up regulations make redevelopment of the site unfeasible. Small box gas stations seem to have persisted, frequently adapted as new businesses or as used car sales lots. Auto repair garages would appear to be in no danger of disappearing - the age, condition, and image of the building having a lesser impact on the success of the business.

Research Issues

Pre-World War Two gas and service stations in Washington (house, house with bay, and oblong box types) deserve further investigation and analysis. Key to understanding and dating these buildings is identifying their original corporate affiliation. An important next step in research would be to tie together the retail activity of specific oil companies in Washington, with their introduction of various station designs into the state, and bring that information to bear upon inventoried properties. Documenting the pattern book origins of prefabricated stations in Washington, dating from the 1910s through the 1940s, would also add much to our knowledge of this long-overlooked property type.

Highway Dining

Historical Context

At the turn of the century, dining facilities for the traveling public were commonly associated with railroad stations and downtown hotels. From 1850, however, other kinds of urban restaurants had emerged in response to industrialization and to the faster-pace lives of local working class people. Situated near factories or along trolley lines, these eateries took many new forms, including outdoor lunch wagons at factory gates, soda fountain seating in pharmacies and variety stores, and lunchrooms with single cubicles arranged along the walls in existing Main Street commercial blocks. The late nineteenth century preoccupation with efficiency spawned downtown cafeterias, delicatessens, and, in some eastern cities after 1902, automats. One West Coast variation on that theme was the "Merry-Go-Round Cafe" chain with downtown restaurants from California to Seattle, Washington. In these, individual servings of food revolved around within a central oval counter at which customers sat and made their selections. Ice cream parlors flourished after the Civil War, soon adding other

menu offerings to become luncheonettes (Langdon 1986:5-25).

Many of these new informal restaurant types, evolved over the previous fifty years in urban areas, would influence the morphology of roadside dining facilities in the decades to come. The eating-out boom gained momentum in the early 20th century and, by World War One, coincided with the rise of auto-touring (Liebs 1985:196). Open air picnicking was the earliest form of roadside dining, before any commercial options were available. But wayside entrepreneurs were quick to realize the profit potential of roadside food stands to attract passing motorists with quick service, a simple regional menu, and perhaps a rudimentary form of outdoor seating. By the mid-1920s, food stands in general had gained an unsavory reputation as "hot-dog kennels" owing to their marginal sanitation and ramshackle appearance, as much as for their questionable cuisine (citation from *Colliers*, 1938, in Liebs 1985:204-205).

A more genteel choice emerged in the form of tearooms. Tearooms flourished from 1910 to the early 1930s in converted barns, historic houses, and old inns on the outskirts of towns and cities. Operated mostly by women, tearooms favored colonial decor, promoted cleanliness and respectability, and offered palatable food. Tearooms reflected the romantic historicism of the period, made possible by daytrips into the countryside earlier bypassed by the railroad. Perhaps their most significant contribution was to firmly establish an association between colonial architecture and decor in restaurants, with decent food, sober guests, and cleanliness, an association which continues to the present day (Whitaker 1992:17-19). Although tearooms were most prevalent in the eastern United States, they also found their way into the Northwest. The *Automobile Road Book of Western Washington* of 1913 offered a full-page advertisement for a tearoom on Interlaken Boulevard in Seattle:

The Boulevard
offers to motorists the following
advantages:
Really delicious food
served indoors, or on the brick-paved
Terrace overlooking the boulevard
A delightful location
only ten minutes from Second Avenue
and yet with all the advantages of the
country
A charming building
with white paint, mahogany, willow,
chintz and hospitable hearth fires
(*Automobile Road Book of Western Washington* 1913: following p. 16)

As businesses dedicated to the motor trade sprouted along the highway, the established downtown restaurant industry sounded the alarm, albeit somewhat belatedly. In 1933, *The American Restaurant Magazine* noted that:

The arterial highways being built today are taking the public away from the cities, away from good restaurants, and along roads where the hot dog shacks and the greasy spoon type of eating places have long flourished. . . . At one time, travel followed the good food routes almost entirely. Today many of the important highways on which tourists travel are skirting the cities and restaurateurs are finding that some of the tourist business which was formerly theirs is getting away from them (Wienstock 1931:53 and 78).

The article went on to report that the B/G Sandwich Shops company had taken the offensive by opening a B/G Eating Inn in connection with a Standard Oil service station along a major travel route outside Chicago. The same magazine reported a few years later that "tourist taverns," or spacious fountain lunchrooms, were operating in the Midwest in conjunction with Sinclair Oil service stations. Curb service was available outdoors, or motorists could enter the restaurant to eat and from there convey their instructions for the servicing of their car through the waitress. (Marshall 1933:30-31, 53). More commonly, roadside cafes sprang up organically alongside independently-owned gas stations, souvenir shops, and tourist courts, providing an attractive range of services for the passing motorist.

In the decades prior to World War Two, highway restaurants diversified in form and appearance as competition intensified. Mimetic and fantasy styles in the shape of windmills, derby hats, chickens, and airplanes, served as eye-catching advertisement for the independently-owned roadside cafe in the 1920s. This gave way to the Streamlined Moderne aesthetic of the 1930s, with its extensive use of white tile, stainless steel, porcelain enamel and glass. Diners, a distinctive sub-type of the roadside cafe born in working-class neighborhoods of the inner cities, were especially partial to this style. Diners were largely an East Coast phenomenon, but in the West, a new kind of food stand geared more directly to the automobile emerged in the form of the drive-in restaurant. The Pig Stand Company of Dallas, Texas, opened the first true curb-service drive-in on the Dallas-Fortworth Highway in 1921. Another pioneer in the field was A&W who, beginning in 1924, introduced the concept of large parking lots and "tray girls" at its California root beer stands (Pillsbury 1990:75-77; Langdon 1986:59-77; Liebs 1985:208-211).

During the same pre-war decades, the concept of "place-product-packaging" as a means of roadside advertising took root in the restaurant business, just as it had in the motor oil industry. Chain restaurant management gained an early foothold in the operation of food stands, drive-ins, and roadside cafes, and produced a new form of eatery, the highway coffee shop. White Castle (founded 1921) in the cities, Dairy Queen (founded 1940) in the suburbs and on the outskirts of small towns, and Howard Johnson's (founded 1929) at highway interchanges, have been among the more successful and long-lived of the early chains. Such restaurants catered to the public's continuing uncertainty about roadside dining, offering brand-name recognition through a standardized menu, familiar exterior architecture, and a safe, sanitized interior (Jakle 1982:76).

At the close of World War Two, when Americans took to the highway in droves, roadside restaurants proliferated in form, function, and sheer numbers. Drive-ins came into their own, particularly in the western states, with clear architectural components. Increasingly, however, their identity as a distinct type was blurred. In a 1957 article on motor court and drive-in design

in *Architectural Record*, the author noted, "Drive-In restaurants include a wide range of types - from hamburger stands to coffee shops, formal dining rooms and cocktail lounges" (Smith 1957:90). In direct competition with drive-ins were fast-food walk-ups, updated versions of the old food stands once considered a form of highway blight. The new walk-ups, led by the eminently successful McDonald's chain, fully embraced the place-product packaging approach. Their assembly-line methods allowed food to be served hotter, more quickly, and at lower labor costs than the average drive-in (Jakle 1982:84-85). To meet the demand for full-menu meals, franchised highway coffee shops appeared increasingly on suburban strips and at freeway interchanges. Based on California prototypes, these restaurants competed for business even more aggressively than fast-food eateries through the bold forms, gaudy colors, and exuberant signs of the Exaggerated Modern style (Langdon 1986:113-129).

By the mid-1960s, the novelty of eating in the automobile had waned. Even as traditional curb-service drive-ins declined, fast-food walk-ups sought to capture a wider market by adding indoor seating. The mid-1960s also marked the end of uninhibited modernist design. The "browning of America" set in (Liebs 1985:64-67). Roadside restaurants, together with gas stations and motels, quickly moved to the new environmental look with site landscaping, subdued signage, natural stone and wood exteriors, and rustic "mansard" roofs of cedar shakes. Sensitivity to the surrounding neighborhood once again became an important design consideration (Langdon 1986:133-165).

Physical Form and Evolution

Approximately 76 properties pertaining to highway dining were recorded in the present inventory (Table 5). Because of their infinite variety, roadside restaurants defy clear classification as property types more than any other category of roadside commerce. Nonetheless, five broad property types can be identified, based on period, location, form, and/or mode of service.

Downtown Restaurants: Turn-of-the-century traveler-oriented dining facilities were largely limited to train depot dining rooms and beaneries, hotel dining rooms, and Main Street lunchrooms along arterial routes. Proximity to the downtown business district reflected the predominance of rail and trolley travel. Generally these eateries occurred within existing commercial buildings, of load-bearing masonry or wood-framed construction, with zero setback from the street.

When housed within a depot, a hotel, or a business block, downtown restaurants were traditionally identifiable on the exterior solely by modest signage. Increasingly after 1900, however, the restaurant facade became part of its advertisement. Hotel and depot dining rooms were prominently situated on the main floor of the building adjacent to the lobby or waiting room. Main Street lunchrooms or cafes occupied storefronts with interiors perpendicular to the street. Often a soda fountain or lunch counter was situated along one wall, and tables or booths along the other.

Downtown restaurants were identified only in a limited fashion in the inventory due to their more tenuous connection to roadside commerce. A few notable examples of the type include: the Great Northern Railroad depot beanery at the foot of Kittitas St. in Wenatchee (EC1-16),

a free-standing brick lunchroom catering both the rail passengers and motorists through downtown Wenatchee; and the old Sunset Cafe on Division St. in Cashmere (EC3-54), a 1920s lunch cafe on the old alignment of US 2 through downtown.

Table 5. Highway Dining - Inventory Entries by Category and Property Type.

Downtown Restaurants	Walk-up Food Stands		Roadside Cafes		Drive-in Restaurants		Highway Coffee Shops
EC1-16	NE2-7	PS1-003	NE5-10	EC2-33	NE5-04	PS1-018	EC3-64
EC3-54	NE4-14	PS1-004	NE2-32	EC3-02	NE6-08	PS1-036	PS1-208
	NE2-03	PS1-104	SW1-21	EC3-59	NE6-10	PS1-052	
	NE2-04	PS1-125	SW1-22	SE1-24	EC2-19	PS1-056	
	NE6-12	PS1-152	SW1-24	SE2-11	EC2-28	PS1-060	
	NE6-26	PS1-189	EC1-03	SE2-12	EC2-30	PS1-113	
	NE6-22	PS1-220	EC1-11	PS1-056R	EC3-03	PS1-130	
	SW1-06	PS2-003	EC2-07	PS1-099	EC3-50	PS1-146	
	SW1-20	PS3-019	EC2-23	PS1-159	EC4-09	PS1-173	
	SW1-29	PS4-007	EC2-31	PS1-1033	EC4-11	PS1-228	
	SW2-03	PS5-001			EC6-01	PS2-010	
	EC2-22	PS5-009			SE1-10	PS4-009	
	NE1-16				PS1-001	PS4-015	
Total	2	25	21	26	2	2	

Walk-up Food Stands: Descended from the refreshment stand found at fairs, beaches, and public parks, the independently-owned food stand evolved to become the franchised fast-food restaurant of the 1960s and beyond. Roadside food stands appeared with the improvement of rural roads and the onset of auto-touring in the 1910s. They were situated in the countryside, on the outskirts of town, and in resort areas. The food stand was a free-standing building set back from the highway, with an apron in front to allow for parking. Customers walked to an outdoor service window to order and receive their meal. Structures were cheaply built, often as rudimentary wooden shacks. In later decades pre-fabricated metal frames with porcelain enameled cladding, and concrete block construction became common.

Exterior treatment was consistently flamboyant, ranging from mimetic and fantasy motifs of the 1920s, to Streamlined Moderne and other "modern" styles of the 1930s and 1940s, to the

Exaggerated Modern look of the 1950s and 1960s. Architectural dressing was considered the single most important selling device, resulting in wayside images such as giant rooftop ice-cream cones, neon-lined windmills, and twin golden arches. Wall, rooftop, and pole signs were colorful, plentiful, and designed to catch the eye. Signage evolved from hand-painted, to electric, neon, and back-lit plastic. Interior components consisted of a single-room kitchen fronted by service windows and counter. The interior was later expanded to provide a separate kitchen, public restrooms, and eventually an indoor seating area. Walk-ups have been commonly named "drive-ins" in recent decades, but can be differentiated from the true drive-in by the absence of any provision for curbside service.

Significant examples of the walk-up food stand identified in the inventory include: the Dairy Freeze on North Bend Way in North Bend ((PS3-019), with its wide 1950s overhang; Tere's Family Style "Drive-In" on Central Ave. in Kent (PS1-125), with picnic-style seating under the front canopy; King's walk-up on S. Tacoma Way in Tacoma (PS1-189), featuring a large electric pole sign; Dean's "Drive-In" on Broadway Ave. in Reardon (NE2-3), a classic small-town walk-up with striped vertical board siding; and Norma's Burger Express on Trent Ave. in Irwin (NE6-12), with a stylish canopy curve above the service windows at center front.

Roadside Cafes: Roadside cafes cover a broad range of familiar restaurant types, including roadhouses, supper clubs, bar-and-grills, diners, teahouses, inns, and truck stop cafes. Their commonality lies in the provision of indoor seating, full-service menu, and absence of any corporate formula. Roadside cafes flourished from the 1920s through the 1950s along major highways on the outskirts of town, in resort localities, and at rural crossroads. Privately owned, cafes were frequently operated in conjunction with an independent gas station, a truck stop, or tourist lodging. Typically, roadside cafes were set back from the highway with informal space for parking. Structural variations are numerous - in fact, this wide variation is a defining feature of the property type.

Roadside cafes exhibited a full range of architectural form and style, particularly in the pre-World War Two decades. Mimetic modes such as tepees, windmills, and hats were popular for ordinary lunch cafes, roadhouses, and supper clubs. Streamlined Moderne styles adapted well as diners and bar-and-grills. Domestic styles, sometimes with rustic shingles or logs, were widely used for teahouses, inns, and lodges. Many cafes stuck to simple commercial vernacular forms with signage as the only indicator of period and style. Interior layouts varied widely according to size, menu, and whether or not alcohol was served. Typically, cafes included a small lunch counter, with the remainder of floor space given over to free-standing tables for four, and a separate kitchen.

Many strong examples of the roadside cafe were recorded in the inventory, including: the Sportsman Diner on Railroad St. in Easton (EC2-07), two converted passenger cars that once offered shakes, cones, burgers, and chili to travelers on old US 10; the Starlite Lodge on Old Pacific Highway near LaCenter (SW1-24), a log roadhouse that featured dining and dancing; an abandoned cafe at the intersection of old US 10 and SR 970 outside Cle Elum (EC2-23), part of a typical roadside complex offering gas, food, and tourist cabin lodging; Rose's Hiway (sic) Inn on Pacific Highway S. in Tacoma (PS1-159), a renowned roadhouse featuring chicken

dinners; and the Twin Teepees Restaurant on Aurora Ave. in Seattle (PS1-056), a classic "theme" roadhouse already designated a Seattle Landmark.

Drive-In Restaurants: Drive-ins are distinguished from walk-up food stands and cafes by their provisions for service and dining in the parked automobile. Drive-ins gained greatest popularity in the 1940s and '50s, springing up along arterials in the suburbs or at the outskirts of town. Most were privately owned, but some were associated with larger chains. Site plans reflected a system of organized parking under a canopy cover. Buildings themselves were of metal frame, concrete block, or wood frame, and were occasionally circular or octagonal in plan.

Drive-ins were most commonly clothed in the "modern" styles of the '40s and '50s, utilizing such features as visual fronts canted toward the highway, wedge-shaped pylon signs, butterfly roof lines, and deep cantilevered overhangs. The drive-in's defining feature was the metal canopy, a covered extension for the protection of parked vehicles and carhops, recommended at 18 inches in width. Various canopy styles were available, including butterfly, curved, canted, pitched, "Mountain Range," "Lazy Boomerang," and "Rock 'n Roll." Some were equipped with car trays, electronic ordering devices, and permanent menu stands. Signage and lighting were important design components, particularly at the roof line, around the canopy, and at the road side. Many drive-ins also offered an indoor seating area.

A number of strong examples of the drive-in restaurant with their residual canopies intact were identified in the inventory including: the former A&W Drive-In on Trent Ave. in Millwood (NE6-10), with its distinctive hat-like roof; Rossow's U-Tote-Em on Cascade Way in Ellensburg (EC2-28), with its Sputnik-like 1960s pole sign; the abandoned Chuckwagon Drive-In on Aurora Ave. in Seattle (PS1-060), featuring a particularly long carport canopy; and the Laredo Drive-In on SR 12 in Naches (EC4-09), featuring a common gable-roof variation on canopy design.

Highway Coffee Shops: The appearance of highway coffee shops coincided with the construction of limited access highways in the 1950s, and with the advent of corporate chain and franchise ownership in the restaurant industry. Highway coffee shops sprang up at interchanges and along suburban strips. The hallmark of the type is the formula interior, featuring both soda fountain and separate full-service dining area, and the standardized corporate design scheme applied to both interior and exterior. A variety of structural types were employed.

Highway coffee shop chains favored domestic styles, particularly colonial. In the western states, exterior design was influenced by California prototypes based on Hollywood's famous "Googie" coffee shop of 1949. These featured exaggerated structural expression, particularly at the roof line, with frequent use of the boomerang, wedge, and parabola forms. The visual front - a largely glass facade, often canted - was common. Pole, pylon, and rooftop signage, visible from the freeway or from a distance down the strip, was critical. Interior layout was standardized, with minimal variation: customers entered through a vestibule, a soda fountain or lunch counter section lay to one side, a larger full-service dining room with tables and booths lay to the other. The kitchen filled in the L-shape. Interior decor and color schemes were tied closely to the exterior design mode, and varied little within the chain.

Owing to their relatively recent genesis and their frequent updates, only a limited number of early highway coffee shops were recorded in the inventory. These include: Mel's Diner on N. First St. in Yakima (EC3-64), a classic 1960s design with bold boomerang roof forms; and Bob's Burger Barn on S. 56th St. in Tacoma (PS1-208), with its 1960s-style rooftop signage.

Observations on Integrity

As a category, historic properties pertaining to highway dining in Washington prior to 1965 appear to have a relatively low survival rate. Intense competition heavily favors new restaurants with the latest in place-product-packaging. Along the highway, corporate identity has clearly won out over independent ownership. Travelers have come to trust familiar, standardized menus over the unknown. An exception appears to be roadside cafes in the form of rustic lodges and inns in mountain resort areas. While restaurants along earlier road alignments may still stand, often with period signage intact, they are usually no longer in business.

Early downtown lunchrooms have dwindled in number, and tend to cater to an aging local clientele. Older food stands and roadside cafes were generally cheaply built, and have survived only when thoroughly remodeled. Few mimetic styles remain, for example. As a group, drive-ins have devolved to walk-ups, often with indoor seating; high-overhead curb service has been virtually eliminated. Often only the residual canopy and the name "drive-in" survive. Highway coffee shops of the 1950s and early 1960s can sometimes still be identified by their hard-to-disguise Exaggerated Modern features. Many of those still in business have new ownership and have updated signage and interiors.

Research Issues

Two highway dining property types - roadside cafes and drive-ins - call for further investigation. Washington's roadside cafes, in their sheer variety of physical form and service format, hold tremendous potential for better understanding cultural patterns of dining-out in the 1920s through the 1940s. The historical connection between specific inventoried restaurant properties and the development of the highway corridors upon which they are located is of particular interest. Drive-ins restaurants, largely a post-war phenomenon, are a unique and endangered property type for which comprehensive documentation of extant examples may be the first priority.

Traveler Lodging

Historical Context

Lodging for motorists in the early 1900s was still traditionally situated in downtown districts in close proximity to train depots and other public transit. The *Automobile Club of Seattle Tour Book* of 1913 lists only downtown hotels and inns for communities in Washington. By that time, however, these facilities were beginning to advertise their conveniences to auto-travelers with such phrases as "catering to the Wants and Needs of Automobile Parties," and "convenient to Fireproof Garages..." (Hotel St. Regis in Seattle), or "Automobilists' Headquarters" and "Touring Cars for Hire" (Antlers Hotel in Ellensburg). Despite such come-ons, downtown hotels lacked certain amenities and informalities which appealed to auto tourists and would later become available at roadside places of lodging. Travelers frequently complained of the inconvenience of unloading baggage at the hotel, parking in a garage

several blocks away, and parading through a public lobby in dusty clothing (Haynor 1931:371). Women in particular were bothered by the unfamiliar, slightly seedy environment of the small-town hotel with its cigar-smoking clientele of traveling salesmen.

As travel by private automobile increased, people began to exercise their freedom to simply camp by the side of the road at the end of a day's drive. Unregulated roadside camping in farmers' fields, or at local parks or school grounds became a widespread problem by the end of World War One. The dilemma was soon resolved in the western states by the establishment of free municipal auto camps featuring tent sites, parking space, and shower and toilet facilities. Some auto camps sprouted up on vacant lots near the center of town, other much larger camps (Denver's Overland Park accommodated two thousand campers) were created at the edge of town. *The Photomobile Tourist*, a road guide blue book published in 1919 in Seattle, described in glowing terms a number of municipal camps in the state of Washington.

Yakima, for example, a thriving city in the centre of a great fruit farming district, and the natural stop-over point on the Yellowstone Trail, is devoting some of its tireless energy to laying out a "rest park." Grandview, a little city bursting with ebullient energy of civic youth and business pride, not only lays out its camp for autoists, but erects road signs whose cheering welcome greets the traveler long before he enters the town. . . . Olympia's notice boards on the Pacific and Olympic Highways point with justifiable pride to Priest Point Park, a spot worth visiting whether you are camping or not. . . . Tacoma has the inimitable Point Defiance Park, and is laying out still another one for autoists. Seattle has a dozen or so, between the rival claims of which it is difficult to choose. A friendly rivalry exists between Chehalis, with its shady camp located on the Pacific Highway, and the Twin City of Centralia rejoicing in its Riverside Park (*The Photomobile Tourist* 1919:12).

The popularity of auto camping soared into the early 1920s as low-cost vehicles came within reach of every American. To provide some means of screening the quality of campground clientele, municipalities began to charge a fee for entrance. This in turn encouraged private operators to enter the auto camp business, leading to the rather rapid demise of municipal camps (Vinson 1989:22). Private campgrounds competed with one another to attract the auto tourist off the highway, and soon this included the provision of rudimentary cabins. The idea caught on. After 1924, sales of camping gear dropped sharply, proving auto camping to have been a passing fad (Belasco 1979:129). Cabin camps were embraced as an informal, affordable, yet private alternative to tent camps or downtown hotels. Since most tourists continued to provide their own bedding and cooking equipment, campground cabins themselves were sparsely furnished, one-room shelters with no indoor plumbing or insulation.

In the interwar years, as auto touring and traveling increased, roadside lodging continued to evolve. Cabin camps were rapidly improved as more and more enterprising individuals and husband-wife teams realized the profit potential of operating eight to twelve modest cottages for overnight guests. Along with physical improvements in site plan and construction quality came the gradual replacement of the term "camp" and "cabin," with "tourist court," "cottage," "motor court," and "lodge" (Belasco 1979:147). In these new, tidier complexes, detached cottages in

thematically-related styles were typically arranged in various configurations around a court, with individual covered shelters for parking. By the early 1930s, interior finishes and furnishings became an important selling point for each tourist court. Sociologist Norman Haynor, in a 1930 study entitled "Auto Camps in the Evergreen Playground," described a typical tourist cottage interior:

The main room was equipped with a good bed (bedding could be rented for 50 cents if desired), chairs, mirror, and clothes closet. The kitchen was a separate room with an excellent wood cook stove, running hot and cold water, sink, cupboards, table, chairs, dishes, cutlery, cooking utensils, and even a line for hanging up dish towels. The bath was also a separate room and included a flush toilet, wash bowl, mirror, hot and cold shower. The walls were plastered, the windows attractively curtained, and there was linoleum on the floor (cited in Jakle 1980:41).

To underscore the comfortable informality of these accommodations, operators dubbed them with names such as Kozy Kourt, Wigwam Village, the OKeDoak Tourist Court, and Ryde-No-More Cabins (Liefs 1985:174; Baeder 1982:70, 81, 93).

Tourist courts were immensely popular with the traveling middle-class, increasing in number nationwide from around 5,000 in 1927 to upwards of 20,000 in 1935. Their growth continued through the Depression years, despite the hotel industry's continuing attempts to denigrate them as nests of crime, immorality, and sub-standard health. The "courters" fought back, becoming organized in 1937 through the International Motor Court Association, and setting industry standards for management, service, and aesthetics through their publication *Tourist Court Journal* out of Temple, Texas. Tourist courts in the western and southern states were particularly active in this movement (Belasco 1979:143-164).

It was not until after World War Two that the terms "motor court" and "motel" came into widespread usage. The origin of the word motel has been traced to the opening of the Mo-T-el Inn of San Luis Obispo, California in 1925. Fifteen years later, in 1940, the Duncan Hines guide, *Lodging for a Night*, lists 38 "motels" in California, four each in Arizona and Oregon, and one (the Lodoro Motel in Olympia) in the state of Washington (Krim 1990:19). Higher land and construction costs in the post-war years physically transformed the tourist court into the motel, or motor court, in which individual units were integrated under one continuous roofline, at first with recessed parking garages between each unit. By 1954, however, industry literature noted the demise of covered parking: "The traditional concept of providing covered parking spaces has virtually disappeared. Modern layouts do not provide for this and the motorist seems content to park his car near his room, even though it is not under cover" (Kane 1954:71).

Motel and motor court construction boomed in the post-war years in response to the population's growing auto-mobility. By 1953, there were 50,000 roadside accommodations across America, and 1211 of these were in the state of Washington. Until the mid-1950s, motels remained locally-owned, mom-and-pop business with 20 to 30 units, operated with little capital and plenty of hard work (Kane 1954:1-6).

The revised Tax Code of 1954 and the Highway Act of 1956 combined to re-structure the motel industry as never before. In that decade, the Federal interstate highway development emerged as "one of the most serious threats to the continuous prosperity of many existing courts" (Kane 1954:2-6). The 1954 tax code stimulated widespread new construction, but also allowed accelerated depreciation in the early years of the motel's purchase, encouraging ownership turnover in eight to ten years when amortization payments become greater than depreciation allowances. Owners tended to invest little in maintenance and repair, except to cheaply remodel in the latest style at the time of purchase. Thus, older family motels continued in use, even as their ability to compete for prime sites at the new freeway interchanges eroded (Jakle 1980:43).

The time was ripe for a corporate invasion. It came in the form of motel chains: referral chains such as Best Western, franchise chains such as Holiday Inn or Howard Johnson's, and company owned chains such as Sheraton. Highly capitalized and professionally operated, the motel chains built "motor inns," two-story structures with 150 to 300 rooms. The motor inns tended to be more luxurious accommodations, with swimming pools, dining rooms, and enlarged public lobbies. Corporate owners sought instant brand-name recognition, relying on familiar architectural forms and standardized signage (Liebs 1985:185-187). Increasingly, roadside lodging began once again to resemble the traditional downtown hotel. By the late 1960s, motor inns had fully evolved to "highway hotels," multi-storied structures with all the amenities and formal public spaces of the downtown hotel, now made entirely auto-convenient and accessible.

Physical Form and Function

Approximately 166 roadside lodging facilities were recorded in the present inventory (Table 6). From these, five distinct property types defined by period, location, spatial organization, and form can be identified.

Downtown Hotels: Downtown hotels and inns were built from the 1880s through the 1920s in proximity to train depots and other public transit connections in the central business districts of cities, towns, and villages. Many were located along major through-routes and thus catered to auto-travelers, although few were designed to accommodate the care or servicing of motor cars. Downtown hotels followed the Main Street formula of zero setback from the street. A notable variation occurred in small communities where expansive residential-style structures served as wayside inns situated close in to downtown, yet set back across a front yard. Hotels and inns varied greatly in scale and degree of pretension, depending upon the size of the community. All were multi-storied, integrated into a single, compact floor plan, and most constructed of load-bearing masonry or wood-frame.

Hotels and inns fell into one of two categories of architectural type: commercial, or residential. Whether modest or grand, commercial-style hotels sought to fit within the downtown pattern of store-front, windowed intermediate stories, and dominant roofline. Residential-style inns sought to emphasize their domestic character with broad covered porches and homey details. Both applied currently-fashionable exterior architectural trappings. Downtown hotels emphasized public spaces, with lobbies, sitting rooms, and cafes or restaurants on the ground floor, and relatively wide corridors leading to cramped sleeping rooms on the upper floors. Exterior

Table 6. Traveler Lodging - Inventory Entries by Category and Property Type.

Downtown Hotels	Tourist Courts	Cabin Camps	Motels												Motor Inns	Mtn. Inns
			NE2-8	SW1-12	EC4-10	SE1-3	PS1-026	PS1-151	PS1-233	SE1-8	PS1-027	PS1-163	PS1-252-R	PS1-043		
NE2-16	NE1-1		NE2-23	SW1-16	EC4-13	SE1-11	PS1-034	PS1-164	PS2-008	PS1-004	EC4-03					
NE4-9	NE1-27		NE2-26	SW1-17	EC4-14	SE1-28	PS1-042	PS1-166	PS3-008		PS4-018					
EC3-23	NE2-21		NE2-29	EC1-08	EC5-01	SE1-29	PS1-045	PS1-167	PS3-011							
EC3-42	NE2-38		NE2-30	EC1-09	EC5-02	SE2-2	PS1-046	PS1-169	PS3-020							
EC3-43	NE6-13		NE2-31	EC1-13	EC5-03	SE2-3	PS1-047	PS1-170	PS3-021							
EC7-01	NE6-16		NE2-35	EC2-17	EC6-03	SE2-6	PS1-048	PS1-172	PS4-008							
EC7-03	NE6-24		NE2-37	EC2-18	EC7-02	SE2-28	PS1-049	PS1-174	PS4-016							
EC7-06	SW2-2		NE2-39	EC2-27	EC7-04	SE2-35	PS1-050	PS1-175								
SE1-20	EC1-05		NE2-40	EC2-29	NE1-08	SE3-1	PS1-054	PS1-177								
PS3-015	EC2-05		NE3-2	EC3-19	NE1-09	SE4-1	PS1-061	PS1-192								
PS4-014	EC2-25		NE3-21	EC3-37	NE1-10	SE4-3	PS1-089	PS1-212								
	EC3-52		NE5-1	EC3-38	NE1-23	PS1-002	PS1-090	PS1-218								
	EC3-58		NE5-5	EC3-44	NE1-24	PS1-016	PS1-092	PS1-219								
	EC3-62		NE5-8	EC3-73	NE1-25	PS1-020	PS1-096	PS1-221								
	SE1-7		NE5-11	EC3-74	NE1-28	PS1-021	PS1-132	PS1-223								
	PS1-040		NE6-7	EC3-76	NE1-29	PS1-023	PS1-136	PS1-224								
	PS1-216		NE6-17	EC3-79	NE1-34	PS1-024	PS1-144	PS1-225								
	PS1-230		SW1-10	EC4-04	SE1-2	PS1-025	PS1-151	PS1-229								
Total 11	Total 19	Total 0	Total						129	Total 3	Total 4					

signage was often limited to wall signs, marquee signs, or hanging signs, although larger mid-city hotels later erected electric or neon roof signage.

Downtown hotels and inns were identified only in a cursory fashion in the inventory due to their more tenuous connection to highway commerce. Some notable examples of this property type include: the Waterville Hotel on Central Ave. in Waterville (NE2-16), a two-story brick structure with Tudor Revival roof configuration and detailing; the 1925 Caribou Motor Inn on Queen St. in Okanogan (EC3-23), with its interior dining room, lobby, and retail shops; and the Moore Hotel on Second Ave. in Twisp (EC7-03), a 1904 gambrel-roofed boarding house / hotel serving travelers in the remote Methow Valley.

Cabin Camps: Cabin camps evolved from the popular roadside auto camps of the 1910s and 1920s. Most often they occurred at the rural edges of the city, but in small towns they sprang up on vacant lots close in to downtown. The camps were informally organized, often with tenting sites mixed in. The cabins, usually no more than twelve in number, were haphazardly arranged in clusters or in simple rows. Cars were parked out-of-doors at each cabin site.

Early cabins were built for seasonal use only, one-room shelters with screened openings, without plumbing or insulation. Interior finishes and furnishings were Spartan. Some were wired for a single electric light fixture. Cabin camps typically catered to many traveler needs, providing a public bath house, gas pumps, a grocery, and perhaps a public kitchen or laundry. Some featured roadside attractions such as dancing bears, peacocks, or monkeys. Auto and cabin camps were well-signed, often with overarching signage at the entrance.

Because of their fragile construction and the economic need for upgrade, no surviving examples of cabin camps in Washington were located in the present inventory. It is possible that isolated examples of first-generation cabins remain tucked away in the corners of more fully-developed tourist courts.

Tourist Courts: Tourist courts, the formal successors to cabin camps, proliferated in the 1920s, 1930s, and early 1940s along approach roads into towns and cities, in resort areas, at crossroads villages, and in commercial oases along trunk highways. Tourist courts were designed complexes featuring individual overnight cottages arranged in rows, in crescent shapes, or in U-configurations around central courts. Although highly visible from and accessible to the highway, tourist courts were often set back and surrounded by informal landscaping with a home-like appeal. The complex as a whole came to resemble a tidy village. Covered parking was provided in garages attached to each individual dwelling. After 1940, cottages tended to be strung together with covered parking between each unit. Like cabin camps, tourist courts offered a variety of services to motorists, including simple restaurant fare, groceries, and gasoline. These separate structures were prominently located toward the front of the property along the highway. Signage increasingly took the form of pole signs, often neon on metal, situated at road's edge.

Tourist court cottages were of more durable, all-season construction, and most included several rooms and indoor plumbing. Exterior architectural treatments varied widely, with regional

themes, fantasy themes, and cozy domestic themes achieving greatest popularity. The owner's living quarters and office stood nearest the gateway to the complex and, along with the pole sign, established its visual theme. Cottages featured exterior amenities such as porches, shutters, and window boxes. Interior amenities such as indoor bathrooms, kitchenettes, pine paneling, and linoleum flooring became the norm, along with cheerful, homelike furnishings such as curtains, bedside lamps, and pictures.

A number of significant but dwindling examples of the tourist court property type were identified in the inventory, among them: the Pines Motel on W. Fourth in Deer Park (NE1-1), a 1920s complex of ten individual cottages, five now connected to one another around a courtyard; the Valley Cottage Motel just off US 2 in Dryden (EC3-58), a grouping of six 1940s cottages left stranded by the realignment of the highway; Maywood Lodge on N. First St. in Yakima (EC3-62), a well-maintained U-shaped complex of post-war cottages with individual recessed garages; a late 1920s tourist court on Division St. in Cashmere (EC3-52), tucked away at the edge of town on the banks of the Wenatchee River and now converted to low-income rentals; and the Evergreen Court on SW Sixth Ave. in Camas (SW2-2), a 1920s courtyard complex of detached cottages with gabled porticos and arched entries, complete with grocery and service station.

Mountain Lodges: Mountain lodges were built on primary east-west routes through the Cascade Mountains concurrently with the improvement of these highways in the 1920s, 1930s, and 1940s. Although these lodges catered to outdoor recreationists, their proximity to the highway also allowed them to serve passing motorists en route to distant destinations. Such lodges were of two or more stories, constructed of logs and stone, with steeply pitched roofs to shed the winter snows. Often the property offered cafe dining, gasoline sales, groceries, and overnight accommodations in the lodge itself and/or in individual cabins.

Lodges were designed with rustic charm appropriate to the mountain setting. Interiors included a ground floor dining room, a lobby, and perhaps a gift shop area. Upper floors contained sleeping rooms and employees quarters, sometimes ranged around an open balcony.

Four mountain lodges were recorded in the inventory, these being: the Naches Tavern/Lodge on SR 410 at Greenwater en route to Chinook Pass (PS4-018), with auto garages to the rear and a distinctive neon and metal marquee sign attached to the facade; the Elk Ridge Lodge on SR 410 at Nile (EC4-03), featuring a half-log lodge building as well as detached cabins and gasoline pumps; the 1930s Rustic Inn about ten miles east of Snoqualmie Pass off old US 10 (I-90), still retaining an open central lobby with stone fireplace and balcony bedrooms; and the Mineral Springs Lodge on US 97 south of Blewett Pass (EC3-01), with its rustic stone base and ground-floor restaurant.

Motels: Motels or motor courts were constructed in great numbers in the 1940s through the early 1960s on approach roads into cities and town, along early bypass routes, and in resort areas. Many motels were created from remodeled tourist courts. The salient feature of the motel was its integrated roofline; i.e., all room units were encompassed under one roof. Motels were of a single story, with an average of 20 units arranged in a straight line, an L-shape, or a U-shape. Owner's residence, office, and coffee shop were often included within the

integrated design. Well into the 1940s, a good number of motels also featured an area for gasoline sales. As a carry-over from the attached tourist cottage-with-garage form, early motels usually provided recessed garages between room units. By 1960, most of these garages had been enclosed to increase interior space, creating flush facades and eliminating covered parking. Motels were typically of concrete block, brick, or wood frame construction with clapboard or stucco exterior finish.

Building design returned to a more functional, utilitarian nature in line with post-war modernism and building material shortages. Signage exhibited the motel's chosen stylistic motif far more boldly than building exterior. Motel pole signs at road's edge became wildly competitive advertisements, with mimetic forms and multi-colored messages in pulsating neon. Sometimes neon was applied to the building as well. Room interiors remained limited in size, but standardized with "new" and "modern" features. A typical motel room was fully furnished with a double bed with box spring and innerspring mattress; night stands with lamps, radio, and ashtrays; a writing desk complete with stationery; wall-to-wall carpeting and venetian blinds. The bathroom was separate and complete with tile shower, plastic shower curtain, toilet, sink, and accessories. Kitchenettes were popular where there was no competing coffee shop within the motel.

A large number of extant motels, many of them still in operation, were identified in the inventory. Among the most interesting and instructive of the early examples are: the Swiss Village Motel on Fruitvale Blvd. in Yakima (EC4-13), consisting of an early 4-unit building with garage recesses and a later 8-unit integral roof building across the courtyard; the Ranch Motel on Lewis Rd. in Spokane (NE1-24), an example of early Spartan-like units with recessed carports between; the Hi-U Motel at Basin St. and Seventh Ave. in Ephrata (NE5-8), a complex with greater architectural refinement continuing the recessed garage design; and the Bonita Auto Court on E. First Ave. in Cle Elum (EC2-18), an excellent and very early (late 1930s) example of a U-shaped integral-roof motel with recessed carports, all in the Mission Revival style.

Later examples of the motel as a well-defined property type are also numerous and include: the Holly Motel on Martin Way in Olympia (PS1-233), a complex of 39 wood shingle-sided units arranged around a landscaped courtyard, with an imposing late 1950s pole sign; the Starlite Motel on N. Fourth in Pasco (SE1-29), a typical large, L-shaped building of concrete block with a rakish 1960s neon rooftop sign above the office; and the Avenue Motel on N. Wenatchee Ave. in Wenatchee, an unusual crescent-shaped building of concrete, scored to resemble brick.

Motor Inns: Motor inns, motor lodges, and motor hotels appeared throughout the 1960s at freeway interchanges, near commercial city centers, and at airports and destination resorts. Motor inns were generally two-story structures, or a complex of structures, oriented around a central courtyard. Landscaped sites focused on a swimming pool were common. Parking occurred in spacious lots conveniently situated close to each unit. Most frequently, rooms were placed back-to-back using center-core construction, with a utility core running behind each unit and the bathrooms of every four units grouped at intersecting corners. Multi-story inns typically

comprised 150 to 300 rooms on sites where only 50 to 60 rooms would have been possible earlier.

Motor inns were usually architect-designed in contrast to the earlier family-owned motels. Architectural design was generally subordinate to the overall corporate image projected by signage, colors, and an exterior appliqué of style. Depending upon location, clientele, and price range, motor inns could project a luxurious or a modest but comfortable image. Interiors featured expanded public spaces such as spacious lobbies, full-scale dining rooms, cocktail lounges, and sometimes meeting rooms. Guest rooms became larger and even more reliably standardized with luggage area, dressing room separate from bath, queen-sized beds, sitting area, and sliding doors to a patio or balcony overlooking landscaped grounds.

Motor inns were identified in a less comprehensive fashion in the inventory due to their distance from the priority time frame of pre-1945 resources. A few that have been recorded are: the City Center Motel on Aurora Ave. in Seattle (PS1-064), an early 1960s two-story motel faced with stucco and z-brick, featuring a neon sign with Space Needle imagery; and the Pasco Travel Inn Motel on Lewis St. in Pasco (SE1-26), a complex of two-story concrete block buildings arranged in an L-shape around a swimming pool.

Observations on Integrity

As a category, resources pertaining to roadside lodging in Washington were well-represented in the inventory, second only to service stations. Modernization to remain competitive in the market has apparently been as pressing for lodging as for roadside restaurants. Alteration in the form of routine maintenance, and more dramatically in the form of remodeling under new ownership is common. Such updates still appear to be a viable alternative for early motels, in particular.

Tourist courts are clearly the most threatened as a property type due to their inherent fragility and greater age. Some tourist courts have been converted to permanent low-income rentals, as have some early motels; other than that, there appear to be few successful adaptive uses. A few remain in business owing to favorable location in recreational areas, and/or to successful updates. Layering of forms is observable at many properties where tourist cabins were combined under an integrated roof, or motels with original recessed garages were later enclosed. Some properties consist of a cluster of tourist cottages, with a later single-story motel building, and a still-later two-story motor inn, or some other instructive combination of types.

Research Issues

Tourist courts of the 1920s and 1930s, and first-generation motels from the 1940s are worthy of further investigation and evaluation. While the evolution of form for these property types has been fairly thoroughly researched, the story of Washington's tourist court/motel industry has not. A rich source of information not yet fully scrutinized are the auto tour "blue books" published by various organizations, oil company brochures and maps, and other motorist ephemera. Documentation of the inventoried resources (historic names, dates, ownership and operations data) is a top priority, followed by an exploration through primary source materials of other tourist courts and motels that once served early alignments of the state's highways.

Roadside Entertainment

Historic Context

Wayside attractions from petting zoos, to curio museums, to miniature golf courses sprouted up along the American roadside in the 1920s and 1930s. The most prominent form of roadside entertainment to flourish along highways in the early automobile era were drive-in theaters. Unlike gas stations, restaurants, and motels, the drive-in theater emerged from a single prototype and remained essentially unchanged in form and function for over 50 years (Liebs 1985:153). The drive-in theater was invented and patented by Richard Milton Hollingshead of Camden, New Jersey, in 1932, the product of his backyard experimentation. The opening of Hollingshead's own 336-car "Automobile Movie Theater" in a roadside field outside Camden was quickly followed by similar operations in Galveston and Los Angeles. Fierce patent battles ensued, slowing the expansion of what, by 1938, came to be known in the theater industry as "ozoners" (Segrave 1992:1-4, 18-20).

Drive-ins had certain problems inherent to their outdoor setting: variable weather, late starts in the summer season, insects, traffic circulation, bad sight lines, and poor sound amplification. Some of these were partially alleviated by technology and design during the first decade. Other problems, like the tenacious opposition of indoor theater operators, and the unavailability of first-run films, continued to hamper the ozoners throughout their life-span. In the early years, drive-ins typically hired many employees including uniformed ushers, windshield attendants, refreshment stand workers, and ticket takers. The popularity of the drive-in increased as customer amenities expanded, until, by mid-1942, some 95 drive-ins were in operation in 27 states (Segrave 1992:1-4, 32-33).

After World War Two, drive-ins entered a golden age which lasted some fifteen to twenty years. This heyday coincided with the blossoming of America's love affair with the car, with the baby boom, and with a new "come as you are" informality in family entertainment. While drive-in picture quality remained universally low, sound amplification was vastly improved with the widespread installation of in-car speakers with volume control, developed by RCA in 1941. Attendance soared as operators added more elaborate attractions and activities - kiddie playgrounds, pony rides, dance floors, kennels, laundry service, bottle warmer stations, mobile food service, full-scale cafeterias, lawn chairs for walk-ins, and pre-show fireworks (Liebs 1985:157-158). An evening at the drive-in with pajama-clad children in tow, became a popular summertime ritual for many families who would not ordinarily consider the expense and formality of an indoor theater. In fact, while box office proceeds declined for indoor theaters in the late 1940s, ozoners enjoyed increasing patronage until, in 1952, drive-in attendance exceeded that of conventional theaters. By 1955, some 3,700 drive-ins were thriving across the country (Segrave 1992:33, 37).

Drive-In theaters were not a phenomenon of the western states as such, although California boasted some of the earliest. Washington State had sixteen ozoners by 1948, in comparison to California's 44, and Oregon's three. Washington's drive-in industry experienced slight decline in the early 1960s, expanded again through the late 1960s, and peaked at 71 theaters in 1972. By 1987, however, that number had plummeted to 24 (Segrave 1992:233).

The decline of the drive-in theater as an entertainment form began with a sudden drop in the early 1960s. Some states, like Washington, experienced a brief resurgence with new construction in the late 1960s. But the trend was unmistakable by the late 1970s. Many theaters were almost thirty years old and sorely in need of capital improvements, yet the traditional family customer base had been permanently eroded. Operators did all that they could to keep their businesses afloat. The first amenities to go were the kiddie playgrounds, now an enormous insurance liability, followed by other pre-show extras. Further attempts to survive included multi-plexing and switching from family fare to "R" and "X"-rated films.

Many factors contributed to the drive-in's demise, not the least of which was the end of America's fixation with spending time in increasingly smaller, less comfortable cars. One significant reason for decline was the inexorable growth of cities, absorbing the old approach strips of the 1920s through 1960s, pushing land values higher and higher, and leaving large lots vulnerable to redevelopment where roadside miniature golf courses, amusement parks, and drive-in theaters once flourished. Small town drive-ins simply languished, falling victim to rising maintenance costs and dwindling patronage (Liebs 1985:166-167).

Physical Form and Evolution

A total of 12 roadside entertainment resources were identified in the present inventory (Table 7). All of these were examples of a single property type, the drive-in theater.

Table 7. Roadside Entertainment - Inventory Entries by Category and Property Type.

Drive-In Theaters			
NE1-26	NE5-9	NE6-11	NE6-23
EC1-21	EC3-57	EC3-80	EC4-15
PS1-133	PS1-154	PS1-215	PS5-006
Total			12

Drive-In Theaters: Generally constructed between the years 1935 and 1965, drive-in theaters shared certain basic physical components. The essential elements included an open field along side a highway, a screen and screen tower, a projection booth, and earthen berms radiating out in a semi-circle. Design modifications occurred prior to World War Two. Screens were faced away from the highway and were angled downward for distortion-free viewing. Longer approach roads past ticket booths averted traffic tie-ups on the highway, and drive-over ramps within the amphitheater allowed improved interior circulation. Snack bars and restrooms, situated at the base of the projection booth, soon became standard, as did perimeter fencing to discourage non-paying patrons.

The post-war years led to more elaborate expressions of site design and architectural style. Theater architects were commissioned to design some of the larger urban drive-ins. The

backside of the screen tower often functioned as the major visual component of the complex as viewed from the exterior. It was treated with finishes, colors, and detailing typical of period roadside commercial architecture (in Art Deco, Streamline Moderne, or Exaggerated Modern styles). Bright neon signage and over-sized mimetic images served as advertising. Double-sided attraction boards at highway's edge echoed the materials, styling, and imagery of the screen tower. The interior of the complex was more purely functional, with flat-roofed service buildings of wood frame or cement block. Amphitheater size increased until drive-in capacity peaked at 3000 cars in the mid-1950s. Cinemascope screens replaced original, smaller screens in the 1950s, although some merely added wings to either side of the screen tower. Pre-fabricated, free-standing screens without highway-side decoration went up in the 1960s.

Among the best surviving examples of Washington's drive-in theaters identified in the inventory are: the West End Drive-In Theater on Garden Springs Road in Spokane (NE1-26), with its early wood-frame screen and canted-front snack bar with upper deck (now closed); the Vue Dale Drive-In on the Malaga-Alcoa Road in Wenatchee (EC1-21), still in operation with a distinctive neon and metal pole sign, original ticket booth, and pink and gray color scheme; the Valley Six Drive-In at D St. and Auburn Way in Auburn (PS1-133), an operating complex of six screens arranged around a central snack bar and projection booth; and the Skyline Drive-In on SE Brewer in Kamilche (PS5-006), a well-maintained rural theater still in operation, with a distinctive totem pole theme.

Observations on Integrity

As resources far less commonplace than gas stations or restaurants, drive-in theaters in Washington are truly an endangered species. Most of the drive-ins identified in the inventory (8 out of 12) were abandoned, and some of their sites already partially redeveloped. Most of those no longer in operation had lost one or more of their key character-defining elements, such as the screen or projection booth. Some drive-ins located had lost too many elements to warrant inclusion in the inventory at all. Others, depicted on current USGS maps, proved to have quite recently fallen victim to redevelopment. One hopeful note is that drive-ins were not always constructed along major highway corridors, so it is possible that more still survive along secondary country roads, particularly in smaller communities where development pressures have so far remained less intense.

Research Issues

So few drive-in theaters survive across the state that little time remains to study and evaluate the property type. The economic factors that discourage their continued operation are many and not likely to disappear. Top priority must be given to documentation and registration as a group, before any further fall victim to closure and site redevelopment.

Conclusions and Recommendations

Results of the present inventory, and the accompanying ISTEAs survey of randomly selected segments along highway corridors, indicate that historic properties associated with

transportation on the major highway routes in Washington State have experienced, for the most part, only inadvertent historic preservation. Because of their locations and functions, those properties have been subjected to relatively more potentially destructive influences than other categories of properties, such as residential building stock. Fluctuations in commercial real estate values affect the integrity of historic buildings situated along popular travel routes perhaps more profoundly over time than any other single factor. Other elements affecting properties include technological changes in modes of transportation; construction of freeways and other roadways bypassing older routes; changes in behavioral patterns of the traveling public, including consumer preferences; demographics; industrial growth, decline, and diversification; politics; and the natural elements themselves. It could be said that historic transportation-associated properties are an endangered species.

And yet surprisingly intact examples of character-defining property types still exist along what were the state's major highway corridors, and presumably along streets and secondary roadways not examined for the present study. Documented in this report are examples of 22 property types grouped within 5 categories of transportation properties. Perhaps more categories and types exist, possibly on other streets and roadways.

Significant property types examined in this study include vehicle dealerships, which appear to have experienced a relatively high survival rate. Many Downtown and Early Auto Row businesses have been converted to other uses, but nevertheless survive in recognizable forms. Depression-era dealerships have been less adaptable, or are perhaps less recognizable in remodeled form, as are Post-War dealerships. The relatively few intact examples of the Streamlined Moderne or of the Exaggerated Modern-style dealership that survive are significant.

The evolution of interior spaces in pre-World War Two dealerships in response to changing automobile styles and economic conditions would be a worthy study. Second-story spaces in Downtown dealerships of the 1910s and 1920s could be examined as part of a study of that property type. Early auto rows in Spokane, Seattle, and other larger cities could become the focus of a National Register Multiple Property Documentation (MPD), with selected property types identified for development of registration requirements. Auto-marketing strategies reflected in the Depression-era modern dealerships, with their spacial and aesthetic innovations, appear to promise especially rewarding research.

Automotive service facilities are particularly vulnerable to serious alteration. They seem almost to be barometers of change in transportation, technology, marketing, and a host of demographic and sociological trends. Those building types also tend to be extremely adaptable for uses other than for what they were originally constructed. Curbside pumps and "house" gas station types are rare and endangered. Bay and oblong box service stations are more numerous, many having been converted to convenience stores, repair shops, used car dealerships, and the like. Small box gas stations survive as new businesses, often used car sales lots. Auto repair garages appear to have survived more or less intact, their function having remained constant over the years.

Determining original corporate affiliation of pre-World War Two gas and service stations in Washington should be a necessary first step in further investigation and analysis of those

property types. Various oil companies introduced their own station designs into the state, and pattern book designs were used for prefabricated stations. Compilation of that information will help in the further identification and interpretation of the property types, perhaps in an MPD format.

Independently owned highway dining establishments pre-dating the encroachment of corporate "chain" restaurants in Washington prior to 1965 appear to have a relatively low survival rate. Some independent restaurants along older roads often retain their original, distinctive signage, although they may no longer be operating. Generally, food stands, roadside cafes, and drive-ins survive only after extensive remodeling, often to provide indoor seating. Highway coffee shops of the 1950s and early 1960s can sometimes still be identified by their hard-to-disguise Exaggerated Modern features. A study focusing on the connection between these and other highway dining properties and the historical development of the highway corridors upon which they are located would enhance understanding and predictability of occurrence of the various related property types. Because of their fragile nature and endangered status, drive-ins should probably rate the highest priority for comprehensive documentation, perhaps in an MPD format.

Although remodeling and modernization are the rule rather than the exception among old motels, tourist courts are the most threatened property type in the Traveler Lodging category. Some tourist courts have been converted to low-income housing, as have some early motels. Others have disappeared entirely, victims of more profitable developments along popular roadways. While the evolution from tourist courts to modern motels is known elsewhere, it is not well documented with representative properties in Washington. Multiple MPDs focusing on individual stages of lodging development, using contemporary trade publications, would yield the greatest return in understanding this important phenomenon statewide.

A common sight along all roadways is the video rental outlet operating out of a former gas station. Therein lies part of the reason drive-in theaters have become the dinosaurs of our time. So few remain intact and operational that only a dozen were inventoried in the present study. Of course, drive-in theaters along secondary roadways still exist; some, like the Country Drive-In Theater at 4309 W. Nob Hill Blvd. in Yakima, are in excellent condition. But for how much longer is anyone's guess. Before their complete extinction, this unique form of roadside entertainment should be documented, with their full sociological importance examined in detail.

As is apparent in the results of the present inventory, the sheer variety of historic properties associated with transportation virtually defies in-depth analysis in a single document. Numerous studies, perhaps in the National Register's MPD format, would be required to encompass all property types. MPDs comparing two or three types, and in some cases an MPD focusing on only one property type, such as tourist courts or early motels, would yield the most beneficial results.

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Appendix 1. Historic Transportation Properties Inventoried.

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
SE1-01	9/27/94		BN RAILROAD DEPOT	0.2 MILES N OF PLYMOUTH CITY CENTER	PLYMOUTH	BENTON	T5N	R28E	6
SE1-02	9/27/94		COLUMBIA MOTOR INN	1133 W COLUMBIA DR	KENNEWICK	BENTON	T9N	R29E	36
SE1-03	9/27/94		GREEN GABLES MOTEL	515 W COLUMBIA DRIVE	KENNEWICK	BENTON	T9N	R29E	36
SE1-04	9/27/94		ARD AUTOMOTIVE	407 W COLUMBIA DRIVE	KENNEWICK	BENTON	T9N	R29E	36
SE1-05	9/27/94		AUTO SHINE DETAILING	105 E. COLUMBIA DR.	KENNEWICK	BENTON	9N	30E	31
SE1-06	9/27/94			507 E. COLUMBIA DR.	KENNEWICK	BENTON	9N	30E	31
SE1-07	9/27/94		CHIEFTAIN MOTEL	305 E. COLUMBIA DR.	KENNEWICK	BENTON	9N	30E	31
SE3-01	9/29/94		ANTHONY APARTMENTS/ CHARLES BARR LAW OFFICES	1205-1213 GEORGE WASHINGTON WAY	RICHLAND	BENTON	T9N	R28E	11
SE3-02	9/29/94		TIM BUSH MOTOR COMPANY	1402 JADWIN AVENUE	RICHLAND	BENTON	T9N	R28E	2
SE4-01	9/29/94		OFF THE HI-WAY MOTEL	975 W. COLUMBIA DRIVE	KENNEWICK	BENTON	T9N	R29E	36
SE4-02	9/29/94		COLUMBIA PARK MANAGER	4709 E. COLUMBIA DRIVE SE	KENNEWICK	BENTON	T9N	R29E	28
SE4-03	9/29/94		LIGHT HOUSE APARTMENTS	1661 COLUMBIA DRIVE, SE	RICHLAND	BENTON	T9N	R29E	30
SE4-04	9/29/94			951 COLUMBIA DRIVE, SE	RICHLAND	BENTON	T9N	R29E	30
SE4-05	9/29/94	BENTON CITY AUTO BODY	COUNTRY STEEL GYM AND FITNESS	701 9TH STREET	BENTON CITY	BENTON	T9N	R27E	18
SE4-06	9/29/94		FAIRWAY MARKET AND TEXACO	2204 OLD INLAND EMPIRE HIGHWAY	WHITSTRAN	BENTON	T9N	R25E	28
SE4-07	9/29/94			NE CORNER INLAND EMPIRE HIGHWAY & WINE COUNTRY ROAD	PROSSER	BENTON	T9N	R24E	35
EC1-01-R	11/3/94	DEPT. OF HIGHWAYS SUMMITSHED	STEVENS PASS PARKING OPERATIONS	U S HIGHWAY 2, STEVENS PASS	STEVENS PAS	CHELAN	T26N	R13E	14
EC1-02	11/3/94	WSDOT BERNE SNOW CAMP	BERNE CAMP	BOX 23792 US HIGHWAY 2	STEVENS PAS	CHELAN	T26N	R15E	3

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC1-03	11/3/94		CHANDELIER INN	US HIGHWAY 2	NASON CREEK	CHELAN	T26N	R16E	2
EC1-04	11/3/94		BENDER'S GARAGE	1003 COMMERCIAL STREET	LEAVENWORT	CHELAN	T24N	R17E	12
EC1-05	11/9/94		BRINDLESTIFFS RIVERSIDE CABINS MOTEL	11798 US HIGHWAY 2	LEAVENWORT	CHELAN	T24N	R17E	1
EC1-06	11/9/94	GREAT NORTHERN FREIGHT DEPOT		US HIGHWAY 2 & RIVERBEND DRIVE	LEAVENWORT	CHELAN	T24N	R18E	6
EC1-07	11/9/94		CHEVRON STATION	8284 US HIGHWAY 2	PESHASTIN	CHELAN	T24N	R18E	20
EC1-08	11/9/94		TIMBERLINE MOTEL	8284 US HIGHWAY 2	PESHASTIN	CHELAN	T24N	R18E	20
EC1-09	11/9/94		STARLITE MOTEL	1640 N WENATCHEE AVE	WENATCHEE	CHELAN	T23N	R20E	33
EC1-10	11/12/94	WSDOT DISTRICT 2 HEADQUARTERS	NORTH CENTRAL REGION ANNEX	1551 N WENATCHEE AVE	WENATCHEE	CHELAN	T23N	R20E	33
EC1-11	11/12/94	THE WINDMILL STEAKS		1501 N WENATCHEE AVE	WENATCHEE	CHELAN	T23N	R20E	33
EC1-12	11/4/94		SHILOH'S	730 N WENATCHEE AVE	WENATCHEE	CHELAN	T22N	R20E	3
EC1-13	11/12/94	AVENUE MOTEL		720 N WENATCHEE AVE	WENATCHEE	CHELAN	T22N	R20E	3
EC1-14	11/4/94		LAMBSON LITHOGRAPHICS	246 N WENATCHEE AVE	WENATCHEE	CHELAN	T22N	R20E	3
EC1-15	11/4/94	MIDWAY MOTOR COMPANY	DAVIS SIT 'N SLEEP	135 N WENATCHEE AVE	WENATCHEE	CHELAN	T22N	R20E	10
EC1-16	11/12/94	GREAT NORTHERN DEPOT BEANERY		KITTITAS STREET AT BN TRACKS	WENATCHEE	CHELAN	T22N	R20E	10
EC1-17	11/12/94		AVENUE AUTO SALES	333 S WENATCHEE AVE	WENATCHEE	CHELAN	T22N	R20E	10
EC1-18	11/4/94			400 S WENATCHEE AVE	WENATCHEE	CHELAN	T22N	R20E	10
EC1-19	11/4/94		H. JOHANNSEN MACHINE WORKS	510 S WENATCHEE AVE	WENATCHEE	CHELAN	T22N	R20E	10
EC1-20	11/12/94		LYLE'S USED CARS	605 S WENATCHEE AVE	WENATCHEE	CHELAN	T22N	R20E	10

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC1-21	11/12/94		VUE DALE DRIVE-IN	1546 MALAGA-ALCOA ROAD	WENATCHEE	CHELAN	T22N	R20E	14
EC3-37	10/25/94		PARKWAY MOTEL	MAUSON ROAD (SR 150) BOX 1237	CHELAN	CHELAN	T27N	R22E	13
EC3-38	10/25/94		MOM'S MONTLAKE MOTEL	WAPATO AVE & CLIFFORD STREET	CHELAN	CHELAN	T27N	R23E	18
EC3-39	10/25/94		CHELAN TEXACO	803 WOODIN AVE	CHELAN	CHELAN	T27N	R23E	18
EC3-40	10/25/94		CHELAN TRANSFER CO.	329 WOODIN AVE	CHELAN	CHELAN	T27N	R22E	13
EC3-41	10/25/94		CHELAN TRANSFER CO. EXPRESS & STAGE LINES	114-122 EMERSON STREET	CHELAN	CHELAN	T27N	R22E	13
EC3-42	10/25/94	CAMPBELL HOTEL	CAMPBELL'S RESORT	104 W WOODIN AVE	CHELAN	CHELAN	T27N	R22E	13
EC3-43	10/25/94	LAKEVIEW HOTEL		102 W WOODIN AVE	CHELAN	CHELAN	T27N	R22E	13
EC3-44	10/25/94		LAKE CHELAN MOTEL	2044 WOODIN AVE	CHELAN	CHELAN	R27N	R22E	14
EC3-45	10/25/94		PAT & MIKE'S GROCERY	53 SR971	CHELAN	CHELAN	T27N	R22E	16
EC3-46	10/26/94		ENTIAT CHEVRON STATION	2042 ENTIAT WAY	ENTIAT	CHELAN	T25N	R21E	9
EC3-47	10/26/94		COLUMBIA TRUCKING	3615 HIGHWAY 97	WENATCHEE	CHELAN	T22N	R20E	15
EC3-48	11/11/94	CHELAN COUNTY SHOPS		OLIVE GARDEN ROAD	WENATCHEE	CHELAN	T23N	R20E	21
EC3-49	10/26/94		MONITOR DRIVE-IN	E MAIN STREET	MONITOR	CHELAN	T23N	R19E	13
EC3-50	11/11/94		RUSTY'S DRIVE-IN	700 COTTAGE AVE	CASHMERE	CHELAN	T23N	R19E	4
EC3-51	11/11/94		201 BUILDING	201 COTTAGE AVE	CASHMERE	CHELAN	T23N	R19E	4
EC3-52	11/11/94		AUTO CAMP	DIVISION AT WENATCHEE BRIDGE	CASHMERE	CHELAN	T24N	R19E	33
EC3-53	11/11/94	GREAT NORTHERN RR DEPOT	SAME	MISSION AVE E OF DIVISION ST	CASHMERE	CHELAN	T23N	R19E	4

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC3-54	11/11/94	THE PINK STORE	SADDLETREE CAFE	210 S DIVISION ST	CASHMERE	CHELAN	T23N	R19E	4
EC3-55	11/11/94		SUNSET TIRE	5824 SUNSET HIGHWAY	CASHMERE	CHELAN	T24N	R19E	32
EC3-56	11/11/94		SUNSET MACHINE	5830 SUNSET HIGHWAY	CASHMERE	CHELAN	T24N	R19E	32
EC3-57	11/11/94	MT. VUE DRIVE IN THEATRE		7730 STINE HILL ROAD	DRYDEN	CHELAN	T24N	R18E	36
EC3-58	11/9/94	VALLEY COTTAGE MOTEL		8912 MOTEL ROAD	DRYDEN	CHELAN	T24N	R18E	35
SW1-01-R	9/8/94	NORTHERN PACIFIC RAILROAD DEPOT	AMTRAK DEPOT	W 1301 11ST STREET	VANCOUVER	CLARK	T2N	R1E	28
SW1-02	9/8/94		KIMSEY AUTO SALES/TROY STEVENS AUTO SERVICE	1501-1503 MAIN STREET	VANCOUVER	CLARK	T2N	R1E	27
SW1-03	9/8/94		CASCADE DISCOUNT CARPET	1602 MAIN STREET	VANCOUVER	CLARK	T2N	R1E	27
SW1-04	9/8/94		MAIN STREET AUTO CARE	2425 MAIN STREET	VANCOUVER	CLARK	T2N	R1E	22
SW1-05	9/8/94		B.F. GOODRICH	2607 MAIN STREET	VANCOUVER	CLARK	T2N	R1E	22
SW1-06	9/8/94		DAIRY QUEEN	2707 MAIN STREET	VANCOUVER	CLARK	T2N	R1E	22
SW1-07	9/8/94		RUDY'S RELIABLE AUTO CARE	3800 MAIN STREET	VANCOUVER	CLARK	T2N	R1E	22
SW1-08	9/8/94		MAIN STREET ASTRO	3901 MAIN STREET	VANCOUVER	CLARK	T2N	R1E	15
SW1-09	9/8/94		ALLBRITE UPHOLSTERY	4506 MAIN STREET	VANCOUVER	CLARK	T2N	R1E	15
SW1-10	9/8/94		KAY'S MOTEL	6700 HIGHWAY 99	HAZEL DELL	CLARK	T2N	R1E	10
SW1-11	9/8/94		CAMPBELL'S RADIATOR	8111 HIGHWAY 99	HAZEL DELL	CLARK	T2N	R1E	2
SW1-12	9/8/94			8115 HIGHWAY 99	HAZEL DELL	CLARK	T2N	R1E	2
SW1-13	9/8/94		LOT ASSOCIATES/D & D PAINT CENTER/BATTERY X-CHANGE	8310-8380 HIGHWAY 99	HAZEL DELL	CLARK	T2N	R1E	2

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Ring	Sec
SW1-14	9/8/94		R.W. ASSOCIATES, INC. USED AUTOS	10601 HIGHWAY 99	SALMON CREE	CLARK	T3N	R1E	35
SW1-15	9/8/94			10804 HIGHWAY 99	SALMON CREE	CLARK	T3N	R1E	35
SW1-16	9/8/94			11101 HIGHWAY 99	SALMON CREE	CLARK	T3N	R1E	35
SW1-17	9/8/94		SUNNYSIDE MOTEL	12200 HIGHWAY 99	SALMON CREE	CLARK	T3N	R1E	26
SW1-18	9/8/94		VICK'S REAL ESTATE AND CONSTRUCTION	19701 NE 10TH AVENUE (HIGHWAY 502)	KOZY KAMP	CLARK	T3N	R1E	11
SW1-19	9/8/94			19709 NE 10TH AVENUE (HIGHWAY 502)	KOZY KAMP	CLARK	T3N	R1E	11
SW1-20	9/21/94		DON & JO'S DRIVE-IN	21903 NE 10TH AVENUE	DULUTH	CLARK	T4N	R1E	35
SW1-21-R	9/21/94		SUMMIT GROVE CHALET	30810 NE TIMMEN ROAD	LA CENTER	CLARK	T4N	R1E	10
SW1-22	9/21/94	TIMMEN'S LANDING HOTEL/RESTAURANT		318 OLD PACIFIC HIGHWAY	LA CENTER	CLARK	T4N	R1E	3
SW1-23	9/21/94		GIOVANNI'S PIZZA GRANITA & ESPRESSO	320 OLD PACIFIC HIGHWAY	LA CENTER	CLARK	T4N	R1E	3
SW1-24	9/21/94	STARLITE LODGE	MOOREHAVEN GUEST HOME	34719 OLD PACIFIC HIGHWAY	LA CENTER	CLARK	T5N	R1E	33
SW1-25	9/21/94			34808 OLD PACIFIC HIGHWAY	LA CENTER	CLARK	T5N	R1E	33
SW1-26	9/21/94		COPELAND GROCERY	6307 NW PACIFIC HIGHWAY	WOODLAND	CLARK	T5N	R1E	19
SW2-01-R	9/22/94	AVIATION FIELD HANGAR	PEARSON FIELD HANGAR	1113 E. 5TH STREET	VANCOUVER	CLARK	T2N	R1E	26
SW2-02	9/22/94		EVERGREEN COURT	2311 SW 6TH AVENUE	CAMAS	CLARK	T1N	R3E	9
SW2-03	9/22/94		OLD FASHION MAID DRIVE-IN	3414 NE 3RD AVENUE	CAMAS	CLARK	T1N	R4E	7
SW2-04	9/22/94		AUTO CENTERS, INC.	3440 NE 3RD AVENUE	CAMAS	CLARK	T1N	R4E	7
SW2-05	9/22/94		NEDER'S CARE/ SERVICE STATION	2507 "E" STREET	WASHOUGAL	CLARK	T1N	R4E	8

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
SW2-06	9/22/94		MEL'S RADIATOR WELDING/ U-HAUL	3144 "D" STREET	WASHOUGAL	CLARK	T1N	R4E	8
SW1-27	9/21/94		ANTIQUUE MALL	364 N 1ST STREET	KALAMA	COWLITZ	T6N	R1W	17
SW1-28	9/21/94			514 FRONTAGE ROAD	KALAMA	COWLITZ	T6N	R1W	7
SW1-29	9/21/94		KALAMA BURGER BAR	E 246 FRONTAGE ROAD	KALAMA	COWLITZ	T6N	R1W	17
SW1-30	9/21/94		DAVIS TEXACO AIR SERVICE	S 2218 PACIFIC AVENUE	KELSO	COWLITZ	T7N	R2W	2
SW1-31	9/21/94			S 1508 PACIFIC HIGHWAY	KELSO	COWLITZ	T8N	R2W	34
SW1-32	9/21/94		BEHREND'S BODY SHOP	S 701 PACIFIC AVENUE	KELSO	COWLITZ	T8N	R2W	34
SW1-33-R	9/21/94	KELSON-LONGVIEW NPRR DEPOT	BNRR DEPOT	S 501 1ST AVENUE	KELSO	COWLITZ	T8N	R2W	27
SW1-34	9/21/94		FUNITURE NEW AND USED	S 401 PACIFIC AVENUE	KELSO	COWLITZ	T8N	R2W	27
SW1-35	9/21/94			1800 PACIFIC HIGHWAY N	KELSO	COWLITZ	T8N	R2W	22
NE2-16	10/20/94		HOTEL WATERVILLE	102 CENTRAL AVENUE	WATERVILLE	DOUGLAS	T25N	R22E	21
NE2-17	10/20/94		WATERVILLE AUTO COMPANY	116 LOCUST STREET	WATERVILLE	DOUGLAS	T25N	R22E	21
NE2-18	10/20/94		TEXACO SERVICE STATION	101 LOCUST STREET	WATERVILLE	DOUGLAS	T25N	R22E	21
NE2-19	10/20/94		HOLLOWAY AUTO AND GUNS	108 CHELAN AVENUE	WATERVILLE	DOUGLAS	T25N	R22E	21
NE2-20	10/20/94		BIG BEND STORE	201 CHELAN AVENUE	WATERVILLE	DOUGLAS	T25N	R22E	22
NE2-21	10/20/94		DOUGLAS GENERAL STORE/MOTEL/GAS STATION	1175 HIGHWAY 2	DOUGLAS	DOUGLAS	T25N	R23E	31
NE4-03-R	12/12/94		OLD STATE ROAD	0.7 MILE S. OF MP108, HIGHWAY 21		FERRY	T33N	R32E	25
NE4-04	12/12/94			MP122, HIGHWAY 21		FERRY	T34N	R32E	2

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
NE4-05	12/12/94			0.3 MILE S OF MP131, HIGHWAY 21		FERRY	T36N	R32E	36
NE4-06-R	12/12/94	STEADMAN'S LIVERY AND TRANSFER BARN		250 FEET W OF S CLARK AVE RAILROAD OVERPASS	REPUBLIC	FERRY	T36N	R33E	7
NE4-07	12/12/94		TEXACO	601 CLARK AVENUE	REPUBLIC	FERRY	T36N	R32E	1
NE4-08-R	12/12/94	MALO STORE	MALO STORE	S CORNER OF HIGHWAY 21 AND ST. PETER CREEK ROAD	MALO	FERRY	T38N	R33E	11
NE4-09-R	12/12/94		ANSORGE HOTEL	NW CORNER OF RIVER STREET AND RAILROAD AVENUE	CURLEW	FERRY	T39N	R33E	14
NE4-10	12/12/94		D & D AUTOMOTIVE/ABRAHAM CONTACTING	NE OF INTERSEC. OF W KETTLE RIVER & DEER CREEK RDS	CURLEW	FERRY	T39N	R33E	14
NE4-11-R	12/12/94	DANVILLE BORDER STATION		0.1 MILE S OF CANADIAN BORDER, HIGHWAY 21	DANVILLE	FERRY	T40N	R34E	3
SE1-08	9/28/94		SAGE'N SUN MOTEL	1232 S. 10TH AVE.	PASCO	FRANKLIN	9N	30E	31
SE1-09	9/28/94		1ST. CLASS AUTO DETAIL	1208 S. 10TH AVE.	PASCO	FRANKLIN	9N	30E	31
SE1-10	9/28/94		LACOCINA MEXICAN FOOD	1007 W. COLUMBIA ST.	PASCO	FRANKLIN	9N	30E	30
SE1-11	9/28/94			W 1005 LEWIS STREET	PASCO	FRANKLIN	T9N	R30E	30
SE1-12	9/28/94		AMERICAN EAGLE MUFFLER CENTER	N 1503 4TH AVENUE	PASCO	FRANKLIN	T9N	R30E	20
SE1-13	9/28/94			BLDG. 67, "C" AVENUE, TRI-CITIES AIRPORT	PASCO	FRANKLIN	T9N	R30E	18
SE1-14-R	9/28/94		LAYNE PUMPS, INC./BPA PASCO GARAGE	BLDG. 69, "C" AVENUE, TRI-CITIES AIRPORT	PASCO	FRANKLIN	T9N	R30E	18
SE1-15-R	9/28/94		BERGSTROM AIRCRAFT, INC.	BLDG. 71, "C" AVENUE, TRI-CITIES AIRPORT	PASCO	FRANKLIN	T9N	R30E	18
SE1-16-R	9/28/94		BERGSTROM AIRCRAFT, INC.	BLDG. 142, "C" AVENUE, TRI-CITIES AIRPORT	PASCO	FRANKLIN	T9N	R30E	18
SE1-17-R	9/28/94		BERGSTROM AIRCRAFT, INC.	BLDG. 72, "C" AVENUE, TRI-CITIES AIRPORT	PASCO	FRANKLIN	T9N	R30E	18
SE1-18-R	9/28/94		EMERY WORLDWIDE CF FREIGHT	BLDG. 73 "C" AVENUE, TRI-CITIES AIRPORT	PASCO	FRANKLIN	T9N	R30E	18

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
SE1-19	9/28/94		ANDRADE AUTO REPAIR	102 FIRST AVENUE	MESA	FRANKLIN	T13N	R30E	26
SE1-20	9/28/94			114 FIRST AVENUE	MESA	FRANKLIN	T13N	R30E	26
SE1-21-R	9/28/94		UNION PACIFIC RAILROAD DEPOT	200 FEET WEST OF W ASH ST. & COLUMBIA AVE.	CONNELL	FRANKLIN	T14N	R31E	36
SE1-22	9/28/94		LIERMAN ELECTRIC	N 304 COLUMBIA AVENUE	CONNELL	FRANKLIN	T14N	R31E	36
SE1-23	9/28/94			N 345 COLUMBIA AVENUE	CONNELL	FRANKLIN	T14N	R31E	36
SE1-24	9/28/94		DAVIS AUTOMOTIVE	N 352 COLUMBIA AVENUE	CONNELL	FRANKLIN	T14N	R31E	36
SE1-25	10/11/94		BERNARD'S SHELL SERVICE STATION	W 807 LEWIS STREET	PASCO	FRANKLIN	T9N	R30E	30
SE1-26	10/11/94		PASCO TRAVEL INN MOTEL	W 725 LEWIS STREET	PASCO	FRANKLIN	T9N	R30E	30
SE1-27	10/11/94		PASCO MOTOR INN	W 627 LEWIS STREET	PASCO	FRANKLIN	T9N	R30E	29
SE1-28	10/11/94		DESERT AIR MOTEL	N 2618 4TH	PASCO	FRANKLIN	T9N	R30E	20
SE1-29	10/11/94		STARLITE MOTEL	N 2634 4TH	PASCO	FRANKLIN	T9N	R30E	20
SE1-30	10/11/94		BURLINGTON NORTHERN RR YARD CONTROL TOWER, PASCO	N 4901 RAILROAD AVENUE	PASCO	FRANKLIN	T9N	R30E	7
SE2-01	10/12/94		MISSION ANNEX	231 WEST LEWIS	PASCO	FRANKLIN	T9N	R30E	29
SE2-02	10/12/94		GOLDEN WEST MOTEL/ APARTMENTS	1512 EAST LEWIS STREET	PASCO	FRANKLIN	T9N	R30E	29
SE2-03	10/12/94		DOUBLE "D" APARTMENTS	1703 EAST LEWIS	PASCO	FRANKLIN	T9N	R30E	28
SE2-04	10/12/94		MARQUEZ AND SONS TRUCK AND AUTO REPAIR	2411 EAST LEWIS STREET	PASCO	FRANKLIN	T9N	R30E	28
SE2-05	10/12/94			2412 EAST LEWIS STREET	PASCO	FRANKLIN	T9N	R30E	28
SE2-06	10/12/94		BONNIE BRAE APARTMENTS AND TRAILER COURT	2508 EAST LEWIS STREET	PASCO	FRANKLIN	T9N	R30E	28

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
SE2-07R	10/12/94	NORTHERN PACIFIC ROUNDHOUSE AND SHOPS	BURLINGTON NORTHERN ROUNDHOUSE AND SHOPS	EAST "A" STREET AND SOUTH CHESTNUT AVENUE	PASCO	FRANKLIN	T9N	R30E	28
SE2-08-R	10/12/94	AINSWORTH TOWNSITE		RIGHT BANK OF SNAKE RIVER AT THE COLUMBIA RIVER	PASCO	FRANKLIN	T8N	R30E	3
NE2-22	10/20/94		DEUTZ ALLIS FLEXI-COIL	SW CORNER 1" NE ON LOCUST STREET	COULEE CITY	GRANT	T25N	R28E	34
NE2-23	10/20/94		BLUE TOP MOTEL	SW CORNER OF WALNUT STREET ON 6TH AVENUE	COULEE CITY	GRANT	T24N	R28E	3
NE2-24	10/20/94			SE CORNR OF WALNUT AND 6TH AVENUE	COULEE CITY	GRANT	T24N	R28E	3
NE2-25	10/20/94		ANTIQUES-COLLECTIBLES	9825 HIGHWAY 2	COULEE CITY	GRANT	T25N	R28E	34
NE2-26	10/20/94		ALA COZY MOTEL	10225 HIGHWAY 2	COULEE CITY	GRANT	T25N	R28E	34
NE2-27	10/20/94		HARTLINE MOTOR SUPPLY	N SIDE WILLARD STREET BETWEEN MAIN & RANGE STREETS	HARTLINE	GRANT	T25N	R29E	1
NE2-28	10/20/94		BIG BEND GARAGE	S SIDE WILLARE STREET BETWEEN MAIN & RANGE STREETS	HARTLINE	GRANT	T25N	R29E	1
NE5-01	10/20/94		MT. VERNON MOTEL	F STREET SW AND 2ND AVENUE SW	QUINCY	GRANT	T20N	R24E	18
NE5-02	10/20/94		PETRI FORD	F STREET SW AND CENTRAL AVENUE, S	QUINCY	GRANT	T20N	R24E	17
NE5-03	10/20/94		G AND S PRECISION MACHINE	F STREET SE AND 1ST AVENUE SE	QUINCY	GRANT	T20N	R24E	17
NE5-04	10/20/94		DUSTY'S IN-N-OUT	SOUTH BASIN STREET AND 13TH AVENUE SW	EPHRATA	GRANT	T21N	R26E	21
NE5-05	10/20/94		COLUMBIA MOTEL	1257 SOUTH BASIN STREET	EPHRATA	GRANT	T21N	R26E	21
NE5-06	10/20/94		ROCKY'S AUTO CLINIC	SOUTH BASIN AND 9TH AVENUE SW	EPHRATA	GRANT	T21N	R26E	16
NE5-07	10/20/94		PIONEER MUFFLER II	NORTH BASIN STREET AND 5TH AVENUE NW	EPHRATA	GRANT	T21N	R26E	15
NE5-08	10/20/94		HI-U MOTEL	NORTH BASIN STREET AND 7TH AVENUE NE	EPHRATA	GRANT	T21N	R26E	10
NE5-09	10/20/94		PARK DRIVE-IN THEATRE	LAKEVIEW DRIVE AND 19TH NW	LAKEVIEW PAR	GRANT	T22N	R26E	25

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
NE5-10	10/20/94		PETE'S CHUCKWAGON CAFE	225 HIGHWAY 28 WEST	LAKEVIEW PAR	GRANT	T22N	R26E	25
NE5-11	10/20/94		LAKEVIEW MOTEL	272 HIGHWAY 28	LAKEVIEW PAR	GRANT	T22N	R26E	25
NE5-12	10/21/94		FORD'S MINI STOP	HIGHWAY 28 AND J NE	STRATFORD	GRANT	T22N	R28E	3
NE5-13	10/21/94		ABE'S SERVICE	FIRST AND RAILROAD	WILSON CREEK	GRANT	T22N	R29E	1
EC2-01	8/11/94	WSDOT SUMMIT SHOP	SNOQUALMIE PASS FIRE DEPARTMENT	#271 SR 906	SNOQUALMIE	KING	T22N	R11E	4
PS1-028	8/3/94		EAL AUTO SALES	17910 SR 522	BOTHELL	KING	T26N	R5E	7
PS1-029	8/3/94		PERCISION AUTO ELECTRICO	8520 BOTHELL WAY NE	KENMORE	KING	T26N	R5E	12
PS1-030	8/3/94		CHAIN SAWS PLUS	8516 BOTHELL WAY NE	KENMORE	KING	T26N	R5E	12
PS1-031	8/3/94		HOWARD'S AUTOMOTIVE/ MICHAEL'S	14701 BOTHELL WAY NE	LAKE CITY	KING	T26N	R4E	16
PS1-032	8/3/94		USED TIRE & WHEEL CO.	14038 LAKE CITY WAY N	LAKE CITY	KING	T26N	R4E	21
PS1-033	8/3/94		LINDA TENNEY PRE-OWNED CARS & TRUCKS	13501 LAKE CITY WAY	LAKE CITY	KING	T26N	R4E	21
PS1-034	8/3/94		MEADOW BROOK MOTEL/APTS.	10315 LAKE CITY WAY	LAKE CITY	KING	T26N	R4E	33
PS1-035	8/3/94		WESCO AUTOBODY SUPPLY	9428 LAKE CITY WAY N	LAKE CITY	KING	T26N	R4E	33
PS1-036	8/3/94		YIN'S DRIVE-IN	8500 LAKE CITY WAY N	SEATTLE	KING	T26N	R4E	33
PS1-037	8/9/94			18425 AURORA AVE NORTH	SEATTLE	KING	T26N	R4E	7
PS1-038-R	8/9/94	COUNTY ROAD N. 917	RONALD PL. N., FIRLANDS WAY	RONALD PL. N., FIRLAND WAY	SEATTLE	KING	T26N	R4E	7
PS1-039	8/9/94		TUNE 'N LUBE	17550 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	7
PS1-040	8/9/94			17203 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	7

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-041	8/9/94		MADDY'S AUTOMOTIVE	15205 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	18
PS1-042	8/9/94	SKYLINE MOTEL		14919 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	18
PS1-043	8/9/94	CREST MOTEL		14115 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	19
PS1-044	8/9/94		NORTH SEATTLE CHRYSLER-PLYMOUTH	13719 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	19
PS1-045	8/9/94		AMBASSADOR INN MOTEL	12059 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	30
PS1-046	8/9/94	SEALS MOTEL		12035 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	30
PS1-047	8/9/94			12025 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	30
PS1-048	8/9/94	EL DORADO MOTEL		11726 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	30
PS1-049	8/9/94		REST INN MOTEL	11502 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	30
PS1-050	8/9/94			10701 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	30
PS1-051	8/9/94			9901 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	31
PS1-052	8/9/94		BURGER MASTER DRIVE IN	9820 AURORA AVE. N.	SEATTLE	KING	T26N	R4E	31
PS1-053	8/9/94		BILL'S WHEEL HOUSE USED CARS	9411 AURORA AVE. N	SEATTLE	KING	T26N	R4E	31
PS1-054	8/9/94		KLOSE-IN MOTEL	9309 AURORA AVE N	SEATTLE	KING	T26N	R4E	31
PS1-055	8/9/94		R & H GARAGE LTD.	7223 AURORA AVE N	SEATTLE	KING	T25N	R4E	6
PS1-056-R	8/9/94	TWIN TEEPEES RESTUARANT		7201 AURORA AVE. N.	SEATTLE	KING	T25N	R4E	6
PS1-057	8/10/94		AURORA TRANSMISSION	7816 AURORA AVE N	SEATTLE	KING	T25N	R4E	6
PS1-058	8/10/94		McDONALD MOTOR CO.	7413 AURORA AVE. N.	SEATTLE	KING	T25N	R4E	6

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-059	8/10/94		AUTO SERVICE & REPAIR	6501 AURORA AVE. N	SEATTLE	KING	T25N	R4E	7
PS1-060	8/10/94		CHUCKWAGON DRIVE-IN	4900 AURORA AVE. N	SEATTLE	KING	T25N	R4E	7
PS1-061	8/10/94		HILLSIDE MOTEL	2301 AURORA AVE. N.	SEATTLE	KING	T25N	R4E	19
PS1-062	8/10/94			1114 AURORA AVE. N.	SEATTLE	KING	T25N	R4E	30
PS1-063	8/10/94	PINK ELEPHANT CAR WASH		616 BATTERY ST.	SEATTLE	KING	T25N	R4E	30
PS1-064	8/10/94	CITY CENTER MOTEL		226 AURORA AVE. N.	SEATTLE	KING	T25N	R4E	30
PS1-065	8/16/94		PUGET SOUND RADIATOR REPAIR	8000 LAKE CITY WAY NE	SEATTLE	KING	T25N	R4E	5
PS1-066	8/16/94		CHIEF SEATTLE GARAGE	7301 ROOSEVELT AVE N	SEATTLE	KING	T25N	R4E	5
PS1-067	8/16/94		PAUL'S AUTO UPHOLSTERY	5333 ROOSEVELT AVE N	SEATTLE	KING	T25N	R4E	8
PS1-068-R	8/16/94	UNIVERSITY CHEVROLET	UNIVERSITY CENTER	1001 NE 45TH STREET	SEATTLE	KING	T25N	R4E	8
PS1-069	8/16/94		UNIVERSITY AUTO REBUILD	4343 ROOSEVELT AVE N	SEATTLE	KING	T25N	R4E	17
PS1-070	8/16/94		KELLY'S AUTO REPAIR/UHAUL	4115 ROOSEVELT AVE N	SEATTLE	KING	T25N	R4E	17
PS1-071	8/16/94		CONSOLIDATED AUTO	4316 FREMONT AVE. N	SEATTLE	KING	T25N	R4E	18
PS1-072	8/16/94		SOFTKY BROS. RADIATOR SPECIALIST	1287 WESTLAKE AVE N.	SEATTLE	KING	T25N	R4E	30
PS1-073-R	8/16/94	WM.O.MCKAY CO. FORD LINCOLN MERCURY	PACIFIC LINCOLN-MERCURY/NISSAN	607 WESTLAKE AVE. N	SEATTLE	KING	T25N	R4E	30
PS1-074-R	8/16/94	PIER 3-NPRR	PIER 54-IVAR'S RESTAURANT	1001 ALASKAN WAY	SEATTLE	KING	T25N	R4E	31
PS1-075-R	8/16/94	PIER 4-NPRR	PIER 55. FISHERIES SUPPLY	1101 ALASKAN WAY	SEATTLE	KING	T25N	R4E	31
PS1-076-R	8/16/94	PIER 56, ARLINGTON DOCK NPRR	PIER 56 TRIDENT IMPORTS	1236 ALASKAN WAY	SEATTLE	KING	T25N	R4E	31

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-077-R	8/16/94	PIER 6 JOHN B. AGEN'S DOCK	PIER 57 MINERS' LANDING	1301 ALASKAN WAY	SEATTLE	KING	T25N	R4E	31
PS1-078-R	8/16/94	PIER 8 PIKE ST. WHARF/DODWELL DOCK	PIER 59 SEATTLE AQUARIUM	1415 ALASKAN WAY	SEATTLE	KING	T25N	R4E	31
PS1-079-R	8/16/94	PIER 14-AINSWORTH & DUNN WHARF	PIER 70-AINSWORTH & DUNN WHARF	2821 ALASKAN WAY	SEATTLE	KING	T25N	R4E	31
PS1-080-R	8/17/94	GREAT NORTHERN RR DEPOT	KING STREET STATION	3RD AVE, S. & KING ST	SEATTLE	KING	T24N	R4E	5
PS1-081-R	8/17/94	NORTHERN PACIFIC RR DEPOT	UNION STATION	4TH AVE S & JACKSON	SEATTLE	KING	T24N	R4E	5
PS1-082-R	8/17/94	OREGON & WA R.R. FREIGHT STATION HOUSE	UNION PACIFIC FREIGHT STATION/WOSCA TERMINALS	801 1ST AVE. S.	SEATTLE	KING	T24N	R4E	6
PS1-083	8/17/94		THE PAPER ZONE	1911 1ST AVE. S.	SEATTLE	KING	T24N	R4E	7
PS1-084	8/17/94		LEROY'S AUTO REPAIR	2224 1ST AVE. S.	SEATTLE	KING	T24N	R4E	7
PS1-085	8/17/94		PECOS PIT BAR-BE-QUE	2260 1ST AVE. S.	SEATTLE	KING	T24N	R4E	7
PS1-086-R	8/17/94	HRL MOTOR CO.	JABON FREIGHT FORWARDERS	3301 1ST AVE, S.	SEATTLE	KING	T24N	R4E	18
PS1-087	8/17/94	TEXACO SERVICE STATION	BOB'S SERVICE CENTER	5304 1ST AVE, S.	SEATTLE	KING	T24N	R4E	20
PS1-088-R	8/17/94	HAT AND BOOTS RESTAURANT	HAT AND BOOTS GAS STATION	6800 MARGINAL WAY, S.	SEATTLE	KING	T24N	R4E	29
PS1-089	8/17/94	CHIEF SEATTLE MOTEL		7016 MARGINAL WAY S.	SEATTLE	KING	T24N	R4E	29
PS1-090	8/17/94		MUNSON MOTEL	7060 MARGINAL WAY S.	SEATTLE	KING	T24N	R4E	29
PS1-091	8/17/94		BUDGET BATTERIES/OYATERIYAKI/APEX AUTO SERVICE	7110 MARGINAL WAY S.	SEATTLE	KING	T24N	R4E	29
PS1-092	8/17/94	AERO MOTEL		7240 E. MARGINAL WAY S.	SEATTLE	KING	T24N	R4E	29
PS1-093-R	8/16/94	HANGAR NO. 1	BLDG. 3-350, BOEING FIELD	BLDG. 3-350 BOEING FIELD	SEATTLE	KING	T24N	R4E	29
PS1-094-R	8/17/94	BOEING AIRPLANE COMPANY PLANT	BLDG. 105-RED BARN	9400 E.MARGINAL WAY S.	TUKWILA	KING	T24N	R4E	33

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-095	8/17/94		STAR CAR AUTO SALES/GARDEN INTERIOR STATUARY	11061 PACIFIC HWY S	TUKWILA	KING	T23N	R4E	4
PS1-096	8/17/94		BEVERLY HILLS APARTMENTS	12437 PACIFIC HWY, S.	TUKWILA	KING	T23N	R4E	9
PS1-097	8/17/94			12455 PACIFIC HWY, S.	TUKWILA	KING	T23N	R4E	9
PS1-098	8/17/94		TRANSWEST TRANSMISSION/AUTOMOTIVE	12471 PACIFIC HWY, S.	TUKWILA	KING	T23N	R4E	10
PS1-099	8/17/94		NON-STOP BAR & GRILL	12606 PACIFIC HWY, S.	TUKWILA	KING	T23N	R4E	10
PS1-100	8/18/94	HAVISCO'S AUTO REPAIR	LLOYD'S ROCKET/WAYNE'S AUTO REPAIR	110 BOREN AVE, S.	SEATTLE	KING	T25N	R4E	5
PS1-101	8/18/94		EXHAUST SPECIALISTS	502 RAINIER AVE S.	SEATTLE	KING	T25N	R4E	5
PS1-102	8/18/94		BUDD & CO. AUTOMOTIVE	800 RAINIER AVE, S.	SEATTLE	KING	T25N	R4E	4
PS1-103	8/18/95		LOUGH'S GMC-ISUZU TRUCKS	810 RAINIER AVE, S.	SEATTLE	KING	T25N	R4E	4
PS1-104	8/18/94		STAN'S DRIVE-IN	828 RAINIER AVE, S.	SEATTLE	KING	T24N	R4E	4
PS1-105	8/18/94		BUD'S MUFFLER CITY	1801 RAINIER AVE, S.	SEATTLE	KING	T24N	R4E	9
PS1-106	8/18/94		BUDGET BATTERIES	2006 RAINIER AVE, S.	SEATTLE	KING	T24N	R4E	9
PS1-107	8/18/94		NQUYEN SEWING CO.	2310 RAINIER AVE, S.	SEATTLE	KING	T24N	R4E	9
PS1-108	8/18/94		R&B AUTO REPAIR/SAIGON RADIO/SAIGON PRINTING	3301-3311 RAINIER AVE, S.	SEATTLE	KING	T24N	R4E	16
PS1-109	8/18/94		FINE LINE AUTO DESIGN	3757 RAINIER AVE, S.	SEATTLE	KING	T24N	R4E	16
PS1-110	8/18/94		JIM'S AUTO REBUILD	4430 RAINIER AVE, S.	SEATTLE	KING	T24N	R4E	15
PS1-111	8/18/94		RAINIER AUTO BODY	6355 RAINIER AVE, S.	SEATTLE	KING	T24N	R4E	27
PS1-112	8/18/94		THAI AUTO SALE, REPAIR & BODY	6924 RAINIER AVE, S.	SEATTLE	KING	T24N	R4E	27

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-113	8/18/94		TONY TERIYAKI	7000 RAINIER AVE. S.	SEATTLE	KING	T24N	R4E	27
PS1-114	8/18/94		KAYLIN MAR'S AUTO	7100 RAINIER AVE. S.	SEATTLE	KING	T24N	R4E	27
PS1-115	8/18/94		JOHN'S / MANFORD ELLIS	7202 RAINIER AVE. S.	SEATTLE	KING	T24N	R4E	27
PS1-116	8/18/94		CHAU'S AUTO REPAIR	7700-7708 RAINIER AVE. S.	SEATTLE	KING	T24N	R4E	26
PS1-117	8/18/94		ROSE ST. AUTO REPAIR	8335 RAINIER AVE. S.	SEATTLE	KING	T24N	R4E	34
PS1-118	8/18/94		A.S.A.P. CLUTCH, BRAKE & AUTO REPAIR	9480 RAINIER AVE. S.	SEATTLE	KING	T24N	R4E	35
PS1-119	8/18/94	TEXACO SERVICE STATION		9479 RAINIER AVE. S.	SEATTLE	KING	T24N	R4E	35
PS1-120-R	8/18/94			9701 RAINIER AVE. S.	SEATTLE	KING	T23N	R4E	2
PS1-121	8/18/94		KURT'S AUTO REPAIR	321 NW 3RD RD. PL.	RENTON	KING	T23N	R5E	18
PS1-122	8/18/94		COREN AUTO SALES, INC.	221 RAINIER AVE. S.	RENTON	KING	T23N	R5E	18
PS1-123	8/19/94		ATOMIC BATTERY CO.	55 SW 12TH ST.	RENTON	KING	T23N	R5E	19
PS1-124	8/19/94		DUC PHOTO LAB	20435 E. VALLEY RD.	KENT	KING	T22N	R4E	1
PS1-125	8/19/94		TERE'S FAMILY STYLE DRIVE-IN	501 CENTRAL AVE. N.	KENT	KING	T22N	R4E	24
PS1-126	8/19/94		TOWN AND COUNTRY AUTO SALES	418 CENTRAL AVE. N.	KENT	KING	T22N	R4E	24
PS1-127-R	8/19/94	NORTHERN PACIFIC RR DEPOT		SW CORNER OF E MEEKER & S. RAILROAD AVE.	KENT	KING	T22N	R4E	24
PS1-128	8/19/94		DO-RITE MUFFLER & BRAKE	208 CENTRAL AVE. S.	KENT	KING	T22N	R4E	24
PS1-129	8/19/94		KENNY'S AUTO SALES	327 CENTRAL AVE. S.	KENT	KING	T22N	R4E	24
PS1-130	8/19/94	A & W DRIVE-IN RESTAURANT		421 CENTRAL AVE. S.	KENT	KING	T22N	R4E	24

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-131	8/19/94		PLACO RECYCLING	1025 CENTRAL AVE. SOUTH	KENT	KING	T22N	R4E	24
PS1-132	8/19/94			2810 S 280TH STREET	AUBURN	KING	T22N	R5E	31
PS1-133	8/19/94	VALLEY "6" DRIVE IN THEATERS		E OF "D" ST., NE & AUBURN WAY N	AUBURN	KING	T22N	R5E	31
PS1-134	8/19/94		"A" STREET AUTO, INC.	1202 "A" STREET SE	AUBURN	KING	T21N	R5E	19
PS1-136	8/19/94			35739 W. VALLEY HIGHWAY	ALGONA	KING	T21N	R4E	26
PS1-141	8/22/94		LUCKY'S USED TRUCKS & EQUIPMENT	13335 PACIFIC HIGHWAY S	TUKWILA	KING	T23N	R4E	15
PS1-142	8/22/94		UNITED MOTORS	13911 PACIFIC HIGHWAY S	TUKWILA	KING	T23N	R4E	15
PS1-143	8/22/94		PACIFIC AUTO SERVICE	14004 PACIFIC HIGHWAY S	TUKWILA	KING	T23N	R4E	15
PS1-144	8/22/94		NEWPORTER APARTMENTS	14848 PACIFIC HIGHWAY S	TUKWILA	KING	T23N	R4E	22
PS1-145	8/22/94		J & L AUTO SERVICE	15850 PACIFIC HIGHWAY S	SEATAC	KING	T23N	R4E	22
PS1-146	8/22/94	A & W DRIVE-IN	BAI TONG THAI RESTAURANT	15859 PACIFIC HIGHWAY S	SEATAC	KING	T23N	R4E	21
PS1-147	8/22/94		JOHNSON TRAILER SUPPLIES	16616 PACIFIC HIGHWAY S	SEATAC	KING	T23N	R4E	28
PS1-148	8/22/94		A C UNLIMITED USED CARS & TRUCKS	20848 PACIFIC HIGHWAY S	SEATAC	KING	T22N	R4E	9
PS1-149	8/22/94		PACIFIC AUTO BRAKE & MUFFLER	20856 PACIFIC HIGHWAY S	SEATAC	KING	T22N	R4E	9
PS1-150	8/22/94		PETE'S 24 HOUR TOWING	21841 PACIFIC HIGHWAY S	MIDWAY	KING	T22N	R4E	9
PS1-151	8/23/94		USED TIRE WORLD	23018 PACIFIC HIGHWAY S.	MIDWAY	KING	T22N	R4E	16
PS1-152	8/23/94		MEAL TIME DRIVE-IN	23021 PACIFIC HIGHWAY S.	MIDWAY	KING	T22N	R4E	16
PS1-153	8/23/94		BUCKY'S MUFFLER-BRAKE-RADIATOR	23898 PACIFIC HIGHWAY S.	MIDWAY	KING	T22N	R4E	16

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-154	8/23/94	MIDWAY DRIVE-IN THEATRE		24050 PACIFIC HIGHWAY S.	MIDWAY	KING	T22N	R4E	21
PS1-155	8/23/94		SKIP'S AUTO BODY & PAINT	24433 PACIFIC HIGHWAY S.	MIDWAY	KING	T22N	R4E	22
PS1-156	8/23/94		MIDWAY FRAME & ALIGNMENT	24441 PACIFIC HIGHWAY S.	MIDWAY	KING	T22N	R4E	21
PS1-157	8/23/94		SEA TAC TRANSMISSION	24805 PACIFIC HIGHWAY S.	MIDWAY	KING	T22N	R4E	21
PS1-158	8/23/94		SEAVIEW MOTEL	25218 PACIFIC HIGHWAY S.	MIDWAY	KING	T22N	R4E	21
PS1-159	8/23/94	ROSE'S HIWAY INN		26915 PACIFIC HIGHWAY S.	SECOMA	KING	T22N	R4E	28
PS1-160	8/23/94		BUDGET BATTERIES/WALT'S RADIATOR & MUFFLER	27050 PACIFIC HIGHWAY S.	SECOMA	KING	T22N	R4E	28
PS1-161	8/23/94		REDONDO HEIGHTS AUTO PARTS/TOWING	27721 PACIFIC HIGHWAY S.	REDONDO	KING	T22N	R4E	33
PS1-162	8/23/94		AL HOLZ TRANSMISSION	30402 PACIFIC HIGHWAY S.	FEDERAL WAY	KING	T21N	R4E	9
PS1-163	8/23/94		STEEL LAKE VILLAGE	30420 PACIFIC HIGHWAY S.	FEDERAL WAY	KING	T21N	R4E	9
PS1-164	8/23/94		STEVENSON MOTEL	32330 PACIFIC HIGHWAY S.	FEDERAL WAY	KING	T21N	R4E	16
PS1-165	8/23/94		USED TIRE WHEREHOUSE	35516 PACIFIC HIGHWAY S.	FEDERAL WAY	KING	T21N	R4E	29
PS1-166	8/23/94		MOTEL SIESTA	35620 PACIFIC HIGHWAY S.	FEDERAL WAY	KING	T21N	R4E	29
PS3-001	8/11/94		HUY'S AUTO SALES	3601 M.L.KING JR. WAY, S.	SEATTLE	KING	T24N	R4E	16
PS3-002	8/11/94		CLAYTON'S VOLKSWAGEN REPAIR	4701 M.L.KING JR. WAY, S.	SEATTLE	KING	T24N	R4E	21
PS3-003	8/11/94		NGOC'S AUTO REPAIR/C.A. AUTO REPAIR	5061 M.L.KING JR. WAY, S.	SEATTLE	KING	T24N	R4E	22
PS3-004	8/11/94		BEST AUTO SERVICE	5306 M.L.KING JR. WAY, S.	SEATTLE	KING	T24N	R4E	22
PS3-005	8/11/94		MANNIE'S BODY SHOP	5503 M.L.KING JR. WAY, S.	SEATTLE	KING	T24N	R4E	22

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS3-006	8/11/94		KIM AUTO REPAIR	6464 M.L.KING JR. WAY, S.	SEATTLE	KING	T24N	R4E	27
PS3-007	8/11/94			6501 M.L.KING JR. WAY, S.	SEATTLE	KING	T24N	R4E	27
PS3-008	8/11/94		CHINOOK MOTEL	12430 M.L.KING JR. WAY, S.	SEATTLE	KING	T23N	R4E	11
PS3-009	8/11/94		EXECUTIVE AUTO BROKERS	12817 M.L.KING JR. WAY, S.	SEATTLE	KING	T23N	R4E	14
PS3-010	8/11/94		SOUND USED CARS	353 SUNSET BLVD. NE	RENTON	KING	T23N	R5E	8
PS3-011	8/11/94		HILLCREST APARTMENTS	1103-1105 SUNSET BLVD. NE	RENTON	KING	T23N	R5E	10
PS3-012	8/11/94		HIGHLAND AUTOMOTIVE	2615 SUNSET BLVD. NE	RENTON	KING	T23N	R5E	9
PS3-013	8/11/94			16409 RENTON-ISSAQUAH ROAD	RENTON	KING	T23N	R5E	12
PS3-014	8/11/94		STONECRAFT GALLERY	8200 PRESTON FALL CITY ROAD, SE	PRESTON	KING	T24N	R7E	33
PS3-015	8/11/94		COLONIAL INN	4200 PRESTON-FALL CITY ROAD, SE	FALL CITY	KING	T24N	R7E	15
PS3-016	8/11/94		MODEL GARAGE IN FALL CITY	33805 REDMOND-FALL CITY ROAD, SE	FALL CITY	KING	T24N	R7E	15
PS3-017-R	8/11/94	NORTHERN PACIFIC DEPOT		109 KING ST. /RAILROAD AVE, N.	SNOQUALMIE	KING	T24N	R8E	31
PS3-018	8/11/94		KIWK LUBE (205)	201-205 E. NORTH BEND WAY	NORTH BEND	KING	T23N	R8E	9
PS3-019	8/11/94	DAIRY FREEZE DRIVE-IN		234 E. NORTH BEND WAY	NORTH BEND	KING	T23N	R8E	9
PS3-020	8/11/94		NORTH BEND MOTEL	322 E. NORTH BEND WAY	NORTH BEND	KING	T23N	R8E	9
PS3-021	8/11/94	MT. SI. MOTEL		43200 SE NORTH BEND WAY	NORHT BEND	KING	T23N	R8E	15
PS3-022	8/11/94			45120 SE NORTH BEND WAY	TANNER	KING	T23N	R8E	14
PS3-023	8/11/94			0.8 MILE WEST OF 486TH AVE SE ON SE NORTH BEND WAY	TANNER	KING	T23N	R8E	13

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS3-024-R	8/16/94	ISSAQUAH NPRR DEPOT		DEPOT PARK, RAINIER AVE, N.	ISSAQUAH	KING	T24N	R6E	27
PS4-016	8/8/94		SLIPPERY CREEK STATION	0.5 MILE WEST OF MP43, HIGHWAY 410	GREENWATER	KING	T19N	R9E	4
EC2-02	8/11/94	TRAVELERS' REST	TRAVELERS REST	#771 SR 906	SNOQUALMIE	KITTITAS	T22N	R11E	4
EC2-03	8/26/94	HYAK YARD, CM&ST.P RAILROAD	HYAK YARD, CM&ST.P RAILROAD	#80-130 SR 906 AT HYAK	SNOQUALMIE	KITTITAS	T22N	R11E	15
EC2-04	8/19/94	RUSTIC INN	KACHESS LODGE	1/4 MILE OFF I-90, EXIT 62, ON FR 49	SNOQUALMIE	KITTITAS	T21N	R12E	14
EC2-05	8/19/94	BOWERS CABINS	ABANDONED MOTEL	591 KACHESS AVENUE/RAILROAD STREET	EASTON	KITTITAS	T20N	R13E	11
EC2-06	8/19/94		ABANDONED GAS STATION/STORE	SE CORNER RAILROAD ST. & KACHESS AVE.	EASTON	KITTITAS	T20N	R13E	11
EC2-07	8/19/94	SPORTSMAN DINER	SPORTSMAN DINER	1810 RAILROAD STREET	EASTON	KITTITAS	T20N	R13E	11
EC2-08	8/19/94	WALTER PLUS GARAGE	ABANDONED GAS STATION	1861 RAILROAD STREET	EASTON	KITTITAS	T20N	R13E	11
EC2-09	8/19/94	GOODLANDER'S THE SPOT	ABANDONED SERVICE STATION	1881 RAILROAD STREET	EASTON	KITTITAS	T20N	R13E	11
EC2-10	8/19/94		PACIFIC BEER FREIGHT DEPOT	SW SIDE OF NP RIGHT-OF-WAY, W OF PRENTICE ST.	EASTON	KITTITAS	T20N	R13E	11
EC2-11	8/19/94	WSDOT MAINTENANCE SHED-EASTON	WSDOT MAINTENANCE SHED-EASTON	2300 RAILROAD STREET	EASTON	KITTITAS	T20N	R13E	11
EC2-12	8/19/94		CASCADE MOTORS	109 FIRST STREET	ROSLYN	KITTITAS	T20N	R15E	17
EC2-13	8/19/94	RELIABLE AUTO COMPANY	SNELL GLASS	202 WEST FIRST STREET	CLE ELUM	KITTITAS	T20N	R15E	26
EC2-14	8/19/94	CLE ELUM-ROSLYN SCH DIST 404 BUS GARAGE		103 WRIGHT AVE	CLE ELUM	KITTITAS	T20N	R15E	26
EC2-15	8/19/94	CLE ELUM AUTO COMPANY	FRANK AUTO SALES	E FIRST AND BULLITT AVENUES	CLE ELUM	KITTITAS	T20N	R15E	26
EC2-16	8/19/94		CLE ELUM MOTORS	E 401 FIRST AVENUE	CLE ELUM	KITTITAS	T20N	R15E	26
EC2-17	8/19/94	MUS AUTO COURT	MUS MOTEL AND ANTIQUES	E 521 FIRST AVENUE	CLE ELUM	KITTITAS	T20N	R15E	26

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC2-18	8/19/94	BONITA AUTO COURT	BONITA MOTEL	E 906 FIRST AVENUE	CLE ELUM	KITTITAS	T20N	R15E	26
EC2-19	8/19/94	MCKEANS DRIVE-IN	MCKEANS DRIVE-IN	E 1011 FIRST AVENUE	CLE ELUM	KITTITAS	T20N	R15E	25
EC2-20	8/19/94		ABANDONED GAS STATION	E 1100 BLOCK FIRST AVENUE	CLE CLUM	KITTITAS	T20N	R15E	25
EC2-21	8/19/94	STOREY SERVICE STATION	STOREY SERVICE STATION	E 1310 FIRST AVENUE	CLE ELUM	KITTITAS	T20N	R15E	25
EC2-22	8/19/94		TWIN PINES DRIVE-IN	E 1901 FIRST AVENUE	CLE ELUM	KITTITAS	T20N	R16E	31
EC2-23	8/19/94		ABANDONED GAS STATION, CAFE & CABINS	INTERSECTION OF SR-10 & SR-970	CLE ELUM	KITTITAS	T20N	R16E	32
EC2-24	8/26/94	NORTHERN PACIFIC DEPOT - THORP	THORP DEPOT	10021 THORP HIGHWAY (OFF HIGHWAY 10)	THORP	KITTITAS	T18N	R17E	11
EC2-25	8/26/94	CLARKE'S SERVICE	CLARKE'S SERVICE	11020-11050 HIGHWAY 10	THORP	KITTITAS	T18N	R17E	2
EC2-26	8/9/94		ABANDONED SERVICE STATION/HOUSE	1500 CASCADE WAY	ELLENSBURG	KITTITAS	T18N	R18E	34
EC2-27	8/9/94	RAINBOW MOTEL	RAINBOW MOTEL	1025 CASCADE WAY	ELLENSBURG	KITTITAS	T18N	R18E	34
EC2-28	8/9/94	ROSSOW'S U-TOTE-EM	ROSSOW'S U-TOTE-EM	807 CASCADE WAY	ELLENSBURG	KITTITAS	T18N	R18E	35
EC2-29	8/9/94	LIGHTHOUSE MOTOR COURT	LIGHTHOUSE MOTEL	607 CASCADE WAY	ELLENSBURG	KITTITAS	T18N	R18E	35
EC2-30	8/9/94	CARL'S SERVICE	CATHY'S BLUE LUBE	W 507 8TH	ELLENSBURG	KITTITAS	T18N	R18E	35
EC2-31	8/27/94	HI WAY GRILLE	HI WAY GRILLE	NE CORNER 8TH AVENUE & "A" STREETS	ELLENSBURG	KITTITAS	T18N	R18E	35
EC2-32	8/27/94		ROSSOW'S CAMPUS U-TOTE-EM	EUCLED AVENUE AT POPLAR (HIGHWAY 10)	ELLENSBURG	KITTITAS	T18N	R18E	36
EC2-33	8/27/94		FIRST & LAST CHANCE TAVERN	E 1200 TENTH AVENUE	ELLENSBURG	KITTITAS	T18N	R18E	36
EC2-34	8/27/94		ABANDONED SERVICE STATION, STORE	NW CORNER NANEUM ROAD & OLD VANTAGE HIGHWAY	ELLENSBURG	KITTITAS	T18N	R19E	33
EC2-35	8/27/94		ABANDONED SERVICE STATION	NE CORNER RAILROAD AVENUE & MAIN STREET	KITTITAS	KITTITAS	T17N	R19E	11

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC2-36	8/27/94		ABANDONED SERVICE STATION	NE CORNER FIRST AND MAIN STREETS	KITTITAS	KITTITAS	T17N	R19E	11
EC2-37	8/27/94		ABANDONED GAS STATION/GARAGE	315-319 MAIN STREET	KITTITAS	KITTITAS	T17N	R19E	11
EC2-38	9/11/94	THE CLOCK GARAGE	THE CLOCK GARAGE	SE CORNER VANTAGE HIGHWAY & NO. 81 ROAD	KITTITAS	KITTITAS	T18N	R19E	1
EC3-01	8/8/94		MINERAL SPRINGS RESORT	HC 61, BOX 1800 HIGHWAY 97 BLEWETT PASS	CLE ELUM	KITTITAS	T21N	R17E	22
EC3-02	8/8/94		LIBERTY CAFE	M.P. 151 HIGHWAY 97	CLE ELUM	KITTITAS	T20N	R17E	15
EC3-03	8/25/94		"TOPPERS" DRIVE-IN	608 N. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-04	8/25/94	CAMOZZY'S GARAGE	HOUSE OF CARPET	600 N. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-05	8/25/94	KITTITAS COUNTY GARAGE	MAIL BOXES ETC.	110 WEST SIXTH	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-06	8/25/94		SHAW'S FURNITURE	512 N. PEARL STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-07	8/25/94	BUTTERFIELD GARAGE	JIM'S GLASS	427 N. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-08	8/25/94	B.F. REED BUILDING		413 N. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-09	8/25/94	NORTHERN PACIFIC DEPOT	OLD DEPOT	THIRD AVE. & WENAS STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-10	8/25/94		D & M MOTORS	205 N. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-11	8/25/94	KELLEHER MOTOR COMPANY		PEARL STREET & SIXTH AVE.	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-12	8/25/94		WALKERS FOREIGN CAR	SECOND AVE & N. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-13	8/25/94		DEAN'S MUFFLER, BRAKE & TRANSMISSION	SECOND AVE & N. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-14	8/25/94		WINDMILL ESPRESSO	112 S. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-15	8/25/94	WHIPPLE'S GAS STATION	D & M ESPRESSO	408 S. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC3-16	8/25/94		EASTSIDE AUTOMOTIVE	500 S. MAIN STREET	ELLENSBURG	KITTITAS	T17N	R18E	2
EC3-17	8/27/94	NORTHERN PACIFIC DEPOT - THRALL	THRALL FREIGHT DEPOT	CANYON ROAD, NORTH OF THRALL RD. INTERSECTION	ELLENSBURG	KITTITAS	T17N	R18E	30
EC3-18	8/25/94		THRALL GAS STATION	INTERSECTION CANYON ROAD & THRALL ROAD	ELLENSBURG	KITTITAS	T17N	R19E	30
NE2-01	10/19/94		LONG'S SERVICE STATION	E 205 BROADWAY AVENUE	REARDAN	LINCOLN	T25N	R39E	15
NE2-02-R	10/19/94		COLVILLES GARAGE	E 110 BROADWAY AVENUE	REARDAN	LINCOLN	T25N	R39E	15
NE2-03	10/19/94		DEAN'S DRIVE IN	W 210 BROADWAY AVENUE	REARDAN	LINCOLN	T25N	R39E	15
NE2-04	10/19/94		EDNA'S DRIVE IN	302 MORGAN STREET	DAVENPORT	LINCOLN	T25N	R37E	21
NE2-05	10/19/94		ELLIOTT MOTORS	735 MORGAN STREET	DAVENPORT	LINCOLN	T25N	R37E	21
NE2-06	10/19/94		CENEX SERVICE STATION	SW CORNER OF WATSON STREET & CRESTON AVENUE	CRESTON	LINCOLN	T26N	R34E	15
NE2-07	10/19/94		BILLY BURGERS	100 FT EAST OF BELL STREET ON E MAIN STREET	WILBUR	LINCOLN	T26N	R33E	17
NE2-08	10/19/94		EIGHT BAR B MOTEL	SE CORNER OF SE BELL STREET ON E MAIN STREET	WILBUR	LINCOLN	T26N	R33E	17
NE2-09	10/19/94		GENE'S AUTO SERVICE	E 304 MAIN STREET	WILBUR	LINCOLN	T26N	R33E	18
NE2-10	10/19/94		SETTLE-INN MOTEL	E 305 MAIN STREET	WILBUR	LINCOLN	T26N	R33E	7
NE2-11	10/19/04			NW CORNER OF NE ANNE STREET ON E MAIN STREET	WILBUR	LINCOLN	T26N	R33E	7
NE2-12	10/19/94			216 MAIN STREET	ALMIRA	LINCOLN	T26N	R31E	32
NE2-13	10/19/94			235 MAIN STREET	ALMIRA	LINCOLN	T26N	R31E	32
NE2-14	10/19/94		CHEVRON SERVICE STATION/CHEVROLET BUICK DEALERSHIP	311 MAIN STREET	ALMIRA	LINCOLN	T26N	R31E	32
NE2-15	10/19/94		WHITE MOTOR COMPANY	316 MAIN STREET	ALMIRA	LINCOLN	T26N	R31E	32

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
NE4-01	12/12/94		KELLER FERRY EMPLOYEE HOUSING	0.1 MILE N OF MP82, HIGHWAY 21	KELLER FERRY	LINCOLN	T28N	R33E	17
NE4-02	12/12/94			0.2 MILE N OF MP82, HIGHWAY 21	KELLER FERRY	LINCOLN	T28N	R33E	17
NE5-14	10/21/94		TIGER INN	FIRST AVENUE AND BIRCH STREET	ODESSA	LINCOLN	T21N	R33E	8
NE5-15	10/21/94		CHEVRON SERVICE STATION	WEST 121 FIRST AVENUE	ODESSA	LINCOLN	T21N	R33E	8
NE5-16	10/21/94			EAST 101 FIRST AVENUE	ODESSA	LINCOLN	T21N	R33E	8
NE5-17	10/21/94		FORD/PHILLIPS 66 SERVICE STATION	NORTH 3RD STREET AND WEST GLOVER STREET	HARRINGTON	LINCOLN	T23N	R36E	15
NE5-18	10/21/94		CONOCO SERVICE STATION	NORTH 3RD STREET AND WEST GLOVER STREET	HARRINGTON	LINCOLN	T23N	R36E	15
NE5-19	10/21/94		B AND B CARS	NORTH 3RD STREET AND HIGHWAY 28	HARRINGTON	LINCOLN	T23N	R36E	15
PS5-005	9/1/94		SKYLINE DRIVE-IN THEATER	3821 SE OLD OLYMPIC HIGHWAY	KAMILCHE	MASON	T19N	R3W	18
PS5-006	9/1/94			182 SE BREWER	KAMILCHE	MASON	T18N	R3W	8
PS5-007	9/1/94		SHELTON AUTO RECYCLING	318 S. HIGHWAY 3	SHELTON	MASON	T20N	R3W	31
PS5-008	9/1/94	MILL CREEK MOTEL	MILL CREEK MOTEL	784 SE HIGHWAY 3	SHELTON	MASON	T20N	R3W	30
PS5-009	9/1/94		THE RITZ BURGERS	325 1ST. ST.	SHELTON	MASON	T20N	R3W	19
PS5-010	9/1/94		CHROME HORSE CUSTOM CYCLES, INC WINDS MARINE	233 1ST ST.	SHELTON	MASON	T20N	R3W	19
PS5-011	9/1/94		MELL CHEVEROLET/OLDSMOBILE	305 1ST ST.	SHELTON	MASON	T20N	R3W	19
PS5-012	9/1/94			205 N. 1ST ST.	SHELTON	MASON	T20N	R3W	
EC3-19	9/16/94		U & I MOTEL	838 SECOND AVE NORTH	OKANOGAN	OKANOGAN	T38N	R26E	9
EC3-20	9/16/94		HOUSE OF WISDOM	121-123 SECOND AVE S	OKANOGAN	OKANOGAN	T33N	R26E	16

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC3-21	9/16/94		DUSTY'S AUTO REPAIR	130 SECOND AVE SO	OKANOGAN	OKANOGAN	T22N	R26E	16
EC3-22	9/16/94		WESTERN UNION/BUS DEPOT	134 SECOND AVE S	OKANOGAN	OKANOGAN	T33N	R26E	16
EC3-23	9/16/94		CARRIBOO MOTOR INN	223 QUEEN STREET	OKANOGAN	OKANOGAN	T33N	R26E	17
EC3-24	9/16/94		OKANOGAN TRUCK & TRACTOR	204 THIRD AVE S	OKANOGAN	OKANOGAN	T33N	R26E	17
EC3-25	9/16/94	B. A. THAYER MOTOR CO.	OKANOGAN SCHOOL DISTRICT BUS GARAGE	105 FIRST AVE S	OKANOGAN	OKANOGAN	T33N	R26E	16
EC3-26	9/16/94		PETE'S AUTO PAINT	114 FIRST AVE S	OKANOGAN	OKANOGAN	T33N	R26E	16
EC3-27	9/16/94		WSDOT/OKANOGAN AREA	115 ROSE STREET	OKANOGAN	OKANOGAN	T33N	R26E	16
EC3-28	9/16/94		IVAN'S AUTO	SECOND AVE & TYEE STREET	OKANOGAN	OKANOGAN	T33N	R26E	17
EC3-29	9/16/94		ED'S REPAIR SERVICE	670 SECOND AVE SW	OKANOGAN	OKANOGAN	T33N	R26E	17
EC3-30	9/16/94		LA ESQUINA POOL HALL	SE OLD 97 & BURDETT STREET	MALLOT	OKANOGAN	T32N	R25E	9
EC3-31	9/16/94		RAINBOW SERVICE STATION	305 HIGHWAY 97	BREWSTER	OKANOGAN	T30N	R24E	14
EC3-32	9/16/94		BOESEL MOTORS	309 HIGHWAY 97	BREWSTER	OKANOGAN	T30N	R24E	14
EC3-33	9/16/94		USED CARS -BOESELS	316 HIGHWAY 97	BREWSTER	OKANOGAN	T30N	R24E	14
EC3-34	9/16/94		BREWSTER AUTO SERVICE	701 MAIN STREET	BREWSTER	OKANOGAN	T30N	R24E	14
EC3-35	9/16/94		GREAT NORTHERN RAILROAD-BREWSTER DEPOT	HIGHWAY 97 & GRANGE ROAD	BREWSTER	OKANOGAN	T30N	R24E	15
EC7-01	9/14/94	CARLTON HOTEL		CARLTON RD/TEXAS CK RD	CARLTON	OKANOGAN	T32N	R22E	29
EC7-02	9/14/94	SPORTSMAN MOTEL		1010 E HIGHWAY 20	TWISP	OKANOGAN	T33N	R22E	17
EC7-03	9/14/94	MOORE HOTEL	METHOW VALLEY INN	234 SECOND AVE	TWISP	OKANOGAN	T33N	R22E	17

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC7-04	9/14/94	IDLE-A-WHILE MOTEL		505 N HIGHWAY 20	TWISP	OKANOGAN	T33N	R22E	7
EC7-05	9/15/94	WINTHROP STAGE STOP		114 RIVERSIDE STREET	WINTHROP	OKANOGAN	T34N	R21E	2
EC7-06	9/15/94	WINTHROP HOTEL	WINTHROP PALACE	149 RIVERSIDE STREET	WINTHROP	OKANOGAN	T34N	R21E	2
PS1-224	8/30/94		COLONIAL MOTEL	12117 PACIFIC HIGHWAY S	LAKEMOOD	PIERCE	T19N	R2E	11
PS1-135	8/19/94		COCO JOE'S RESTAURANT	13501 VALLEY AVE. EAST	SUMNER	PIERCE	T20N	R4E	24
PS1-137	8/22/94		J K ATHLETICS	202 E PIONEER AVE.	PUYALLUP	PIERCE	T20N	R4E	27
PS1-138	8/22/94			1707 W PIONEER AVE.	PUYALLUP	PIERCE	T20N	R4E	38
PS1-139-R	8/22/94		GRAND FORKS AUTO WRECKING	JCT OF PIONEER WAY E & STEWART AVE	PUYALLUP	PIERCE	T29N	R4E	19
PS1-140	8/22/94		ANDY'S AUTO PARTS	4715 PIONEER WAY EAST	TACOMA	PIERCE	T20N	R3E	24
PS1-167	8/23/94		CEDARS TRAILER PARK	8425 PACIFIC HIGHWAY E	FIFE HEIGHTS	PIERCE	T21N	R4E	31
PS1-168	8/23/94			8011 PACIFIC HIGHWAY E	FIFE HEIGHTS	PIERCE	T21N	R4E	31
PS1-169	8/23/94	DAFFODIL MOTEL		7909 PACIFIC HIGHWAY E	FIFE HEIGHTS	PIERCE	T21N	R4E	31
PS1-170-R	8/23/94		GOLDEN RULE MOTEL	6814 PACIFIC HIGHWAY E	MILTON	PIERCE	T20N	R4E	6
PS1-171	8/23/94		DICK JOHNSON'S GARAGE	6702 PACIFIC HIGHWAY E	MILTON	PIERCE	T20N	R4E	6
PS1-172	8/23/94		FIFE MOTEL	4601 PACIFIC HIGHWAY E	FIFE	PIERCE	T20N	R3E	1
PS1-173	8/23/94		PICK-QUICK DRIVE-IN	4306 PACIFIC HIGHWAY E	FIFE	PIERCE	T20N	R3E	1
PS1-174	8/23/94		BIRD'S MOTEL	3801 PACIFIC HIGHWAY E	FIFE	PIERCE	T20N	R3E	1
PS1-175	8/23/94	GLACIER MOTEL		3401 PACIFIC HIGHWAY E	FIFE	PIERCE	T20N	R3E	2

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-176	8/23/94		ERKER'S SERVICE AUTO & TRUCK REPAIR	2315 PACIFIC HIGHWAY E	FIFE	PIERCE	T20N	R3E	2
PS1-177	8/23/94	VALLEY MOTEL		1220 PUYALLUP AVE	TACOMA	PIERCE	T20N	T3E	10
PS1-178	8/23/94		AUTOMOTIVE PERFORMANCE CENTER	910 PUYALLUP AVE	TACOMA	PIERCE	T20N	R3E	9
PS1-179	8/23/94		BURLINGTON NORTHERN OFFICE & FREIGHT WAREHOUSE	605 PUYALLUP AVE	TACOMA	PIERCE	T20N	R3E	9
PS1-180	8/23/94		INDUSTRIAL TIRE SERVICE	423 PUYALLUP AVE	TACOMA	PIERCE	T20N	R3E	9
PS1-181-R	8/24/94	HERRIED TIRE	CASCADE FRICTION MATERIALS	314 PUYALLUP AVE	TACOMA	PIERCE	T20N	R3E	9
PS1-182-R	8/24/94	IRWIN JONES MOTORS	SALVATION ARMY THRIFT STORE	309 PUYALLUP AVE	TACOMA	PIERCE	T20N	R3E	9
PS1-183-R	8/24/94		GONZALEZ MOTORS	301 PUYALLUP AVE	TACOMA	PIERCE	T20N	R3E	9
PS1-184-R	8/24/94	CMSP&P RR FREIGHT DEPOT	FREIGHTHOUSE SQUARE	2501 EAST D STREET	TACOMA	PIERCE	T20N	R3E	9
PS1-185-R	8/24/94	TEMPLE MOTORS	KOLBE & KOLBE MILLWORK CO.	117-119 PUYALLUP AVE	TACOMA	PIERCE	T20N	R3E	9
PS1-186	8/24/94		PUGET SOUND TIRE	102 PUYALLUP AVE	TACOMA	PIERCE	T20N	R3E	9
PS1-187-R	8/24/94	DAYTON'S SUPER SERVICE STATION	AMTECH BUSINESS SYSTEMS, INC.	102 S 24TH STREET	TACOMA	PIERCE	T20N	R3E	9
PS1-188-R	8/24/94	ELEPHANT CAR WASH		2501 PACIFIC AVE	TACOMA	PIERCE	T20N	R3E	9
PS1-189	8/24/94	KING'S DRIVE-IN		315 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	9
PS1-190	8/24/94		OSBORNE-McCANN CADILLAC	1625 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	8
PS1-191	8/24/94			1717 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	8
PS1-192-R	8/24/94		MOTEL 21	2016 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	7
PS1-193-R	8/24/94	THE TEAPOT	BOB'S JAVA JIVA	2102 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	7

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-194	8/24/94		BEYOND AUTO BODY	2403 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	7
PS1-195	8/24/94		JOHNNY'S TIRE	2604 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	7
PS1-196	8/24/94		BEN'S TRUCK PARTS/OLYMPIC RAKE/BATT TRANSMISSION	2822-28 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	7
PS1-197-R	8/24/94		FULLER O'BREIN PAINT	2719 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	7
PS1-198	8/24/94		SANDERS MOVING	3120 S TACOMA	TACOMA	PIERCE	T20N	R3E	18
PS1-199	8/24/94		CANTRELL BODY & FENDER WORKS	3416 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	18
PS1-200	8/24/94		J W BROWER HEATING & AIR CONDITIONING	3424 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	18
PS1-201	8/25/94	T & T TIRE & AUTOMOTIVE CENTER		3711 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	18
PS1-202	8/25/94		STROUD'S AUTO REBUILD	3833 S TACOMA WAY	TACOMA	PIERCE	T20N	R2E	13
PS1-203	8/25/94		TIRES 4 LESS	3820 S TACOMA WAY	TACOMA	PIERCE	T20N	R2E	13
PS1-204	8/25/94		PAINE CAR TAPE & RADIO	5002 S TACOMA WAY	TACOMA	PIERCE	T20N	R2E	24
PS1-205-R	8/25/94			3604 S TACOMA WAY	TACOMA	PIERCE	T20N	R2E	24
PS1-206	8/25/94		ABC TRANSMISSION SERVICE	5032 S TACOMA WAY	TACOMA	PIERCE	T20N	R2E	24
PS1-207	8/25/94		GILCHRIST CHEVROLET	5602 S TACOMA WAY	TACOMA	PIERCE	T20N	R2E	24
PS1-208	8/25/94		BOB'S BURGER BARN	3514 S 56TH ST.	TACOMA	PIERCE	T20N	R3E	19
PS1-209	8/25/94		RUSS DUNMIRE OLDSMOBILE	5662 S TACOMA WAY	TACOMA	PIERCE	T20N	R2E	24
PS1-210	8/25/94		DODD'S AUTOMOTIVE SAFETY CENTER/DJ'S MACHINE SHOP	5642 S TACOMA WAY	TACOMA	PIERCE	T20N	R2E	24
PS1-211	8/25/94		MALLON FORD	6201 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	19

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-212	8/25/94			6409 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	30
PS1-213	8/25/94		S-2 USED CARS	6443 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	30
PS1-214	8/25/94		SOUTH WAY MOTORS	6447 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	30
PS1-215	8/25/94			8327 S TACOMA WAY	TACOMA	PIERCE	T20N	R3E	31
PS1-216-R	8/25/94	STARLITE DRIVE-IN THEATRE		3600 BLOCK OF 84TH ST.	TACOMA	PIERCE	T20N	R3E	31
PS1-217	8/25/94		QUALITY BRAKE & MUFFLER	9009 S. TACOMA WAY	LAKESWOOD	PIERCE	T20N	R3E	31
PS1-218	8/25/94		RAINER MOTEL	9805 S TACOMA WA	LAKESWOOD	PIERCE	T19N	R3E	6
PS1-219	8/25/94		VAGABOND MOTEL	10005 S TACOMA WA	LAKESWOOD	PIERCE	T19N	R3E	6
PS1-220	8/30/94		BROWNIE'S TOO DRIVE-IN	10906 PACIFIC HIGHWAY S.	LAKESWOOD	PIERCE	T19N	R2E	1
PS1-221	8/30/94		LAKESWOOD LODGE MOTEL	11747-11749 PACIFIC HIGHWAY S	LAKESWOOD	PIERCE	T19N	R2E	12
PS1-222	8/30/94		PRECISION TUNE	11924 PACIFIC HIGHWAY S	LAKESWOOD	PIERCE	T19N	R2E	12
PS1-223	8/30/94		MADIGAN MOTEL	12039 PACIFIC HIGHWAY S	LAKESWOOD	PIERCE	T19N	R2E	11
PS1-225	8/30/94		12507 USED CARS/MONTEREY APARTMENTS	12507 PACIFIC HIGHWAY SW	TACOMA	PIERCE	T19N	R2E	11
PS1-226-R	8/30/94		PONDERS TAVERN	12837 PACIFIC HIGHWAY SW	PONDERS COR	PIERCE	T19N	R2E	14
PS1-227	8/30/94		DAY AND NIGHT AUTO CENTER	8201 MAPLE STREET SW	TILLICUM	PIERCE	T19N	R2E	21
PS4-001	8/4/94		SANFORD & SONS CAR-O-PRACTICS	3038 RIVER ROAD	TACOMA	PIERCE	T20N	R3E	11
PS4-002	8/4/94		MR. C'S CLUTCH REPAIR	6522 RIVER ROAD	PUYALLUP	PIERCE	T20N	R4E	18
PS4-003	8/4/94	A & W DRIVE-IN		802 E. MAIN	PUYALLUP	PIERCE	T20N	R4E	27

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS4-004	8/4/94		ENTERPRISE CAR SALES	927 E. MAIN	PUYALLUP	PIERCE	T20N	R4E	27
PS4-005	8/4/94		RAYMAN NORTHWEST TRANSMISSION	1134 E. MAIN	PUYALLUP	PIERCE	T20N	R4E	27
PS4-006	8/4/94		BJ'S AUTO REPAIR	914 KINCAID AVE.	SUMNER	PIERCE	T20N	R4E	24
PS4-007	8/4/94		DAIRY FREEZE	1402 MAIN ST.	SUMNER	PIERCE	T20N	R4E	24
PS4-008	8/4/94		BAVARIAN CHALET MOTEL	15007-15009 MAIN ST.	SUMNER	PIERCE	T20N	R5E	19
PS4-009	8/4/94		SPARTAN DRIVE-IN	15104 MAIN ST.	SUMNER	PIERCE	T20N	R5E	19
PS4-010	8/4/94		HERB KLIPPERT AUTO SALES	15608 MAIN ST.	SUMNER	PIERCE	T20N	R5E	19
PS4-011	8/6/94	HANCOCK SERVICE STATION	GOODCHILD CONSTRUCTION II, PARAGON HOMES	6315 160TH AVE. E..	SUMNER	PIERCE	T20N	R5E	19
PS4-012	8/6/94		DARRELL'S GARAGE	16602 64TH ST. E.	SUMNER	PIERCE	T20N	R5E	29
PS4-013	8/6/94			24519 SUMNER-BUCKLEY HIGHWAY	BUCKLEY	PIERCE	T20N	R5E	25
PS4-014	8/6/94		BUCKLEY INN	491 W. MAIN ST.	BUCKLEY	PIERCE	T19N	R6E	3
PS4-015	8/8/94		WALLY'S WHITE RIVER DRIVE-IN	282 HIGHWAY 410 N.	BUCKLEY	PIERCE	T19N	R6E	3
PS4-017	8/8/94		GREENWATER CHEVRON STATION	58124 HIGHWAY 410	GREENWATER	PIERCE	T19N	R9E	3
PS4-018	8/8/94		NACHES TAVERN/LODGE	58411 HIGHWAY 410	GREENWATER	PIERCE	T19N	R9E	10
PS4-019-R	8/8/94	TIPSOO LAKE COMFORT STATION		0.7 MILE WEST OF SUMMIT ARCH, HIGHWAY 410	CHINOOK PAS	PIERCE	T16N	R10E	14
PS4-020-R	8/8/94	NACHES PASS TRAIL/GOVERNMENT MEADOW CAMP		NACHES PASS		PIERCE,KING,K	T19N	R11E	34
PS1-001	8/2/94		HILL TOP DRIVE IN	722 N. BROADWAY	EVERETT	SNOHOMISH	T29N	R5E	8
PS1-002	8/2/94		EVERETT MOTEL	1115 N. BROADWAY	EVERETT	SNOHOMISH	T29N	R5E	17

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-003	8/2/94		RAY'S DRIVE IN	1401 N. BROADWAY	EVERETT	SNOHOMISH	T29N	R5E	17
PS1-004	8/2/94		DAG'S "BEEFY BOY" DRIVE-IN	NW CORNER OF BROADWAY	EVERETT	SNOHOMISH	T29N	R5E	20
PS1-005	8/2/94		ACCURATE AUTOMOTIVE	2401 BROADWAY	EVERETT	SNOHOMISH	T29N	R5E	20
PS1-006	8/2/94		ABC TIRES	2714 BROADWAY	EVERETT	SNOHOMISH	T29N	R5E	20
PS1-007	8/2/94			3631 BROADWAY	EVERETT	SNOHOMISH	T29N	R5E	29
PS1-008	8/2/94	EVERETT C.M.SP.&PRR DEPOT	MILWAUKEE STATION CAFE	3201 MCDougALL AVE.	EVERETT	SNOHOMISH	T29N	R5E	29
PS1-009	8/2/94		ARCO SERVICE STATION	6901 BROADWAY & COLUMBIA	EVERETT	SNOHOMISH	T28N	R5E	8
PS1-010	8/2/94		J.K. AUTO CLINIC/SKIP'S EVERETT TOWING	6905 BROADWAY	EVERETT	SNOHOMISH	T28N	R5E	8
PS1-011	8/2/94		DWAYNE LANE'S DODGE	2902 RUCKER AVE.	EVERETT	SNOHOMISH	T29N	R5E	19
PS1-012	8/2/94		WESCO TRANSMISSION	2923 RUCKER AVE.	EVERETT	SNOHOMISH	T29N	R5E	19
PS1-013	8/2/94		KELLY AUTOMOTIVE REPAIR/DOWNTOWN AUTO WRECKING	2925 - 2927 RUCKER AVE	EVERETT	SNOHOMISH	T29N	R5E	19
PS1-014	8/2/94		AAMCO TRANSMISSION	2929 RUCKER AVE.	EVERETT	SNOHOMISH	T29N	R5E	30
PS1-015	8/2/94		GREG MORRIS. CO.	3030 RUCKER AVE.	EVERETT	SNOHOMISH	T29N	R5E	30
PS1-016	8/2/94			4418 EVERGREEN WAY	EVERETT	SNOHOMISH	T29N	R5E	31
PS1-017	8/2/94		BUDGET BATTERIES	5111 EVERGREEN WAY	EVERETT	SNOHOMISH	T29N	5E	31
PS1-018	8/2/94	A&W DRIVE IN	MR. BILL'S DRIVE IN & RESTUARANT	7407 EVERGREEN WAY	EVERETT	SNOHOMISH	T28N	R5E	7
PS1-019	8/2/94		CLYDE REVORD GM	7830 EVERGREEN WAY	EVERETT	SNOHOMISH	T28N	R5E	7
PS1-020	8/2/94		LAKE HILL MOTEL	15005 HIGHWAY 99	LYNWOOD	SNOHOMISH	T27N	R4E	3

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-021	8/3/94		COURT OF MONTY CRISTO MOTEL	16003 HIGHWAY 99	LYNNWOOD	SNOHOMISH	T27N	R4E	3
PS1-022-R	8/3/94	KEELER'S KORNER		16401 HIGHWAY 99	LYNNWOOD	SNOHOMISH	T27N	R4E	9
PS1-023	8/3/94		VAGABOND HOUSE MOTEL	16709 HIGHWAY 99	LYNNWOOD	SNOHOMISH	T27N	R4E	9
PS1-024	8/3/94		ROSE MOTEL	20222 HIGHWAY 99	LYNNWOOD	SNOHOMISH	T27N	R4E	20
PS1-025	8/3/94		TRAVELERS LODGE MOTEL	22127 HIGHWAY 99	EDMONDS	SNOHOMISH	T27N	R4E	29
PS1-026	8/3/94		ST. FRANCES MOTEL	23905 HIGHWAY 99	LYNNWOOD	SNOHOMISH	T27N	R4E	31
PS1-027	8/3/94		GOLDEN WEST MOTEL	23916 HIGHWAY 99	LYNNWOOD	SNOHOMISH	T27N	R4E	31
PS2-001-R	8/1/94	GORALSKI'S GAS STATION	CHARLIE BROWN DETAIL	2719 HEWITT AVE	EVERETT	SNOHOMISH	T29N	R5E	20
PS2-002-R	8/1/94	BUNNEY & BUNNEY GAS STATION	MOON VETERINARY CLINIC	3002 HEWITT AVE	EVERETT	SNOHOMISH	T29N	R5E	20
PS2-003	8/1/94		THE HUB DRIVE IN	928 AVENUE D & BONNEVILLE AVE	SNOHOMISH	SNOHOMISH	T28N	R6E	7
PS2-004	8/1/94		MONROE AVIATION (1ST AIR FIELD)	13812 179TH SE MONROE AIRPORT	MONROE	SNOHOMISH	T28N	R6E	35
PS2-005	8/1/94		SNO-COUNTRY FORD	W. MAIN ST. & MADISON ST.	MONROE	SNOHOMISH	T27N	R6E	1
PS2-006-R	8/1/94	MILWAUKEE ROAD DEPOT		321 N. LEWIS	MONROE	SNOHOMISH	T27N	R6E	1
PS2-007	8/1/94		MONROE GLASS	440 E. MAIN ST.	MONROE	SNOHOMISH	T27N	R7E	6
PS2-008	8/1/94		LOGGER'S INN MOTEL	203 MAIN ST.	SULTAN	SNOHOMISH	T27N	R8E	5
PS2-009	8/1/94		BLONDIES HAIR STUDIO	924 HIGHWAY 2	SULTAN	SNOHOMISH	T27N	R8E	5
PS2-010	8/1/94	ALPEN VILLAGE DRIVE-IN		HIGHWAY 2 & SULTAN/STARTUP ROAD	STARTUP	SNOHOMISH	T28N	R8E	35
PS2-011	8/1/94		STARTUP MARKET	HIGHWAY & 363RD AVE. SE	STARTUP	SNOHOMISH	T28N	R8E	35

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Trsp	Rng	Sec
PS2-012	8/1/94		BRIAN'S UPHOLSTERY	301 W. CROFT	GOLDBAR	SNOHOMISH	T27N	R9E	6
PS2-013	8/1/94	GOLDBAR GROCERY	THE ICE CREAM STORE	913 CROFT AVE.	GOLDBAR	SNOHOMISH	T27N	R9E	6
PS2-014	8/1/94		JERRY'S AUTO SALVAGE	1907 E. CROFT	GOLDBAR	SNOHOMISH	T27N	R9E	8
PS2-015	8/1/94		INDEX VILLAGE ESPRESSO	50000 HIGHWAY 2	INDEX	SNOHOMISH	T27N	R10E	20
PS2-016	8/1/94		MOUNTAIN VIEW GENERAL STORE	HIGHWAY 2	BARING	SNOHOMISH	T26N	R10E	2
PS2-017	8/1/94			0.7 MILE EAST OF MP42, HIGHWAY 2	BARING	SNOHOMISH	T26N	R10E	12
PS2-018	8/1/94	SKYKOMISH GNRR DEPOT		E. RAILROAD AVE. & N. 4TH ST.	SKYKOMISH	SNOHOMISH	T26N	R11E	26
PS2-019	8/1/94			0.1 MILE WEST OF MP50, HIGHWAY 2	SKYKOMISH	SNOHOMISH	T26N	R11E	25
PS2-020	8/1/94	TIMBER LANE CENTER		0.5 MILE WEST OF MP51, HIGHWAY 2	SKYKOMISH	SNOHOMISH	T26N	R11E	25
PS2-021	8/1/94			0.5 MILE WEST OF MP51, HIGHWAY 2	SKYKOMISH	SNOHOMISH	T26N	R11E	25
NE1-01	12/2/94	PINES MOTEL		W 355 FOURTH	DEER PARK	SPOKANE	T18N	R42E	3
NE1-02	12/2/94		LEE TIRES	N 114 MAIN STREET	DEER PARK	SPOKANE	T18N	R42E	2
NE1-03	12/2/94		YOUNG'S TIRES	S 4 MAIN STREET	DEER PARK	SPOKANE	T28N	R43E	3
NE1-04	12/2/94		GSI AUTO GLASS	S 110 MAIN STREET	DEER PARK	SPOKANE	T28N	R43E	3
NE1-05	12/2/94		COMMELLINI JUNCTION	BUILDINGS 30 & 31, N 14100 DARTFORD ROAD	COMMELLINI J	SPOKANE	T27N	R43E	31
NE1-06	12/2/94		COMMELLINI JUNCTION	N 14527 DARTFORD ROAD	COMMELLINI J	SPOKANE	T27N	R43E	31
NE1-07	12/5/94			N 10305 DIVISION STREET	COUNTRY HO	SPOKANE	T26N	R43E	18
NE1-08	12/5/94		SHADOWS MOTEL	N 9025 DIVISION STREET	SPOKANE	SPOKANE	T26N	R43E	19

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
NE1-09	12/5/94		LIBERTY MOTEL	N 6801 DIVISION STREET	SPOKANE	SPOKANE	T26N	R43E	30
NE1-10	12/5/94		ARNOLD'S MOTEL	N 6217 DIVISION STREET	SPOKANE	SPOKANE	T26N	R43E	31
NE1-11	12/5/94		RYDER TRUCK RENTAL	N 4006 DIVISION STREET	SPOKANE	SPOKANE	T25N	R43E	5
NE1-12	12/5/94		CENTURY MOTORS	N 3518 DIVISION STREET	SPOKANE	SPOKANE	T25N	R43E	5
NE1-13	12/5/94		POOR BOYS TIRE AND AUTOMOTIVE	N 2501 DIVISION STREET	SPOKANE	SPOKANE	T25N	R43E	7
NE1-14	12/7/94	WA STATE HIGHWAY DEPT, EAST REGION HQ	WA STATE HIGHWAY DEPT, EAST REGION HQ	N 2802-2828 MAYFAIR	SPOKANE	SPOKANE	T25N	R43E	8
NE1-15	12/7/94		WATSON BODY AND FENDER REPAIR	N 1015 DIVISION	SPOKANE	SPOKANE	T25N	R43E	18
NE1-16	12/7/94	DICKS HAMBURGERS		E 5 3RD AVENUE	SPOKANE	SPOKANE	T25N	R43E	20
NE1-17-R	12/7/94	UPTOWN GARAGE	QUARTER HORSE TAVERN	W 313-315 SPRAGUE AVENUE	SPOKANE	SPOKANE	T25N	R43E	18
NE1-18-R	12/7/94			W 1103 SPRAGUE AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE1-19-R	12/7/94	GREYHOUND BUS DEPOT	GREYHOUND BUS DEPOT	S 10 JEFFERSON	SPOKANE	SPOKANE	T25N	R43E	19
NE1-20	12/7/94		WATT'S WHEEL SERVICE AND DRIVELINE	W 1312 1ST AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE1-21	12/7/94		WATT'S AUTOMOTIVE AND DRIVELINE	W 1318 1ST AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE1-22-R	12/7/94			W 2008 SUNSET BLVD	SPOKANE	SPOKANE	T25N	R42E	24
NE1-23	12/7/94		SLEEPY HOLLOW APARTMENTS	S 1512 TAYLOR ROAD	SPOKANE	SPOKANE	T25N	R42E	27
NE1-24	12/7/94		THE RANCH MOTEL	S 817 LEWIS ROAD	SPOKANE	SPOKANE	T25N	R42E	27
NE1-25	12/7/94		SKYLINE MOTEL	S 1724 GEIGER BLVD	SPOKANE	SPOKANE	T25N	R42E	27
NE1-26	12/7/94		WEST END DRIVE-IN THEATRE	S 6200 GARDEN SPRINGS ROAD	SPOKANE	SPOKANE	T25N	R42E	27

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
NE1-27	12/7/94		EVERGREEN VILLAGE MOTEL	S 3211 GEIGER BLVD	SPOKANE	SPOKANE	T25N	R42E	33
NE1-28	12/7/94		MAPLE LEAF GAS-GROCERY-MOTEL	S 3234 GEIGER BLVD	SPOKANE	SPOKANE	T25N	R42E	33
NE1-29	12/7/94		STARLITE MOTEL	S 3809 GEIGER BLVD	SPOKANE	SPOKANE	T25N	R42E	33
NE1-30	12/8/94		CHENEY GLASS	E 819 1ST STREET	CHENEY	SPOKANE	T23N	R41E	13
NE1-31	12/8/94		JOHN'S GENERAL REPAIR/BOGLE'S AUTO & TRUCK REPAIR	E 16 1ST STREET	CHENEY	SPOKANE	T23N	R41E	13
NE1-32	12/8/94		D'S UPHOLSTERY	E 4 1ST STREET	CHENEY	SPOKANE	T23N	R41E	13
NE1-33	12/8/95		O.K. TIRES	W 18 1ST STRTEET	CHENEY	SPOKANE	T23N	R41E	13
NE1-34	12/8/94		ROSEBROOK INN	W 304 1ST STREET	CHENEY	SPOKANE	T23N	R41E	13
NE1-35-R	12/8/94	CHENEY INTERURBAN RAILROAD DEPOT	FIESTA CHARRA RESTAURANT	E 505 2ND STREET	CHENEY	SPOKANE	T23N	R41E	13
NE1-36-R	12/8/94		BURLINGTON NORTHERN DEPOT	E 506 FRONT STREET	CHENEY	SPOKANE	T23N	R41E	13
NE2-29	11/2/94		HEIGHTS MOTEL	13504 SUNSET HIGHWAY	AIRWAY HEIGH	SPOKANE	T25N	R41E	23
NE2-30	11/2/94			12628 SUNSET HIGHWAY	AIRWAY HEIGH	SPOKANE	T25N	R41E	23
NE2-31	11/2/94			12512 SUNSET HIGHWAY	AIRWAY HEIGH	SPOKANE	T25N	R41E	23
NE2-32	11/2/94		BURGER STOP	W 10811 SUNSET HIGHWAY	AIRWAY HEIGH	SPOKANE	T25N	R41E	25
NE2-33	11/2/94		BELL MOTEL	9030 SUNSET HIGHWAY	AIRWAY HEIGH	SPOKANE	T25N	R42E	20
NE2-34	11/2/94		AIRWAY HEIGHTS TIRES	9024 SUNSET HIGHWAY	AIRWAY HEIGH	SPOKANE	T25N	R42E	20
NE2-35	11/2/94		CEDAR VILLAGE MOTEL	5414 SUNSET HIGHWAY	SPOKANE	SPOKANE	T25N	R42E	27
NE2-36	11/2/94		HILLTOP STORE	W 3626 SUNSET HIGHWAY	SPOKANE	SPOKANE	T25N	R42E	22

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
NE2-37	11/2/94		HILLTOP MOBILE HOME PARK/APARTMENTS/RV SPACE	W 5316 SUNSET HIGHWAY	SPOKANE	SPOKANE	T25N	R42E	22
NE2-38	11/2/94			5415 SUNSET HIGHWAY	SPOKANE	SPOKANE	T25N	R42E	27
NE2-39	11/2/94		CARLSON'S PINE LODGE MOTEL	2900 SUNSET BLVD.	SPOKANE	SPOKANE	T25N	R42E	23
NE2-40	11/2/94			2834 SUNSET BLVD.	SPOKANE	SPOKANE	T25N	R42E	24
NE2-41	11/2/94		SUE SAVE GROCERY/GAS STATION	2631 SUNSET BLVD.	SPOKANE	SPOKANE	T25N	R42E	24
NE3-01	11/30/94			N 250 MAIN	SPANGLE	SPOKANE	T22N	R43E	4
NE3-02	11/30/94		SIESTA CABINS	S 2605 INLAND EMPIRE WAY	SPOKANE	SPOKANE	T25N	R42E	25
NE3-03	11/30/94			S 1930 INLAND EMPIRE WAY	SPOKANE	SPOKANE	T25N	R42E	25
NE3-04	11/30/94		GOODYEAR AUTO SERVICE	S 1400 INLAND EMPIRE WAY	SPOKANE	SPOKANE	T25N	R42E	25
NE3-05	12/1/94		DOWNTOWN TOYOTA	W 1230 3RD AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-06	12/1/94		SUTHERLAND MOTORS LTD.	W 1029 3RD AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-07	12/1/94		SUTHERLAND MOTORS LTD.	W 1030 3RD AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-08	12/1/94		KRE AUTO LAB 1	W 612 3RD AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-09	12/1/94		WAGNER'S FORMAL WEAR	W 319 3RD AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-10	12/1/94		MASTER MECHANICS, INC.	W 707 2ND AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-11	12/1/94		SUTHERLAND TRAVEL	W 715 2ND AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-12	12/1/94		SNEVA'S AUTO CLEANING	W 807 2ND AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-13	12/1/94		HONDA CITY	W 1126 2ND AVENUE	SPOKANE	SPOKANE	T25N	R43E	19

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Trnsp	Rng	Sec
NE3-14	12/1/94		HONDA	W 1125 2ND AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-15-R	12/1/94	CITY RAMP PARKING GARAGE		W 430 1ST AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-16-R	12/1/94		BURLINGTON NORTHERN RAILROAD DEPOT	W 201 1ST AVENUE	SPOKANE	SPOKANE	T25N	R43E	19
NE3-17	12/1/94		LOVESTONE MOTORS	N 101 DIVISION	SPOKANE	SPOKANE	T25N	R43E	18
NE3-18	12/2/94		WEST FOUR MAIN	W 4 MAIN STREET	SPOKANE	SPOKANE	T25N	R43E	18
NE3-19	12/2/94		MECHANICS PRIDE, INC.	N 10101 NEWPORT HIGHWAY	SPOKANE	SPOKANE	T26N	R43E	17
NE3-20	12/2/94		HWY SAFETY SUPPLY	N 10101 NEWPORT HIGHWAY	SPOKANE	SPOKANE	T26N	R43E	17
NE3-21	12/2/94			N 14225 MARKET STREET	MEAD	SPOKANE	T26N	R43E	3
NE3-22	12/2/94		KELLOGG'S SERVICE	N 15315 NEWPORT HIGHWAY	MEAD	SPOKANE	T27N	R43E	34
NE3-23	12/2/94		CONOCO SERVICE	N 34610 NEWPORT HIGHWAY	RIVERSIDE	SPOKANE	T29N	R43E	35
NE6-01	11/17/94		ADVANCED AUTO TECHNICIANS	EAST 34 TRENT AVENUE	SPOKANE	SPOKANE	T25N	R43E	17
NE6-02	11/17/94		ROE'S AUTO BODY	EAST 3122 TRENT AVENUE	SPOKANE	SPOKANE	T25N	R43E	17
NE6-03	11/17/94		ADAMS TRACTOR COMPANY	1630 EAST TRENT AVENUE	SPOKANE	SPOKANE	T25N	R43E	16
NE6-04	11/17/94		RALPH'S BODY AND FENDER/ ADVANTAGE MUFFLER	EAST 1717 TRENT AVENUE	SPOKANE	SPOKANE	T25N	R43E	16
NE6-05	11/17/94		G T S TRANSMISSION	EAST 1828 TRENT AVENUE	SPOKANE	SPOKANE	T25N	R43E	16
NE6-06	11/17/94			EAST 3129 TRENT AVENUE	SPOKANE	SPOKANE	25N	R43E	15
NE6-07	11/17/94			EAST 4803-4909 TRENT AVENUE	SPOKANE	SPOKANE	T25N	R43E	11
NE6-08	11/17/94		MIKE'S BURGER ROYAL DRIVE-IN	EAST 6115 TRENT AVENUE	SPOKANE	SPOKANE	T25N	R43E	12

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
NE6-09	11/17/94		MARTIN'S AUTO SERVICE	EAST 9125 TRENT AVENUE	MILLWOOD	SPOKANE	T25N	R44E	8
NE6-10	11/17/94	A & W DRIVE-IN	KLASSIC BURGERS / AAA SWEEPING	EAST 10225 TRENT AVENUE	MILLWOOD	SPOKANE	T25N	R44E	8
NE6-11	11/17/94	EAST TRENT MOTOR IN THEATRE		EAST 11100 TRENT AVENUE	SPOKANE	SPOKANE	T25N	R44E	4
NE6-12	11/28/94		NORMA'S BURGER EXPRESS	EAST 11925 TRENT AVENUE		SPOKANE	T25N	R44E	4
NE6-13	11/28/94		KNOTTY PINES APARTMENTS	EAST 13615 TRENT AVENUE		SPOKANE	T25N	R44E	3
NE6-14	11/28/94		WILDCAT MACHINE	EAST 13701 TRENT AVENUE		SPOKANE	T25N	R44E	3
NE6-15	11/28/94		WALKER'S AUTOMOTIVE REPAIR	EAST 19009 APPLEWAY AVENUE	GREENACRES	SPOKANE	T25N	R45E	17
NE6-16	11/28/94	MT. VIEW MOTEL		EAST 17101 SPRAGUE AVENUE	VERADALE	SPOKANE	T25N	R45E	18
NE6-17	11/28/94	GRAND MOTEL		EAST 17017 SPRAGUE AVENUE	VERADALE	SPOKANE	T25N	R44E	13
NE6-18	11/28/94		SPEEDY AUTO GLASS	EAST 11900 SPRAGUE AVENUE	OPPORTUNITY	SPOKANE	T25N	R44E	21
NE6-19	11/28/94			EAST 9506 SPRAGUE AVENUE	DISHMAN	SPOKANE	T25N	R44E	20
NE6-20	11/28/94		DISCOUNT MUFFLER	EAST 9100 SPRAGUE AVENUE	DISHMAN	SPOKANE	T25N	R44E	20
NE6-21-R	11/28/94	DISHMAN UNION PACIFIC RAILROAD DEPOT		SOUTH 6 DISHMAN ROAD.	DISHMAN	SPOKANE	T25N	R44E	19
NE6-22	11/28/94		DANDY'S WAFFLES AND BURGERS	EAST 8020 SPRAGUE AVENUE	DISHMAN	SPOKANE	T25N	R44E	19
NE6-23	11/28/94	EAST SPRAGUE DRIVE-IN THEATRE		EAST 6000 1ST AVENUE	NEAR SPOKAN	SPOKANE	T25N	R43E	24
NE6-24	11/28/94	PARK LANE MOTEL		EAST 4412 SPRAGUE AVENUE	SPOKANE	SPOKANE	T25N	R43E	23
NE6-25	11/28/94		UNIQUE USED CARS	EAST 3728 SPRAGUE AVENUE	SPOKANE	SPOKANE	T25N	R43E	22
NE6-26	11/28/94		RONQUILLE'S HONEY GLAZE HAMS	EAST 2904 SPRAGUE AVENUE	SPOKANE	SPOKANE	T25N	R43E	22

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
NE6-27	11/28/94		HORIZON AUTO SALES	EAST 2808 SPRAGUE AVENUE	SPOKANE	SPOKANE	T25N	R43E	21
NE6-28	11/28/94		CAR QUEST AUTO PARTS	EAST 1919 SPRAGUE AVENUE	SPOKANE	SPOKANE	T25N	R43E	16
NE6-29	11/28/94		LINDSAY WATER CONDITIONING	EAST 1817-1819 SPRAGUE AVENUE	SPOKANE	SPOKANE	T25N	R43E	16
NE6-30	11/28/94		A AND L TRANSMISSION	EAST 1517 SPRAGUE AVENUE	SPOKANE	SPOKANE	T25N	R43E	16
PS1-228	8/31/94		TINY'S BURGER HOUSE & GIFT SHOP	10322 MARTIN WAY E	NISQUALLY	THURSTON	T18N	R1E	7
PS1-229	8/31/94		RANCHOTEL MOTEL	8819 MARTIN WAY EAST	LACEY	THURSTON	T18N	R1W	12
PS1-230	8/31/94		COWEN COURT	8745 MARTIN WAY EAST	LACEY	THURSTON	T18N	R1W	12
PS1-231	8/31/94		HAWKS PRAIRIE FAST LUBE/ESPRESSO	7807 MARTIN WAY EAST	LACEY	THURSTON	T18N	R1W	11
PS1-232	8/31/94		GERMAN CAR SERVICE	6215 MARTIN WAY EAST	LACEY	THURSTON	T18N	R1W	15
PS1-233	8/31/94	HOLLY MOTEL		2816 MARTIN WAY	OLYMPIA	THURSTON	T18N	R1W	18
PS1-234	8/31/94		B & C AUTO SALES	2428 4TH AVE NE	OLYMPIA	THURSTON	T18N	R2W	13
PS1-235	8/31/94		RICHARD'S IMPORT AUTO SERVICE	2202 PACIFIC AVE NE	OLYMPIA	THURSTON	T19N	R2W	13
PS1-236-R	8/31/94	LAKE LOIS RESORT		6426 PACIFIC AVE SE	LACEY	THURSTON	T18N	R1W	15
PS1-237-R	8/31/94	LARSON'S CORNER/OLD WALDRON'S GARAGE		4239 PACIFIC AVE SE	LACEY	THURSTON	T18N	R1W	20
PS1-238	8/31/94		QUALITY MUFFLER & BRAKE	923 STATE AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-239	8/31/94		EARL SCHEIB/B&B AUTO REPAIR	613-617 STATE AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-240-R	8/31/94	UNION PACIFIC RR DEPOT		407 E 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-241-R	8/31/94	GOODYEAR TIRE & RUBBER CO.	BIKE STAND/OLYMPIA OUTFITTERS	421 E 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
PS1-242-R	8/31/94	TITUS AUTOMOBILE AGENCY	WALT'S MUFFLER	517 EAST 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-243-R	8/31/94	OLYMPIA MOTORS	STUDIO WEST	522 E 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-244-R	8/31/94	TRESNER AUTO	STOP'N GO AUTO SERVICE	610 E 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-245-R	8/31/94	ANDERSON AUTO REPAIR	D&D ANTIQUES/GORON'S RADIATOR	612 E 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-246-R	8/31/94	MCCLAIN MOTORS	MCMAHAN'S FURNITURE	705 E 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-247-R	8/31/94		FILLING STATION ESPRESSO	728 E 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-248	8/31/94		HOWARD'S TOWING & AUTO REPAIR	802 E 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-249	8/31/94		A-1 RENTALS	903 E 4TH AVE	OLYMPIA	THURSTON	T18N	R2W	14
PS1-250-R	9/1/94	NORTH COAST LINES DEPOT	GREYHOUND BUS DEPOT	107 E 7TH	OLYMPIA	THURSTON	T18N	R2W	14
PS1-251	9/1/94		KELLY'S AUTO APPEARANCE SPECIALISTS	722 CAPITAL WAY S	OLYMPIA	THURSTON	T18N	R2W	14
PS1-252-R	9/1/94	WEIDNER AUTO COURT		915-915 CAPITAL WAY S	OLYMPIA	THURSTON	T18N	R2W	14
PS1-253	9/1/94		OLYMPIA CLEANERS	3238 CAPITAL WAY S	OLYMPIA	THURSTON	T18N	R2W	26
PS1-254-R	9/1/94	OLYMPIA AIRPORT HANGAR	WASHINGTON STATE POLICE HANGAR	7515 PACIFIC HIGHWAY SE	TUMWATER	THURSTON	T18N	R2W	11
PS5-001	9/1/94		EAGAN'S DRIVE-IN	1420 HARRISON AVE, NW	OLYMPIA	THURSTON	T18N	R2W	15
PS5-002	9/1/94		A M T AUTOMOTIVE & TOWING	2307 HARRISON AVE, NW	OLYMPIA	THURSTON	T18N	R2W	16
PS5-003	9/1/94		STREET NEET TRAIL TUFF RV-TRUCK ACCESSORIES	2401 HARRISON AVE, NW	OLYMPIA	THURSTON	T18N	R2W	1
PS5-004	9/1/94		MUD BAY GRAINERY	3644 MUD BAY RD, W.	OLYMPIA	THURSTON	T18N	R2W	17
SE2-09	10/12/94		BURLINGTON NORTHERN RAILROAD DEPOT/ATTALIA	ATTALIA ROAD	ATTALIA	WALLA WALL	T7N	R31E	3

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
SE2-10	10/12/94	UNION PACIFIC RAILROAD DEPOT	WATCO INC.	UPRR-ROW AT BOISE CASCADE PLANTS	ATTALIA	WALLA WALL	T7N	R31E	10
SE2-11	10/12/94			INTERSECT. OF HIGHWAYS 12 AND 730	WALLULA	WALLA WALL	T7N	R31E	26
SE2-12	10/12/94	BEACON TRUCK STOP	FORT WALLA WALLA MINI-MART AND TACKLE	INTERSECT. OF HIGHWAYS 12 AND 730	WALLULA	WALLA WALL	T7N	R31E	27
SE2-13	10/12/94			0.1 MILE W. OF MP 320, HIGHWAY 12	TOUCHET	WALLA WALL	T7N	R33E	34
SE2-14	10/12/94			MARSHALL STREET AND HIGHWAY 12	LOWDEN	WALLA WALL	T7N	R34E	29
SE2-15	10/12/94			MARSHALL STREET AND HIGHWAY 12	LOWDEN	WALLA WALL	T7N	R34E	29
SE2-16	10/12/94			.05 MI EAST OF MP 331, HWY 12	COLLEGE PLAC	WALLA WALL	T7N	R35E	28
SE2-17	10/12/94			42 WALLULA ROAD	COLLEGE PLAC	WALLA WALL	T7N	R35E	25
SE2-18R	10/13/94		LIVERY STABLE	12 TH AVE.S AND W. ALDER STREET	WALLA WALLA	WALLA WALL	T7N	R36E	30
SE2-19R	10/13/94	WALLA WALLA VALLEY RAILWAY CO ENGINE...		1102 WEST CHERRY STREET	WALLA WALLA	WALLA WALL	T7N	R36E	19
SE2-20R	10/13/94		BAKER'S STRAP IRON RAILROAD DEPOT SITE	E. OF 13TH AVE., S. OF MILL CREEK	WALLA WALLA	WALLA WALL	T7N	R36E	19
SE2-21R	10/13/94	STAGECOACH STATION-WALLA WALLA		507 WEST MAIN STREET	WALLA WALLA	WALLA WALL	T7N	R36E	30
SE2-22R	10/13/94	WALLA WALLA VALLEY TRACTION CO. STATION	SNYDER-CRECELIUS PAPER COMPANY	328 WEST MAIN STREET	WALLA WALLA	WALLA WALL	T7N	R36E	20
SE2-23R	10/13/94	OREGON & WASHINGTON RR NAVIGATION	THE DEPOT- SHOPS AND CAFE	416 NORTH 2ND AVENUE	WALLA WALLA	WALLA WALL	T7N	R36E	20
SE2-24	10/13/94		DOWNTOWN SIGN DESIGN	205 EAST ALDER STREET	WALLA WALLA	WALLA WALL	T7N	R36E	20
SE2-25	10/13/94		TEAGUE MOTOR COMPANY	10 NORTH COLVILLE STREET	WALLA WALLA	WALLA WALL	T7N	R36E	20
SE2-26	10/13/94		TEAGUE MOTOR COMPANY	11 NORTH COLVILLE STREET	WALLA WALLA	WALLA WALL	T7N	R36E	20
SE2-27	10/13/94	GREEN PARK MOBIL SERVICE STATION	TONY'S SUB SHOP	1068 ISAACS AVENUE	WALLA WALLA	WALLA WALL	T7N	R36E	21

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
SE2-28	10/13/94		A AND H MOTEL	2599 ISAACS AVENUE	WALLA WALLA	WALLA WALL	T7N	R36E	22
SE2-29	10/13/94		NORTHWEST INTERNATIONAL INDUSTRIES	HANGAR 118, WALLA WALLA AIRPORT	WALLA WALLA	WALLA WALL	T7N	R36E	14
SE2-30	10/13/94		MOUNTAIN STATES AVIATION	HANGAR 116, WALLA WALLA AIRPORT	WALLA WALLA	WALLA WALL	T7N	R36E	14
SE2-31	10/13/94		BLUE MOUNTAIN AVIATION	HANGAR 112, WALLA WALLA AIRPORT	WALLA WALLA	WALLA WALL	T7N	R36E	14
SE2-32	10/13/94		MARSH AVIATION	HANGAR 102, WALLA WALLA AIRPORT	WALLA WALLA	WALLA WALL	T7N	R36E	11
SE2-33	10/13/94		WALLA WALLA COLLEGE HANGAR	HANGAR 101, WALLA WALLA AIRPORT	WALLA WALLA	WALLA WALL	T7N	R36E	11
SE2-34	10/13/94		DIXIE SERVICE	E CORNER OF HIGHWAY 12 AND RICHMAN STREET	DIXIE	WALLA WALL	T8N	R37E	26
SE2-35	10/13/94		WAITSBURG MOTEL	711 COPPEI AVENUE	WAITSBURG	WALLA WALL	T9N	R37E	14
SE2-36	10/13/94		WAITSBURG CHEVRON STATION	127 PRESTON AVENUE	WAITSBURG	WALLA WALL	T9N	R37E	11
EC3-59	11/15/94		POMONA TAVERN	1010 SR-821	SELAH VICINIT	YAKIMA	T14N	R19E	20
EC3-60	11/15/94		NORMA JEANNE'S RESTAURANT	NACHES STREET AT WENAS ROAD	SELAH	YAKIMA	T14N	R18E	36
EC3-61	11/16/94		NOVUS WINDSHIELD REPAIR	N 1216 FIRST STREET	YAKIMA	YAKIMA	T13N	R18E	13
EC3-62	11/16/94		MAYWOOD LODGE	N 1108 FIRST STREET	YAKIMA	YAKIMA	T13N	R18E	13
EC3-63	11/16/94		SENTINEL MOTORS	N 1002 FIRST STREET	YAKIMA	YAKIMA	T13N	R18E	13
EC3-64	11/16/94		MEL'S DINER	N 314 FIRST STREET	YAKIMA	YAKIMA	T13N	R19E	19
EC3-65	11/16/94		FIRESTONE MASTERCARE	S 200 FIRST STREET	YAKIMA	YAKIMA	T13N	R19E	19
EC3-66	11/16/94		WHITE FRONT SHOP	S 332 FIRST STREET	YAKIMA	YAKIMA	T13N	R19E	19
EC3-67	11/16/94		MCKINNEY'S AUTO GLASS	S 221 FIRST STREET	YAKIMA	YAKIMA	T13N	R19E	19

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC3-68	11/16/94		SLEEP SHOP	S 201 FIRST STREET	YAKIMA	YAKIMA	T13N	R19E	19
EC3-69	11/17/94	UNION '76 SERVICE STATION	TEXACO	S 129 FIRST STREET	YAKIMA	YAKIMA	T13N	R19E	19
EC3-70	11/17/94		TIRE BUSTERS	S 501 FIRST STREET	YAKIMA	YAKIMA	T13N	R18E	19
EC3-71	11/17/94		THE AUTO EXCHANGE	S 1327 FIRST STREET	YAKIMA	YAKIMA	T13N	R19E	30
EC3-72	11/17/94		E-Z CREDIT AUTO SALES	S 1611 FIRST STREET	YAKIMA	YAKIMA	T13N	R19E	30
EC3-73	11/17/94	LOG MOTEL	LOG MOTEL	S 1715 FIRST STREET	YAKIMA	YAKIMA	T13N	R19E	30
EC3-74	11/17/94	LA CASA MOTEL	LA CASA MOTEL	2703 MAIN STREET	UNION GAP	YAKIMA	T12N	R19E	5
EC3-75	11/17/94	DEPT OF HIGHWAYS, DIST. 5 HEADQUARTERS	WSDOT, SOUTH CENTRAL REGION	2809 MAIN STREET	UNION GAP	YAKIMA	T12N	R19E	5
EC3-76	11/17/94	GABLES MOTEL	GABLES MOTEL	3107 MAIN STREET	UNION GAP	YAKIMA	T12N	R19E	5
EC3-77	11/17/94		BUDGET BATTERIES	3212 MAIN STREET	UNION GAP	YAKIMA	T12N	R19E	5
EC3-78	11/17/94		OLD TOWN GARAGE	4016 MAIN STREET	UNION GAP	YAKIMA	T12N	R19E	8
EC3-79	11/17/94	SHADY LANE MOTEL	SHADY LANE MOTEL	4101 MAIN STREET	UNION GAP	YAKIMA	T12N	R19E	8
EC3-80	11/17/94	TOP HI DRIVE IN THEATRE	TOP HI DRIVE IN THEATRE	63275 HIGHWAY 97	TOPPENISH	YAKIMA	T10N	R20E	5
EC4-01	10/27/94		SQUAW ROCK GROCERY STORE	15070 HIGHWAY 410	CLIFFDELL	YAKIMA	T17N	R14E	35
EC4-02	10/27/94		ABANDONED GAS STATION	14520 HIGHWAY 410	NILE	YAKIMA	T15N	R16E	17
EC4-03	10/27/94	ELK RIDGE LODGE	SAME	13880 HIGHWAY 410	NILE	YAKIMA	T15N	R16E	17
EC4-04	11/14/94	WHITE PASS MOTEL	SAME	10681 HIGHWAY 12/410	NACHES	YAKIMA	T14N	R17E	4
EC4-05	11/14/94		NACHES CHEVRON	10171 HIGHWAY 12	NACHES	YAKIMA	T14N	R17E	4

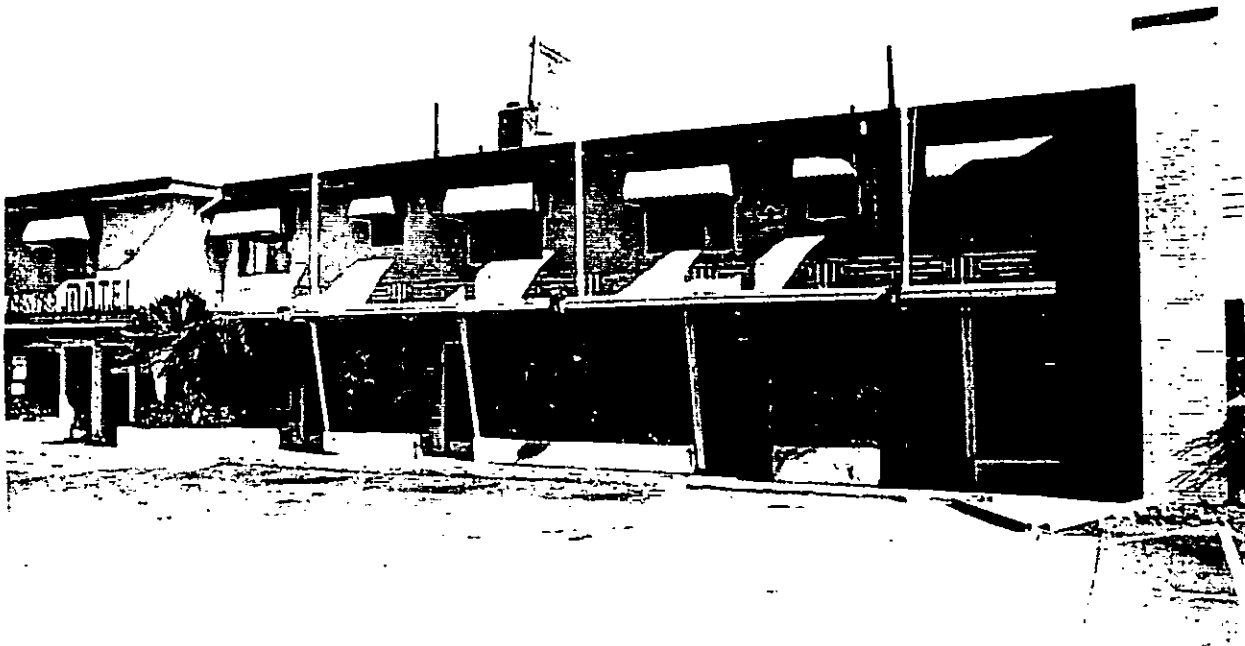
Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC4-06	11/14/94	NORTHERN PACIFIC DEPOT	SAME	NACHES AVE AT BNRR	NACHES	YAKIMA	T14N	R17E	4
EC4-07	11/14/94		NACHES GARAGE	215 NACHES AVE	NACHES	YAKIMA	T14N	R17E	4
EC4-08	11/14/94		ABANDONED GAS STATION	229 NACHES AVE	NACHES	YAKIMA	T14N	R17E	4
EC4-09	11/14/94		LAREDO DRIVE-IN	9921 HIGHWAY 12	NACHES	YAKIMA	T14N	R17E	3
EC4-10	11/15/94		CHINOOK APARTMENTS	3004 FRUITVALE BLVD	YAKIMA	YAKIMA	T13N	R18E	14
EC4-11	11/15/94		STOP & GO DRIVE-IN	2820 FRUITVALE BLVD	YAKIMA	YAKIMA	T13N	R18E	14
EC4-12	11/15/94	MOTEL COLUMBIA	SAME	2502 FRUITVALE BLVD	YAKIMA	YAKIMA	T13N	R18E	14
EC4-13	11/15/94	SWISS VILLAGE MOTEL	SAME	2404 FRUITVALE BLVD	YAKIMA	YAKIMA	T13N	R18E	14
EC4-14	11/15/94	SILVER EAGLE MOTEL	SAME	2101 FRUITVALE BLVD	YAKIMA	YAKIMA	T13N	R18E	14
EC4-15	11/15/94	FRUITVALE 410 DRIVE IN THEATRE	SAME	1900 BLOCK FRUITVALE BLVD	YAKIMA	YAKIMA	T13N	R18E	14
EC4-16	11/15/94	DICK'S WESTENDRADIATER REPAIR	SAME	901 W FIFTH	YAKIMA	YAKIMA	T13N	R18E	13
EC5-01	11/14/94	SILVER BEACH RESORT		40350 HIGHWAY 12	RIMROCK	YAKIMA	T13N	R13E	5
EC5-02	11/14/94	GAME RIDGE MOTEL/LODGE		27350 HIGHWAY 12	RIMROCK	YAKIMA	T14N	T14E	31
EC5-03	11/14/94	TROUT LODGE MOTEL	TROUT LODGE	27080 HIGHWAY 12	RIMROCK	YAKIMA	T14N	R14E	31
EC6-01	11/18/94	KEITH'S APPLIANCE	ALICE'S SNACK DEPOT	781 OUTLOOK ROAD	OUTLOOK	YAKIMA	T10N	R22E	20
EC6-02	11/18/94	BOB'S DRIVE-IN		108 HIGHWAY 12	SUNNYSIDE	YAKIMA	T10N	R22E	25
EC6-03	11/18/94	TOWN HOUSE MOTEL SIGN		509 YAKIMA VALLEY HIGHWAY	SUNNYSIDE	YAKIMA	T10N	R22E	25
EC6-04	11/18/94	FORD COUNTRY USED CARS		520 YAKIMA VALLEY HIGHWAY	SUNNYSIDE	YAKIMA	T10N	R22E	25

Historic Transportation Properties Inventoried.

Field Site Number	Date Recorded	Site Name Historic	Common Name	Address	City	County	Tnsp	Rng	Sec
EC6-05	11/18/94	NORTHERN PACIFIC RR DEPOT		NP TRACKS, 6TH ST	SUNNYSIDE	YAKIMA	T10N	R22E	25
EC6-06	11/18/94	DENCHEL FORD COUNTRY		301 SIXTH STREET	SUNNYSIDE	YAKIMA	T10N	R22E	25
EC6-07	11/18/94		SPECK CHEVROLET	600 SIXTH STREET	SUNNYSIDE	YAKIMA	T10N	R22E	25
EC6-08	11/18/94		MORROW USED CARS	1020 YAKIMA V. HWY.	SUNNYSIDE	YAKIMA	T10N	R22E	25
EC6-09	11/18/94		ANDERSON MOTORS	200 W WINE COUNTRY RD	GRANDVIEW	YAKIMA	T9N	R23E	23
EC6-10	11/18/94		COMMERCIAL BLOCK	141 FIRST STREET	GRANDVIEW	YAKIMA	T9N	R23E	23
EC6-11	11/18/94		HI-WAY SERVICE	120 E WINE COUNTRY RD	GRANDVIEW	YAKIMA	T9N	R23E	10

Appendix 2. Photographs of Historic Transportation Property Types.



Example of the Motor Inn Property Type: City Center Motel, Seattle, WA. PS1-064. Roll 65/Neg 3.



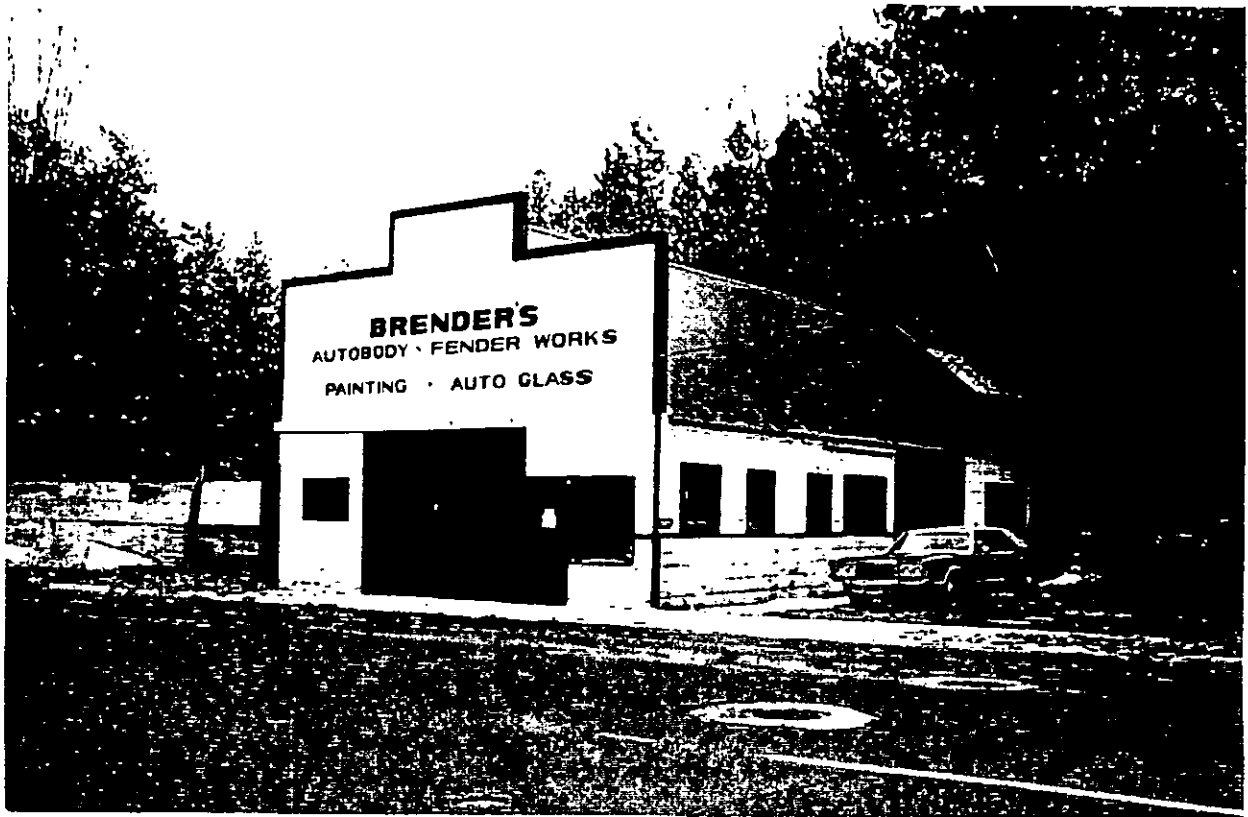
Example of the Tourist Court Property Type: Pines Motel, Deer Park, WA. NE1-01. Roll 80/Neg 2.



Example of the Motel Property Type: Swiss Village Motel, Yakima, WA. EC4-13. Roll 96/Neg 33.



Example of the Downtown Hotel Property Type: Hotel Waterville, Waterville, WA. NE2-16. Roll 35/Neg 7.



Example of the Repair Garage Property Type: Brender's Garage, Leavenworth, WA. EC1-04. Roll 93/Neg 16.



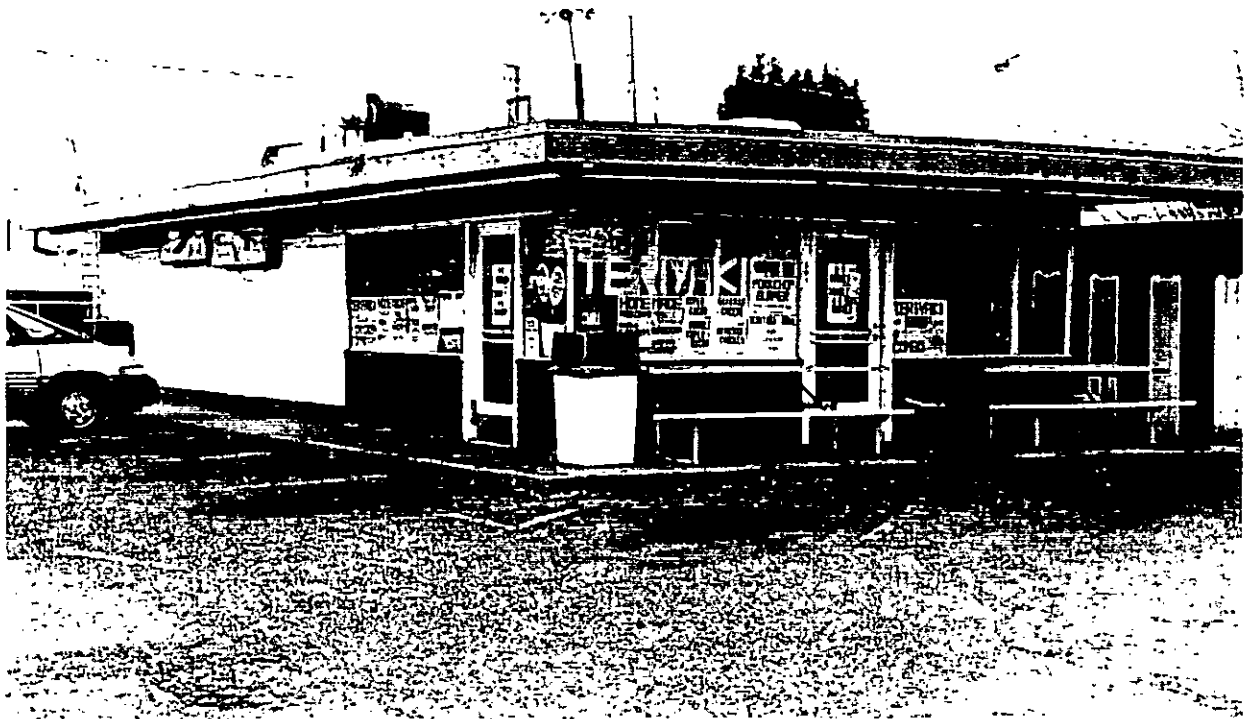
Example of House Station with bays Property Type: Downtown Sign Design, Walla Walla, WA. SE2-24. Roll 32/Neg 7.



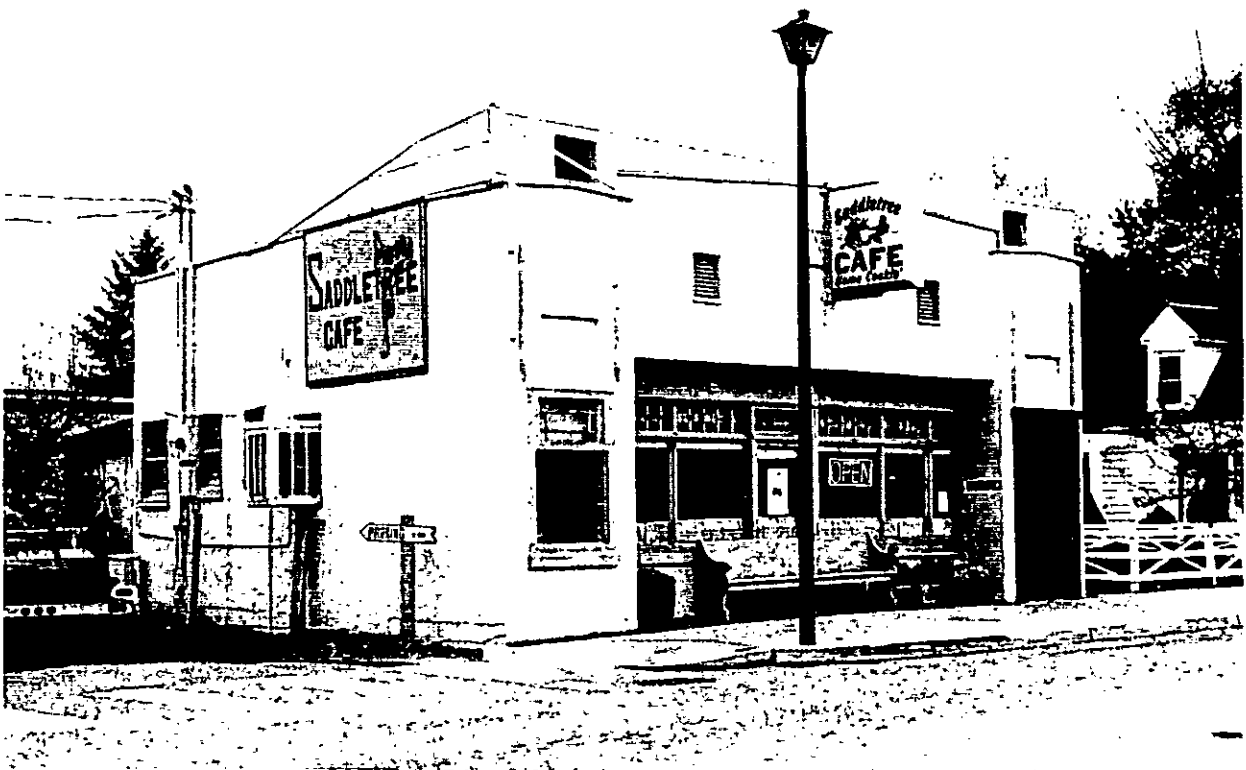
Example of the Drive-In Theater Property Type: Valley "6", Auburn, WA. PS1-133. Roll 73/Neg 1.



Example of the Drive-In Restaurant Property Type: Seattle, WA. PS1-60. Roll 64/Neg 20



Example of Highway Dining Walkup Property Type: Tere's Family Style Drive-In, Kent, WA. PS1-125. Roll 72/Neg 12.



Example of the Downtown Highway Dining Property Type: Saddletree Cafe, Cashmere, WA. EC3-54. Roll 94/Neg 27.



Example of the Roadside Cafe Property Type: Rose's Hiway Inn, Secoma, WA. PS1-159. Roll 73/Neg 10.



Example of the Highway Coffee Shop Property Type: Mel's Diner, Yakima, WA. EC3-64. Roll 97/Neg 17.



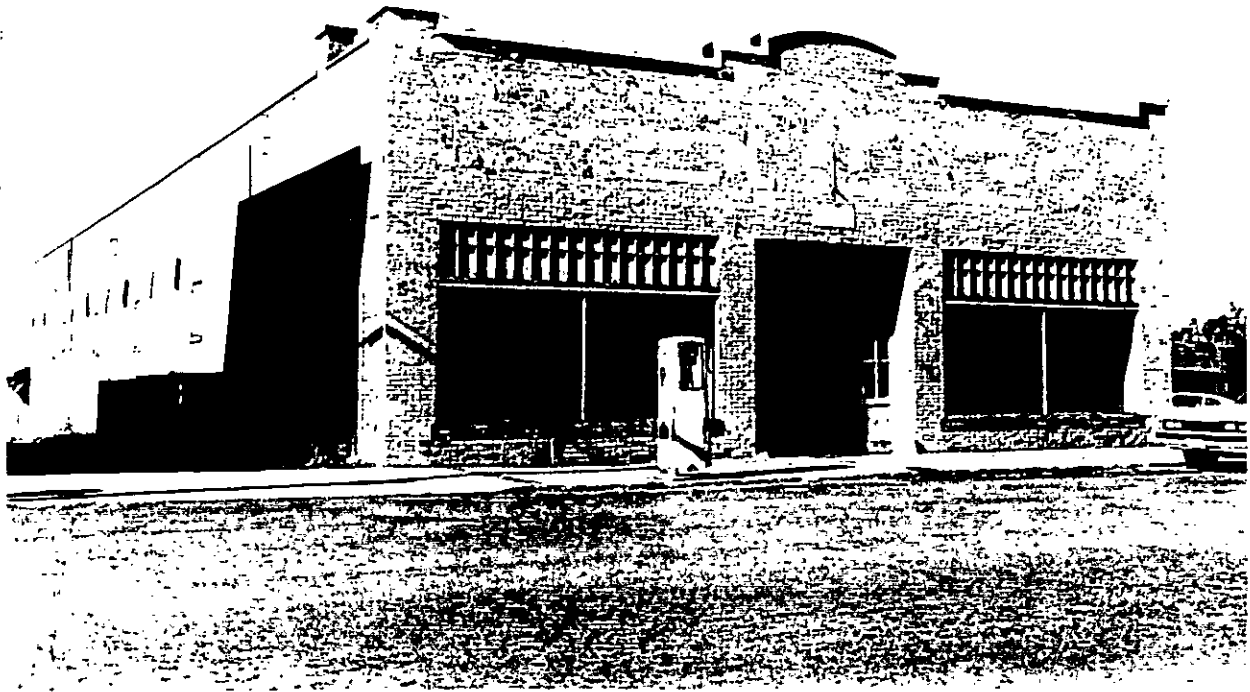
Example of Post-War Auto Dealership Property Type: Osborne-McCann Cadillac, Tacoma, WA. PS1-190. Roll 11/Neg 18.



Example of Depression Era Auto Dealership Property Type: Mell Chevrolet/Olds, Shelton, WA. PS5-011. Roll 16/Neg 20.



Example of Auto Row Dealership Property Type: Pacific Lincoln-Mercury/Nissan, Seattle, WA. PS1-073. Roll 6/Neg 18.



Example of Downtown Auto Dealership Property Type: Ford/Phillips 66 Service Station, Harrington, WA. NE5-17. Roll 37/Neg 18.



Example of the Small Box Station Property Type: Morrow Used Cars, Sunnyside, WA. EC6-08. Roll 99/Neg 5.



Example of the House Gas Station Property Type: No Name, Wenatchee, WA. EC15-18. Roll 93/Neg 27.



Example of the Curbside Filling Station Property Type: Keeler's Korner, Lynnwood, WA. PS1-022. Roll 74/Neg 23.



Example of the Oblong Box Station Property Type: Lovestone Motors, Spokane, WA. NE-017. Roll 77/Neg 8.