CULTURAL RESOURCES REPORT COVER SHEET

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Title of Report: **Cultural Resource Survey of the Proposed Whitman Street Improvement Project including a Proposed Mitigation Plan for Site 45WW310 and Unanticipated Discovery Plan for the Proposed Project.**

Date of Report: 03/08/2011

County: Walla Walla Sections: 20, 21, 28, 29 Township: 7N Range: 36E

Quad: Walla Walla WA 7.5' 1998 Acres: 21.9

PDF of report submitted (REQUIRED) ☒ Yes

Historic Property Export Files submitted? ☐ Yes ☒ No

Archaeological Site Found or Amended? ☒ Yes ☐ No

TCP(s) found? ☐ Yes ☒ No

Replace a draft? ☐ Yes ☒ No

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

DAHP Archaeological Site #:
45WW310
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Cultural Resource Survey of the Proposed Whitman Street Improvement Project

including a

Proposed Mitigation Plan for Site 45WW310

and

Unanticipated Discovery Plan for the Proposed Project

Prepared for:
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City of Walla Walla Project # IRRP006

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A Short Report for the Cultural Resource Survey of the Proposed Whitman Street Improvement Project including a Proposed Mitigation Plan for Site 45WW310 and Unanticipated Discovery Plan

Executive Summary

The following report discusses the results of archaeological survey of site 45WW310 relating to the Walla Walla Valley Traction Company/Walla Walla Valley Railway Company (trolley system railway), and the creation of the Unanticipated Discovery Plan and Mitigation Plan for this site and project. In early January 2011, Mike Laughery, P.E., of the City of Walla Walla Engineering Office approached the Fort Walla Walla Museum about a city improvement project that will involve removing part of the old Walla Walla Valley Traction Company tracks which are embedded in sections of the city's roadway. After discussion with Gretchen Kaehler, Local Government Archaeologist, Department of Archaeology and Historic Preservation, it was decided to prepare a cover letter and archaeological site form with enough background research to gain a proper understanding of the site and create mitigation and unanticipated discovery plans. After research efforts produced a substantial amount of information on the history of the Walla Walla Valley Traction Company and additional areas outside the APE were surveyed, it was decided to include all the components in a more formal "short report". As a result of this survey, there are at least three known sections of existing tracks associated with the Walla Walla trolley system. In order to exhaust the archaeological potential of the portion of this site that will be impacted during a proposed utility/road work project, it is proposed to document the construction methods and manufacturers' data on the rails during project construction activities.

A Short Report for the Cultural Resource Survey of the Proposed Whitman Street Improvement Project including a Proposed Mitigation Plan for Site 45WW310 and Unanticipated Discovery Plan

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1.0 INTRODUCTION

1.1 Project Description

The City of Walla Walla is conducting city-wide water main improvements as part of its Infrastructure Repair and Replacement Program (IRRP). The IRRP is a comprehensive plan for water and sewer system replacement that also incorporates a street surface replacement and maintenance program. The Plan will consist of several projects (Whitman Street being one of them) throughout the City each year to address the areas of greatest concern and greatest impact from making replacements of both the water and sewer systems; the goal being to replace 1.5 miles of both systems each year. Current estimates are that the City's dated water lines leak one billion gallons annually and the IRRP is designed to address this loss. The City hired J-U-B Engineers Inc. to manage the project and Fort Walla Walla Museum was subcontracted through them for cultural resource management components. All project and ground disturbing activity will take place on Whitman Street, therefore the Area of Potential Effect (APE) is limited to the Whitman Street roadway between the streets of Catherine and Howard 500m long by 10m wide (5,000 square meters or 1.24 acres). This area is located within Walla Walla city limits, in the N1/2 of the NE1/4 of section 29 T.7N R.36E. See project vicinity map (Figure 1) and photograph (Figure 9).

1.2 Project History

In the beginning of 2011, Mike Laughery, P.E., of the City of Walla Walla Engineering Office approached the Fort Walla Walla Museum about a city improvement project that involved taking up part of the old Walla Walla Valley Traction Company tracks which are embedded in sections of the city's roadway. After discussion with Gretchen Kaehler, Local Government Archaeologist, Department of Archaeology and Historic Preservation (DAHP), it was determined DAHP required an archaeological site form with a detailed literature review to assess the significance of the site. An Unanticipated Discovery Plan and Mitigation Plan were added to the project. On January 17, Fort Walla Walla Museum was contacted by Alex Fazzari of J-U-B Engineers, Inc. (construction project manager) to undertake the cultural resource management components of the Whitman Street project.

A cultural resource field survey was conducted on 1/27/2011, 3/2/2011 and 3/5/2011. The first step involved a windshield survey along the known trolley track lines to document where rails were visible. A pedestrian survey of the project area was conducted using a magnetometer and metal detector. In addition to covering the APE, it was decided to include adjoining areas where tracks were likely to exist, specifically from 2nd to Division on Whitman Street, from Whitman to Isaacs on Clinton Street, from Clinton to Roosevelt on East Alder street, and from Clinton to Valencia on East Isaacs Avenue. Also examined was the area both north and south of the intersection of Park and Whitman Streets where the 1889-1898 Horse-drawn trolley was located.

1.3 Project Personnel

Background research and field work were conducted by members of Fort Walla Walla Museum's Heritage Research Services division. Team members included Bob Bonstead, Greg Civay, Roger Cockerline, and James Payne. Payne meets the Secretary of Interior's Professional Qualification Standards and he oversaw all aspects of the project and participated in historical research and the windshield/metal detector survey.

2.0 Environment and Setting

The project is located in the Walla Walla valley which is on the eastern rim of the central Columbia Basin and the edge of the Blue Mountains to the east. The general setting of the region is that of rolling uplands coated with windblown silts that have mixed with the eroded Columbia Basin basalts.

Whitman Street is located in the middle Walla Walla (Figure 1). A set of imbedded rails are easily observed in the middle of Whitman Street between 2nd and Division. Adjacent to the APE, Sharpstein Elementary school is located at the northwest corner of Howard and Whitman Streets Figure 10). The child drop off area along Whitman includes intact tracks. The area from one rail to the other is covered with approximately 5cm asphalt extending from the surface. This asphalt is deteriorating, creating holes and exposing the steel rails. This creates a safety hazard for pedestrians and cyclists.

Prior to its recent renovations, Sharpstein School was the longest continuously operated school in the Washington State. Basalt blocks in the schools foundation were, reportedly, bought in on those very rails (Phil Eagon, p.c.) The change of direction of the rails south of the school is reflected though out the city where the streets make an obvious change in orientation. This represents the change between the original southwest to northeast layout of Walla Walla, and the more recent north-south grid. A nearby point of interest is located where the rails turn south on Division Street at the southwest corner of Pioneer Park, Walla Walla's first city park, which is visible across the street. The rails are seen extending beyond the project area from Second Street to Division Street, making the linear site larger than the APE. Figure 1 shows the known historic trolley routes in Walla Walla from 1889 through 1926.

3.0 CULTURAL SETTING

3.1 General Cultural History

This investigation takes place in the Columbia Plateau Basin cultural area.
Situated in the homelands of the Confederated Tribes of the Umatilla Indian Reservation,

this region has been occupied by humans since the late Pleistocene/early Holocene. Since the earliest people, environmental changes have necessitated cultural adaptations which are reflected in the technologies of the people who inhabited the region. The pre-contact cultural history of the area has been defined as a sequence of phases or periods starting at 11,000 b.p. What is known about these peoples has been summarized in multiple publications (Ames, et al. 1998; Hicks 2004; Karson 2006; Ruby and Brown 1972; Trafzer and Scheuerman 1986). At the time of the earliest Euro-American contact in this area, the Weyíiletpuu (Cayuse) people were living near present day Walla Walla. Other people who frequented the area include the Imatalamthláma (Umatilla), Pelúutspuu (Palouse), and Walúulapam (Walla Walla). Today, the descendants of these people live nearby on the Confederated Tribes of the Umatilla Indian Reservation. The traditional culture centered around rivers and major streams for habitation sites. A wide assortment of fish, game and plant foods were utilized.

The early history of Walla Walla County is well-published (Gilbert 1882; Lyman 1901, 1918) and it is summarized by Bennett (1980, 1982, and 1988). The Walla Walla region has long been referred to as the *Cradle of Northwest History*. The Lewis & Clark Expedition passed through the center of what is now known as Walla Walla County in 1806. The Northwest Company and the Hudson's Bay Company operated fur trading posts between 1819 and 1855 near the mouth of the Walla Walla River. In 1836 Marcus and Narcissa Whitman established a mission several miles west of present day Walla Walla, which ended in bloodshed when some of the Cayuse people blamed the couple for deaths in their settlements. In 1855 the first Walla Walla Treaty Council was held in what is now the center of Walla Walla. Regional Indian leaders negotiated a portion of their homeland adjacent to what would become Pendleton Oregon. This area is still called the Confederated Tribes of the Umatilla Indian Reservation. Starting in 1856, a series of three posts called Fort Walla Walla created a strong U.S. military presence in the region. While soldiers from the forts were involved in battles with regional Indian people in the 1850s and 1870s the military helped maintain peace between the settlers and the homeland tribes, until the third fort was closed in 1910. Reopened as a recruiting station in 1917, the Fort served as an initial training base for regional men who volunteered to serve in the 146th Field Artillery (Anonymous n.d.; Converse 1988; Pope 1908). In the early 1860s, the rich and diverse agricultural economic base supplied the many miners who worked the gold fields of what would become Idaho. After Dorsey Baker's railroad connected Walla Walla with the Columbia River in the mid 1870s, the community flourished as an agricultural center for many decades.

3.2 History of Walla Walla Valley Traction Co./Walla Walla Valley Railway Co.

The first public transportation system in Walla Walla began in August 30, 1884. This line was a horse-drawn omnibus (carriages without tracks) using a single horse. The large cars made 2 trips a day from 2nd and Main Street to the end of Park Street. The system was not profitable and was disbanded 1898 (Edstrom 1977).

The first true street car system (again horse-drawn) began in 1889. The system eventually had 6 cars (each holding 10 to 12 people) and 12 horses, plus track and roadbed. The rail weights varied between 56, 60, 72 and 80 pounds per lineal foot (Walla Walla Railway Company 1926). The track width was standard gauge with an inside measurement of 4 feet 8 ½ inches. The tracks for the downtown area had a brick surface between and outside of the rails. The track section on Whitman Avenue between 2nd St and Division St was installed in a cement base approximately 8 inches thick according to City personnel. The line east of downtown on Main St, College St and Isaacs St to Clinton St was installed with a cement base also. The remaining outlying sections of track had no special internal base (Up to the Times, Edstrom 1977).

The initial construction of the tracks first required grading of a roadbed. This was followed by the digging of a trench 9 foot wide by 1 foot deep. The ties were laid in the trench, the track spiked to the ties, and the permanent hard surface (paving or concrete) then laid around the track to provide a level surface with the street. In 1910 the company was required to install wooden planking between all tracks installed on unpaved roadbeds (Edstrom 1977).

The street car system had cars manufactured by the American Car Company and the J.G. Brill Company of Philadelphia and St. Louis (Figure 17). In 1906 the company ran one 28-foot Brill semi-convertible motor car with a seating capacity of 28 with two 40-hp electric motors. There were also three 36-foot Brill semi-convertible cars with a seating capacity of 32 persons and also two 40-hp electric motors. Two 12-seat open-sided trail (non-motorized) cars with a seating capacity of 72 persons each were available for excursions to Meador Park and to special events. The fare was five cents (Edstrom 1977).

The manufacturer of the street cars produced cars that could be used during all seasons. The semi-convertible cars had 2-piece windows allowing both sashes to be raised to the roof to provide an "open-air" mode of travel in the summer. The windows were closed in the cooler months and an onboard, coal-fired stove provided heat to the car. The cars had dual access doors and a sliding interior door at each end providing access to the seating area. The cars could be driven at either end depending on the direction of travel. The cabins of the cars were 8 feet 2 inches wide and 9 feet 2 inches tall. The seats were 36 inches wide with an aisle in between of 22 inches. There were clerestory windows at the roof for ventilation and light and there were small interior luggage racks overhead. The inner and outer surfaces of the cars were available for advertising except for the area of the company's name and the car's number (Mid-Continent Railway Museum 2006).

The tracks began at the Oregon Rail and Navigation (OR&N) railroad depot at 10th and Elm Streets running east to 4th St. and then turning south towards Main St. The line turned east at Main St. and then south onto 2nd St. At Birch St. the line turned east continuing to a Y at Park St. where the line ran east to Whitman College or turned south to Howard and then on to the City Cemetery. The line eventually ran for about 3-1/2 miles including turnouts so cars could pass going in opposite directions (Edstrom 1977).

The site of these rails was, in turn, part of much larger system. Rails(tracks) which a local company began laying in 1906-1909 for an electric street railway system (trolley) eventually extended beyond the city limits in places and were reported by *Up to the Times* Magazine (Jan 1918) to be 14 miles in length. Since the tracks were both extended and changed over time an exact measure is elusive, but maps of the urban trolley at different points in time are included in the appendices (Figure 2). Additionally, the urban trolley operated in conjunction with an interurban line that ran about 13 miles south to the Oregon cities of Milton and Freewater (Milton-Freewater). Eventually spur lines and connections to national rail networks would appear.

The electricity for the city and its trolley was generated in some places far beyond the tracks. From a water powered generator on Mill Creek east of town, through coal based electric plant in town, to additional water powered generators on the Walla Walla River beyond Milton-Freewater, the full extent of the trolley and its power system encompassed much of the Walla Walla Valley. The company used both the coal based plant parts of which can be seen today at Sixth and Rose and also the now largely non-existent power house on the Walla Walla River, with the flume that provided water to run it. The Walla Walla Gas and Electric Company plant at the corner of Rose St. and North Sixth St. was originally built to provide gas (for street and home lighting purposes), coal tar, and coke. A standard gauge line ran to the plant from the OR&N rail line to provide coal for the furnace/retort. The furnace also provided heat for a boiler system to produce steam for a turbine which produced electricity for telephone and telegraph service. The plant was rated at 300 KW with a rotary converter. The Northwest Gas and Electric Co. purchased the Walla Walla Gas and Electric Company in September 1903. In May 1904 work started on a 3000-hp power hydro-electric plant on the South Fork of the Walla Walla River south of town. The power plant started producing electricity on December 31, 1904. The power was for lights and for a street railway in Walla Walla. The company had a depot and substation in Milton, Oregon that produced 200 KW via a rotary converter (Up-To-The-Times Magazine, Nov 1906).

Like the extent of this system geographically, the importance of having trolley transportation was similarly extensive. As local residents worked towards making the town of Walla Walla a modern early 20th century city that was attractive to economic development, they sought to enhance the cultural markers of having 'arrived'. Examples include parks and streets with trees, and a symphony that joined churches, colleges and an opera house. Public transportation was no less an important part of this effort. The city trolley routes passed much cultural as well as business interest (Figure 18). Maps of the historic routes show that Whitman College was well served, for instance. *Up to the Times* magazine in October of 1908 reveals an obvious pride in "Walla Walla's New City Park" The Park's nearness to the trolley tracks has been described. The symphony is the oldest continuously operated west of the Mississippi. This speaks to the resilience and importance of cultural markers. There exist today modern public transit and most of the motorized street cars are built to resemble early day trolleys. In the appendix (Figure 10), a modern day street car is seen on Whitman Street in the project area.

Recreation was not neglected as trolley lines went to the nearby fair grounds (Figure 13) via the Prospect Heights Line (with a stop at the cemetery) and eventually a line went to a recreational center called the Natatorium which was built in the summer of 1917. The interurban component served Meador Park a few miles out of town. It was reported in the July 1908 *Up to the Times* magazine that "At the park are fine picnic grounds and many attractions to interest visitors". Figures 13 & 14 show examples of advertisements for travel to attractions such as the Fairgrounds and nearby orchards.

Additionally, the rail system was an economic boon, especially its interurban part, which became an important hauler of freight which lasted long after the city trolley's demise in 1926. Many train carloads of produce were shipped and the line was described thusly in July 1908 *Up to the Times* magazine "The interurban line which connects Walla Walla with Freewater runs through one of the most fertile and productive valleys in the west" (Figure 14).

In its relatively short life, the urban trolley system was touted as important in the development of suburban property. The *Up to the Times* magazine of September 1908 states "East of Walla Walla … is an extensive tract situated at the head of Pleasant Street about a mile east of the present day limits of the city. It is a five minute ride on the trolley car with a five-cent fare from the center of the city" This route used the tracks on Whitman Street. The 'center of the city' was most likely Second and Main where all urban trolley routes intersect and is still at the heart of Walla Walla's downtown commercial center. The Baker-Boyer Bank has been a long time presence in that location. The bank has long been a significant player in local commercial development and the Baker's were responsible for the first rails to connect Walla Walla with transport on the Columbia River. Certainly getting the locals downtown to do business was a major goal of establishing a trolley system.

3.3 Historic Chronology and Technological Outline

1881 Walla Walla Gas Company formed, bought property at Sixth and Rose (Meeker 2011).

1884 it is generally agreed that a horse drawn omnibus was started as a service that ran at least from Second and Main Streets to the end of Park Street near the cemetery (Edstrom 1977). The presence of tracks is unclear.

1889 Walla Walla Street Railway and Investment Company formed and replaced the earlier omnibus effort. Tracks were laid for horse drawn street cars (Edstom 1977).

1889 Walla Walla Gas Company sold to Walla Walla Gas and Electric Company including property at Sixth and Rose (Meeker 2011).

1890 Steam engine installed for driving one or more dynamos at Sixth and Rose by Walla Walla Gas and Electric (Meeker 2011).

1892 Pelton water wheel installed five miles east in Mill Creek for electric generation (Meeker 2011).

1903 Walla Walla Gas and Electric sold to Northwestern Gas and Electric, construction started on a hydroelectric plant on the Walla Walla River (Meeker 2011).

1904 Northwestern Gas and Electric hydroelectric plant put in operation on Walla Walla River December 31 (Meeker 2011).

1906 Northwestern Gas and Electric organized Walla Walla Valley Traction Company (Meeker 2011).

1906 Trolley Car Barn for Walla Walla Valley Traction Company built at NW corner 13th and Cherry (Garfield 1989).

1906 Walla Walla Valley Traction Company laid tracks and opened the new urban trolley system on Dec. 24 (Edstrom 1977).

1907 Walla Walla Valley Traction Company's Interurban to Milton and Freewater began operation April 4 (Edstrom 1977).

1909 Walla Walla Valley Traction Company extended urban route to Prospect Heights (Edstrom 1977).

1909 Sept. 1 Northwestern Gas and Electric sold to Northwestern Corporation, included Sixth and Rose property (Meeker 2011) presumably the Walla Walla Traction Company was part of the deal.

1910 Interurban Depot (NE corner W. Main and 6th) opens (Dowling 2008).

1910 April 30 Walla Walla Valley Traction company reincorporated as Walla Walla Valley Railway, a subsidiary of Northern Pacific Railway (Edstom 1977). Sources vary on exactly how and when this took place.

1910 May 11 Northwestern Corporation sold to Columbia Power and Light (Meeker 2011).

1910 September 29, 1910 Columbia Power and Light sold to Pacific Power and Light (Meeker 2011).

1922 Dec. 27 Trolley Depot at 6th and West Main streets (328 West Main) was sold to Snyder-Crecelius Paper Co. (Elia 2011).

1925 Dec. 31 Urban trolley lines in Walla Walla cease operation.

1931 Oct. 31 Passenger service on the interurban ceases.

4.0 Literature Review

No previous archaeological work has been done in conjunction with this site. This site is part of a larger transportation feature that touches on all aspects of historic Walla Walla and is specifically tied to the Car Barn (DAHP No. 36-00088) (Figure 15), Depot (currently Snyder-Crecelius Paper Co.) (Figure 16) and the Power Plant (located at 6th and Rose). These sites are outside of the APE of the current project, but are worth mentioning due to their connection to the Walla Walla Valley Traction Company line and proximity to additional areas of the overall trolley system that were surveyed. There are two archaeological sites within a mile of the APE. The closest archaeological site is WW47 which is 0.9 miles from the project area, the next closest site is WW287 (1.1 miles from the project area), which coincidently is a historic refuse deposit associated with the Walla Walla Valley Traction Company Car Barn. There are seven additional archaeological sites with in a mile of the extra areas surveyed. All nine of these sites are listed below.

WW33 – Fort Walla Walla dump
WW47 – human mandible fragment
WW240 – Historic debris scatter associated with Fort Walla Walla
WW246 – Historic Walla Walla Penitentiary Cemetery
WW273 – Walla Walla Penitentiary dump
WW287 – Historic debris scatter associated with Trolley Car Barn
WW304 – Historic debris scatter associated with Fort Walla Walla
WW305 – Historic debris scatter associated with Fort Walla Walla
WW306 – lithic isolate

There are three recorded Historic Properties within a block of the project, none of which will be affected by the project. They are:

Boyer house (WW00072)
Ludwig house (WW00065)
Osterma house (WW00064)

Following the WISSARD search, research was started at Fort Walla Walla Museum's library and archives and followed up at the Whitman College and Northwest Archives, where the circa 1920 Nettleship map (Figure 3) was located. Interviews were conducted with Phil Eagon (former Teacher at Sharpstein School), Dick Fondahn (Director of Walla Walla Valley Transit), Dominick Elia (Owner of Snyder-Crecelius Paper Company [formerly the Interurban Depot]), and Frank Galloway (local resident).

5.0 Survey Research Design

The railway tracks within the APE represent a portion of an isolated section of the Walla Walla Valley Traction Company, the local street car or trolley system. In order to place these rails into a proper historical context, a broader investigation of the trolley car system was implemented. IN the context of the City of Walla Walla's current Infrastructure Repair and Replacement Program (IRRP), it was decided a more through literature review and expanded survey area would benefit the overall program.

After reviewing the proposed project area and conducting the windshield survey, it was decided that a geophysical survey technique, such as a magnetometer or metal detector, might be helpful in determining if tracks were still in place in areas with a smooth asphalt pavement. The pedestrian survey was planned utilizing a two man crew, with one person surveying the road with a metal detector / magnetometer and the other person recording and watching for traffic. During the research of the traction system, a 1926 blueprint (Figure 4) was found in the Museum's archive that shows tracks planed for removal and abandonment in place. The tracks in paved streets were to be abandoned and those in brick or unpaved areas were to be pulled. This blueprint helped shape the scope of the survey. It was determined to survey not only those rails in the project area proper but also those rails that were planned to be left in place in 1926. It was decided to check the area of Clinton Street between Whitman and East Alder to se if the tracks had been pulled prior to 1926 as indicated on the blueprint.

6.0 RESULTS & ANALYSIS

6.1 Windshield Survey

The windshield survey of the former trolley line locations documented exposed tracks in several locations. With the exception of a couple of intersections, tracks are easily seen throughout the APE and in fact all along Whitman Street from 2nd to Division. Along this stretch of Whitman, the tracks are covered with an approximately 5 cm layer of asphalt immediately above the rails. These rails are occasionally visible due to asphalt erosion and failure of the pavement to bond to the tracks. The entire section of Whitman Street represents approximately 1,220 meters of visual survey. At the western end of Whitman the rails can be seen to curve northward to continue on 2nd Avenue as per the historic maps. There is no visual evidence of the rails along 2nd Avenue and the 1926 Walla Walla Railway Company demolition blue print shows the intended removal of rails along 2nd. At the eastern end of the surveyed portion of Whitman, the tracks are only visually apparent up to the intersection where the historic maps indicate the trolley turned to the south on Division Street.

Along 6th Street between Main and Rose, a section of tracks exits the back of the old Interurban Depot building at 328 West Main (W. Main & 6th)(Figure 7). This extends half a block (approximately 50 meters) northward to within several meters of the Rose

Street. There is no visual evidence of tracks beneath the intersection of Rose and 6th, perhaps due to their removal during later road work on Rose. Beginning just north of Rose, the tracks are again exposed extending approximately 270 meters northwest passing the Gas and Electric Plant (Figures 5 and 6) to Cherry Street. At Cherry, the tracks follow the street, bending a 45 degree angle to the west (Figure 8) for approximately 300 meters to Cayuse Street. It seems that the next approximately 100 meters of rails were removed (possible associated with recent street work) immediately south of the old Washington School building. Following this space, there currently is another 30 meters of tracks remaining immediately to the west between Martha Street and the Union Pacific Railroad tracks. This represents the last rails visible on the surface and this point is within 250 meters of the Trolley Barn at 13th and Cherry. This area represents approximately 1,000 meters of visual survey.

Another location where rails can be seen on the surface of the pavement is on Clinton Street, for several meters immediately north and south of the intersection with Boyer Avenue. The tracks bending upward towards Boyer, suggestive of either being raised for a slightly higher cross road or having been bent during removal of tracks that cut across Boyer for work done on that street. There are a few areas along Clinton where asphalt failure (cracking) seems to be occurring immediately on top of the tracks. The extent of exposure in this area is approximately 20 meters north to south.

6.2 Geophysical Survey

After testing in the field, it was determined that both the metal detector and magnetometer worked well in determining presence or absence of track buried in the roadway. Weak to moderate positive single point readings occurred from sporadic pieces of metal stuck in the surface or buried in the pavement. Areas where tracks were visible or obviously buried yielded moderate to strong positives readings. While it is possible that tracks could be buried deeply enough to not be picked up by the equipment, solid readings occurred within 30 centimeters above a rail. After some experimentation, it was determined that walking a zigzag pattern (at 45 degrees from the orientation of the road), with either the metal detector or the magnetometer, easily located buried rails. When suspected rails were found, they were followed to confirm a consistent linear feature. When found, these linear features were in pairs, representing both rails from a set of tracks.

Historic maps indicated trolley tracks were used on Clinton Street from Whitman Street to Isaacs Avenue. With the exception of the few places mentioned above, no other tracks could be seen from the surface along Clinton. For the first four blocks from Whitman to East Alder (approximately 500 meters) the geophysical survey used one meter wide transects both parallel and perpendicular to the street. This effort documented a random distribution of isolated metal objects in the middle of the Clinton between from Whitman to West Alder. This is an area were a trolley line is shown during the early years of this transportation system (Nettleship c1920) but no longer exiting when they plan to remove the tracks form the recently closed trolley system in 1926 (Walla Walla Valley Railroad

Company 1926). While no evidence of tracks was located in this section, some of the hits may represent discarded rail road spikes.

Approximately 10 meters north of the northern edge of West Alder, a set of buried tracks was documented for approximately nine meters. At this point, a second set of rails diverged to the west side of Clinton and paralleled the first until rejoining the main line approximately 5 meters before the intersection with Hobson Street (a distance of approximately 70 meters). This short set of double tracks is documented on the 1926 map as a "pass track" (Walla Walla Valley Railroad Company 1926) and represents a place for one or more trolley cars to pull over and park allowing others to pass. From the Hobson intersection northward to East Isaacs, geophysical readings indicated a fairly consistent existence of buried tracks with a few breaks for utility work on the main lines and/or private utility hook ups. A total of approximately 500 meters of buried tracks were documented from the survey along Clinton from East Adler to East Isaacs. The 1926 blue print map shows tracks planned to be abandoned along Clinton from East Alder to East Isaacs (Walla Walla Valley Railroad Company 1926). According to local resident Frank Galloway (personal communication) the rails along this section of Clinton were covered in pavement around 1990.

The section of tracks on East Isaacs was slated for removal on the 1926 Walla Walla Valley Railroad Company blue print. A geophysical survey using the zigzag pattern recorded no evidence of buried tracks under East Isaacs from Clinton west to Valencia (approximately 450 meters).

The 1926 Walla Walla Valley Railroad Company blue print indicated the plan to abandon the trolley tracks on East Alder from Clinton Street east to Roosevelt. The geotechnical survey of this approximately 850 meter stretch of East Alder found no evidence of buried tracks. Based on the condition of the pavement and curbing on East Alder, this section of street seems to have been redone sometime in the recent decades. Local resident Frank Galloway (personal communication) stated there have been no tracks on East Alder since he came to the area in 1974. It the tracks were indeed left in place in 1926, they seem to have been removed prior to 1974.

There is historic documentation of a horse drawn trolley line on Park Street. While it is unlikely that any of these rails were left in place when subsequent lines were built, a small are was investigated to test this idea. A geophysical survey of along Park Street included 100 meters north and 100 meters south of the intersection with Whitman Street. Isolated metal hits were observed south of Whitman Street and there were no positive readings north of the intersection (this section looks recently repaved).

Project time constraints and traffic volume did not allow geophysical surveys to search for buried tracks in the downtown area, on West Main, along 2nd avenue, further east on East Alder, on Wilber between East Alder and Mill Creek, on Division Street between Whitman and Pleasant, and on Pleasant Street between Division and Berney Drive (formerly Russell Creek Road).

7.0 CONCLUSIONS & RECOMMENDATIONS

7.1 Conclusions

Field survey determined that trolley tracks are extent in the APE and will be anticipated if the proposed Whitman Street Improvement Project continues. Additional survey efforts indicate that tracks also remain *in situ* under Whitman from 2nd Avenue to Division Street, and under Clinton Street from East Alder to East Isaacs. Exposed tracks associated with the trolley system were mapped on 6th Avenue between West Main and Cherry Street and that line continues to the west on Cherry to the Union Pacific Railroad Tracks. Geophysical survey indicated that former tracks have been removed on Clinton from Whitman to East Alder, on East Alder from Clinton to Roosevelt, and on Isaacs from Clinton to Valencia. Areas where there were modern improvements to the street usually indicate that the rails have been pulled.

After conducting this survey, it is apparent that much of the trolley rail system that was indicated to be left in place by the Walla Walla Valley Railway Company (1926) has in fact remained to the present. The exceptions to this seem to be the portion along East Alder Street, some intersections, and some areas of recent utility/road work. Because the trolley track system is no longer intact, and is buried, it does not qualify as a historic property, but rather as an archaeological site. This site consists of three sections. Section A is beneath Whitman Street between 2nd and Division, the current APE is located in the middle of this approximately 1220 meter long section. The second part of the site, Section B, extends for approximately 500 meters beneath Clinton Street from East Alder to East Isaacs. Section C is represented by exposed tracks in the middle of 6th Avenue (from Main to Cherry Streets) continuing westward on Cherry to the Union Pacific Railroad tracks. This section is approximately 750 meters long (including a 100 meter break between Martha and Cayuse Streets).

7.2 Recommendations

Speaking specifically to Section A of 45WW310 along Whitman Street. The section represents an isolated piece of railway with limited data potential to contribute to the understanding of the history of Walla Walla's trolley system. We recommend exhausting that potential by documenting the construction technique of the railway and manufacturer's data on the rails in order to capture any aspects of Design, Materials and Workmanship. Because the trolley tracks along Whitman Street (APE and Section A) are buried *in situ*, there is integrity of Place, however, the fact that this is a discontinuous section of the original track – it would appear to have lost its integrity of Association. The tracks do not have a great integrity of Setting or Feeling due to their being buried.

We recommend documentation during demolition activities as an important part of mitigation and declaring Sections A and B of this site noncontributing portions. Once this documentation has been done, other discontinuous sections of track throughout the city should also be considered as noncontributing since their data potential will also have been exhausted. These recommendations do not apply to Section C.

While it is beyond the scope of this project, the cluster of three buildings (Trolley Barn at 13th and Cherry [National Register property #45WW00169], Walla Walla Gas and Electric Plant at 6th and Rose Streets [Meeker 2011], and Interurban Depot at 6th and Main Streets [Dowling 2008]) and the near continuous visible rails between them (Section C), may be worth future consideration as a Historic District.

8.0 SUGGESTED MITIGATION PLAN

Historical research and field investigation have documented additional portions of intact tracks from the Walla Walla trolley system. Discussions with Walla Walla's City Engineer, Neal Chavre, has indicated 1) that exposed trolley/rail tracks create safety hazards for pedestrians and cyclists, and 2) leaving tracks intact beneath asphalt leads to premature failure of that streets surface (Chavre 2011). Pavement failure associated with tracks was observed in various locations where buried rails exist. Examples of this deterioration can be seen in figures 11 and 12. Removal of an archaeological resource should not be taken lightly. Consideration should be made to preserve a section of these tracks where it can be done safely and practically.

Because the trolley car tracks need to be removed to replace sewer lines that are situated directly beneath, the mitigation of this resource should employ some traditional and some creative techniques. This heritage is already being preserved by Walla Walla Valley Transit's use of trolley buses. Beginning in 1990, Walla Walla Valley Transit began replacing buses with trolley buses that resemble traditional trolley cars (Figure 20). There are 12 of the trolley buses in the current fleet which covers all standard transportation services. Standard buses are used when a trolley bus is under repair and to help the public school system transport children to and from school (Fondahn 2011).

The investigation by Fort Walla Walla Museum's Heritage Research Services division documented the history of trolleys in Walla Walla and the location of at least some of the existing tracks associated with this transportation system. In some areas, the steel rails are buried beneath asphalt and can be located with a metal detector or magnetometer. In other areas, the steel rails are fully exposed. Portions of rails can be seen in potholes and breaks in the asphalt, protruding from the pavement, and covered with an extra layer of blacktop immediately on top on the tracks. The trolley tracks along this section of Whitman Street have been covered with an extra five centimeter layer of asphalt slightly wider that the tracks. Specifically, in the project area, tracks can be seen though holes, cracks, and areas where the pavement is eroding away. This asphalt covering is unstable with the edges crumbling and it creates a trip hazard for pedestrians and a safety concern for children on bicycles.

In order to exhaust the data potential prior to removal of the tracks, it is recommended that an archaeologist be present for their removal. There is value in documenting construction techniques and the structure of the underlayment of the tracks. This could be accomplished with least 8 hours of field observation, under the direction of a professional archaeologist, spread over two or more days. Results of this documentation should be written up in a letter report to DAHP.

Follow the Unanticipated Discovery Plan (Section 9.0) to deal with any significant cultural remains that may be encountered during earth disturbing activities. Significant cultural remains include: 1) human remains; 2) prehistoric artifacts; 3) historic artifacts at

least 50 years old; and 4) cultural features/disturbances other than the trolley tracks and utility trenches/lines.

Historic steel rails may be marked with manufacturer's names and dates. The locations of marked pieces of rails should be noted, photographed and mapped by a cultural resource professional. For each different mark encountered, if feasible, cut a short section of the rail to be preserved at an appropriate repository.

A great wealth of data and photographs relating to the trolley system were documented as a result of the background research to prepare the archaeological site form. We recommend the creation of a public education program to inform community members and visitors about the history and significance of the Walla Walla trolley system. This education program could include partnering with Fort Walla Walla Museum for the creation of such things as:

- Powerpoint presentation on the trolley system that can be given to schools and community groups.
- An article for the Museum's newsletter or a regional publication such as *Walla Walla Lifestyles* or *The Mid-Columbian*.
- Interpretative signage placed along the former trolley line near Sharpstein School and at modern bus stops that are on the former trolley line (Figure 19).

9.0 UNANTICIPATED DISCOVERY PLAN

In Washington State, it is unlawful for any person to knowingly and willfully remove, alter, dig into, excavate or remove an archeological object or site or archeological resource without a permit required by RCW 27.53.060. When archaeological resources are inadvertently discovered, these laws apply once the discovery is determined to be archaeological. The archaeologist and construction staff will follow this protocol:

A. If any member of the construction crew believes that he/she has discovered a cultural resource, all work within 100 feet of the discovery site (or more if appropriate) will stop and the project manager will immediately summon the archaeologist to the discovery site. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the materials. For example, a cultural resource discovery could consist of:

- An area of charcoal or very dark stained soil with artifacts,
- Stone tools or flakes (i.e. an arrowhead, or stone chips),
- Clusters of tin cans or bottles, logging or agricultural equipment that appears to be older than 50 years.

B. If the archaeologist believes that the discovery is a cultural resource, the project manager will take appropriate steps to protect the discovery site. At minimum, the immediate area of the discovery site will be flagged. Vehicles, equipment, and unauthorized personnel will not be permitted to enter the discovery site. The archaeologist will document the find, prepare a brief written statement, and take photographs of the find for submission to the lead agency and the State Historic Preservation Officer (SHPO) at the Department of Archaeology and Historic Preservation (DAHP). The information may be submitted via email or as a fax. The find will also be reported to the interested Tribal Historic Preservation Officers (THPO). This consultation process will take place even if the prehistoric or historic period cultural materials appear to have lost their depositional integrity. Work in the immediate area will not resume until a plan for management or preservation of the materials has been approved.

C. The archaeologist will evaluate the cultural resource as soon as possible. The archaeologist will meet the Secretary of the Interior standards as described in 36 CFR Part 61. The archaeologist will recommend whether or not the cultural resource is potentially eligible for listing in the National Register of Historic Places (NRHP) pursuant to 36 CFR Sections 800.4 and 36 CFR Part 63. The archaeologist will submit documentation about the cultural resource to Washington DAHP for its concurrence.

9.1 Discovery of Human Remains or Burial Materials

If ground disturbing activities encounter human skeletal remains during the course of construction, then all activity must cease that may cause further disturbance to those remains and the area of the find must be secured and protected from further disturbance.

In addition, the finding of human skeletal remains must be reported to the county coroner and local law enforcement in the most expeditious manner possible. The remains should not be touched, moved, or further disturbed.

In the event that human skeletal remains are encountered, the Walla Walla Police Department (509-527-1960) will be immediately contacted followed by the County Coroner, Richard Greenwood (509-524-2845). Current protocols regarding human remains will be followed in accordance with RCWs 27.44.055, 68.50.645, and 68.60.055. If a burial, human remains, suspected human remains, funerary objects, sacred objects, or items of cultural patrimony are encountered or during any aspect of this project, operations will cease in accordance with RCW 27.44, and applicable portions of the NHPA will be followed. All work within 200 feet of the find will cease, the area around the discovery will be secured and any requirements of the Police, Coroner, and State Archaeological and Historic Preservation Office will be followed.

The county coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county coroner determines the remains are non-forensic, then they will report that finding to the Department of Archaeology and Historic Preservation (DAHP), Gretchen Kaehler (360-586-3088), who will then take jurisdiction over the remains and report them to the appropriate cemeteries and affected tribes. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains. Work within 200 feet of the find will not resume until a plan for management or preservation of the human remains or burial materials has been approved.

9.2 Laws and Regulations Regarding Archaeological and Cultural Resources

Several laws and regulations address concerns for burials, rock cairns, archaeological sites, historic structures, and other cultural resources. Those pertinent to this project include Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act, and the Washington State statutes RCW 27.44 and RCW 27.53.

The National Historic Preservation Act (NHPA) was passed in 1966 and Section 106 is codified in 36 CFR 800 (Protection of Historic Properties). This act requires federal agencies to consider the effects of undertakings on historic properties and consult with the State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO) as appropriate to help identify the area of potential effect (APE) and the level of effort necessary to comply. This is intended to be done prior to the expenditure of funds or issuance of a license or permit, although it is recognized that some properties may not be identified, recognized, or discovered until the project begins. The National

Environmental Policy Act of 1969 (NEPA) is codified in 40 CFR Parts 1500-1508. This act directs agencies to consider the environmental issues and impacts of undertakings. Under NEPA one of the issues to consider is historic properties.

Chapter 27.44 of the Regulatory Code of Washington (RCW) offers protection for Indian burials, cairns, glyptic markings, and historic graves on private and public property. This regulation provides civil and criminal penalties for the intentional disturbance or removal of these types of properties.

Chapter 27.53 of the RCW requires that a permit be acquired through the Washington State Department of Archaeology and Historic Preservation (DAHP) prior to the intentional disturbance, excavation, removal, or alteration of any known historic or archaeological resource through any means.

Chapter 68.50 of the RCW describes the investigations, treatment, scientific study, and final disposition of human remains. This chapter includes very little information that pertains to the inadvertent discovery of archaeological materials.

The Engrossed Second Substitution House Bill 2624 requires in RCW 43.334 that the Director of the Department of Archaeology and Historic Preservation shall appoint a state physical anthropologist. It further amends RCW 27.44, RCW 27.53, and RCW 68.50 to require that the discovery of human remains is promptly reported to the county coroner and local law enforcement. The amendments further identify the procedures for identifying whether the remains are forensic or archaeological, and jurisdiction of the remains following that determination. If the remains are identified as archaeological, this amendment states that the coroner must notify any interested tribes and local cemeteries of the find, and that the State Physical Anthropologist must determine, when possible, whether the remains are Indian or non-Indian.

Whitman Street Project

9.3 Unanticipated Discovery Plan - - Contact List

City of Walla Walla (Lead Agency on Construction Project)

Mike Laughery, P.E. 509-524-4515 mlaughery@ci.walla-walla.wa.us

Emergency Dispatch (Police Department and County Coroner)

City of Walla Walla Police Department, Emergency 911, non-emergency 509-527-1960

Richard Greenwod, Walla Walla County Coroner, 509-524-2845 rgreenwood@co.walla-walla.wa.us

Department of Archaeology and Historic Preservation

DAHP Reception 360-586-3065 fax 360-586-3067
Allyson Brooks, State Historic Preservation Officer, 360-586-3066 Allyson.Brooks@dahp.wa.gov
Guy Tasa, State Physical Anthropologist, 360-586-3534 Guy.Tasa@dahp.wa.gov
Rob Whitlam, State Archaeologist, 360-586-3080 Rob.Whitlam@dahp.wa.gov
Stephenie Kramer, Assistant State Arch., 360-586-3083 Stephenie.Kramer@dahp.wa.gov
Gretchen Kaehler, Local Government Archaeologist, 360-586-3088 Gretchen.Kaehler@dahp.wa.gov

Confederated Tribes of the Umatilla Indian Reservation

Carey Miller, Tribal Historic Preservation Officer, phone/fax 541-276-3447 careymiller@ctuir.org
Teara Farrow Ferman, Cultural Resources, 541-429-7230 tearafarrow@ctuir.com

Confederated Tribes and Bands of the Yakama Indian Nation

Kate Valdez, Tribal Historic Preservation Officer, 509-985-7596 kate@yakama.com
Johnson Meninick, Cultural Resources, 509-985-7596 johnson@yakima.com

Nez Perce Tribe

Vera Sonneck, Director, Cultural Resources Program, 208-621-3847 veras@nezperce.org
Keith "Pat" Baird, Tribal Historic Preservation Officer, 208-621-3851 keithb@nezperce.org

Fort Walla Walla Museum

Office 509-525-7703; Fax 509-525-7798

James Payne, Archaeologist 509-520-7169 (cell) james@fortwallawallamuseum.org
Darby Stapp, Archaeologist 509-554-0441 (cell) dstapp@pocketinet.com
Greg Civay, Archaeologist 509-440-0092 (cell) archaeology@fortwallawallamuseum.org

Consultants for Physical Anthropology

Julie Longenecker, Confederated Tribes of the Umatilla Indian Reservation
Don Tyler, University of Idaho

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1988 *Walla Walla, A Nice Place to Raise a Family 1920-1949*. Pioneer Press Books, Walla Walla, Washington 215 pages.

Chavre, Neal (Walla Walla, WA) City Engineer, City of Walla Walla.
A personal interview by James Payne (2011, February)

Dowling, Jill
2008 DAHP Historic Property Inventory Report for Interurban Depot Building.

Drazan, Joe
2007 *Historic Walla Walla Valley Washington Vols I-IV* Digital Photograph Collection, City of Walla Walla.
2010 *Northern Umatilla County, Over 1200 vintage images!* Frazier Farmstead Museum, Milton-Freewater, Oregon.

Eagon, Phil (Walla Walla, WA). Retired Teacher, Sharpstein School.
A personal interview by Roger Cockerline (2011, January)

Edstrom, Kenneth Murray
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Elia, Dominick (Walla Walla WA). Owner Snyder-Crecelius Paper Co.
A personal interview by James Payne (2011, March 4)

Fondahn, Dick (Walla Walla, WA). Manager, Walla Walla Valley Transit
A personal interview by James Payne (2011, January)

Galloway, Frank (Walla Walla, WA) Local Resident, 238 Fulton Street
A personal interview by James Payne and Greg Civay (2011, 5 March)

Garfield, Leonard
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APPENDIX A
PROJECT MAPS

Walla Walla WA 7.5' USGS Topo 1978
NAD 83 UTM Zone 11

Fort Walla Walla Museum
Heritage Research Services
GCC 01/05/2011

0 1,000 2,000 3,000 4,000 Feet

1:24,000

1 inch equals 2,000 feet

Project Vicinity

Whitman Street Project
J-U-B Engineers Inc.
Walla Walla, Washington

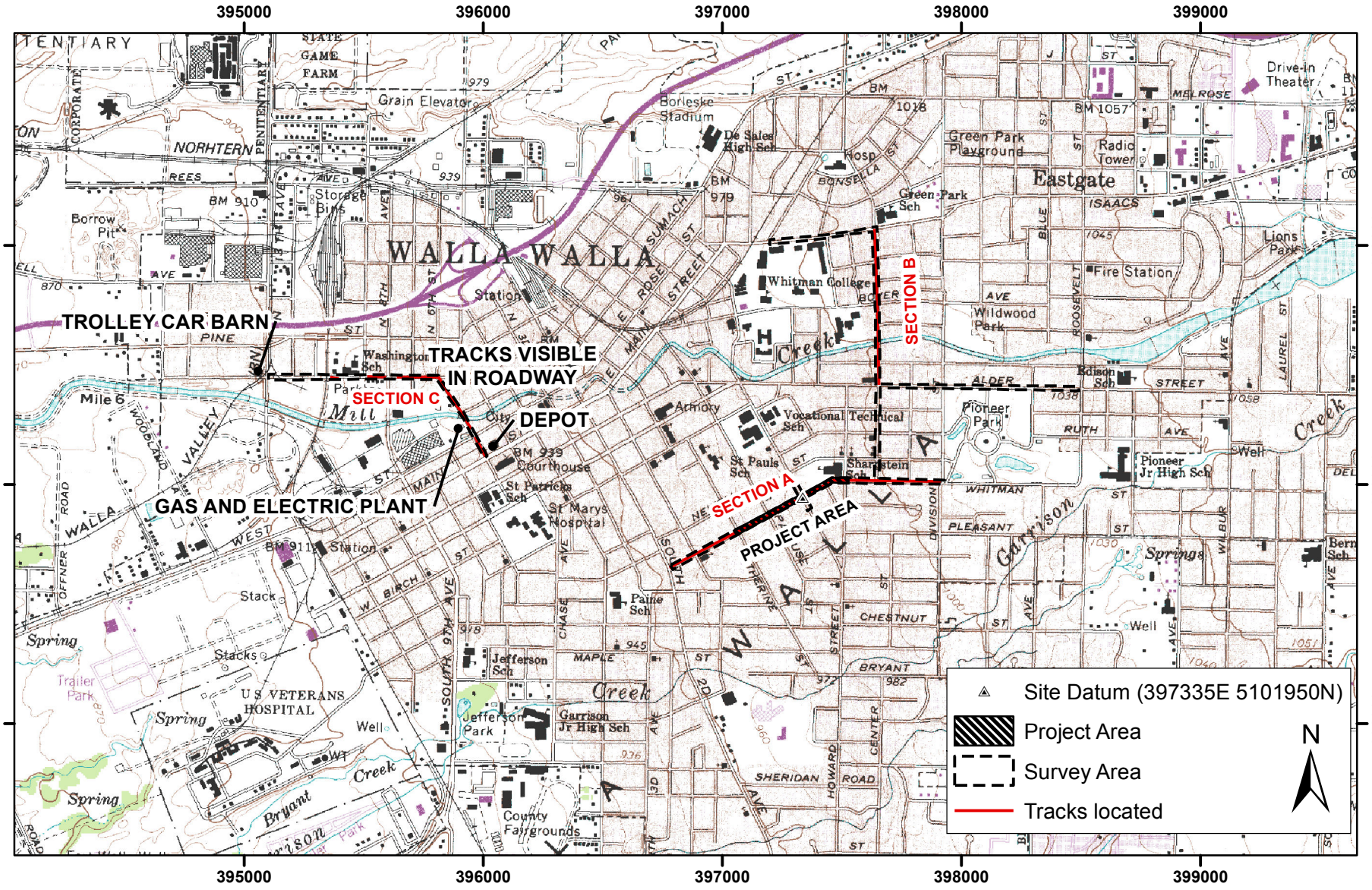


Figure 1. Project Vicinity

Early Routes of the Walla Walla Trolley

Walla Walla WA 7.5' USGS Topo 1978
NAD 83 UTM Zone 11

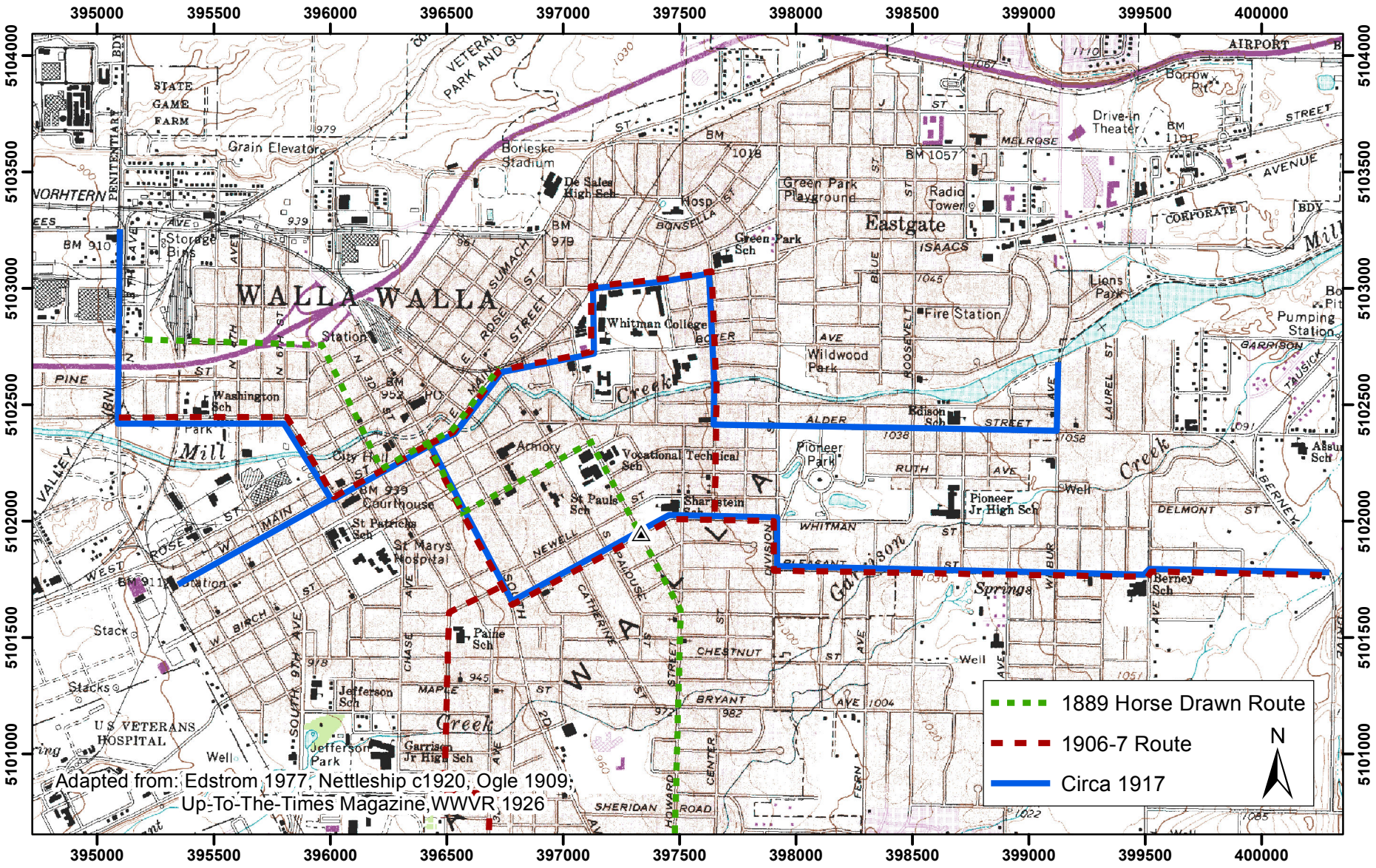
Fort Walla Walla Museum
Heritage Research Services
GCC 03/03/2011

0 1,000 2,000 3,000 4,000 Feet

1:24,000

1 inch equals 2,000 feet

Whitman Street Project
J-U-B Engineers Inc.
Walla Walla, Washington



Adapted from: Edstrom 1977, Nettleship c1920, Ogle 1909; Up-To-The-Times Magazine,WWVR 1926

Figure 2. Early Routes of the Walla Walla Trolley

APPENDIX B
PHOTOGRAPHS

A Short Report for the Cultural Resource Survey of the Proposed Whitman Street Improvement Project including a Proposed Mitigation Plan for Site 45WW310 and Unanticipated Discovery Plan

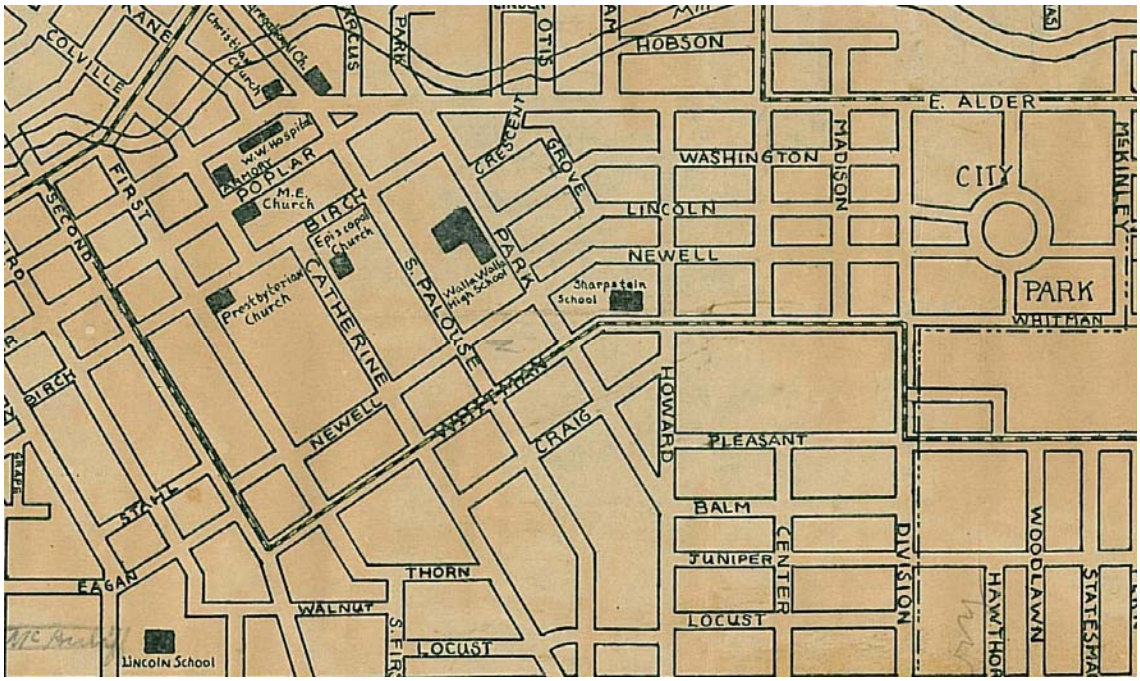


Fig 3 Detail of City of Walla Walla Map showing trolley line on Whitman

(Nettleship c1920)

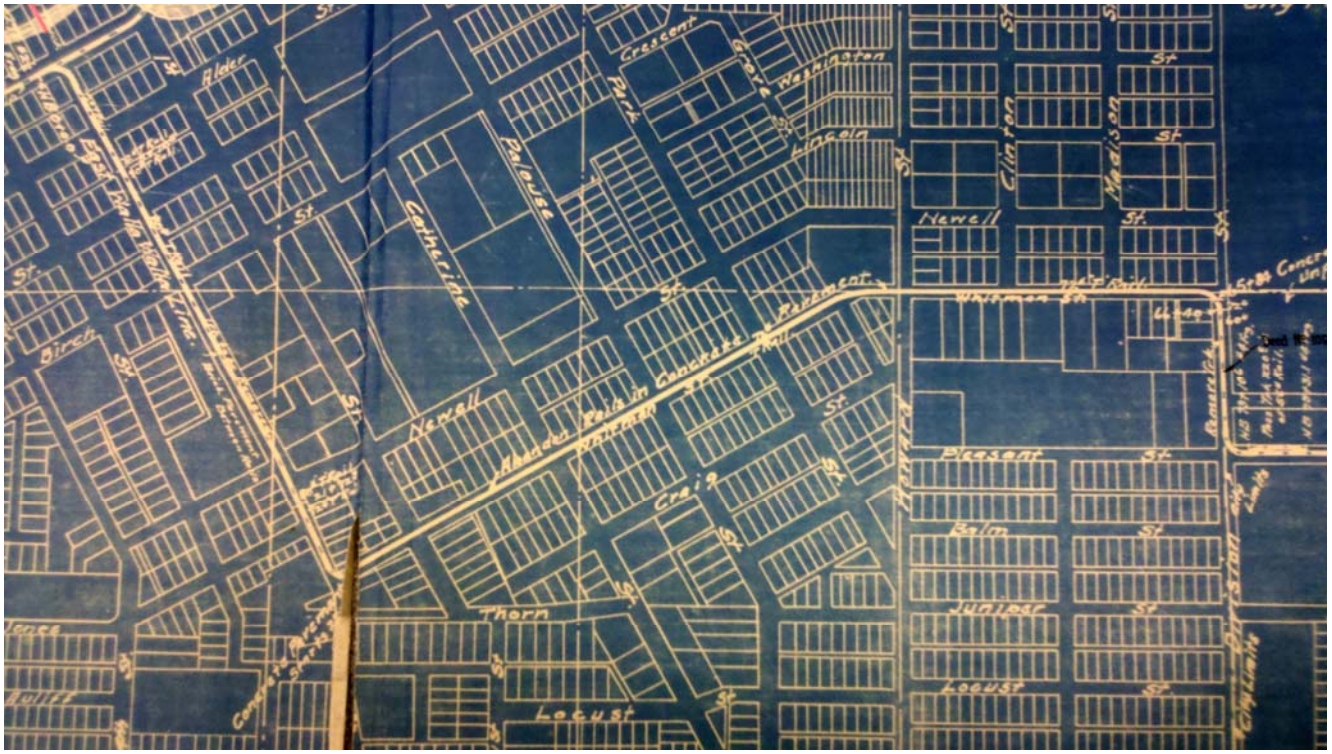


Fig. 4 Detail of City of Walla Walla Map showing trolley line on Whitman
(WWVRC 1926)

Fig 5. Facing South on 6th Avenue just north of Rose Street of Exposed Trolley tracks crossing Mill Creek with former Gas and Electric Plant in Background (Outside of APE) January 27, 2011.

Fig 6. Detail of Tracks in front of former Gas and Electric Plant showing tracks turning into property off of 6th Avenue, facing South, January 27, 2011.

Fig 7. Facing South of tracks on 6th Ave. crossing Rose St. and entering back of former Interurban Depot, NE corner of 6th Ave & Main Street (Now Snyder-Crecelius).

Fig 8. Facing East Showing tracks turning from 6th Avenue onto West Cherry Street.

Fig 9 Photographing the APE at the intersection of Whitman and Park Streets facing North, FWWM surveyor standing on buried tracks, Sharpstein School in background, January 27, 2011.

Fig. 10 Exposed Whitman Street Trolley Tracks (foreground), modern Trolley Bus and Sharpstein School, looking West through the intersection of Whitman and Howard Streets. (East end of APE), January 2011.

Fig. 11 Facing North on Clinton Street, through the intersection with Boyer Avenue, Exposed track in foreground.

Fig. 12 Detail Boyer, of exposed track in Clinton and Boyer

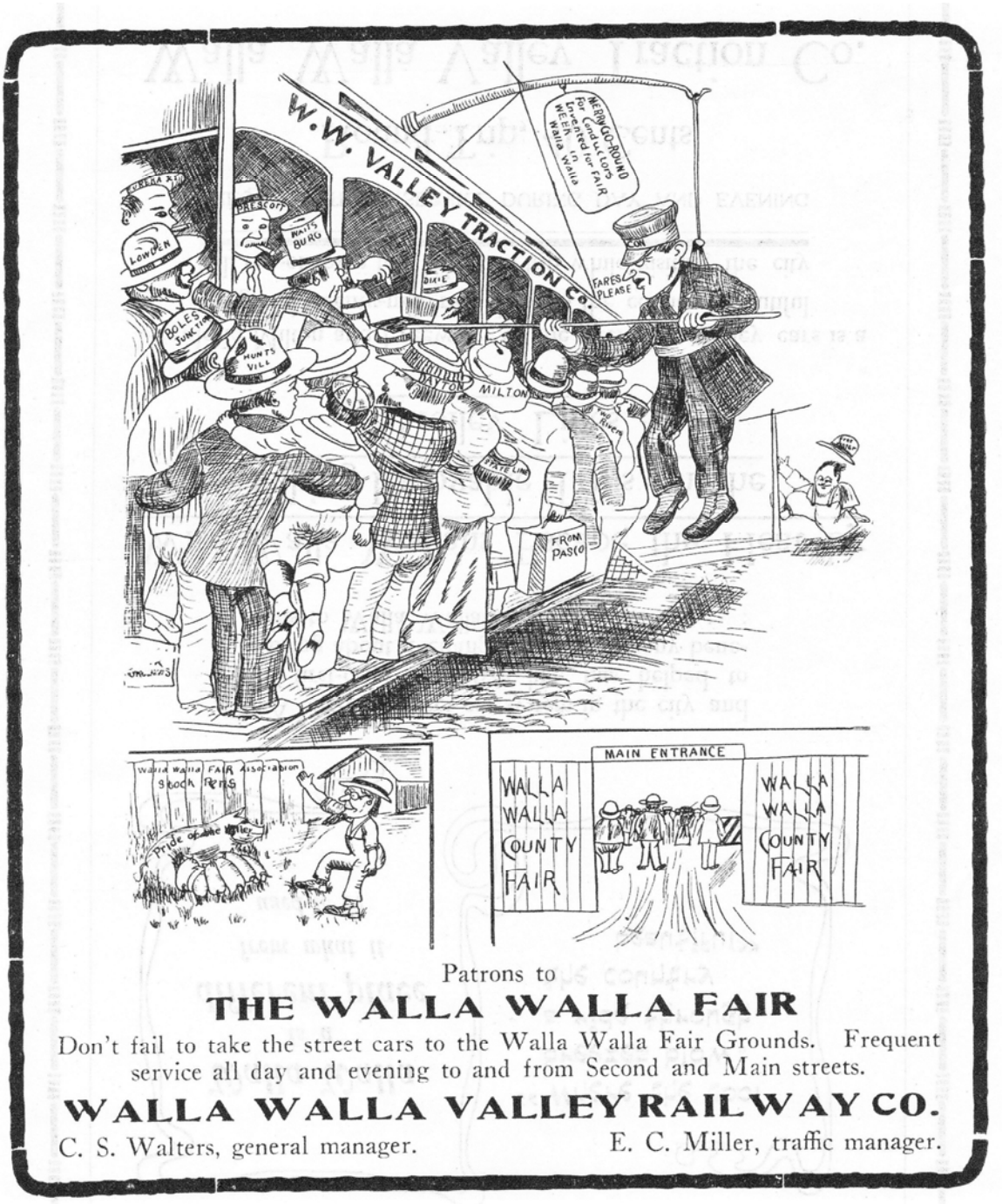
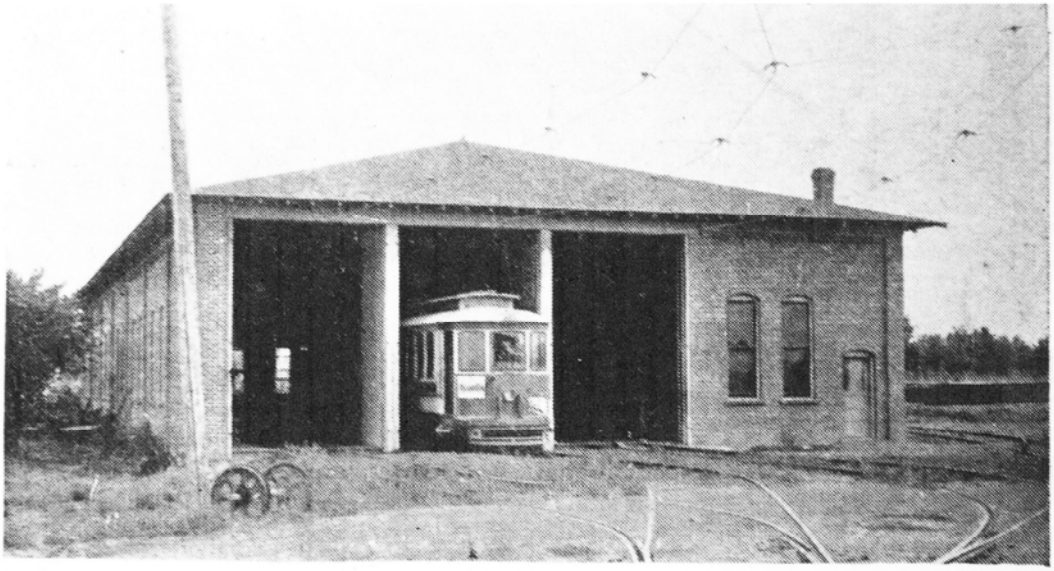


Fig. 13 Advertisement from *Up-to-the-Times* magazine (reprinted in Bennett 1982:42 and in Drazan 2007)

Fig. 14 1909 Advertisement for Walla Walla Valley Traction Company (Bennett 1982:43)



WALLA WALLA VALLEY TRACTION CO.'S STREET CAR BARNS.
WALLA WALLA, WASHINGTON.

Fig. 15 Walla Walla Valley Traction Company Car Barn 1906-1926.

NEW INTERURBAN DEPOT, WALLA WALLA -1910

Fig. 16 Interurban Depot at NE corner of 6th and Main Street circa 1910.

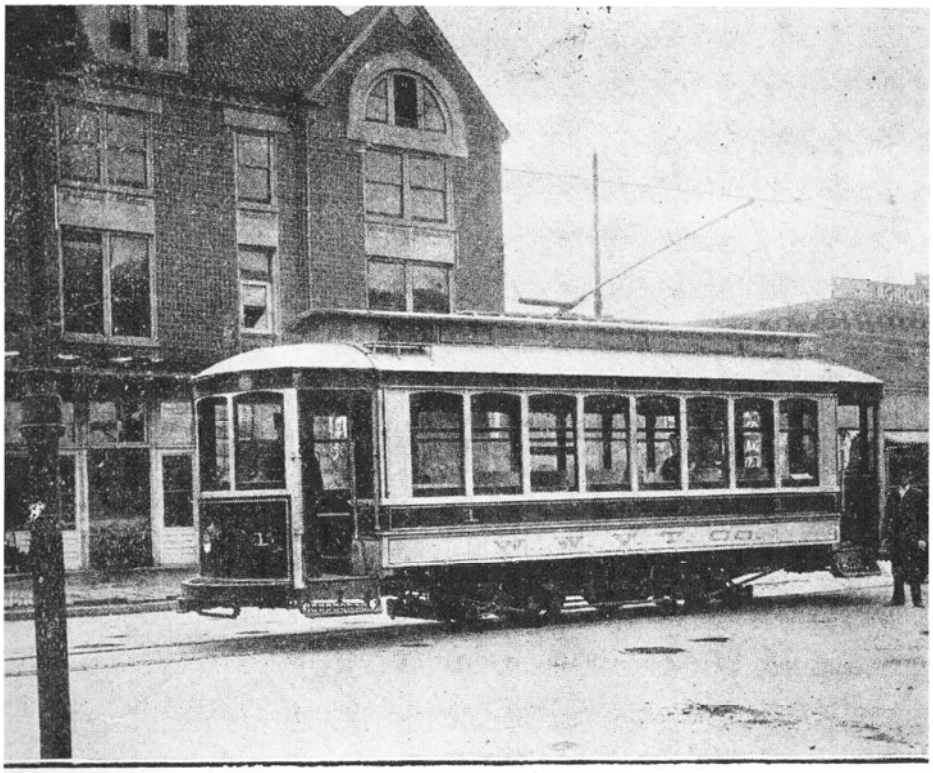


Fig. 17

Fig. 18 Main Street facing SW with trolley and rail line located in middle of street.

Fig. 19 Modern Trolley Bus Stop at corner of East Isaacs Ave. and Stanton St.

Fig. 20 Modern Trolley Bus Downtown Walla Walla coursey Walla Walla Valley Transit.